S.R.C. MINUTES

DISTRICT NO. 6

GARRETT COUNTY

11. GARRETT

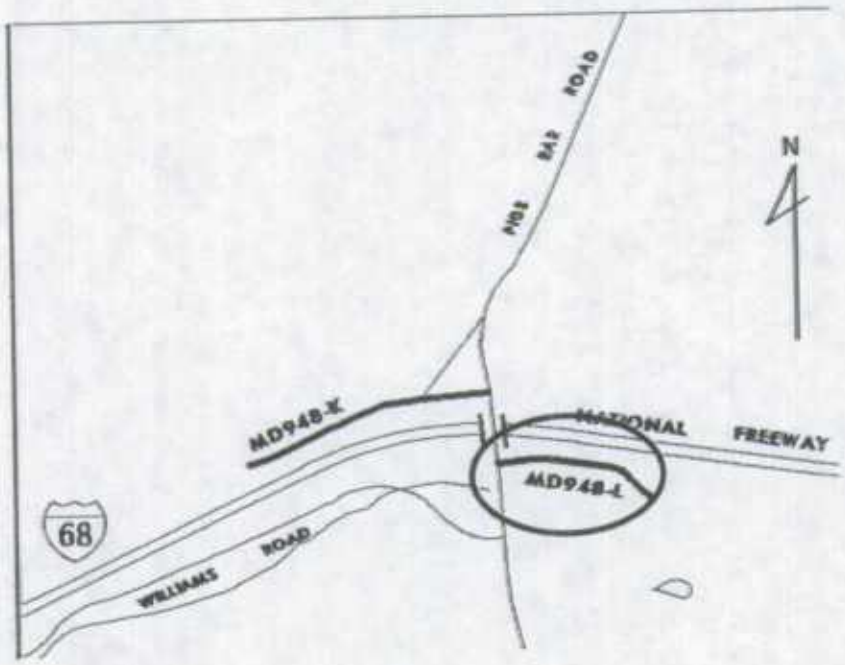
GARRETT COUNTY

MD 948-L, No Name.

This road was built under contract G-327-10-11-619 to give access to a citizen to his farm and property cut off by the construction of US 48 (now I-68) and the relocation of Pigs Ear Road. This road was not built on SHA right-of-way. Apparently there is no agreement of which we are aware that SHA must maintain this road.

Consequently, the Highway Information Services Division, State Highway Administration is deleting this road from its inventory.

April 6, 2001. KJP



Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

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

N11
818100

July 26, 2000

Neil J. Pedersen, Director of Office of Planning and Preliminary Engineering executed a road transfer agreement dated July 11, 2000, between the State Highway Administration and Garrett County, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The road transfer agreement will become effective on the date of the agreement.

State Highway Administration to Garrett County, Maryland

Co 472 MD 948P (North Park Road) - from MD 495 (M.P. 0.00) Bittinger Road to Road End (M.P. 1.15)
TOTAL MILEAGE: 1.15± MILES

Item Number: 87807

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

RMP:seb

545-2810

My telephone number is _____

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

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

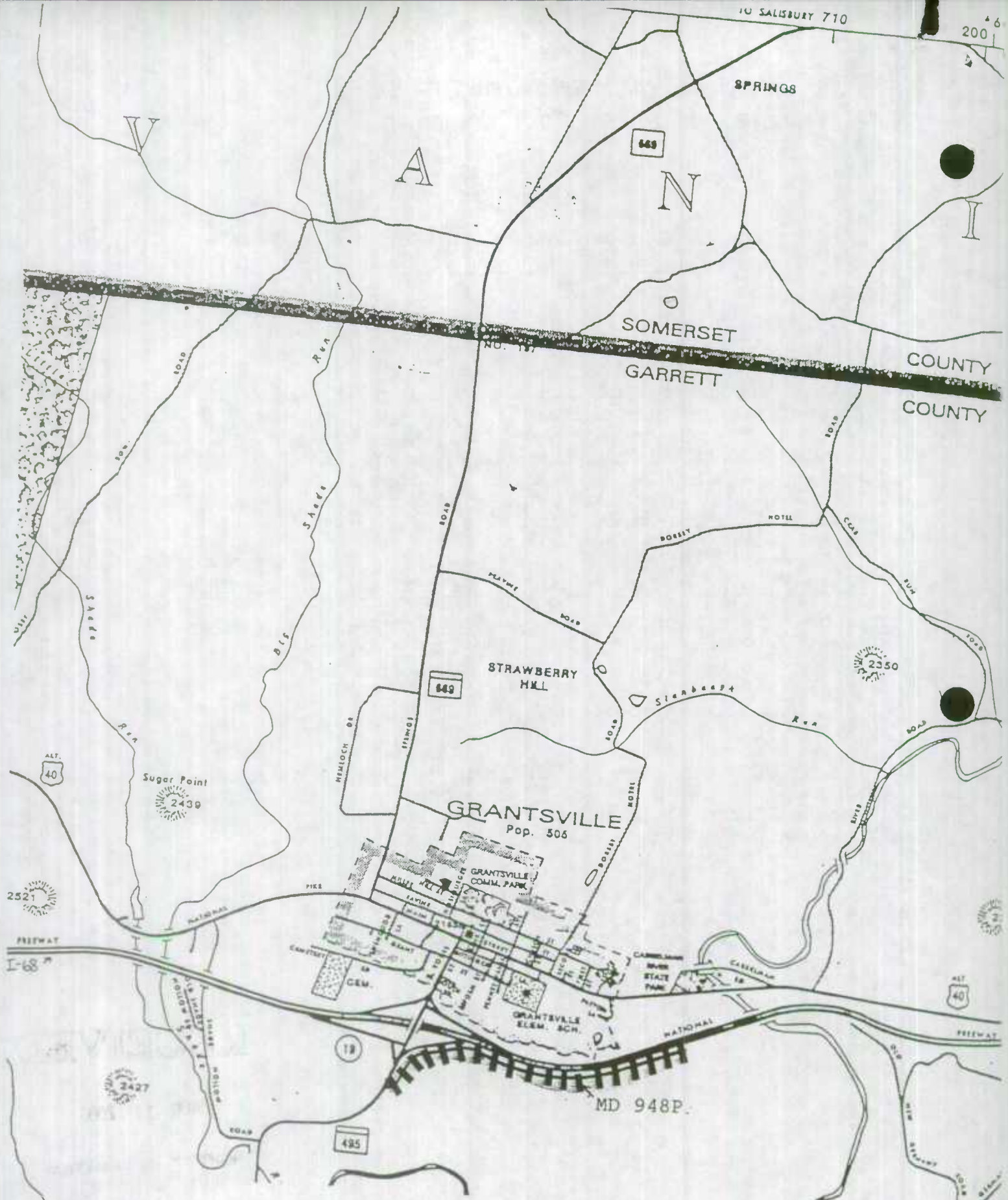


EXHIBIT 1 –
Highway Administration to County
Shown thus ----

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. M. Lenhart
Ms. Rose Davis
Mr. S. Foster
Mr. R. D. Douglass
Ms. C. Simpson
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R Harrison
Mr. W. Kowalsky
Mr. E.S. Freedman
Mr. A. Lijewski
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simmons
Mr. D. Ward
Mr. D. Weddle
Mr. P.F. Williams
Mr. M. Shah
Mr. Ed Schmidbauer
Mr. Butch Armentrout
Mr. F. Crozier
Mr. G. Frankenberry

GARRETT COUNTY, MARYLAND

Mr. Fred Polce
General Roads Superintendent

Mr. R. Lamont Pagenhardt
County Administrator

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 11 day of July, 2000, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration", party of the first part, and the Board of County Commissioners of Garrett County, Maryland, hereinafter referred to as the "County", party of the second part.

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

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

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

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

   MD 948P (North Park Road) - From MD 495 (M.P. 0.00) Bittinger Road to Road End (M.P. 1.15)
   Item No.: 87807 Total mileage - 1.15± miles

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

   A. The effective date of transfer of the Roadway to the County is the date of mutual acceptance of the completed minor improvements to said Roadway as done on Contract GA 6175176.

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

C. The basis for the allocation of funds to the County will include the Roadway (i.e., the additional 1.15± miles beginning July 1st of the year following the date as set forth in Item B above.

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

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

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

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

RECOMMENDED FOR APPROVAL

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By: _____
Director, Office of Planning
and Preliminary Engineering

_____

Approved as to form and legal
sufficiency this _____ day of
_____, 2000.

_____
Chief, Utility and Road
Conveyance Section

_____
Special Counsel

ATTEST:

BOARD OF COUNTY COMMISSIONERS OF
GARRETT COUNTY, MARYLAND

_____
Director of Public Works

By: _____
Name
Title

_____
County Attorney

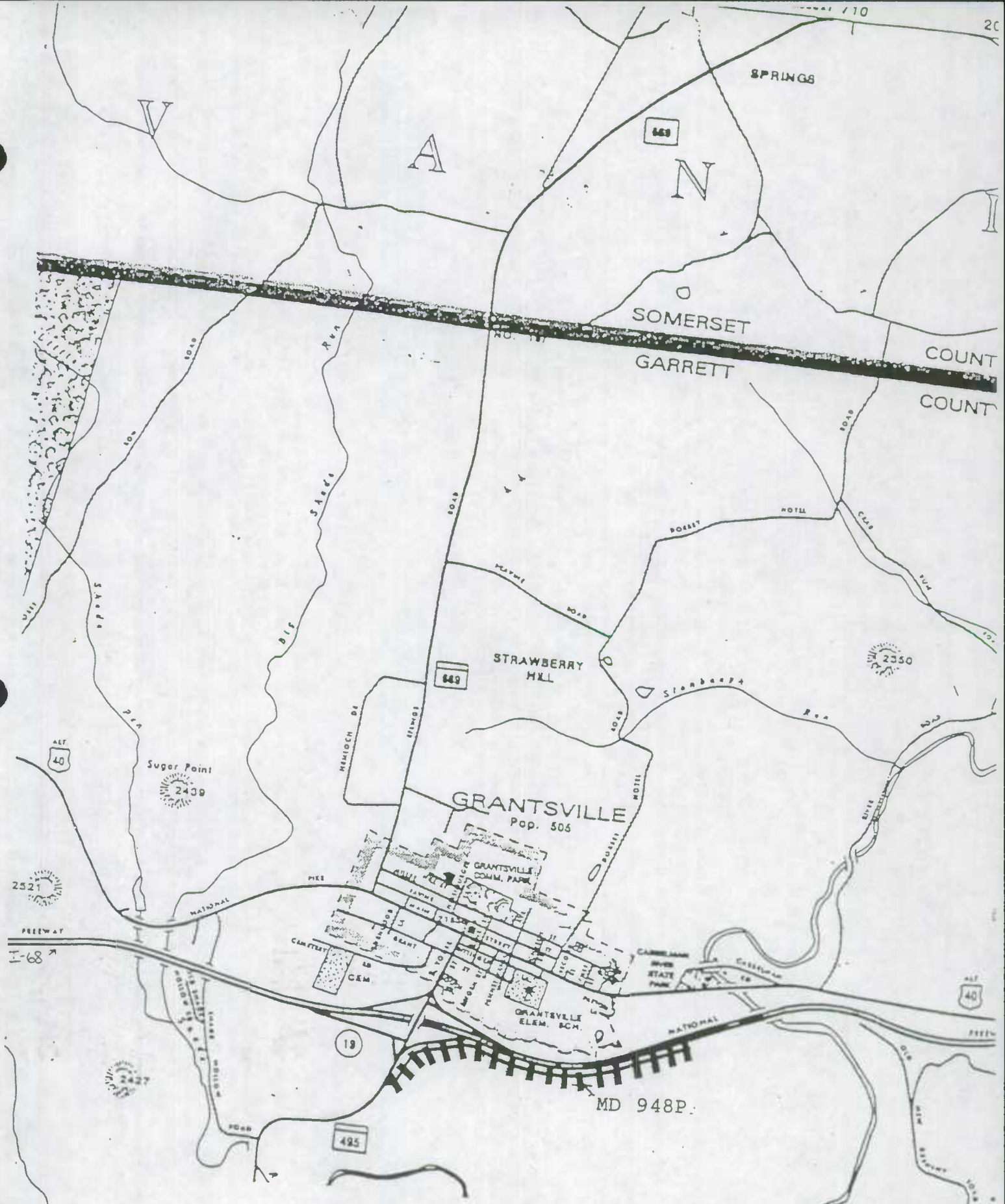


EXHIBIT 1 –
Highway Administration to County
Shown thus ----

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

PLEASE REPLY TO:
OFFICE OF DISTRICT ENGINEER
P.O. BOX 3347
LAVALE, MARYLAND 21504-3347

July 26, 1994

MEMORANDUM

TO: Mr. Larry Swift, Chief
Cartography

FROM: T. W. Beaulieu
District Engineer

SUBJECT: State Route Road Name Changes
Garrett County

We have been advised by Garrett County of the renaming of state routes as part of their 911 Enhancement Program. Attached is a copy of the resolution approved by the Board of Commissioners that establishes new names for some routes and reaffirms other established names.

If you have any questions or need any additional information, please do not hesitate in contacting Mr. K. C. Keith of our District Traffic Staff.

TWB:KCK:bp
Attachment
cc: Mr. J. Nelson
Mr. T. Spear
Mr. T. Neukam
Mr. J. Helm
Mr. D. Yoder
Mr. T. Hicks
Mr. K. Powers
Mr. G. Small

My telephone number is 777-2145: FAX: 729-6968
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

Filed and recorded April 26, 1994.

GARRETT COUNTY COMMISSIONERS

203 S. 4th Street – Courthouse – Room 207
OAKLAND, MARYLAND 21550

Grantsville Area (301) 895-3188
Oakland Area (301) 334-8970
Bloomington Area (301) 359-9086
Fax (301) 334-5000

JOHN G. BRASKEY *Commissioner*
BRENDA J. BUTSCHER *Commissioner*
ELWOOD L. GROVES II *Commissioner*
GORMAN E. GETTY III *Attorney*
ROBERT J. FOUSEK SR. *Administration*

Resolution #RN94-1

April 19, 1994

RESOLUTION

WHEREAS, Article 41 of the Annotated Code of Maryland empowers the County to provide for an Enhanced 911 Emergency Telephone System; and,

WHEREAS, the Board of County Commissioners of Garrett County has formally adopted the Garrett County Address Ordinance as the initial step to enhance the 911 system; and,

WHEREAS, the Ordinance requires the establishment of the Garrett County Road Name Index that shall include the names of all streets and/or roads within the County; and,

WHEREAS, the Board of County Commissioners of Garrett County has given public notice of a public meeting relating to said street and/or road names, and has held said public meeting;

NOW, THEREFORE, BE IT RESOLVED, that the Board of County Commissioners of Garrett County does hereby adopt the Garrett County Road Name Index and the following names for State Highways within the County to be included within said index:

State Route No.	Road Name
US Rt. 40/US Rt. 40 Alt	National Pike
US 50	George Washington Highway
US Rt. 219 from US Rt. 40 North	Chestnut Ridge Road
US Rt. 219 from Keyser's Ridge South	Garrett Highway
I-68	National Freeway
MD Rt. 38	Kitzmiller Road
MD Rt. 39	Hutton Road
MD Rt. 42	Friendsville Road
MD Rt. 135	Bloomington Road
MD Rt. 495 from Grantsville to Swanton	Bittinger Road
MD Rt. 495 from Rt. 135 to Rt. 135	Swanton Road
MD Rt. 546	Finzel Road
MD Rt. 560	Gorman Road
MD Rt. 669	Springs Road

Duly adopted by unanimous vote of the Board of County Commissioners of Garrett County, Maryland this 19th day of April, 1994; and it is further resolved the effective date of these road names shall be April 19th, 1994.

BY Brenda J. Butscher
Brenda J. Butscher, Chairman

BY John G. Braskey
John G. Braskey, Vice-Chairman

BY Elwood L. Groves
Elwood L. Groves, II, Vice-Chairman

Attest: Robert J. Fousek
Robert J. Fousek, Clerk

GARRETT COUNTY
MARYLAND

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
WEDNESDAY, NOVEMBER 25, 1992
* * * * * *

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

GRANTEE	CONVEYANCE	IN ACCORDANCE WITH
Philip F. Bender and Lela H. Bender	Conveyance of ±3.6 acres of excess property located on the northside of I-68/US 40, 1.5 miles west of Grantsville in Garrett County.	Transportation Article Section 8-309. Auction Bid Conveyance to adjoining property owner.

RPG/sjc
cc: Ms. E. L. Homer
Mr. C. R. Olsen
Mr. J. Mahorney (deed/w attachments)
Mr. D. R. Kershner
Mr. J. T. Neukam
Mr. T. W. Beaulieu
Secretary's File (deed/w attachments)
SRC-Garrett County File
Contract No. G-327-006-619

US48 now IS 68
IS 68 now IS 595

HDM-17D

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

1990

OFFICE OF
THE ADMINISTRATOR

May 17, 1989

IN REPLY REFER TO:

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

HPN-12

Dear Mr. Francois:

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

Alabama - Elimination of Interstate Route Number 210

Concur.

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

Alabama - Establishment of Interstate Route Number 165

Concur.

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

Indiana - Establishment of Interstate Route Number 469

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

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

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

Concur.

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

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

Concur.

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

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

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

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

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

Massachusetts - Relocation of Interstate Route Number 95

Concur.

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

West Virginia - Establishment of Interstate Route Number 68

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

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

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

Sincerely yours,

R D Morgan

R. D. Morgan
Executive Director

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
THURSDAY, APRIL 20, 1989
* * *

Administrator Kassoff executed the following deed dated April 20, 1989, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
Goldie M. Thomas	0.26± A. excess land, located on the SS of Md. Rte. 42, Friendsville-Markleysburg Rd., 0.5 mile W. of Friendsville, Garrett County; former prop. of Hiram Frazee, Item 48423; R. Hinebaugh, Item 48424; F. Thomas, Item 48425, Old Md. Rte. 42 roadbed, Proj. G-280-4-620.	Permission to dispose granted by BPR on 7/13/88 Item 15-RP. Grantee was only adjoining owner to submit offer of $2,000, which was rejected. She then submitted bid of $2,100 which was higher than appraised value.

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. R. A. Conway
Mr. T. W. Beaulieu
Mr. D. R. Kershner
Mr. J. F. Mahorney (2)
Mr. J. T. Neukam
Secretary File
SHA-Garrett County File

Department of Transportation

Administration

James J. Kennelly
Secretary

M. S. Caldwell
Administrator

October 14, 1981

MEMORANDUM

TO: Mr. T. W. Beaulieu
District Engineer - District #6

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

Original signed by
JOHN T. NEUKAM

SUBJECT: Route Number Changes
U.S. 40, U.S. 48, U.S. 219H, U.S. 220 & Md. 395

The Highway Administration's request to redesignate U.S. 40 and U.S. 220 as shown on the attached maps has been approved by AASHTO. You are hereby requested to take the necessary actions to affect this change. The Bureau of Highway Statistics is currently in the process of changing its records and maps. Notification to appropriate local governments has been given, with a copy to you.

The changes to be made are as follows:

- Existing U.S. 40 from the intersection of U.S. 40 and Md. 219H at Keysers Ridge (milepoint 3.42, Garrett County) to the Willow Brook Interchange with U.S. 48 in Cumberland (milepoint 13.56, Allegany County) will be redesignated Alternate U.S. Route 40. US 40 Alt

- Existing U.S. 219H in its entirety from U.S. 40 at Keysers Ridge to U.S. 48 south of Keysers Ridge will be redesignated U.S. 40.

- Existing U.S. 48/219 from south of Keysers Ridge (milepoint 14.00, Garrett County) to U.S. 219 Interchange (milepoint 22.55, Garrett County) will be designated U.S. 40/48/219.

- Existing U.S. 48 from U.S. 219 (milepoint 22.55, Garrett County) to U.S. 220 at Greene Street (milepoint 10.54, Allegany County) will be designated U.S. 40/48.
  Tabbed as "US 48"

- Existing U.S. 48 from U.S. 220 (milepoint 10.54) to end U.S. 48 at Willow Brook Interchange (milepoint 13.10) will be designated U.S. 40/48/220.
  same

[illegible] W. [illegible]eulieu
[illegible] 1981
[illegible]ge

Existing U.S. 40 from end U.S. 48 at Willow Brook Interchange (milepoint 13.10) to Md. 395 @ Mason's Barn (milepoint 15.31) will be designated U.S. 40/220.

Existing Md. 395 in its entirety from U.S. 220 north of Cumberland (milepoint 0.00) to U.S. 40 near Emitts Creek (milepoint 0.70) will be redesignated U.S. 220.

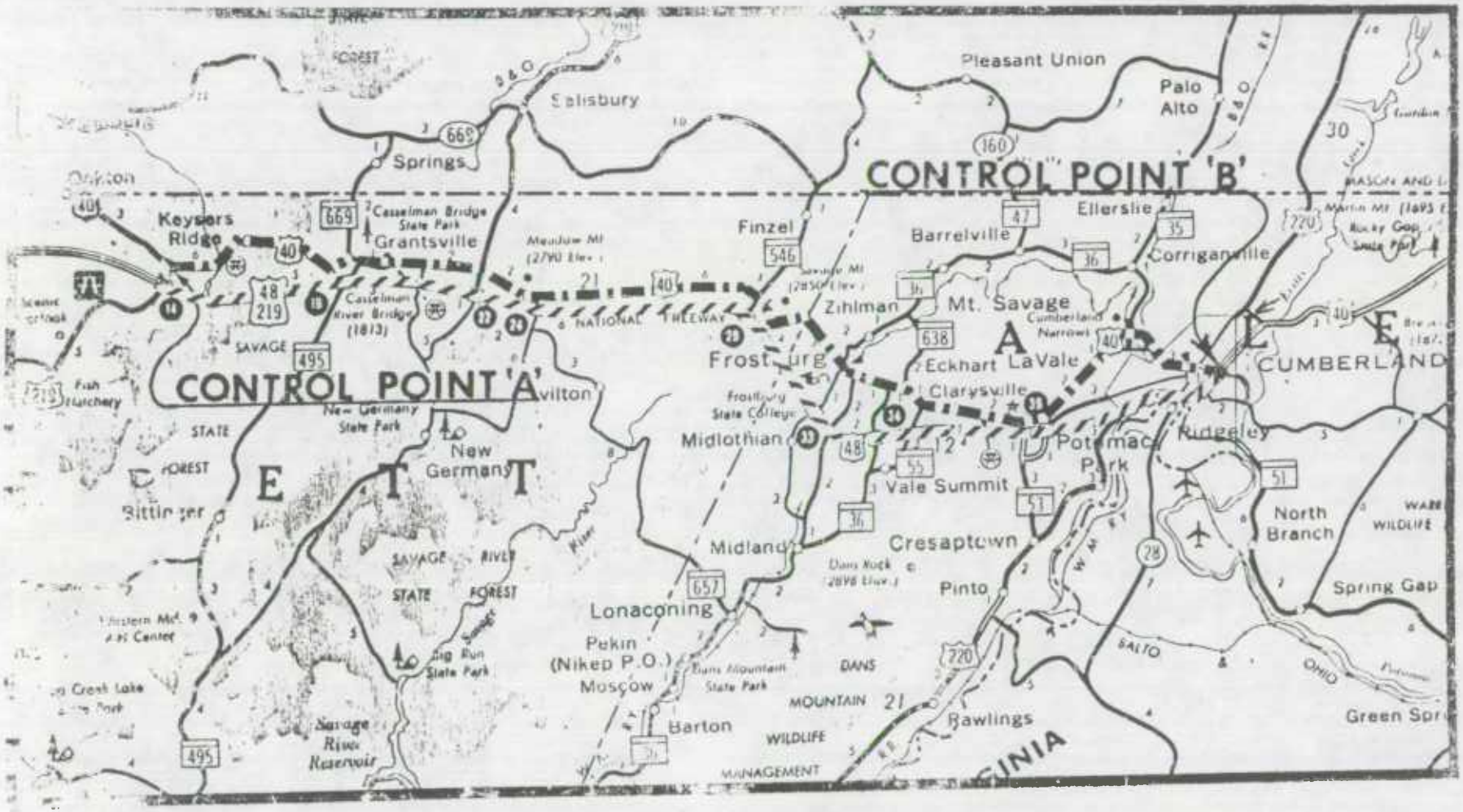
Existing U.S. 220 from U.S. 48 @ Greene Street (milepoint [illegible].81) to Md. 395 north of Cumberland (milepoint 22.95) will be deleted from the U.S. Number System.

Additionally, Existing U.S. 220 from North Limits of Cumberland (milepoint [illegible]) to Old Md. 395 (milepoint 22.95) will be redesignated Md. 807. This is a non-posted route.

The remaining segments of U.S. 220 mentioned above are Municipal (milepoint 1[illegible].32 to 22.65). A very small segment of Md. 144AN (0.00 - 0.25) and U.S. 40AB (0.00 - 0.04), will also be revised. These segments will effect, comprise part of the U.S. 40/U.S. 220 Interchange. The above milepoint references apply to the existing designations, new milepoint references will be adjusted when our record changes are complete.

In accordance with the adopted Route Numbering Procedures (10/2/80), a change of this nature warrants a public notice. We suggest that such notice be arranged by the District Office at an appropriate time, prior to actual field signing changes. The Bureau of Highway Statistics will assist in the preparation of any maps required for that purpose.

[illegible]ah
[illegible]hments
cc: Mr. [illegible]. E. Pyers
Mr. F. Gottemoeller
Mr. [illegible] K. Lee, III
Mr. [illegible]. Kassoff
Mr. J. A. Agro, Jr.
Mr. C. W. Reese
Mr. [illegible] H. Rogers
Mr. [illegible] H. Dionne
Mr. C. E. Daile[illegible]
Mr. [illegible]. L. Gardner
Mr. [illegible]. Hughes
Mr. F. S. Freedman
Mr. T. H[illegible]cks
[illegible] N. Day
Mr. [illegible]. T. Carter
[illegible] A. H. Tahir
Mr. [illegible]. I. Slacum
Mr. C. I. Anderson
[illegible] L. White
Mr. W. F. Schneider, Jr.
Mr. P. S. Jaworski
Mr. E. T. Paulis, Jr.
Mr. E. M. Loskot
Mr. P. E. Cody, III
Mr. C. Lee
Mr. M. Stein
Mr. J. F. Deavers
Mr. C. P. Hyatt
Mr. B. Sedgwick
Mr. R. L. Daff
Mr. J. F. Powell
Ms. R. Byron
Mr. D. A. Wiles
Mr. R. C. Davison
Mr. R. Ward (Maryland Tax Maps)
Mr. A. F. Yurek
Sgt. J. Harvey (Md. State Police)

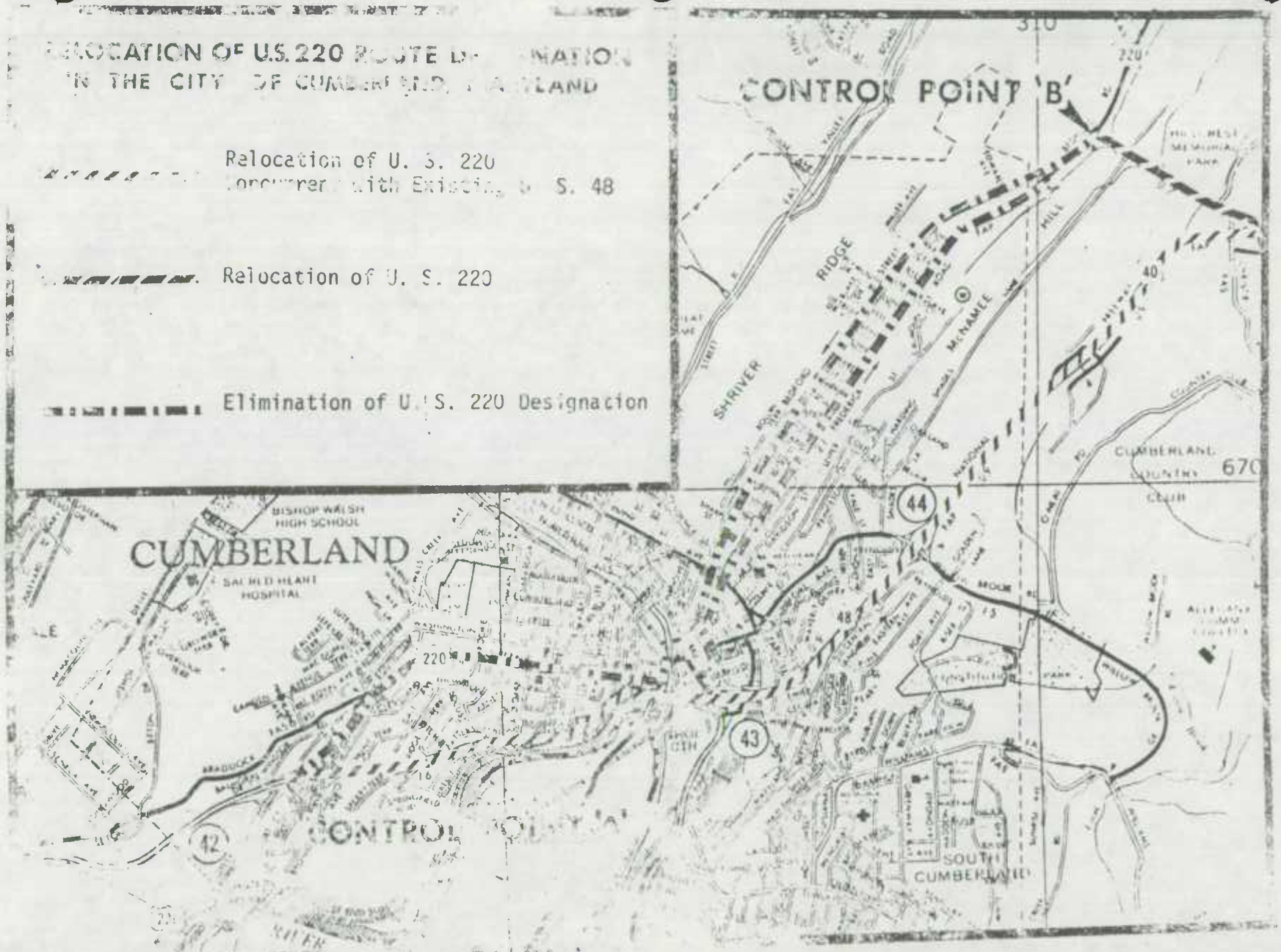

CONTROL POINT 'A'
CONTROL POINT 'B'
Keysers Ridge
Grantsville
Casselman Bridge State Park
Casselman River Bridge (1813)
Springs
Salisbury
Meadow Mt (2790 Elev.)
Finzel
Frostburg
Frostburg State College
Zihlman
Mt. Savage
Barrelville
Ellerslie
Corriganville
Pleasant Union
Palo Alto
Eckhart
LaVale
Clarysville
Cumberland Narrows
CUMBERLAND
Midlothian
Vale Summit
Potomac Park
Ridgeley
North Branch
Spring Gap
Cresaptown
Pinto
Midland
Lonaconing
Pekin (Niked P.O.)
Moscow
Barton
Rawlings
Savage River Reservoir
New Germany State Park
New Germany
Big Run State Park
Dans Mountain State Park
Dans Rock (2898 Elev.)
DANS MOUNTAIN WILDLIFE MANAGEMENT
SAVAGE RIVER STATE FOREST
Bittinger
Green Spring
NATIONAL FREEWAY
Proposed ALTERNATE U. S. 40 (Existing U. S. 40)
Relocation of U. S. 48 (Concurrent with Existing U. S. 48)
Relocation of the U. S. 40 designation between Keysers Ridge and Cumberland, Maryland establishment of Alternate U. S. 40

RELOCATION OF U.S. 220 ROUTE DESIGNATION
IN THE CITY OF CUMBERLAND, MARYLAND

Relocation of U. S. 220
Concurrent with Existing U. S. 48

Relocation of U. S. 220

Elimination of U. S. 220 Designation



Bal

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

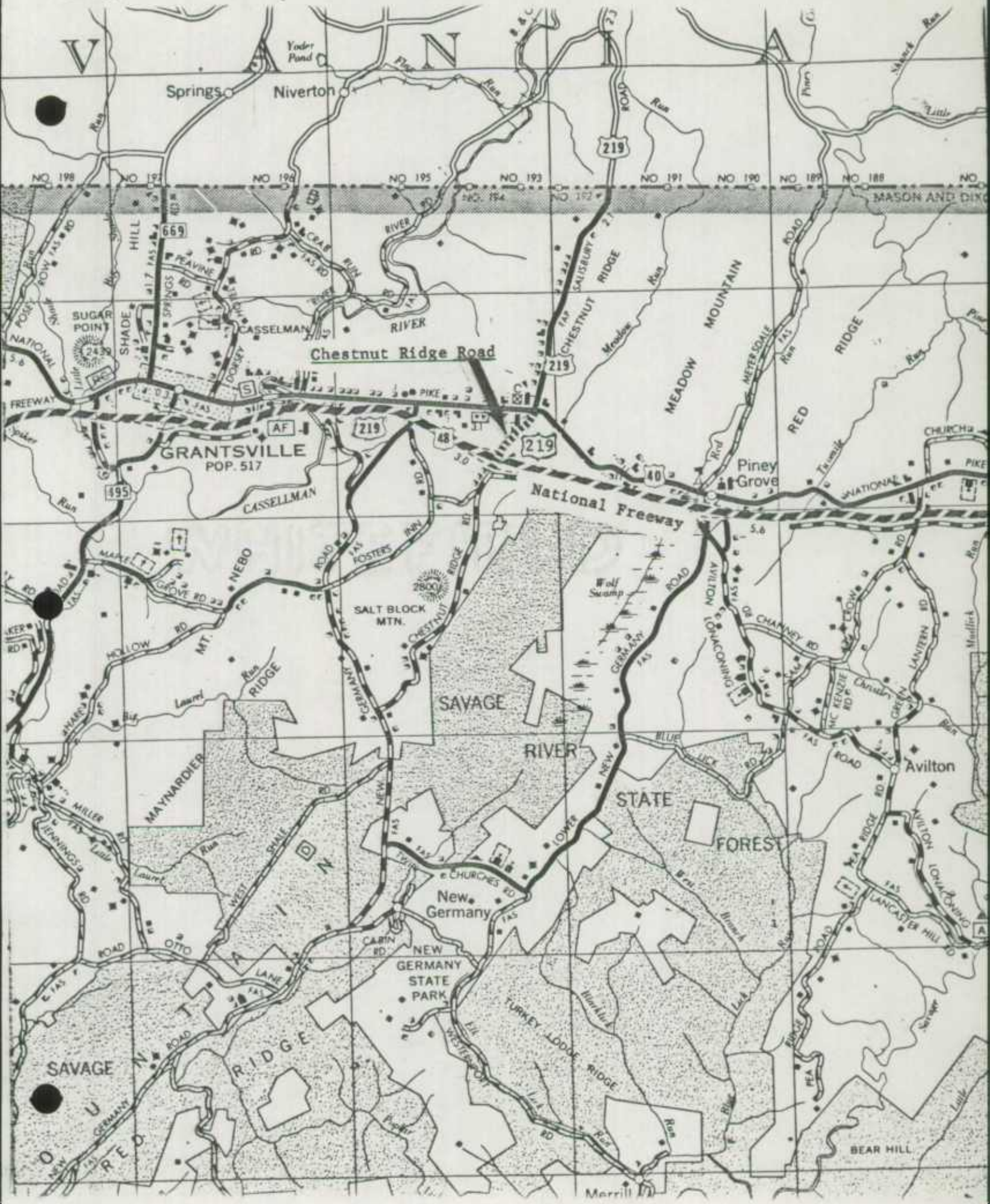
December 19, 1977

Director Gottemoeller, Office of Planning and Preliminary Engineering executed Agreement dated December 19, 1977 between the State Highway Administration and Garrett County, Maryland relative to transfer by the County to the Administration of the following described section of road subject to the conditions more fully set forth in the Agreement.

> Relocated Chestnut Ridge Road - from Limit of Work Station 15+50 South of the National Freeway to Station 54+01.43 at U.S. 40 North of the National Freeway as constructed under contract G-327-21-619 for a total distance of 0.62± mile.

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

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


Springs
Niverton
Yoder Pond
NO. 198
NO. 197
NO. 196
NO. 195
NO. 194
NO. 193
NO. 192
NO. 191
NO. 190
NO. 189
NO. 188
MASON AND DIXO
669
219
SUGAR POINT
2439
SHADE
CASSELMAN
RIVER
Chestnut Ridge Road
CHESTNUT RIDGE
MEADOW MOUNTAIN
RED RIDGE
FREEWAY
GRANTSVILLE
POP. 517
495
48
40
Piney Grove
National Freeway
NEBO
SALT BLOCK MTN.
SAVAGE RIVER STATE FOREST
MAYNARDIER RIDGE
Avilton
New Germany
NEW GERMANY STATE PARK
TURKEY LODGE RIDGE
SAVAGE
RIDGE
BEAR HILL
Merrill

THIS AGREEMENT made this 14th day of December 19__ by and between Garrett County Maryland, hereinafter referred to as "County", party of the first part and the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the second part.

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

WHEREAS, it has been determined that the transfer of jurisdiction of the hereinafter described section of County Road to the State Highway System will result in a reduction in the cost of road maintenance; and,

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

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

Relocated Chestnut Ridge Road - from Limit of Work Station 15+50 South of the National Freeway to Station 45+01.43 at U.S. 40 North of the National Freeway as constructed under contract G-327-21-619 for a total distance of 0.62± mile.

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The aforegoing mileage will be excluded from the County's road inventory as of December 1, 1978.
3. The basis for the allocation of funds will exclude the 0.62± mile in the allotment to the County beginning July 1, 1979.
4. The transfer of said road is made on an as-is-basis which pertains to existing rights-of-way and to the existing condition of the road involved, including all appurtenance and bridge structures.
5. The State accepts jurisdiction over and responsibility for the maintenance of the said road as of the effective date of transfer.

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

ATTEST:

Clerk to County Commissioners

Garrett County, Maryland

Chairman, Board of County Commissioners

Recommended for Approval

Road Supervisor

Approved as to form and legal sufficiency this 12 day of December 1977

County Attorney

STATE HIGHWAY ADMINISTRATION OF
MARYLAND

WITNESS:

_____

By: _____
Director, Office of Planning &
Preliminary Engineering

_____
Chief, Bureau of Highway
Statistics

Approved as to form and legal
sufficiency this _____ day of
_____ 197_

_____
Administrative Special Attorney

Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary
Bernard M. Evans
Administrator

December 7, 1977

Mr. John D. Bushby
District Engineer
District #6

Re: Route Number Designation

Dear Mr. Bushby:

On September 26, 1977 applications were submitted to the American Association of State Highway and Transportation Officials Route Numbering Committee by the State Highway Administration requesting the relocation of the U.S. Route 219 designation in Garrett County. Favorable approval of the submission was consumated on October 28, 1977, and as a result of said approval the following changes are being made.

The new routing of U.S. 219 will be from its existing junction with U.S. 48 South of Keysers Ridge, Easterly along U.S. 48 to its intersection with Chestnut Ridge Road, thence Northerly along Chestnut Ridge Road to its existing location at U.S. 40.

We are enclosing a map segment showing the change as indicated above.

Very truly yours,

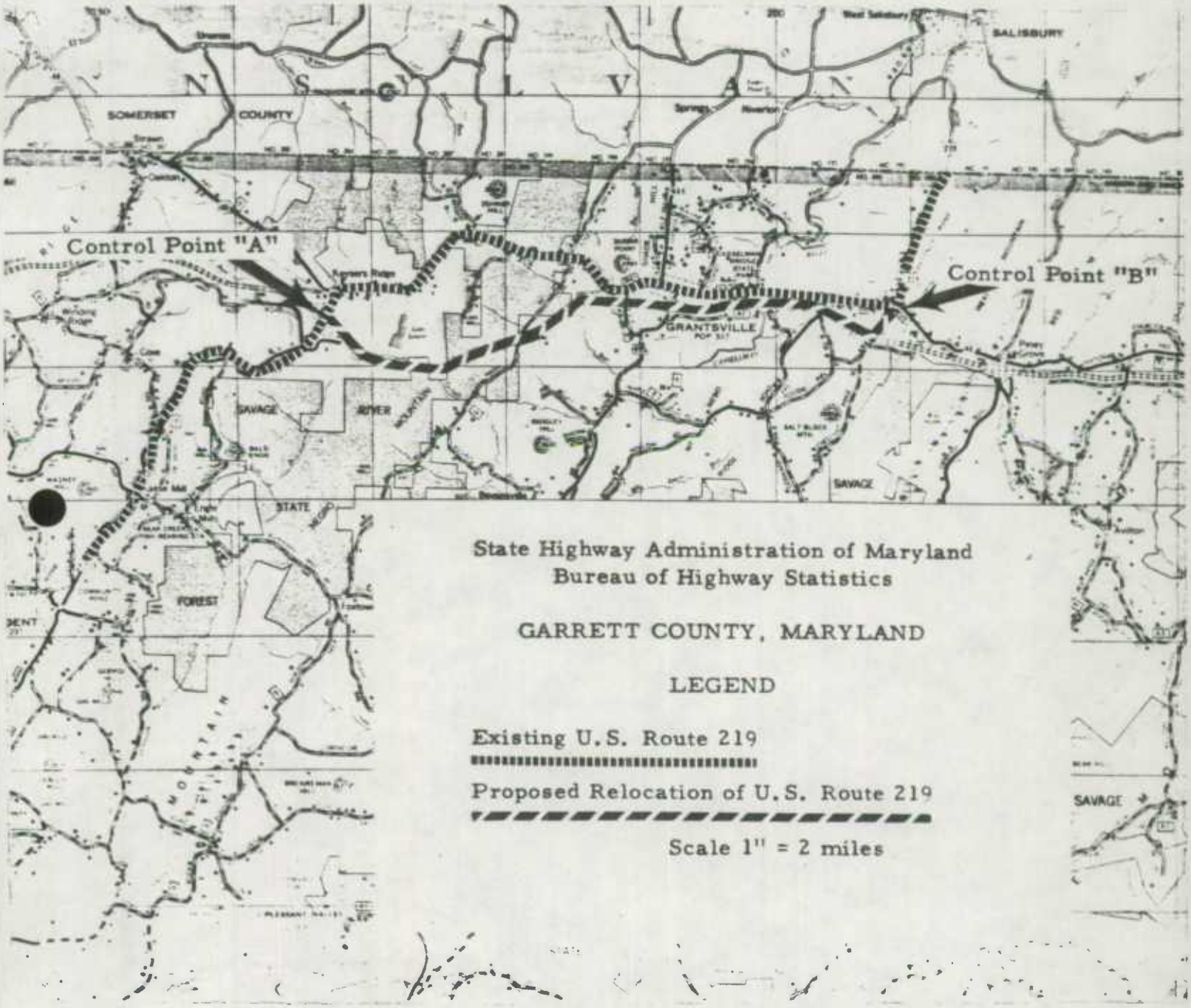
T.W. Beaulieu, Chief
Bureau of Highway Statistics

By: Clyde P. Hyatt
Clyde P. Hyatt, Chief
Records Statistics Section

CPH:PEB:jb
Enclosures
cc: E. T. Camponeschi
T. L. Cloonan
R. C. Davison
J. N. Day
H. G. Downs
J. C. Forrest
E. S. Freedman
N. B. Friese
A. L. Gardner
F. Gottemoeller
Sgt. J. Harvey - Md. State Police
Pikesville, Md. 21208
T. Hicks
P. S. Jaworski
R. S. Kiel
W. W. Knipple ✓
C. Lee
W. F. Lins
J. T. Neukam
C. W. Reese
Mrs. E. K. Roche
B. Sedgwick
B. L. Stewart
A. W. Tate
D. W. Taylor
Robert Ward (tax maps)
A. F. Yurek

Map of State or Portion thereof,
indicating proposed
addition or change in the
U. S. Numbered System:

(A photographic reduction or section of Departmental Map attached to this sheet—may be folded to sheet size, but do not use a map larger than four 8½" x 11" sheets in size.)



(Indicate termini and control points on the map for the route, and number them in sequence. Use same numbers in Column 1 tabulation, Page 5, when listing mileage. Towns, Cities, Major Highway Intersections and State Lines to be used as Control Points. The top of Column 1, Page 5, will be one terminus, and Column 1 will give the log of the route as needed to describe the route in the Association publication "U.S. Numbered Highways," if the application is approved by the Executive Committee.)

948M = Co 46
948J = Co 42
948R = Co 218
948D = Co 214
948B = Co 205
948C = Co 208

These need to be documented - history

MEMORANDUM OF ACTION OF DIRECTOR FR
OFFICE OF PLANNING AND PRELIMI

August 8, 1977

Director Gottemoeller, Office of Pl
executed agreement dated August 8, 1977, betw
tion and Garrett County, Maryland, relative
to the County of the following described sec
subject to the conditions more fully set for

1. Relocated Sand Spring Road - f
0+00 South of National Freew
Station 7+25 North of Nation
under contract G-327-19-619

A/T 353

2. Relocated Noah Frazee Road - f
2+76.64 at Blooming Rose Roa
25+00 as constructed under c
distance of 0.42± mile.

A/T 14

3. Reconstructed Blooming Rose R
Station 2+00 North of Natio
Station 13+00 South of National Freeway as constructed
under contract G-327-19-619 a total distance of 0.21± mile.
Includes aforesaid maintenance and snow removal to bridge
over U.S. 48.

A/T 355

4. Relocated Blaine Frantz Road - from Limit of Work at Station
0+00 to Limit of Work at Station 10+34.57 as constructed
under contract G-327-18-619 a total distance of 0.19± mile.

A/T 17

5. Relocated Gravel Hill Road - from Limit of Work at Station
0+00 through Equality Station 44+44.11 relocated Gravel
Hill Road equals Station 40+18.05 existing Gravel Hill to
Limit of Work Station 39+50 of existing Gravel Hill Road
as constructed under contract G-327-10-11-619 a total
distance of 0.85± mile.

md 948N
OK

6. Relocated Old Morgantown Road - from Limit of Work Station
8+00 South of National Freeway to Limit of Work Station
34+00 North of National Freeway as constructed under
contract G-327-10-11-619 a total distance of 0.49 mile.
Includes aforesaid maintenance and snow removal to bridge
over U.S. 48.

md 948M
OK

7. Service Road and County Road Connector - from Limit of Work
Station 10+50 to Limit of Work Station 41+96.54 as construct-
ed under contract G-327-10-11-619 a total distance of 0.59±
mile.

F/C NO INVENTORY

948M = Co 46
948J = Co 42
948R = Co 218
948D = Co 214
948B = Co 205
948C = Co 208

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

August 8, 1977

Director Gottemoeller, Office of Planning and Preliminary Engineering, executed agreement dated August 8, 1977, between the State Highway Administration and Garrett County, Maryland, relative to transfer by the Administration to the County of the following described sections of State constructed roads subject to the conditions more fully set forth in the agreement:

1. Relocated Sand Spring Road - from Limit of Work at Station 0+00 South of National Freeway to Limit of Work at Station 7+25 North of National Freeway as constructed under contract G-327-19-619 a total distance of 0.14± mile.

A/T 353

2. Relocated Noah Frazee Road - from Limit of Work Station 2+76.64 at Blooming Rose Road to Limit of Work Station 25+00 as constructed under contract G-327-19-619 a total distance of 0.42± mile.

A/T 14

3. Reconstructed Blooming Rose Road - from Limit of Work at Station 2+00 North of National Freeway to Limit of Work Station 13+00 South of National Freeway as constructed under contract G-327-19-619 a total distance of 0.21± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

A/T 355

4. Relocated Blaine Frantz Road - from Limit of Work at Station 0+00 to Limit of Work at Station 10+34.57 as constructed under contract G-327-18-619 a total distance of 0.19± mile.

A/T 17

5. Relocated Gravel Hill Road - from Limit of Work at Station 0+00 through Equality Station 44+44.11 relocated Gravel Hill Road equals Station 40+18.05 existing Gravel Hill to Limit of Work Station 39+50 of existing Gravel Hill Road as constructed under contract G-327-10-11-619 a total distance of 0.85± mile.

md 948N

6. Relocated Old Morgantown Road - from Limit of Work Station 8+00 South of National Freeway to Limit of Work Station 34+00 North of National Freeway as constructed under contract G-327-10-11-619 a total distance of 0.49 mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

md 948M

7. Service Road and County Road Connector - from Limit of Work Station 10+50 to Limit of Work Station 41+96.54 as constructed under contract G-327-10-11-619 a total distance of 0.59± mile.

NO INVENTORY

8. Relocated Williams Road - from Station 0+00 to Limit of Work Station 29+18.09 as constructed under contract G-327-10-11-619 a total distance of 0.55± mile.

9. Relocated Pigs Ear Road - from Limit of Work Station 2+60 South of National Freeway to Limit of Work Station 32+30 North of National Freeway as constructed under contract G-327-10-11-619 a total distance of 0.56± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

10. Relocated Devils Half Acre Road - from Station 99+61.37 to Limit of Work Station 162+50 as constructed under contract G-327-22-619 a total distance of 1.19± miles.

11. Relocated Amish Road - from Station 12+50 South of National Freeway to Station 37+00 North of National Freeway as constructed under contract G-327-36-619 for a total distance of 0.27± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

12. Relocated Shade Hollow Road - from Station 6+15 South of National Freeway to Station 29+56.71 at U.S. 40 North of National Freeway as constructed under contract G-327-36-619 for a total distance of 0.44± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

13. Connector Road - from Station 20+16.88 at Relocated Shade Hollow Road to Limit of Work Station 22+50 at existing Shade Hollow Road as constructed under contract G-327-36-619 for a total distance of 0.04± mile.

14. Relocated New Germany Road - from Station 0+00 at U.S. 40 North of National Freeway to Station 52+76.12 South of National Freeway as constructed under contract G-327-35-619 for a total distance of 1.00± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

15. Relocated Foster's Inn Road - from Station 6+75 at existing Fosters Inn Road to Station 10+00 at Relocated New Germany Road as constructed under contract G-327-35-619 for a distance of 0.06± mile.

16. Connector Road - from Station 143+00 at existing New Germany Road to Station 148+50.78 at Relocated New Germany Road as constructed under contract G-327-35-619 for a total distance of 0.10± mile.

17. Relocated Chestnut Ridge Road - from Limit of Work Station 12+50 South of National Freeway to Station 45+01.43 at U.S. 40 North of National Freeway as constructed under contract G-327-21-619 for a total distance of 0.62± mile. Includes aforesaid maintenance and snow removal to bridge over U.S 48.

18. Relocated Lower New Germany and Avilton Road - from Limit of Work Station 5+27 at U.S. 40 North of National Freeway to Limit of Work Station 45+00 South of National Freeway as constructed under contract G-327-21-619 for a total distance of 0.75± mile.

19. Reconstructed Lower New Germany Road - from Limit of Work Station 10+00 North of Relocated Lower New Germany and Avilton Road to Limit of Work Station 19+00 South of Relocated Lower New Germany and Avilton Road as constructed under contract G-327-21-619 for a total distance of 0.17± mile.

20. Connector Road - from Station 0+00 at Relocated Lower New Germany and Avilton Road through Equality Station P.T. 1+60.48 back equals 0+48.93 ahead to limit of Work Station 2+00 as constructed under contract G-327-21-619 for a total distance of 0.06± mile.

21. Reconstructed Green Lantern Road - from Limit of Work Station 5+00 North of National Freeway to Limit of Work Station 12+00 South of National Freeway as constructed under contract G-327-20-619 a total distance of 0.13± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

22. Access Road - from Limit of Work Station 91+30 East of Green Lantern Road to Limit of Work Station 183+48.27 West of Green Lantern Road as constructed under contract G-327-20-619 for a total distance of 1.75± mile.

23. Relocated Md. 546 - from Limit of Work Station 14+00 to Station 33+00 as constructed under contract G-327-13-619 for a total distance of 0.36± mile.

24. Relocated St. Johns Rock Road - from Limit of Work Station 0+00 to Limit of Work Station 32+00 as constructed under contract G-327-13-619 for a total distance of 0.61± mile.

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

Copies To: N. B. Friese
H. G. Downs
A. W. Tate
A. L. Gardner

F. Gottemoeller
C. W. Reese
J. D. Bushby
J. N. Day
T. Hicks
R. C. Pazourek
W. F. Lins
E. J. Dougherty
C. P. Hyatt
E. S. Freedman
C. Lee
P. S. Jaworski
J. T. Neukam
R. C. Davison
E. K. Roche
Garrett County
Secretary's File
SHA - Garrett County


L V A N I A
Springs
Niverton
SOMERSET COUNTY
Pocahontas
MASON AND DIXON LINE
GRANTSVILLE
Piney Grove
SAVAGE RIVER STATE FOREST
Jennings
New Germany
Avilton
Midlothian
FROST
POP
STATE TEACH COLLEGE
NO 7
NO 8
48
948 B
546
17. Relocated Chestnut Ridge Road
12. Relocated Shade Hollow Road
13. Connector Road
16. Connector Road
15. Relocated Foster's Inn Road
14. Relocated New Germany Road
11. Relocated Amish Road
18. Relocated Lower New Germany and Avilton Road
19. Reconstructed Lower New Germany Road
20. Connector Road
21. Reconstructed Green Lantern Road
22. Access Road
23. Relocated Md. 546
24. Relocated St. Johns Rock Road

THIS AGREEMENT made this 8th day of August, 1977, 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 Garrett County, Maryland, hereinafter referred to as "County", party of the second part.

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

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

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

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, and in further consideration of mutual covenants and conditions hereinafter set forth to be kept and performed, the parties hereby agree as follows,

1. The "Highway Administration", party of the first part, will perform at its sole expense, all repairs, except minor road surface repairs, and snow removal, to the bridges constructed on the county roads that span U.S. Route 48 which are the subject to the hereinafter listed construction contracts.

2. The "County", party of the second part will at its sole expense remove all snow and perform minor road surface repairs to the floors of the bridges. Minor road surface repairs are defined and mutually understood to include sealing surface cracks, patching small cavitations not more than two inches in depth and patching curb faces and tops. Where a floor defect extends through the floor slab, such as a crack or hole or cavitation exposing the reinforcing steel the County shall promptly advise the Highway Administration. The Highway Administration will than make the required structural repairs to the floor slab.

IT IS UNDERSTOOD AND AGREED without the necessity of any further agreement between the parties hereto, the "Highway Administration", party of the first part, does hereby transfer unto the "County", and the "County", party of the second part, does hereby accept from the "Highway Administration" jurisdiction over and responsibility for the maintenance of the following described sections of State constructed roads for maintenance purposes, as part of the County Roads System:

1. Relocated Sand Spring Road - from Limit of Work at Station 0+00 South of National Freeway to Limit of Work at Station 7+25 North of National Freeway as constructed under contract G-327-19-619 a total distance of 0.14± mile.

2. Relocated Noah Frazee Road - from Limit of Work Station 2+76.64 at Blooming Rose Road to Limit of Work Station 25+00 as constructed under contract G-327-19-619 a total distance of 0.42± mile.

3. Reconstructed Blooming Rose Road - from Limit of Work at Station 2+00 North of National Freeway to Limit of Work Station 13+00 South of National Freeway as constructed under contract G-327-19-619 a total distance of 0.21± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

4. Relocated Blaine Frantz Road - from Limit of Work at Station 0+00 to Limit of Work at Station 10+34.57 as constructed under contract G-327-18-619 a total distance of 0.19± mile.

5. Relocated Gravel Hill Road - from Limit of Work at Station 0+00 through Equality Station 44+44.11 relocated Gravel Hill Road equals Station 40+18.05 existing Gravel Hill to Limit of Work Station 39+50 of existing Gravel Hill Road as constructed under contract G-327-10-11-619 a total distance of 0.85± mile.

6. Relocated Old Morgantown Road - from Limit of Work Station 8+00 South of National Freeway to Limit of Work Station 34+00 North of National Freeway as constructed under contract G-327-10-11-619 a total distance of 0.49 mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

7. Service Road and County Road Connector - from Limit of Work Station 10+50 to Limit of Work Station 41+96.54 as constructed under contract G-327-10-11-619 a total distance of 0.59± mile.

8. Relocated Williams Road - from Station 0+00 to Limit of Work Station 29+18.09 as constructed under contract G-327-10-11-619 a total distance of 0.55± mile.

9. Relocated Pigs Ear Road - from Limit of Work Station 2+60 South of National Freeway to Limit of Work Station 32+30 North of National Freeway as constructed under contract G-327-10-11-619 a total distance of 0.56± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

10. Relocated Devils Half Acre Road - from Station 99+61.37 to Limit of Work Station 162+50 as constructed under contract G-327-22-619 a total distance of 1.19± miles.

11. Relocated Amish Road - from Station 12+50 South of National Freeway to Station 37+00 North of National Freeway as constructed under contract G-327-36-619 for a total distance of 0.27± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

12. Relocated Shade Hollow Road - from Station 6+15 South of National Freeway to Station 29+56.71 at U.S. 40 North of National Freeway as constructed under contract G-327-36-619 for a total distance of 0.44± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

13. Connector Road - from Station 20+16.88 at Relocated Shade Hollow Road to Limit of Work Station 22+50 at existing Shade Hollow Road as constructed under contract G-327-36-619 for a total distance of 0.04± mile.

14. Relocated New Germany Road - from Station 0+00 at U.S. 40 North of National Freeway to Station 52+76.12 South of National Freeway as constructed under contract G-327-35-619 for a total distance of 1.00± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

15. Relocated Foster's Inn Road - from Station 6+75 at existing Fosters Inn Road to Station 10+00 at relocated New Germany Road as constructed under contract G-327-35-619 for a distance of 0.06± mile.

16. Connector Road - from Station 143+00 at existing New Germany Road to Station 148+50.78 at relocated New Germany Road as constructed under contract G-327-35-619 for a total distance of 0.10± mile.

17. Relocated Chestnut Ridge Road - from Limit of Work Station 12+50 South of National Freeway to Station 45+01.43 at U.S. 40 North of National Freeway as constructed under contract G-327-21-619 for a total distance of 0.62± mile. Includes aforesaid maintenance and snow removal to bridge over U.S. 48.

18. Relocated Lower New Germany and Avilton Road - from Limit of Work Station 5+27 at U.S. 40 North of National Freeway to Limit of Work Station 45+00 South of National Freeway as constructed under contract G-327-21-619 for a total distance of 0.75± mile.

19. Reconstructed Lower New Germany Road - from Limit of Work Station 10+00 North of relocated Lower New Germany and Avilton Road to Limit of Work Station 19+00 South of relocated Lower New Germany and Avilton Road as constructed under contract G-327-21-619 for a total distance of 0.17± mile.

20. Connector Road - from Station 0+00 at relocated Lower New Germany and Avilton Road through Equality Station P.T. 1+60.48 back equals 0+48.93 ahead to limit of Work Station 2+00 as constructed under contract G-327-21-619 for a total distance of 0.06± mile.

21. Reconstructed Green Lantern Road - from Limit of Work Station 5+00 North of National Freeway to Limit of Work Station 12+00 South of National Freeway as constructed under contract G-327-20-619 a total distance of 0.13± mile. Includes aforesaid maintenanace and snow removal to bridge over U.S. 48.

22. Access Road - from Limit of Work Station 91+30 East of Green Lantern Road to Limit of Work Station 183+48.27 West of Green Lantern Road as constructed under contract G-327-20-619 for a total distance of 1.75± mile.

23. Relocated Md. 546 - from Limit of Work Station 14+00 to Station 33+00 as constructed under contract G-327-13-619 for a total distance of 0.36± mile.

24. Relocated St. Johns Rock Road - from Limit of Work Station 0+00 to Limit of Work Station 32+00 as constructed under contract G-327-13-619 for a total distance of 0.61± mile.

IT IS FURTHER UNDERSTOOD AND AGREED between the parties hereto that the change in the status of the aforegoing sections of State constructed 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 with the County's road inventory as of December 1, 1977.

3. The basis for the allocation of funds will include 11.55± miles in the allotment to the County beginning July 1, 1978.

4. The transfer of said roads is made on an As-Is-Basis which pertains to existing rights-of-way and to the existing condition of the roads involved, including all appurtenance and bridge structures, with exception of the bridges constructed by the Highway Administration and carrying the aforementioned County roads over U.S. Route 48.

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

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

STATE HIGHWAY ADMINISTRATION
OF MARYLAND

WITNESS:

Paul E. Rucker, Jr.

By: Frederick C. Sauerwald
Director, Office of Planning &
Preliminary Engineering

APPROVED:

Approved as to form and legal sufficiency this 1st day of August, 1977.

Clyde P. Hoffs
Chief, Bureau of Highway
Statistics (Acting)

James S. Sfekas
Asst. Special Attorney

ATTEST:

Raymond R. Lirk
Clerk to County Commissioners

GARRETT COUNTY, MARYLAND

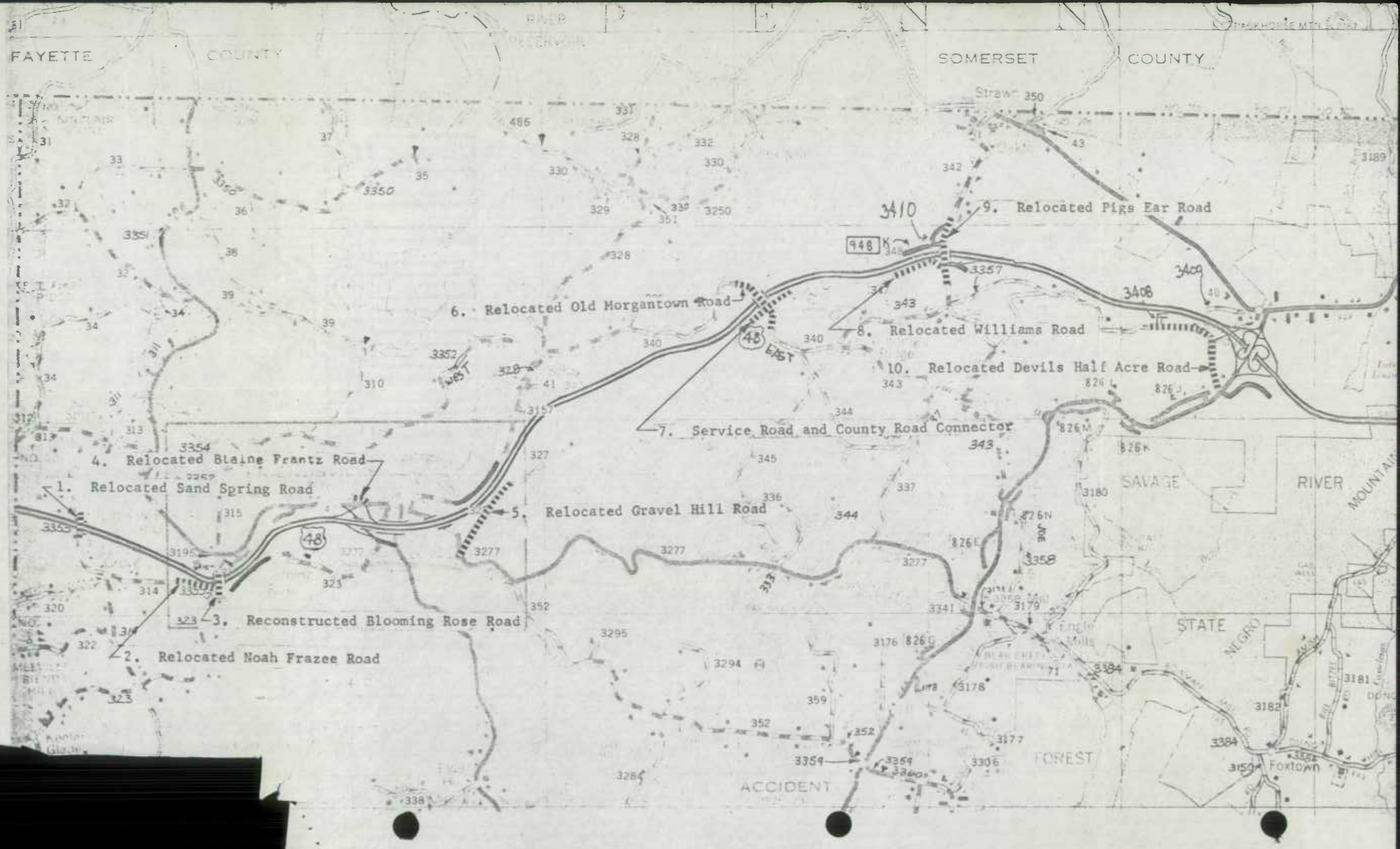
Don S. Bender
Chairman, Board of County
Commissioners

RECOMMENDED FOR APPROVAL:

Herbert F. McCabe
Roads Supervisor

Approved as to form and legal sufficiency this 11th day of July, 1977.

Jack R. Sturey
County Attorney


FAYETTE COUNTY
SOMERSET COUNTY
1. Relocated Sand Spring Road
2. Relocated Noah Frazee Road
3. Reconstructed Blooming Rose Road
4. Relocated Blaine Frantz Road
5. Relocated Gravel Hill Road
6. Relocated Old Morgantown Road
7. Service Road and County Road Connector
8. Relocated Williams Road
9. Relocated Pigs Ear Road
10. Relocated Devils Half Acre Road
48 WEST
48 EAST
948
3410
3409
3408
3357
3354
3352
3353
3359
3358
3384
3159
SAVAGE RIVER MOUNTAIN
STATE FOREST
NEGRO
ACCIDENT
Foxtown

To be Filed

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

December 31, 1974

Director Hajzyk, Office of Planning and Preliminary Engineering, executed agreement dated December 31, 1974, between the State Highway Administration and the town of Loch Lynn Heights, relative to the transfer by the Administration to the Town for maintenance purposes as part of the Town Highway System, of the following described section of road, subject to conditions more fully set forth in the agreement.

Md. 560A (Third Ave.) - From Alderson Street to Md. 560 (Paul St.) a distance of 0.06± mile.

Said agreement had previously been executed by the Mayor and Town Council of Loch Lynn Heights, Garrett County, Maryland, and approved as to form and legal sufficiency by Administrative Special Attorney, Sfekas.

Copies to:
N. B. Friese
H. G. Downs
A. W. Tate
L. E. McCarl
R. C. Pazourek
J. D. Bushby
R. J. Hajzyk
C. W. Reese
E. S. Freedman
D. J. Sinners
C. E. Caltrider
W. F. Lins
T. Hicks
E. Dougherty
T. L. Cloonan
C. Lee
P. S. Jaworski
R. C. Davison
J. V. Lentz
Loch Lynn Heights, Garrett County
Secretary's File
SHA-Loch Lynn Heights, Garrett County

Mr. Becker

THIS AGREEMENT made this 31st day of December 1974, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and the Mayor and Council of Loch Lynn Heights, Maryland, hereinafter referred to as "Town Council," party of the second part.

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

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

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

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

Md. 560A (Third Ave.) - From Alderson Street to Md. 560 (Paul St.) a distance of 0.06± mile.

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

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

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

3. The basis for the allocation of funds will include the additional 0.06± mile in the allocation to the Town 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.

STATE HIGHWAY ADMINISTRATION OF MARYLAND

WITNESS:

Elizabeth P. Hyatt

By: Robert J. Hoyzyk for 1/2/75
Director, Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency this 2nd day of January, 1975.

James S. Mehen
Administrative Special Attorney

APPROVED:

Chief, Bureau of Highway Statistics

ATTEST:

Robert B. Stones
Town Clerk

MAYOR AND TOWN COUNCIL OF LOCH LYNN HEIGHTS, GARRETT COUNTY, MARYLAND

By: Elwood L. Stones
Mayor

Approved as to form and legal sufficiency this 27th day of December, 1974.

D. Dwight Stone
Town Attorney

File

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

Chairman-Director Fisher executed triplicate copies of agreement dated October 16, 1970, between the Commission and the Board of County Commissioners of Garrett County, wherein the County proposes the improvement by construction of a new Access Road from Md. 135 to the Bausch & Lomb Plant Site, a distance of approximately 1,000 feet (Federal Aid Project #APL-5000(109), in order to utilize Federal Aid funds made available by the Commission, with the County financing all costs in excess of Federal reimbursement. The agreement sets forth more fully the responsibilities of each party in connection with the construction.

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

County to Maintain Access Rd.

Copy: Mr. W. E. Woodford, Jr.
Mr. J. J. Rowan
Mr. H. G. Downs
Mr. L. E. McCarl
Office of Planning & Safety
Mr. W. L. Shook
Mr. R. E. Jones
Mr. A. L. Grubb
Mr. L. A. Yost, Jr.
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
Mr. M. M. Brodsky
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. W. B. Duckett
Mr. J. D. Bushby
Mr. H. Berger
Secretary's File
Co. Commrs. of Garrett County
SRC-Garrett County file
Contract G-355- -615;FAP#APL-5000(109)

October 19, 1970

Re: Contract G-355- -615;FAP#APL-5000(109)
New Access Road from Md. 135 to the
Bausch & Lomb Plant Site

Mr. Hubert A. Friend, President
Garrett Co. Board of Co. Commrs.
Courthouse
Oakland, Maryland 21550

Dear Mr. Friend:

Enclosed herewith for your files is an executed copy of the agreement dated October 16, 1970, between the State Roads Commission and the Board of County Commissioners of Garrett County relative to construction of a new Access Road, and a copy of Memorandum of Action by Chairman-Director Fisher concerning same.

Very truly yours,

A. W. Smith
Secretary

AWS:lmb
Enclosures
CC: Mr. W. E. Woodford, Jr.
Secretary's File ✓
Contract G-355- -615;FAP#APL-5000(109)

G-355-615

Now Co 348

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
FRIDAY, OCTOBER 16, 1970

* * *

Chairman-Director Fisher executed triplicate copies of agreement dated October 16, 1970, between the Commission and the Board of County Commissioners of Garrett County, wherein the County proposes the improvement by construction of a new Access Road from Md. 135 to the Bausch & Lomb Plant Site, a distance of approximately 1,000 feet (Federal Aid Project #APL-5000(109), in order to utilize Federal Aid funds made available by the Commission, with the County financing all costs in excess of Federal reimbursement. The agreement sets forth more fully the responsibilities of each party in connection with the construction.

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

Copy: Mr. W. E. Woodford, Jr.
Mr. J. J. Rowan
Mr. H. G. Downs
Mr. L. E. McCarl
Office of Planning & Safety
Mr. W. L. Shook
Mr. R. E. Jones
Mr. A. L. Grubb
Mr. L. A. Yost, Jr.
Mr. T. Hicks
Mr. G. N. Lewis, Jr.
Mr. M. M. Brodsky
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. W. B. Duckett
Mr. J. D. Bushby
Mr. H. Berger
Secretary's File
Co. Commrs. of Garrett County
SRC-Garrett County file
Contract G-355- -615;FAP#APL-5000(109)

Secretary's File
No. 5179

This agreement, Made this 16TH day of OCTOBER, nineteen hundred and seventy, by and between the State Roads Commission, acting for and on behalf of the State of Maryland, party of the first part, hereinafter called the "Commission", and the Board of County Commissioners of Garrett County, Maryland, hereinafter referred to as the "County", Witnesseth:

WHEREAS, the Commission, at the request of the County, has accepted its proposal to design and construct The Access Road from Maryland Route 135 to the Bausch & Lomb Plant Site by its own contract, which is not a part of the Federal Aid road system of Garrett County, in order to utilize Federal funds which have been made available, and

WHEREAS, the County proposes the improvement by construction of a new Access Road from Maryland Route 135 to the Bausch & Lomb Plant Site; a distance of approximately 1,000 feet, more particularly described as follows:

Federal Aid Project No. APL-5000 (109) - Bausch & Lomb Access Road

WHEREAS, the County proposes to utilize Appalachia Section 201 Grant funds for the design and construction of said project, and

WHEREAS, the proposal of the County to have said project designed and constructed and to share in the costs of design and construction, has been accepted by the Commission, and

WHEREAS, the County has requested the Commission to act on its behalf wherever necessary, in order to comply with the requirements to utilize Federal Aid funds for the design and construction of this project, and

WHEREAS, Title 23 of the U. S. Code recognizes the State Roads Commission as the authority to which allocations are to be made and under whose direction

subject to the Federal Highway Administration approval, expenditures are to be accomplished, and

WHEREAS, the Bureau of Public Roads' Policy and Procedure Memorandum No. 21-6.3, dated June 28, 1969, sets forth the procedures whereby the services and facilities of the local government may be utilized, and requires that there be an executed agreement between the Commission and the local agency setting forth the conditions under which the project would be designed and constructed, and

WHEREAS, the County finds that the design and construction can be advantageously performed under the direction of the Commission, and

WHEREAS, the County and the Commission agree to participate in the financing of the project to the extent of all costs in excess of the Federal reimbursement, and

WHEREAS, the County desires and is willing to cooperate with the Commission in carrying out the objectives of the Federal Aid Act, all in accordance with the regulations, policies and procedures of Federal Highway Administration,

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the payment of One Dollar ($1.00) by each party to the other, receipt of which is hereby acknowledged, and further consideration of the respective benefits to and of the parties, the Commission and the County hereby agree as follows:

1. The Commission agrees, on behalf of the County, to make final design plans, prepare specifications, estimates and contract documents. Approved State standard plans shall be used to the maximum extent practicable. All materials incorporated in the project shall be tested and incorporated in said project only when accepted as meeting the pertinent specifications. The testing laboratory of

the Commission will be used to the extent practical for this purpose.

2. The County shall furnish at its expense, all necessary rights of way for the construction and maintenance of said project, and said rights of way shall be of the width and otherwise conform to the requirements of any law applicable thereto, and the requirements of the Federal Highway Administration. The rights of way provided for said improvement shall be held inviolate for public highway purposes, and no signs, posters, billboards, roadside stands or other private installations shall be permitted within the right of way limits, and traffic control lights shall not be installed on the project without prior approval of the Commission.

3. Construction of the project shall be subject at all times to inspection by representatives of the Federal Highway Administration so as to insure full compliance with law, rules and regulations relating to projects upon which Federal funds are being expended. The Commission shall be responsible for construction supervision which shall be accomplished by the assignment of inspection personnel in the same number and of the same qualifications as would be appropriate on comparable Commission contracts.

4. All construction work shall be performed in accordance with the standard specifications of the Commission or as specifically authorized by project approval.

5. Since the agreement covering Federal reimbursement will be between the Commission and the Federal Highway Administration to secure Federal participation, it is understood and agreed that all work and all expenditures shall be in accord with the approved plans, specifications and estimates, except as modified by changes having prior approval of the Commission, the County and the Federal

Highway Administration.

6. Subject to concurrence by the County and prior authorization of the Federal Highway Administration, the Commission, on behalf of the County, shall advertise for bids and award the contract.

7. All contracts for work on the project will be between the Commission, on behalf of the County and the successful bidder; however, the Commission assumes no legal liability in connection therewith. The County agrees to save the Commission harmless from all law or equity suits for or on account of all contracts and construction, or from any liability whatever, either directly or indirectly arising from or out of said contracts or construction.

8. Prior to the award of the contract to the successful bidder, the County will deposit with the Commission the estimated amount of monies necessary to cover all project costs not covered by Federal Funds. Final determination of costs will be made accordingly. If for any reason the County fails to pay any portion of said project costs, the Commission is hereby authorized to deduct such costs from the County's share of the gasoline tax due it.

9. The County shall keep open to traffic and maintain the project in a satisfactory manner and make ample provision each year for such maintenance and where unsatisfactory maintenance is called to the attention of the County by the Commission, immediate corrective action shall be taken.

10. The County further agrees that all signs, signals and markings shall conform to the Manual of Uniform Control Devices approved by the Federal Highway Administration, and that future changes in traffic control measures will be subject to prior approval of the Federal Highway Administration.

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

STATE ROADS COMMISSION OF MARYLAND

BY: _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 14th day of October, 1970.

_____
Special Attorney

RECOMMENDED FOR APPROVAL:

_____ _____
Chief Engineer Date

BOARD OF COUNTY COMMISSIONERS OF
GARRETT COUNTY, MARYLAND

_____
Hubert A. Friend, President

ATTEST:

_____
County Treasurer

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

_____
Attorney for Board of County Commissioners
Of Garrett County, Maryland

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 3, 1969

* * *

On motion of Mr. McMullen, seconded by Mr. Evans, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated December 3, 1969, between the State Roads Commission and Garrett 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 sections of State constructed roads, subject to the conditions more fully set forth in the agreement :

Md. Route 826F - From U. S. Route 219 to Bear Creek Road (County Road No. 277), a distance of 0.18 mile.

Md. Route 42 - From Hoyes Road at Hoyes easterly to U. S. Route 219, a distance of 0.70 mile.

Also, it is agreed that the County will transfer to the State as part of the State Roads System the following described section of County highway:

Hoyes Road (County Road No. 53) - From Md. Route 42 at Hoyes, southerly to U. S. Route 219, a distance of 1.24 miles.

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

Copy: Mr. W. E. Woodford, Jr.
Mr. C. W. Reese
Office of Planning & Safety
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. J. D. Bushby (2)
Mr. W. L. Shook (2)
Mr. L. A. Yost, Jr. (2)
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. P. R. Miller
Mr. M. D. Philpot (2)
Mr. H. H. Bowers
Mr. Wm. Jabine
Mr. C. R. Jones
Mr. G. W. Cassell ✓
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. C. M. Heany
Mr. Charles Lee
Mr. E. D. Reilly
Miss Jean Sinners
Garrett County Commissioners (2)
Secretary's File
SRC-Garrett County file

THIS AGREEMENT made this 31st day of December, 1969, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Garrett County, Maryland hereinafter referred to as "County", party of the second part, Witnesseth:

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

WHEREAS, the "Commission", party of the first part, has agreed to transfer the following described sections of roads, 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 sections of State constructed roads for maintenance, purposes, as part of the County Highway System:

Md.-Route 826F - From US Route 219 to Bear Creek Road (County Road No. 277), a distance of 0.18 mile.

Md.-Route 42 - From Hoyes Road at Hoyes easterly to US Route 219, a distance of 0.70 mile.

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

1. The aforegoing mileage will be included in the inventory as of December 1, of the year following completion of the indicated improvement to the intersection of Bear Creek Road and US. 219.
2. The basis for the allocation of funds will include the additional 0.88 mile of County Highway Mileage in the allocation to the "County" beginning July 1, of the year following the year and date set forth in item one hereof.
3. The effective date for the transfer is upon completion of the indicated improvement to the intersection of Bear Creek Road (relocated) and U.S. Route 219 as specified under the Commissions Construction Contract # 3-349-1-676.
4. The transfer of said roads is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the roads involved, including all appurtenances and bridge structures, however this includes item 3 above.

AND BE IT FURTHER AGREED that in consideration of the aforegoing, the "County", party of the second part, does hereby transfer to the "Commission", party of the first part, as part of the State Roads System the following described section of County Highway:

Hoyes Road (County Road No. 53) - From Md. Route 42 at Hoyes southerly to US Route 219 for a distance of ~~1.10~~ 1.24 miles.

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

1. The mileage respecting the aforesaid section of County Highway will be excluded from the inventory as of December 1, of the year following completion of the indicated improvement to the intersection of Bear Creek Road and U.S. 219.
2. The basis for the allocation of funds will exclude the ~~1.10~~ 1.24 miles of County Highway Mileage in the allocation to the County beginning July 1, of the year following the year and date set forth in item one hereof.

3. The effective date for the transfer of the aforegoing section of road is upon completion of the indicated improvement to the intersection of Bear Creek Road (Relocated) and U.S. Route 219 as specified under the Commissions Construction Contract # G-349-1-676.

4. That such transfer is made on an "As-Is-Basis" which pertains to the existing right of way and to the existing condition of the road involved including all appurtenances and bridge structures at the time of acceptance for State Maintenance.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

APPROVED:

_____
Chief Engineer

Approved as to form and legal sufficiency this _____ day of _____, 1969.

_____
Special Attorney

COUNTY COMMISSIONERS OF GARRETT COUNTY

By _____
President

ATTEST:

_____
Clerk to County Commissioners

Approved as to form and legal sufficiency this _____ day of _____, 1969

_____
County Attorney

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

PRESIDENT
Douglas B. Fugate
Commissioner
Department of Highways
Richmond, Virginia 23219

EXECUTIVE DIRECTOR
A. E. Johnson
341 Nat'l Press Bldg.
Washington, D. C. 20004
Telephone 628-2438

November 4, 1969

To Messrs. David H. Fisher
Chairman-Director
Maryland State Roads Commission
P. O. Box 717
Baltimore, Maryland 21203

and William S. Ritchie, Jr.
Commissioner
State Road Commission
1800 Washington Street East
Charleston, West Virginia 25305

Gentlemen:

At its meeting on October the 25th, 1969, the U. S. Route Numbering Subcommittee recommended the reservation for future designation as U. S. Route 48 the Appalachian Development highway between Cumberland, Maryland, and Morgantown, West Virginia.

This is approved for official record keeping purposes with the understanding that the route shall be developed to full geometric design standards.

Yours truly,

A. E. Johnson
Executive Director

H. J. Rhodes
Assistant to the Director

HJR:fms

cc. Mr. W. E. Woodford
Mr. Thomas Hicks
Mr. Bushby
Mr. Dowds
Mr. McCall
Mr. Carroll

G-271-11-620

6/6/66 Mr. Kimmey: For your attention. CWC
DR

141 D

June 2, 1966

Mr. David H. Fisher
Chief Engineer
State Roads Commission

G-271-11-620
Route US 219
McHenry - Deep Creek Lake
F.A.P. 906-1(9)

Dear Mr. Fisher:

At a meeting with Chairman, J. B. Funk on the afternoon of June 1, Senator Graham, several of the County Commissioners and the County Roads Engineer for Garrett County requested that the following County Federal Aid Secondary Contracts be included as a part of the subject contract when it is advertised for bids.

G-315-1-617
F. A. Project No. S-9136 (3)
Third Street Bridge

G-314-1-617
F. A. Project No. S-1397 (2)
Old Deer Park Road

You will recall that there were no bidders on the County F.A.S. Contracts when they were advertised for bids in the past. Acting on the Chairman's instructions we consulted with Mr. Stackley relative to the proposed procedure. Mr. Stackley advised that there appeared to be no reason why the merging of the contracts could not be done.

In the interest of maintaining necessary distribution of costs, it would appear that lump sum items, such as "Clearing and Grubbing", "Maintenance of Traffic", "Disposal of Existing Buildings" and "Engineer's Office", would be required for each of the separate entities of the combined contract.

As a result of our discussion with you this morning, we are hereby advising the Bureau of Highway Design to make provisions for combining the three contracts so that there will be a single set of contract documents.

Very truly yours,

C. A. Goldeisen

Cordt A. Goldeisen
Ass't Chief Engineer - Design

CAG:b
CC: Messrs: J. B. Funk, H. G. Downs, W. E. Addison, M. D. Philpot, L. E. McCarl
J. D. Bushby, N. L. Smith, Jr.

GARRETT COUNTY

GARRETT Co.

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. W. E. Woodford, Jr.
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. G. W. Cassell
Mr. F. V. Dreyer
Mr. J. D. Bushby (2)
Mr. Charles Lee
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. J. E. Gerick
Records & Research Section, R/W Div.
County Commissioners of Garrett Co. (3)
Secretary's File
SRC-Garrett County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, OCTOBER 23, 1962
* * *

Chairman and Director Funk confirmed prior execution, for and on behalf of the Commission, of agreement, in triplicate, dated October 23, 1962, covering transfer to the County Commissioners of Garrett County of Old U. S. 219 (Sebold's Curve) from New U. S. 219 to Road End - 1.6 miles north of McHenry, approximately 0.31 miles, as follows:

"THIS AGREEMENT, made this 23rd day of October, 1962, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Garrett County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State highways or portions thereof to the governing bodies of the several counties and/or towns of Maryland, for maintenance purposes, and

WHEREAS, the 'Commission,' party of the first part has agreed to transfer the following described section of State road to the County Commissioners for maintenance purposes.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the Commission, party of the first part, does hereby transfer to the 'County Commissioners,' party of the second part, and the said 'County Commissioners,' party of the second part, do hereby accept from the Commission, party of the first part, as part of the County system, the following described section of State road for maintenance purposes, subject to the continuance in effect of any controls of access which may have heretofore been established by the Commission:

Old U. S. 219 (Sebold's Curve) from New U. S. 219 to Road End - 1.6 miles north of McHenry - approximately 0.31 miles.

IN CONSIDERATION of the foregoing, the 'County Commissioners,' by the execution of these presents, do hereby accept the aforesaid section of State road into the County system for maintenance purposes under the following conditions:

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

2. The mileage respecting the aforementioned section of State road will be included in the inventory as of December 1, 1962.

3. The basis for the allocation of funds will include the additional County mileage in the allocation to the County Commissioners beginning July 1, 1963.

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

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

STATE ROADS COMMISSION OF MARYLAND

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

ATTEST:

(Signed) C. R. Pease
Secretary

APPROVED:

(Signed) David H. Fisher
Chief Engineer

Approved as to form and legal sufficiency

(Signed) C. C. Seymour
Special Attorney

COUNTY COMMISSIONERS OF GARRETT COUNTY

By (Signed) Carl A. Schell
President

ATTEST:

(Signed) Virginia S. Fizer
Chief Clerk to the Board of
County Commissioners"

GARRETT COUNTY

Copy: Mr. A. S. Gordon (2)
Mr. N. M. Pritchett
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. J. D. Bushby (2)
Mr. H. G. Downs (4)
Mr. W. A. Jordan (2)
Mr. W. A. Friend
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. E. D. Reilly
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Garrett County Commissioners
Secretary's File #18964
SRC-Twelve Year Program
SRC-Garrett County
Contract Files

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 19, 1960
* * *

Following discussion of a letter dated January 18, 1960, from the Board of County Commissioners of Garrett County, signed by Carl A. Schell, President, and Fred B. Glotfelty, Vice President, and also by Bernard I. Gonder, State Senator, Leslie E. Savage, Elbert E. Buckel and Elza E. Bray, Delegates to the General Assembly from Garrett County, reading as follows:

"It is a wish of this Board that the construction of U.S. Route 219 from Keyser Ridge to Accident be constructed at an early date; therefore, we are hereby requesting that priority be given this project over the projects listed below:

(1) G-271-10	U.S. 219	Hoyes toward Deep Creek Lake	1.72 Miles
(2) G-271-11	U.S. 219	1.72 Miles South of Hoyes to Deep Creek Lake	3.10 Miles
(3) G-272	Md. 560	Mt. Lake Park toward Gorman	1.80 Miles
		Total Mileage -	6.62

"The project of U.S. Route 219 from Keyser Ridge to Accident according to the yellow book equals 7.51 miles, the projects listed above total only 6.62 miles. If this mileage is not sufficient for giving this road the top priority it is our wish that the additional .89 of a mile be taken from project No. G-276-1, Maryland 495 (Old Maryland 135), Swanton to Wilson.

"We will appreciate your consideration of this exchange and any help you can give us in expediting the construction of this important road.

"Thank you very much for your past co-operation and for your anticipated co-operation."

the Commission authorized the starting of surveys, as ~~far~~ soon as possible, on that section of U.S. Route 219 from Keyser's Ridge to Accident, in Garrett County.

Contract G-271-10-620 was awarded 10-7-60
Work started 10-24-60
Accepted for maint. 11-29-61

Copy: Mr. L. F. Garden (2)
Mr. F. M. Pritchard
Mr. C. L. Bailey
Mr. F. C. Sumling
Mr. J. A. Goldsmith
Mr. C. R. Chalvin
Mr. R. F. Berlinger
Mr. L. C. Moser (2)
Mr. G. W. Davis, Jr. (2)
Mr. G. L. Hanson
Mr. J. T. Bumpus (2)
Mr. R. T. Jones (2)
Mr. T. A. Jordan (2)

Mr. L. J. Tolson
Mr. C. C. Bowers
Mr. F. T. Stevens
Mr. J. T. Smith
Mr. G. C. Milner (2)
Mr. J. E. Crabb (2)
Mr. J. T. Conlon
Records & Communications Section, 7-M Gov.
District Engineer, Jacksonville
Secretary's File Alpha
Re-Survey Year Program
Sub-Control Group
Contract Files

Exhibit "A" attached to Minutes of the State Road Commission
THURSDAY, JANUARY 12, 1950

* * *

Following discussion of a motion dated January 12, 1950, from the Board of County Commissioners of Dade County, signed by Earl A. Gobbel, President, and Saul S. Gilbertson, Vice President, and also by Bernard E. Gordon, State Senator, Hollis S. Downs, Sheriff, D. Dodge and Dave E. Roy, Delegates to the General Assembly from Dade County, reading as follows:

"It is a matter of vital concern that the construction of U.S. Route 319 from Tavernier Lodge to Ardmore be constructed at an early date therefore, we do hereby respectfully request that priority be given this project over the projects listed below:

(1) S-221-1m U.S. 319 Mason Branch Near Cross Lake 1.72 Miles

(2) S-271-11 U.S. 319 1.72 Miles South of Moore to Open Creek Line 3.10 Miles

(3) S-272 U.S. 319 Mr. Lake Park Bumper Garden 1.00 Miles

Total Mileage - 6.82

The members of U.S. Route 319 from Tavernier Lodge to Ardmore accounting to the yellow book equals 7.71 miles, the projects listed above total only 6.82 miles. If this change is not satisfactory for giving this road the top priority in our wish that the additional .89 of a mile be taken from project No. S-272, Burgland 985 (Old Dixieland Lake), leaving to 1 mile.

We will appreciate your consideration of this exchange and any help you can give us in expediting the construction of this important road.

Thank you very much for your past cooperation and for your continued cooperation."

The Commission authorized the starting of surveys, as far as possible, on that portion of U.S. Route 319 from Bayside Lodge to Ardmore, in Monroe County.

CORRECTED EXCERPT

Copy: Mr. A. S. Gordon (2)
Mr. N. M. Pritchett
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. A. L. Grubb
Mr. J. D. Bushby (2)
Mr. H. C. Bowers
Mr. E. D. Reilly
Mr. H. G. Downs (4)
Mr. W. A. Jordan (2)
Mr. W. A. Friend
Mr. M. D. Philpot (2)
Mr. F. V. Dreyer
Records & Research Section, R/W Div.
Garrett County Commissioners
Secretary's File
SRC-Garrett County

Mr Cassell
4-Copies

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 13, 1960
* * *

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

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, it has been agreed that the following described roads shall hereafter be under the jurisdiction of the designated County for maintenance purposes, subject to the continuance in effect of any controls of access which may have been established by the State Roads Commission for the protection of the traveling public and which may be shown and/or designated on the State Roads Commission Plat numbers, hereinafter mentioned, now, therefore

BE IT RESOLVED by the State Roads Commission of Maryland that the following described sections of State Highway, located in Garrett County, Maryland, be, and they are, hereby transferred to the Governing Body of Garrett County for maintenance purposes, subject to the continuance in effect of the controls relating to access, as designated on the following Plats.

Former Route Nos.	From - To	Length	SRC Plat Nos.
Md. Rte. 135	County Road connection east of Deer Park off Md. Rte. 135, beyond R/W line	0.009	12012
	Seldom Seen Road - west of Bloomington, right and left of Rte. 135 beyond extension of normal R/W line	0.071	14595
	Turkey Neck Road - east of Deer Park off Rte. 135, beyond extension of normal R/W line	0.034	12019
	Glendale Bridge Road off U.S. Rte. 219 at Thayerville, beyond R/W line	0.033	12578
	County Road south of Deep Creek Bridge off U.S. Rte. 219, beyond R/W line	0.02	12587

Former Route Nos.	From - To	Length	SRC Plat Nos.
U.S. Rte. 40	County Road toward Barnum off Rte. 135, east of Swanton	0.019	14597
Md. Rte. 560	Third Avenue between Paul Street and Alderson Street in the town of Loch Lynn	0.05	no plat
Md. Rte. 135	Lt. and Rt. Sta. 25 + 85 G-275-1-620 on State Rte. 135 (Old Rte. 41)	0.077	14259
Md. Rte. 135	Lt. Sta. 85 + 25 G-275-1-620 on State Rte. 135 (Old Rte. 41)	0.009	14263

Deer Park to Mt. Lake Park.

ATTEST:

(Sgd) C. R. Pease
Secretary

STATE ROADS COMMISSION OF MARYLAND

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

Approved

12/17/58 (Sgd) Norman M. Pritchett
Date Chief Engineer

Approved as to form and legal sufficiency

Dec. 15, 1959 (Sgd) C. C. Seymour
Special Attorney

* *

At the Special Meeting of the Governing Body of Garrett County, Maryland, held at its office on August 31, 1959, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on January 13, 1960, did formally transfer to this County, for maintenance purposes, and subject to the continuance in effect of the controls of access shown and/or designated on the hereinbefore mentioned Plats, the State Roads described in the foregoing section of their resolution, bearing the said date, and the Governing Body is willing to accept the aforesaid roads into the County Road System, for maintenance purposes; now, therefore,

BE IT RESOLVED by the Governing Body of Garrett County, Maryland, that the foregoing roads, transferred by the State Roads Commission of Maryland to this County by virtue of the resolution adopted by the State Roads Commission on January 13, 1960, be, and they are, hereby accepted into the County Road System of this County.

ATTEST:

(Sgd) Virginia S. Fizer
Chief Clerk to the Board of County Commissioners

COUNTY COMMISSIONERS OF GARRETT COUNTY, MARYLAND

By (Sgd) Carl A. Schell
President

SEC 1/2/2/80 PAGE 9

Former Route No.	From - To	Length	Sec Dist Co.
S.R. No. 40	County line between Garrett and Allen, East of Spencer	0.019	1A257
Rd. No. 8-D	Right Angle Between Fort Street and Jefferson Street in the town of Cook Lake 0.05	no data	
Rd. No. 139	Rt. and Lt. Sta. 24 + 50 0-272-1-820 on State No. 139 (Old No. 41)	0.072	1A253
Rd. No. 139	Lt. Sta. 27 + 25 0-272-1-820 on State No. 139 (Old No. 41)	0.009	1A254

ATTEST: SECRET DAVID COMMISSIONERS OF DE KALB CO

(Sgd) C. S. Fees By (Sgd) John S. Smith
Secretary Chairman and Director of Highways

Approved Approved as to form and legal sufficiency
12/17/80 (Sgd) Robert R. Pritchett Dec. 11, 1980 (Sgd) C. Co. Bowman
Date Chief Engineer Special Attorney

* *

At the Special meeting of the Governing Body of Garrett County, Indiana, held at its office on August 21, 1979, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on January 17, 1980, did formally transfer to this County, for maintenance purposes, and subject to the requirements in effect of the controls of access above referred designated on the hereinbefore mentioned State, the State Roads described in the foregoing section of this resolution, having the said State, and the Governing Body is willing to accept the aforesaid roads into the County Road System, for maintenance purposes, therefore,

IT IS ORDERED by the Governing Body of Garrett County, Indiana, that the foregoing roads, transferred by the State Roads Commission of Indiana to this County by action of the resolution adopted by the State Roads Commission on January 17, 1980, be, and they are, hereby accepted into the County Road System of this County.

BOARD OF COMMISSIONERS OF GARRETT COUNTY, INDIANA

ATTEST:

(Sgd) William L. Fleer By (Sgd) Carl A. Schmitt
Chief Clerk to the Board of County Commissioners President

Mr Cornell
If we have not already done so, we will have the correct printed section & advise Mr Bushby
Dr 1/7/60

COPY

GARRETT

STATE ROADS COMMISSION
DISTRICT NO. 6
P. O. BOX 260
CUMBERLAND, MARYLAND

John D. Bushby

RE: Road Transfer
State Route 42 and
County Route 53
Garrett County

January 5, 1960

Garrett County Commissioners
Court House
Oakland, Maryland

Gentlemen:

In accordance with the State Roads Commission's action on Wednesday, December 16, 1959, the agreement made on the 24th day of October, 1959, between the County Commissioners of Garrett County and the State Roads Commission to exchange a section of county Route 53 between Friendsville and a point on U.S. Route 219, 0.6 miles east of Hoyes and a section of Maryland Route 42 between Friendsville and U.S. Route 219 at Kaese's Mill on an as is basis, this is to inform you that we have, effective December 16, 1959, taken over the responsibility of maintenance on that section of Garrett County Route 53, which will now be known as Maryland Route 42, and have turned over to you that section of road formerly known as Maryland Route 42 set forth in the above referenced agreement that will be maintained by Garrett County as a county road.

Very truly yours,

John D. Bushby
District Engineer

JDB:gh

CC:-Mr. C. Bates Dhaires
Mr. Geo. H. Lewis, Jr.
Mr. H. H. L. Furman
Mr. Edward F. Kahl

SEE SRC RES. 12-16-59

GARRETT

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. J. D. Bushby (2)
Mr. R. J. Hajzyk
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. S. Linville (3)
Mr. C. L. Wannen
Mr. A. L. Grubb (2)
Mr. E. D. Reilly
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. W. A. Jordan (2)
Mr. M. D. Philpot (2)
Mr. F. V. Dreyer
Records & Research Section, R/W Div.
Garrett County Commissioners (3)
Secretary's File
" " 18964 (12 Year Program)
SRC-Garrett County
SRC-Twelve Year Program
Mr. J. E. Gerick

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 16, 1959
* * *

The Commission approved and Chairman and Director Funk executed for and on its behalf agreement, in triplicate, dated October 24, 1959, between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called the 'Commission,' and the County Commissioners of Garrett County, acting for and on behalf of Garrett County, therein called the 'County,' relative to reconstruction of a secondary highway now known as County Route 53, from Friendsville to a point on U. S. Route 219, 0.6 mile east of Hoyes, a distance of approximately 7.35 miles, shown in 'brown' on map attached to and made a part of said agreement, said highway to be reconstructed in the Third Four Years, or later, of the State Roads Commission Twelve Year Program in lieu of the proposed reconstruction of Md. Route 42 in said Program, and wherein said parties agree to exchange of roads and participation in said project as set forth below:

"1. The 'Commission' shall take into the State Highway System on an 'as is' basis on the date of transfer PART of all of County Route 53 between Friendsville and a point on U. S. Route 219, 0.6 mile east of Hoyes, with the provision that all maintenance funds, both heretofore and hereafter provided for the maintenance of Maryland Route 42 shall be applied to the maintenance of former County Route 53.

WAS Co. 53 NOW CS 11-48

"2. The 'County' shall take into the County Highway System all of Maryland Route 42, between Friendsville and U. S. Route 219 at Kaese's Mill, on an 'as is' basis, on the date of transfer of County Route 53 from the 'County' to the 'Commission,' including Rights-of-Way, bridges, culverts and/or any other highway appurtenances, and from that day forth shall repair and maintain same at the expense of the 'County."

WAS C S 11-25 NOW Co 277

"3. The 'Commission' shall build and reconstruct the entire project (Former County Route 53) in accordance with the January 1957, or as later revised, State Roads Commission 'Specifications for Materials, Highways, Bridges and Incidental Structures,' in the Third Four Years, or later, of the Twelve Year Program.

"4. The 'Commission' shall provide the preliminary surveys, drafting and design, estimating, supervision and inspection for the entire project.

"5. The 'Commission' shall acquire all Rights-of-Way necessary to conform with the standards for this highway at the expense of the 'Commission.'

SEE LETTER 1-5-60
FROM MR BUSHBY DIST. ENGR.

Copy to: Mr. A. S. Darden
Mr. A. M. Fritsner
Mr. W. C. Hopkins
Mr. C. W. Goldstein
Mr. W. H. Chelton
Mr. R. A. Scrivener
Mr. L. D. Murphy (2)
Mr. R. L. Hughes
Mr. L. C. Hoke (1)
Mr. C. M. Lewis, Jr. (2)
Mr. C. F. Clowlie (2)
Mr. C. L. Freeman
Mr. A. L. Grant (2)

Mr. H. H. Kelly
Mr. H. C. Young (4)
Mr. W. A. Pridgen
Mr. L. L. Jordan (1)
Mr. M. T. Walker (2)
Mr. W. V. Draper
Records & Research Section, R/W Div.
Garrett County Commissioners (2)
Secretary's file
" " " 1966 (1) Year review
GRC-Garrett County
GRC-Twelve year program
Mr. J. C. Davis

EXCERPT FROM MINUTES OF MEETING OF THE "I-70 AREA COMMISSION"
WEDNESDAY, DECEMBER 14, 1966

* * *

The Commission approved and Chairman and Director then executed for and on its behalf agreement, in triplicate, dated October 26, 1966, between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, sometimes called the "Commission," and the County Commissioners of Garrett County, acting for and on behalf of Garrett County, sometimes called the "County," relative to reconstruction of a secondary highway now known as County Route 55, from Friendsville to a point on U. S. Route 219, 0.6 mile east of Oakland, a distance of approximately 7.35 miles, which is "known" or may attached to and made a part of said agreement, said highway to be reconstructed in the United Four Years, or later, of the State Roads Commission Twelve Year Program in lieu of the proposed reconstruction of Md. Route 42 in said Program, and upon the terms and purpose stated in discussion of funds and participation in said project as set forth below:

"1. The 'Commission' shall take into the State Highway System or as "as is" basis on the date of transfer all of County Route 55 between Friendsville and a point on U. S. Route 219, 0.6 mile east of Oakland, with the exclusion that all maintenance funds, both materials and personnel provided for the maintenance of Maryland Route 42 shall be applied to the maintenance of Garrett County Route 55.

"2. The 'County' shall take into the County Highway System all of County Route 62, between Friendsville and U. S. Route 219 at Lake's Mill, on an "as is" basis, on the date of transfer of County Route 55 from the 'County' to the 'Commission,' including right-of-way, bridges, culverts and/or any other highway appurtenances, and from that day forth shall repair and maintain same at the expense of the 'County.'

"3. The 'Commission' shall build and reconstruct the entire project (Garrett County Route 55) in accordance with the January 1967, or as later revised, State Roads Commission 'Specifications for Materials, Highways, Bridges and Incidental Structures,' in the Twelve Year Program, or later, of the Twelve Year Program.

"4. The 'Commission' shall provide the preliminary survey, drafting and design, estimates, supervision and inspection for the entire project.

"5. The 'Commission' shall acquire all rights-of-way necessary to conform with the standards for this highway at the expense of the 'Commission.'

"6. Upon completion of the reconstruction contemplated by this agreement, the 'County' shall take into the County Highway System those sections remaining intact by reason of any relocation necessary to bring the reconstructed highway up to 'Commission' standards as to grade and alignment, including Rights-of Way, bridges, culverts and/or any other existing highway appurtenances, and from that day forth shall repair and maintain same at the expense of the 'County.'

"7. The 'Commission' shall maintain the former County Route 53 which is to be taken into the State Highway System by this agreement as a normal maintenance project, until such time as it is reconstructed by the 'Commission,' and thereafter shall continue as a normal maintenance project, excepting those sections of said highway, if any, which shall revert to the 'County' after said reconstruction.

"8. The over-all costs of the reconstruction, including cost of reconstruction, surveys, drafting and design andall other engineering expenses shall be the responsibility of the 'Commission.' "

Said agreement had previously been executed by the County Commissioners of Garrett County, Maryland, approved as to form and legal sufficiency by Special Attorney C. C. Seymour, and approved by Chief Engineer Pritchett at the Commission' October 24, 1959 meeting in Oakland, and subsequently approved by the County Delegation.

Rd. Exchange

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. G. E. Geary (2)
Mr. R. J. Hajzyk
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. S. Linville (3)
Mr. C. L. Wannen
Mr. A. L. Grubb (2)
Mr. E. D. Reilly
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. W. A. Jordan (2)
Mr. M. D. Philpot (2)
Mr. F. V. Dreyer
Records & Research Section, R/W Div.
Co. Commrs. of Garrett Co. (3)
Secretary's File
SRC-Garrett County
Contract G-271-10-620
Contract G-271-11-620

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
SATURDAY, OCTOBER 24, 1959
***

U.S. 219
Hoyes to Deep Cr. Lake

The Commission approved and Chairman and Director Funk executed for and on its behalf agreement, in triplicate, dated October 24, 1959, between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called the "Commission," and the County Commissioners of Garrett County, acting for and on behalf of Garrett County, therein called the "County," relative to construction of ultimate dual highway to replace U. S. Route 219, from a point on existing U. S. Route 219, 0.6 mile east of Hoyes to Deep Creek Lake Bridge, a distance of 4.84 miles; one lane of said ultimate dual highway to be built under Contract G-271-10-620, a length of 1.72 miles, and Contract G-271-11-620, a length of 3.12 miles, in the Second Four Year period or extension thereof of the Twelve Year Road Program, and wherein said parties agree as to exchange of certain sections of existing U. S. Route 219 and as to participation of each in said project as set forth below:

1. The "Commission shall build and construct the entire project in accordance with the January, 1957 or as later revised State Roads Commission "Specifications for Materials, Highways, Bridges, and Incidental Structures."

2. The "Commission" shall provide the preliminary surveys, drafting and design, estimating, supervision and inspection for the entire project.

3. The "Commission" shall acquire all rights-of-way necessary to conform with the standards for this highway at the expense of the Commission.

4. Upon completion of usable comparable sections of the projects contemplated by this agreement and when same are opened for use, the "County" shall take those remaining sections of existing U. S. Route 219 left intact by reason of any relocation under these contracts, including rights-of-way, bridges, culverts and/or any other existing highway appurtenances, into the County System, and from that day forward shall repair and maintain same at the expense of the County.

R. E. L. Potman
R. Thompson
W. Friend
Discussed
12/29/59

Contr. G-271-10-620
Accepted for maint 11-29-61
Letter from Mr. Bushby 12-6-61

Copy: Mr. A. J. Gordon
Mr. M. Wrightstt
Mr. C. Hopkins
Mr. C. A. Goldstone
Mr. G. S. Charles
Mr. F. F. Jerivanex
Mr. G. E. Geary (2)
Mr. H. J. Hayes
Mr. L. C. Mear (3)
Mr. C. H. Lewis, Jr. (3)
Mr. C. J. Lanville (3)
Mr. C. L. Wooden
Mr. J. E. Grubb (2)

Mr. E. E. Kelly
Mr. H. G. Dunn (4)
Mr. J. A. Pfland
Mr. M. A. Jordan (2)
Mr. H. D. Philpotts
Mr. F. V. Dreyer
Records & Research Section, R/W Div.
Co. Commrs. of Garrett Co. (5)
Secretary's File
Sec-Garrett County
Contract C-271-10-620
Contract C-271-11-620

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
SATURDAY, OCTOBER 24, 1959

***

The Commission approved and Chairman and Director Funk executed for and on its behalf agreement, in triplicate, dated October 24, 1959, between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called the "Commission," and the County Commissioners of Garrett County, acting for and on behalf of Garrett County, therein called the "County," relative to construction of alternate dual highway to replace U.S. Route 219, from a point on existing U.S. Route 219, 0.6 mile east of Deep to Deep Creek Lake Bridge, a distance of 6.04 miles; one item of said alternate dual highway to be built under Contract C-271-10-620, a length of 1.72 miles, and Contract C-271-11-620, a length of 3.12 miles, in the Second Four Year period or extension thereof of the Twelve Year Road Program; and wherein said parties agree as to exchange of certain sections of existing U.S. Route 219 and as to participation of each in said project as set forth below:

1. The "Commission" shall build and complete the entire project in accordance with the January, 1957 or as later revised State Roads Commission "Specifications for Materials, Highways, Bridges, and Incidental Structures."

2. The "Commission" shall provide the preliminary surveys, drafting and design, estimating, supervision and inspection for the entire project.

3. The "Commission" shall acquire all rights-of-way necessary to conform with the standards for this highway at the expense of the Commission.

4. Upon completion of usable acceptable sections of the projects contemplated by this agreement and when same are opened for use, the "County" shall take those remaining sections of existing U.S. Route 219 intact by reason of any relocation under these contracts, including rights-of-way, bridges, culverts and/or any other existing highway appurtenances, into the County System, and from that day forward shall repair and maintain same at the expense of the County.

5. The "Commission" shall maintain all of existing U. S. Route 219 as a normal maintenance project, until such time as the "County" takes over the sections left intact as provided in this agreement.

6. The overall cost of the new highway, including cost of construction, surveys, drafting and design, estimating, inspection and all other engineering expenses shall be the responsibility of the Commission.

Said agreement had previously been executed by the County Commissioners of Garrett County, Maryland, approved as to form and legal sufficiency by Special Attorney C. C. Seymour, and approved by Chief Engineer Pritchett.

COPY

STATE ROADS COMMISSION
DISTRICT NO. 6
P. O. BOX 450
CUMBERLAND, MARYLAND

RE: Contract G-271-10-620
U. S. Route 219
Hoyes twd. McHenry

April 5, 1962

County Commissioners of Garrett Co.
Court House
Oakland, Maryland

Gentlemen:

In accordance with an agreement dated October 24, 1959 between the State Roads Commission and the County Commissioners of Garrett County, upon the completion of certain contracts in connection with the reconstruction of U.S. Route 219, the County Commissioners are to accept into the County Roads system certain sections of the old road that will be left intact, but would no longer serve as a part of the State system.

Recently, we completed Contract G-271-10-620 and a section of road known as Sebold's Curve that is referred to in the above referenced agreement was bypassed by our new construction and should now be taken into the County Roads system in accordance with the provisions of the agreement.

I will appreciate your taking the necessary action to accept this section of roadway into the County system and notifying this office concerning your action.

Your cooperation in this matter is greatly appreciated, and if any additional information is required, please advise.

Very truly yours,

ORIGINAL SIGNED BY
JOHN D. BUSHBY

John D. Bushby
District Engineer

JDB:ph
CC:-Mr. George W. Cassell
Mr. R. E. L. Putman
Mr. Edward P. Kahl

COPY

STATE ROADS COMMISSION
DISTRICT NO. 6
P. O. BOX 450
CUMBERLAND, MARYLAND

Re: Contract C-273-10-020
U. S. Route 219
Hyde and McHenry

April 5, 1961

County Commissioners of Garrett Co.
Court House
Oakland, Maryland

Gentlemen:

In accordance with my statement dated October 26, 1959 between the State Roads Commission and the County Commissioners of Garrett County upon the completion of certain contracts in connection with the reconstruction of U.S. Route 219, the County Commissioners are to accept into the County Road system certain sections of the old road that will be left intact, but would no longer serve as a part of the state system.

Recently, we completed Contract C-273-10-020 and a section of road known as Tabold's Curve that is referred to in the above referenced agreement was bypassed by our new construction and should now be taken into the County Road system in accordance with the provisions of the agreement.

I will appreciate your taking the necessary action to accept this section of roadway into the County system and notifying this office concerning your action.

Your cooperation in this matter is greatly appreciated, and if any additional information is required, please advise.

Very truly yours,

JOHN G. MOORE
John G. Moore
District Engineer

JGM:jh
cc-Mr. George W. Carroll
Mr. R. E. Pruner
Mr. Robert F. Kahl

THIS AGREEMENT, made this 24th day of October, 1959, between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, hereinafter called the "Commission," and the County Commissioners of Garrett County, acting for and on behalf of Garrett County, hereinafter called the "County":

WHEREAS, the parties hereto deem it advisable to construct an ultimate dual highway to replace U. S. Route 219, from a point on existing U. S. Route 219, 0.6 mile east of Hoyes to Deep Creek Lake Bridge, a distance of 4.84 miles; one lane of said ultimate dual highway to be built under Contract G-271-10-620, a length of 1.72 miles, and Contract G-271-11-620, a length of 3.12 miles, in the Second Four Year period or extension thereof of the Twelve Year Road Program, and

WHEREAS, upon completion of usable comparable sections of new U. S. Route 219 and same are opened for use, certain sections of existing U. S. Route 219 will be left intact, said sections being identified by survey stations and shown in "red" on the attached maps which are made a part of this agreement, and it is hereby agreed that the "County" will take into the County Highway System all such sections on an "as is" basis on the date of transfer, and

WHEREAS, the parties hereto have reached an agreement as to the participation of each in this project,

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: that the said parties thereto, for and in consideration of advantages accruing to each, and also for and in consideration of their mutual covenants, promises and agreements as hereinafter set forth, hereby covenant, promise and agree to and with each other as follows:

1. The "Commission" shall build and construct the entire project in accordance with the January, 1957 or as later revised State Roads Commission "Specifications for Materials, Highways, Bridges, and Incidental Structures."

2. The "Commission" shall provide the preliminary surveys, drafting and design, estimating, supervision and inspection for the entire project.

3. The "Commission" shall acquire all rights-of-way necessary to conform with the standards for this highway at the expense of the Commission.

4. Upon completion of usable comparable sections of the projects contemplated by this agreement and when same are opened for use, the "County" shall take those remaining sections of existing U. S. Route 219 left intact by reason of any relocation under these contracts, including rights-of-way, bridges, culverts and/or any other existing highway appurtenances, into the County System, and from that day forward shall repair and maintain same at the expense of the County.

5. The "Commission" shall maintain all of existing U. S. Route 219 as a normal maintenance project, until such time as the "County" takes over the sections left intact as provided in this agreement.

6. The overall cost of the new highway, including cost of construction, surveys, drafting and design, estimating, inspection and all other engineering expenses shall be the responsibility of the Commission.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed by their proper officers.

STATE ROADS COMMISSION OF MARYLAND

By _____

John B. Funk - Chairman and Director of Highways

Attest:

_____

Secretary

By _____ (SEAL)

President, Board of County Commissioners.

_____ (SEAL)

Member, Board of County Commissioners.

_____ (SEAL)

Member, Board of County Commissioners.

Attest:

_____

Approved as to form and legal sufficiency this 30th day of Sept.

1959.

_____

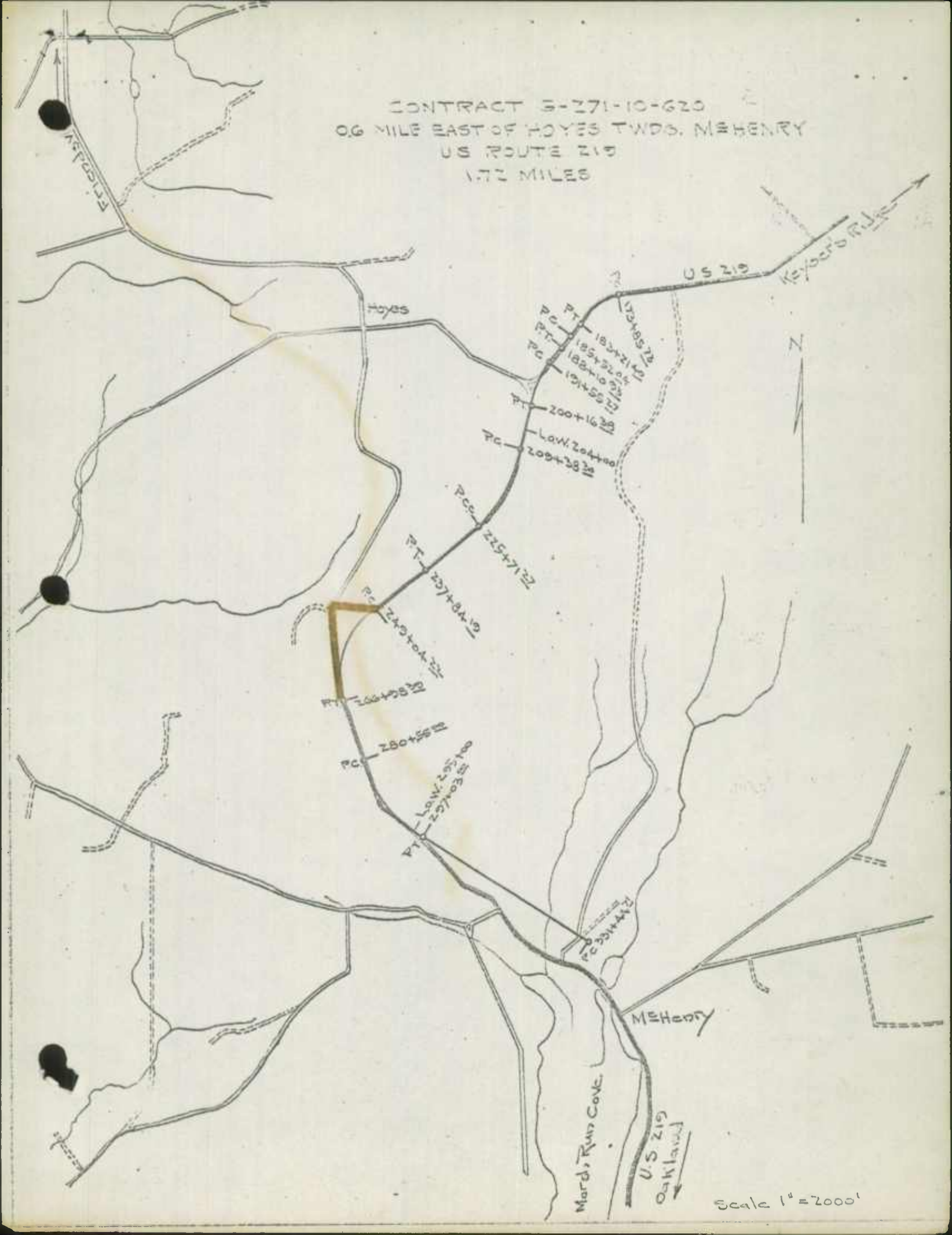
Special Attorney

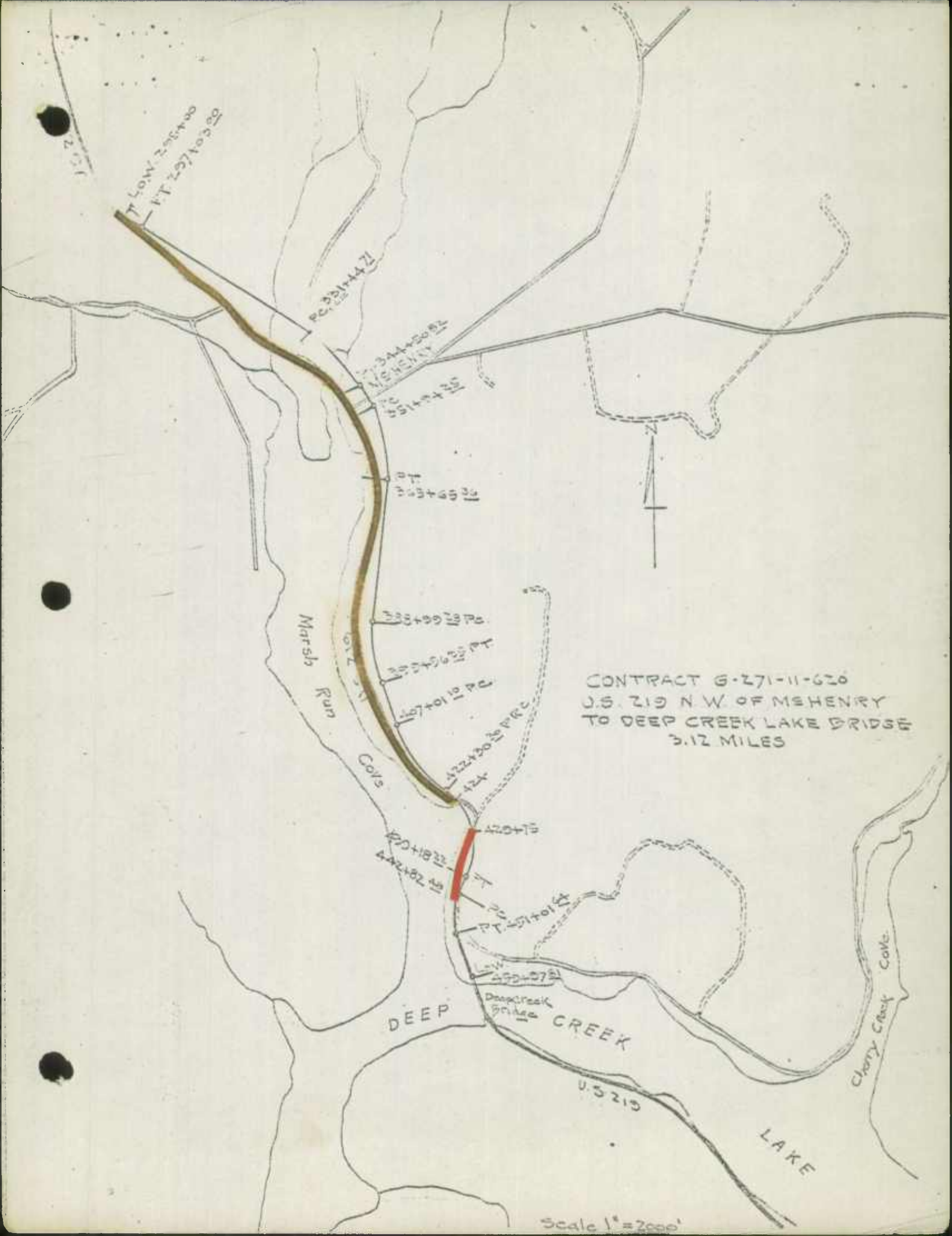
Approved:

10/24/59 _____

Date Chief Engineer

CONTRACT S-271-10-620
0.6 MILE EAST OF HOYES TWDS. McHENRY
US ROUTE 219
1.72 MILES




CONTRACT G-271-11-620
U.S. 219 N.W. OF McHENRY
TO DEEP CREEK LAKE BRIDGE
3.12 MILES
Marsh Run Cove
DEEP CREEK LAKE
U.S. 219
Deep Creek Bridge
Cherry Creek Cove
N
Scale 1" = 2000'

5-21-59

Mr Garrett
Please follow this
with our records
JM 10/18/60

COPY

State Roads Commission
TRAFFIC DIVISION
OCT 18 1960
Geo. N. Lewis, Jr.
Director

STATE ROADS COMMISSION
DISTRICT NO. 6
P. O. BOX 450
CUMBERLAND, MARYLAND

October 17, 1960

RE: Contract G-275-2-620
Mt. Lake Park to Oakland
OldMaryland Rte. 135 (formerly
Maryland Rte. 41)

Mayor and Town Council
Mt. Lake Park
Garrett County
Maryland

Gentlemen:

In accordance with the terms of an agreement as stated in the minutes of a meeting of the State Roads Commission on Thursday, May 21, 1959 and as adopted by Mayor and Council of Mt. Lake Park, Garrett County, Maryland, that section of old Maryland Route 135 (formerly Maryland 41) as described in the above referenced minutes, has been satisfactorily completed by the contractor and accepted by the State Roads Commission.

This section of road now becomes the responsibility of the Town of Mt. Lake Park in accordance with the terms of the above referenced agreement, Condition No. 5.

I would like to invite your attention to the fact that the western portion of this road under the terms of the agreement, Condition No. 1, is to be a one-way connecting road eastbound.

Very truly yours,

ORIGINAL SIGNED BY
JOHN D. BUSHBY

John D. Bushby
District Engineer

JDB:ph
CC:-Mr. G. Bates Chaires
Mr. George N. Lewis, Jr.
Mr. LeRoy C. Moser
Mr. R. E. L. Putman
Mr. Edward F. Kahl

MA82-A C.S. 11-22
0.20 Mi.

COPY

GARRETT

John D. Bushby

RE: Route & Control Section Number

January 13, 1960

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

ATTENTION: Mr. George W. Cassell

Gentlemen:

Reference is made to your letter of January 11, 1960, same subject as above.

We have not turned over the section of old Maryland Rte. 135 in Mt. Lake Park, as referred to in the agreement of May 21, 1959, to the Mayor and Council of Mt. Lake Park, because wet weather prevented completion of the shoulders, and we plan to finish this work in the early spring as soon as weather will permit.

The paving on this road has been completed, and as soon as we can complete the shoulders we will turn the section of road over to the Mayor and Council of Mt. Lake Park and notify your office.

Very truly yours,

John D. Bushby
District Engineer

JDB:ph
CC:-Mr. G. Bates Chaires
Mr. E. W. Bunting
Mr. G. L. Geary
Mr. E. L. Putman
Mr. E. P. Kahl

GARRETT COUNTY

ROAD EXCHANGE

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. C. A. Goldeisen
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. S. Linville (3)
Mr. C. L. Wannen
Mr. G. E. Geary (2)
Mr. A. L. Grubb (2)
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. W. A. Jordan (2)
Mr. F. V. Dreyer
Mr. M. D. Philpot (2)
Mr. A. S. Gordon
Records & Research Section, R/W Div.
Town of Mountain Lake Park
Secretary's File
SRC-Garrett County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 21, 1959
* * *

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

On motion duly made and seconded, the following resolution was adopted:

WHEREAS, under authority contained in Section 65 of Article 89-B 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,

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described section of State road located in Mountain Lake Park, Garrett County, Maryland, is hereby conditionally transferred to the governing body of Mountain Lake Park and shall have the status of a Town street, subject to the following conditions:

Old Md. Route 135 (formerly Md. 41) from a point on the recently constructed westbound lane of an ultimate dual highway (New Md. 135), said point being approximately two hundred feet (200') west of the new bridge over Little Youghiogheny River, thence to Old Md. 135, thence across the old existing bridge over the Little Youghiogheny River, easterly to a point approximately fifty feet (50') west of the center line of Md. Route 560 (road to Gorman), a distance of approximately 0.18 of a mile. MD 825-A C.S. 11-22

Condition No. 1 - The State Roads Commission will build a one-way connecting road, eastbound, paved sixteen feet wide with two five-foot shoulders, from a point 200 feet plus or minus, from the west end of the new bridge over Little Youghiogheny River to connect with Old Md. 135 approximately one hundred feet west of the old existing bridge over the Little Youghiogheny River.

Condition No. 2 - The State Roads Commission will repair the existing old bridge over the Little Youghiogheny River by reconstructing the wing section where cracked, and repair the deteriorated concrete at pier ends.

Condition #1 not complied.
See letter from Mr Bushey
1-13-60
10-6-60
CONDITION #2 COMPLETED 10-17-60

Work on Bridge
completed Oct 1959

Copy to: Mr. M. Brinkman
Mr. H. C. Dorsing
Mr. F. T. Ertelmann
Mr. R. B. Gardner
Mr. J. C. Gilchrist
Mr. L. C. Hamer (2)
Mr. S. T. Lewis, Jr. (8)
Mr. C. G. Lovitts (2)
Mr. T. L. Lyman
Mr. T. T. Perry (2)
Mr. A. L. Crook (2)
Mr. H. G. Young (4)
Mr. T. A. Wilson
Mr. L. L. Martin (2)
Mr. E. V. Tarpey
Mr. M. M. Gilbert (2)
Mr. J. T. Gordon
Secretary's Research Section, 2/7 Div.
Town of Mountain Lake Park
Secretary's File
Corporation Counsel

EXCERPT FROM MINUTES OF A MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MAY 31, 1956

Present: Mr. John J. Mahoney, Chairman, and Senator Alper T. Bennett.

On motion duly made and seconded, the following resolution was adopted:

WHEREAS, under authority contained in Section 69 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 Counties, Cities or the several Towns and/or Towns of Maryland, for maintenance purposes;

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described portion of State road known as Maryland Route 135 in Mount Lake Park, Garrett County, Maryland, is hereby conditionally transferred to the governing body of Mountain Lake Park and shall hereafter be a town street, subject to the following conditions:

Off Md. Route 135 (formerly U.S. 40) from a point on the recently constructed northbound lane of the Maryland's dual highway (Md. 135), said point being approximately the northerly foot (200') west of the new bridge over Little Youghiogheny River, thence to Old Md. 135, thence across the old bridge over the Little Youghiogheny River, westerly to a point approximately thirty feet (30') west of the center line of Md. Route 560 (Third Street), a distance of approximately 0.10 of a mile.

Condition No. 1 - The State Roads Commission will build a one-way connecting road, a standard street lane with curb and five-foot sidewalks, from a point 200 feet plus or minus, from the west end of the new bridge over Little Youghiogheny River to connect with Md. 135; its approximately 200 northerly lane of the old relocated bridge over the Little Youghiogheny River.

Condition No. 2 - The State Roads Commission will remove the existing old bridge over the Little Youghiogheny River by reconstructing the underpinning that needs repairs, and remove the reinforced concrete at this work.

Condition No. 3 - The Town of Mountain Lake Park will assume the maintenance of Old Route 135 (formerly Md. 41) as a Town street, between the intersection of Old Md. 135 with the New Md. 135, thence across the old existing bridge over the Little Youghiogheny River, easterly to a point fifty feet (50') west of the center line of Md. Route 560 (road to Gorman) for a distance of approximately 0.18 of a mile.

Condition No. 4 - The maintenance of andresponsibility for the aforementioned section of Old Md. 135 and bridge by the Town of Mountain Lake Park shall terminate when a contract is awarded for the construction of the eastbound lane of New Md. 135, at which time the State Roads Commission will transfer to the Town of Mountain Lake Park all rights in the underlying fee of any portion thereof that remains after the construction of the eastbound lane.

Condition No. 5 - The effective date of transfer to the Town of Mountain Lake Park of the section of Old Md. 135 and bridge will be upon completion of the aforesaid improvements.

Condition No. 6 - The Mayor and Council of Mountain Lake Park, prior to the consummation of this agreement, shall secure for the Maryland State Roads Commission from the present property owner--Mr. Don Parson--all rights and easements necessary for the repair or removal of the existing bridge on Old Route 135 over the Little Youghiogheny River. This area is indicated on Maryland State Roads Commission's Right of Way Plat No. 16625, said plat being a part of this agreement, and said area is shown thereon as a crosshatched area and colored in red for identification, and is located to the left, or in a southerly direction from the "Base Line of Right of Way," and at a distance of 141' at the closest point, and being opposite Survey Station 179+11 to Station 180+12, as shown on above mentioned Right of Way Plat No. 16625.

Approved

5/21/59 (Sgd) Norman M. Pritchett
Chief Engineer

Attest:

(Sgd) C. R. Pease
Secretary

(Sgd) John J. McMullen
Chairman

(Sgd) Edgar T. Bennett
Member

Constituting the State Roads Commission of Maryland

At the regular meeting of the Governing Body of the Town of Mountain Lake Park, Garrett County, Maryland, held at its office on
upon motion duly made and seconded, the following resolution was adopted:

Page 2.

Doc 5271/5a

Condition No. 3 - The Town of Mountain Lake Park will assume the maintenance of Old Route 135 (formerly Md. 41) as a Town street, between the intersection of Old Md. 135 with the new Md. 135, thence across the old existing bridge over the Little Youghiogheny River, westerly to a point fifty feet (50') west of the center line of Md. Route 500 (Second Street) for a distance of approximately 0.18 of a mile.

Condition No. 4 - The maintenance of responsibility for the aforementioned section of Old Md. 135 and bridge by the Town of Mountain Lake Park shall terminate when a contract is awarded for the construction of the realigned line of new Md. 135, at which time the State Highway Administration will transfer to the Town of Mountain Lake Park all rights in the underlying fee of any portion thereof that remains after the construction of the realigned line.

Condition No. 5 - The effective date of transfer to the Town of Mountain Lake Park of the section of Old Md. 135, and bridge will be upon completion of the aforesaid improvements.

Condition No. 6 - The Mayor and Council of Mountain Lake Park, prior to the consummation of this agreement, shall secure for the Maryland State Roads Commission from the property owner--Mr. Tom Barnes--all rights and easements necessary for the repair or removal of the existing bridge on Old Route 135 over the Little Youghiogheny River. This area is included on Maryland State Roads Commission's right of way plat No. 16629, said plat being a part of this agreement, and said area is shown thereon as a cross-hatched area and colored in red for identification, and is located to the left, or in a southerly direction from the "base line of survey of Md. 41" and at a distance of 1417 at the closure point, and being reference Survey Station 1779+17 to Station 1801+12, as shown on above mentioned right of way Plat No. 16629.

Approved

Sayre (Sgd) Steven H. Wilhelm
Chief Engineer

(Sgd) John J. Hennigan
Governor

Attest:

(Sgd) E. F. Jones
Secretary

(Sgd) Edwin T. Bennett
Member

Constituting the State Roads
Commission of Maryland

At the regular meeting of the governing body of the Town of Mountain Lake Park, Garrett County, Maryland, held at its office on
upon motion duly made and seconded, the following resolution was adopted:

WHEREAS, the State Roads Commission, at its meeting held on May 21, 1959, did formally transfer to this Town for maintenance purposes, the State road and bridge upon the conditions described in the foregoing section of their resolution, bearing the said date, the Governing Body is willing to accept the aforesaid road and bridge into the Town street system for maintenance purposes:

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of Mountain Lake Park, Maryland, that the foregoing road and bridge, conditionally transferred by the State Roads Commission of Maryland, to this Town by virtue of the resolution adopted by the State Roads Commission on May 21, 1959, be, and the transfer of this road and bridge is accepted, upon the aforesaid conditions, by the Town of Mountain Lake Park.

Mountain Lake Park
Garrett County, Maryland

By (Sgd) H. M. Weeks
Mayor, Mountain Lake Park, Md.

(Sgd) Emile L. Germain
Councilman

(Sgd) Orval Kitzmiller
Councilman

(Sgd) Earl Sebold
Councilman

(Sgd) J. Edward Tasker
Councilman

(Sgd) Delbert R. Bittinger
Councilman

Attest:

(Sgd) Bonnie R. Carlson

Approved as to form and legal sufficiency this 13th day of November 1958.

(Sgd) C. C. Seymour
Special Attorney of Maryland

SEQ 3(2)(2)4

Page 7

WHEREAS, the State Beach Commission, at its meeting held on May 21, 1963, has formally transfer to this Town for maintenance purposes the State road and bridge upon the conditions specified in the resolution of their resolution, bearing the said date, the Commissioner is willing to accept the aforesaid road and bridge into the Town street system for maintenance purposes;

NOW, THEREFORE, IT IS RESOLVED by the Governing Body of Mountain Lake Park, Maryland, that the foregoing road and bridge, conditionally transferred by the State Beach Commission of Maryland, to this Town by virtue of the resolution adopted by the State Beach Commission on May 21, 1963, be, and the transfer of this road and bridge is accepted, upon the aforesaid conditions, by the Town of Mountain Lake Park.

Mountain Lake Park
Garrett County, Maryland

By (Sgd) B. E. Jenkins
Mayor, Mountain Lake Park, Md.

(Sgd) Hallie L. Pringle
Councilman

(Sgd) Orval Kleinfelter
Councilman

(Sgd) Jerry Sebold
Councilman

(Sgd) J. Edward Yoder
Councilman

(Sgd) Delbert S. Pittinger
Councilman

Attest:

(Sgd) Pauline E. Fritzke

Approved as to form and legal sufficiency this 11th day of November 1963.

(Sgd) C. E. Spurgeon
Special Attorney of Maryland

GARRETT COUNTY
Mr Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 17, 1959

* * *

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

On recommendation of Chief Right of Way Engineer Moser in letter of February 9, 1959, the Commission executed agreement in duplicate dated February 17, 1959, by and between The Baltimore and Ohio Railroad Company, therein called "Railroad," party of the first part, and the State Roads Commission of Maryland, therein called "State," party of the second part, relative to improving Md. Route 39 between Crellin and the West Virginia State line, Contract G-269-1-620, wherein the parties thereto agree as follows:

"1. The Railroad hereby grants to the State, without charge, insofar as it has the right so to do, an easement for highway purposes, through property of the Railroad, as outlined in green on Railroad's Drawing No. D. E. 2656A and as shown on State's Plats Nos. 14631 and 14632, attached hereto and made a part hereof. The easement hereby granted is subject to the right of the Railroad to maintain existing track which crosses said easement at grade at approximate highway station 127+65.

2. The Railroad will remove Siding T-1058A (4) shown on said Railroad Drawing No. D. E. 2656A, in order to clear the new highway improvement, and the State agrees to pay the Railroad the sum of $1,000.00 to cover the cost of removal.

3. The Railroad further agrees to perform, at the expense of the State, any work which may be required on existing grade crossing to conform to the new highway improvement.

4. The State agrees that no claim will be made, after completion of highway improvement, for use of any portion of the original highway located within limits of Railroad property not required for highway purposes.

5. This Agreement shall inure to and be binding upon the parties hereto, their successors and assigns."

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

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires (2)
Mr. W. A. Jordan
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. A. L. Grubb
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. H. C. Bowers
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Secretary's File
SRC-Garrett County
Contract G-269-1-620; FAP F-4(2)

GARRETT COUNTY
Mr. Cassell

File S.R.C. minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, DECEMBER 30, 1958

* * *

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

On recommendation of Chief Right of Way Engineer Moser in letter dated December 30, 1958, the Commission executed Right of Way Agreement, in duplicate, dated December 30, 1958, by and between the West Virginia Central and Pittsburg Railway Company, a corporation, party of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, relative to the widening, straightening, and improving of Md. 135 between Swanton and Bloomington, District No. 4, Garrett County, Maryland, Contract G-277-620, wherein the "party of the first part does grant unto the said party of the second part an easement or right of way for a public road (Md. 135) over its land situate in District No. 4, Garrett County, Maryland," as more fully described and subject to the terms and conditions more fully set forth therein.

Both copies of the said agreement, which had previously been approved as to form and legal sufficiency by Special Assistant Attorney General J. D. Buscher, were returned to Mr. Moser for handling and execution by the West Virginia Central and Pittsburg Railway Company, following which one fully executed copy is to be returned for the Commission's files.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. E. Jones
Mr. C. A. Goldeisen
Mr. G. B. Chaires (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. H. C. Bowers
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Secretary's File
SRC-Garrett County
Contract G-277-620

GARRETT COUNTY

SRC December 30, 1958
Resolution - Road Exchange
Md. 825

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. G. B. Chaires (2)
Mr. F. P. Scrivener
Mr. C. A. Goldeisen
Mr. C. S. Linville (3)
Mr. W. A. Friend
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. A. F. DiDomenico (2)
Mr. F. V. Dreyer
Mr. A. L. Grubb
Mr. C. W. Clawson
Mr. L. C. Moser (2)
Mr. H. G. Downs (4)
Mr. A. S. Gordon
Mr. R. E. Jones
Mr. M. D. Philpot (2)
Garrett County Commissioners
Records & Research Section, R/W Div.
SRC-Garrett County
Secretary's File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, DECEMBER 30, 1958
* * *

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

On motion duly made and seconded, the following resolution was adopted:

WHEREAS, under authority contained in Section 65 of Article 89-B of the Annotated Code of Maryland, the State Roads Commission of Maryland is empowered to transfer State highways or portions thereof, by mutual agreement, to the governing bodies of the several counties of Maryland for maintenance purposes, and

NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the following described section of State road in Garrett County, Maryland, be and it is hereby transferred to Garrett County and shall henceforth have the status of a County-maintained road.

Md. 825 (Old Md. 135) from Md. 135 northeast of Deer Park to Md. 135 in Deer Park, a distance of 1.46 miles. CS 11-41

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

1. The effective date of transfer of the State road aforementioned to be upon the complete approval of this agreement.

2. The additional mileage will be included in the inventory as of December 1, 1958.

3. The allocation of funds will include the additional County road mileage in the allocation to Garrett County beginning July 1, 1959.

4. That such exchange be made on an "As-Is Basis" which pertains to the existing condition of the road involved at the time of acceptance for County maintenance, and will include all appurtenances and bridge structures.

STATE ROADS COMMISSION

by (Sgd) Robert O. Bonnell
Chairman

ATTEST:

(sgd) C. R. Pease
Secretary

Approved as to form and
legal sufficiency
December 17, 1958

(sgd) T. T. Murray
Special Attorney

Approved
December 17, 1958

(sgd) Norman M. Pritchett
Chief Engineer

At a regular meeting of the Governing Body of Garrett County, Maryland, held at its office on November 18, 1958, upon motion duly made and seconded, the following resolution was adopted:

WHEREAS, the State Roads Commission of Maryland, at its regular meeting held on December 30, 1958, did formally transfer to this County, for county maintenance, the State Road described in the foregoing section of their resolution, bearing said date and the Governing Body is willing to accept the aforesaid road, under the conditions aforementioned, into the County System of roads for maintenance purposes,

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of Garrett County, Maryland, that the foregoing road, transferred by the State Roads Commission of Maryland to this County by virtue of the resolution adopted by the State Roads Commission December 30, 1958, be, and the transfer of this road, as heretofore outlined, is accepted by Garrett County, Maryland.

COUNTY COMMISSION OF GARRETT COUNTY, MARYLAND

ATTEST:

Approved by (sgd) Carl A. Schell
President of County Commissioners

(sgd) Virginia S. Fizer
Clerk to the Board of
County Commissioners

Approved (sgd) Stuart F. Hamill, Jr.
Attorney for the Board of
County Commissioners

Garrett

State Roads Commission
TRAFFIC DIVISION
File APR 10 1958
Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 26, 1958

***

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

On recommendation of Chief Engineer Pritchett in letter of March 4, 1958, the Commission executed agreement, in duplicate, dated March 21, 1958, by and between the Town of Oakland, and the State Roads Commission of Maryland, stating the respective obligations and responsibilities of the aforementioned parties relative to the construction, maintenance and payment for the combination curbs, gutters and storm water drainage facilities to be included in the reconstruction and widening of U.S. Route 219, Oakland-Gortner, Contract 0-270-2-620.

The said agreement had previously been executed on behalf of the Town of Oakland by Russell L. Smith, Mayor, and approved as to form and legal sufficiency by Special Attorney F. A. Tuderbaugh.

Copy: Mr. N. M. Pritchett
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. G. N. Lewis, Jr.
Mr. C. L. Warnen
Mr. C. W. Clawson
Secretary's File
Contract 0-270-2-620
SRC-Garrett County

Mr Garrett
has this signed & detached
for his use - file etc
Thomas

THIS AGREEMENT executed in duplicate and made this 21st day of March, 1958, by and between the Town of Oakland, hereinafter sometimes called the "Town," and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, hereinafter sometimes called the "Commission".

WHEREAS the Commission plans to re-construct and widen Route U.S. 219in accordance with Contract G-270-2-620, and

WHEREAS the Town has requested that the Commission include in the above mentioned contract the construction of combination curbs, gutters and storm water drainage facilities as hereinafter described, and

WHEREAS the parties hereto are desirous of entering into this agreement for the purpose of stating their respective obligations and responsibilities with respect to the construction, maintenance and payment for the combination curbs, gutters and storm water drainage facilities.

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

1. The Commission shall re-construct Route U.S. 219 to the width of 40 feet between 5th and slightly beyond 9th street in said Town.

2. The Commission shall include in the reconstruction of Route U.S. 219 the construction of combination curbs, gutters and storm water drainage facilities as shown on the plans of Contract G-270-2-620.

3. The Commission will prepare plans for the mid urban type highway facility between said 5th and slightly beyond 9th Street to provide for 40 foot paved width and the said combination curbs, gutters and storm water drainage facilities.

4. The Commission shall replace only the sidewalks disturbed because of and during the course of construction.

5. The Town shall reimburse the Commission at the rate of $7.50 per lineal foot measured along the center line of the pavement between 5th Street and Station 255 + 25.

6. The maintenance of the curbs, gutters and storm water drainage facilities between 5th Street and slightly beyond 9th Street but not beyond the Town limits shall be the expense of and sole responsibility of the Town of Oakland.

7. The construction of the said curbs, gutters and storm water drainage facilities shall be under the sole charge and supervision of the Commission.

8. The provisions of this agreement shall inure to and be binding upon the respective successors, if any, of the parties hereto.

IN WITNESS WHEREOF, the parties hereto by their duly authorized representative have subscribed their names and affixed their seals the day and the year first above written.

STATE ROADS COMMISSION OF MARYLAND

By (Sgd.) Scott. O. Bonsell (SEAL)
Chairman

By Edgar T. Bennett (SEAL)
Member

By John J. McMullen (SEAL)
Member

ATTEST

(Sgd.) . S. Pease
Secretary

THE TOWN OF OAKLAND

By (Sgd.) Russell L. Smith (SEAL)
Mayor

ATTEST

(Sgd.) Mrs. James H. Nordeck
Clerk

Approved as to form and legal sufficiency this 4th day of March, 1958.

(Sgd.) I. A. Duberstein
Special Attorney of Maryland

Recommended for approval

3/4/58
Date

(Sgd.) Norman F. Pritchett
Chief Engineer (State Roads Commission)

[illegible] St

[illegible]

[illegible]

[illegible] St

Garrett County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 27, 1958

***

R.R. BRIDGE

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

On recommendation of Chief Engineer Pritchett in letter of February 11, 1958, the Commission executed agreement, in duplicate, dated February 27, 1958, by and between the State Roads Commission of Maryland, acting for the State of Maryland, therein sometimes called the "Commission", party of the first part, and The Baltimore and Ohio Railroad Company, therein sometimes called the "Railroad", party of the second part, wherein the Railroad, insofar as it has a legal right and its present title permits, grants, subject to the terms, limitations and agreements therein set forth, unto the Commission, the right, liberty and privilege of constructing, establishing, maintaining and renewing an overhead highway bridge, approaches and appurtenances to carry U. S. Route No. 219 over the tracks and property of the Railroad, said overhead bridge to be located approximately 200 feet Northwest of present grade crossing (designated as Railroad Crossing No. 826, at Railroad Valuation Station 2748+91.1, in a community known as Weber, near Oakland, in Garrett County, Maryland) at Railroad Valuation Station 2750+91.1, being the same as State Roads Commission Station 384+74.00; and in connection therewith, to eliminate the aforesaid present grade crossing as a public highway by abandoning and barricading same, the Railroad to contribute toward the cost of the project as provided in Section 13 of said agreement.

Said bridge, eliminating present grade crossing, and carrying Relocated U. S. Route 219 over Little Youghiogheny River and the Railroad tracks and right of way, will be constructed under Contract G-270-1-620; FAP#F-FG-177(3).

Said agreement had previously been approved by Chief Engineer Pritchett, and approved as to form and legal sufficiency by Special Attorney F. A.Puderbaugh, and is to be forwarded to The Baltimore and Ohio Railroad Company for execution on its part.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. G. B. Chaires (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
SRC-Garrett County
Cont. G-270-1-620;FAP#F-FG-177(3)
Mr. A. L. Grubb (4)
Mr. C. W. Clawson (4)
Mr. G. N. Lewis, Jr. (8)
Mr. A. F. Shure
Mr. H. C. Bowers
Mr. L. C. Moser
Mr. H. G. Downs
Secretary's File

GARRETT Co.

SRC 11/29/57
Road Transfer to Garrett County

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. R. E. Jones
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. (8)
Mr. G. B. Chaires (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
Mr. L. C. Moser
Mr. C. S. Linville (2)
Records & Research Section-R/W Div.
Secretary'sFile
SRC-Garrett County
Mr. H. G. Downs (2)

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland, on NOV 29 1957, upon motion duly made and seconded, the following resolution was adopted.

GARRETT Co.

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, it has been agreed that the following described road(s) shall hereafter be under the jurisdiction of the designated County for maintenance purposes, subject to the continuance in effect of any controls of access which may have been established by the State Roads Commission for the protection of the traveling public and which may be shown and/or designated on the State Roads Commission Plat(s) numbered as hereinafter specified; now therefore

BE IT RESOLVED by the State Roads Commission of Maryland that the following described section(s) of State Highway, located in Garrett County, Maryland, be, and it is, (and they are,) hereby transferred to the Governing Body of Garrett County for maintenance purposes, subject to the continuance in effect of the controls relating to access, as designated on the following plat(s).

Former Route Nos.	From	To	Length	SRC Plat Nos.
Md. Route 135	Relocated Md. Rte. 135 east of the B. & O. Railroad	B. & O. Railroad	0.~~064~~ .09 mi.	None
Md. Route 135	West side of the B. & O. Railroad	End of relocation	1.9 mi.	None

"Excepting, however, from the operation of this deed all that land within the existing roadway now occupied by the tracts and right of way of the Baltimore and Ohio Railroad Company between Railroad Valuation Stations 1565.32 and 1565.74, as shown on Railroad Valuation Map V. 40.3/1."

ATTEST:

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

STATE ROADS COMMISSION OF MARYLAND

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

* * * * * * * * * * * * * * * * * * * *

At the regular meeting of the Governing Body of Garrett County, Maryland, held at its office on October 6, 1958, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on NOV 29 1957, did formally transfer to this County, for maintenance purposes, and subject to the continuance in effect of the controls of access shown and/or designated on the hereinbefore mentioned plat(s), the State Road(s) described in the foregoing section of their resolution, bearing the said date, and the Governing Body of this county is willing to accept the aforesaid road(s) into the County Road System, for maintenance purposes; now, therefore,

BE IT RESOLVED by the Governing Body of Garrett County, Maryland, that the foregoing road(s), transferred by the State Roads Commission of Maryland to this County by virtue of the resolution adopted by the State Roads Commission on NOV 29 1957, be, and it is, (and they are,) hereby accepted into the County Road System of this County.

ATTEST:

(Sgd.) Virginia S. Fizer
Chief Clerk to the Board of County Commissioners

COUNTY COMMISSIONERS OF
GARRETT COUNTY, MARYLAND

By (Sgd.) H. D. Swartzentruber
President

GARRET Co
&
~~CECIL Co~~

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 6, 1957
***

Present: Mr. John J. McMullen and Senator Edgar T. Bennett.

On recommendation of Chief Engineer Pritchett, as set forth in his letters dated January 31, 1957 to the State Roads Commission, the following final estimates were approved for payment, these bridges to remain in the State System for maintenance:

Final estimate of $23,456.70, for completion of the construction of highway bridge over Pennsylvania Railroad; also pedestrian subway under the tracks of the railroad in the town of North East, our Contract Ce-359-2-220; FAP #SG-90(2), the Wright Contracting Company, Inc., contractor. The contract for this work was awarded on March 30, 1954 and was completed on August 1, 1956. The total amount of this contract is $186,698.56 CECIL Co.

Final estimate of $21,667.54, for completion of the construction of multiple span steel WF Beam Bridge over the B & O Railroad on Md. 135 at Bloomington, our Contract G-277-1-620; FAP #SG-56(5), the Case Construction Corporation, contractor. The contract for this work was awarded on October 10, 1955 and was completed on October 18, 1956. The total amount of this contract is $151,129.19. Garrett County

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. G. B. Chaires(2)
Mr. A. F. DiDomenico
Mr. Rolph Townshend (2)
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr.(8)
Mr. W. O. Robins
SRC-Cecil County
SRC-Garrett County
Contract Files (2)

GARRETT Co.
MUNICIPAL

EXCERPT - SRC 8/29/56
RE: Old Kitzmillerville Bridge, Garrett Co.
Deed to Mayor and Council of Kitzmillerville

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. W. F. Childs, Jr.
Mr. C. A. Goldeisen
Mr. P. A. Morison
Mr. A. F. Shure
Mr. G. B. Chaires (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 (2)
Mayor and Council of Kitzmillerville
Co. Commrs. of Garrett Co.
Secretary's File
SRC-Garrett County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 29, 1956

***

STATE TO MUNICIPAL GARRETT Co.

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

On recommendation of Advisory Engineer W. F. Childs, Jr., concurred in by Chief Engineer Pritchett in letter dated August 28, 1956, the Commission executed deed, in triplicate, dated August 1, 1956, by which it conveys, subject to approval of the Board of Public Works of Maryland, unto the Mayor and Council of Kitzmillerville, Maryland, the old bridge across the Potomac River on Union Street in Kitzmillerville, Garrett County, Maryland, to a juncture with a locality known as Blaine in West Virginia, together with the following sections of old Maryland 38 replaced by the construction of new Maryland 38 on a relocation:

ASSIGNED MD 941 LETTER 2-23-56

"1. That section east of new Md. 38 from the junction of State Street and new Md. 38 on the north - southerly to the junction of Clark Street and new Md. 38 on the south - - - 697 feet

2. That section west of new Md. 38 from the junction of new Md. 38 and Clark Street southerly to the junction of new Md. 38 and East Main Street - - - 195 feet

3. East Main Street from new Md. 38 easterly to Union Street - - - 322 feet

4. Union Street from East Main Street on the north - southerly to the old bridge over the Potomac River - - - 232 feet

1,446 feet=
0.274 mile"

and subject to the following terms and conditions:

"1. It is understood that the party of the third part, grantee, will assume at its own cost and expense all responsibility for the repair, maintenance and upkeep of said old bridge and approaches to old bridge.

2. That said party of third part, grantee, convert at its expense the old bridge to the use of pedestrian travel only, and so arrange the ends of the bridge as to prevent vehicles of any type from entering thereon and crossing same.

3. That, if at any time the old bridge is removed, destroyed or ceases to be in place in its proper position, said grantee will immediately, at its own cost and expense, barricade and place at the ends thereof, signs, so as to prevent vehicles and/or pedestrians from entering such space as may be caused by the removal of the old bridge."

Said deed had previously been executed by Mayor Earl S. Shank for Mayor and Council of Kitzmillerville, Maryland, and approved by Special Attorney Earl I. Rosenthal.

At the regular meeting of the State Roads Commission of Maryland held at the office of the said Commission on the 13th day of December, 1955, the following resolution was duly moved, seconded and adopted:

WHEREAS, the State Roads Commission and the County Commissioners of Garrett County, Maryland, under the authority contained in Section 65 of Article 89B of the Annotated Code of Maryland have agreed to change the status of certain roads in Garrett County from State roads to County roads and certain other roads from County roads to State roads, and

WHEREAS, the County Commissioners of Garrett County by resolution adopted November 22, 1955 have formalized the agreement for such transfer,

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

Map No.	Route No.	From	To	Miles
C #119 & #135 9	County Road	North end Md. 495	S. end Md. 495 at Bittinger	4.95
10	County Road C Rd 172	Md. 38	Md. 135	2.24
			Total	7.19

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

Map No.	Route No.	From	To	Miles
11-36 1	Md. 719	US 40	US 40 at Casselman R.	0.39
11-36 2	Md. 745A	US 219	US 219 at Flatwoods	0.28
11-19 3	Md. 38 MD 786	US 219	Md. 41 at Deer Park	4.47*
11-36 4	Md. 745	US 219	Oakland	1.17**
11-29 6	Md. 394	US 219 at Gortner	Easterly	2.04
11-35 7	Md. 639	Md. 560	Kearney	0.35
11-28 8	Md. 345	US 50 at Table Rock	Southerly	0.95
11-27	Md. 135 MD 789	Md. 495 at Swanton	Md. 135 at County Rd. (10) C Rd 172	2.00
			Total	11.65

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

1. The effective date for such transfer of roads be July 1, 1956.

2. The basis for allocation of funds will include this additional County road mileage in the allocation to Garrett County beginning July 1, 1956.

* Includes .20 mile in Deer Park
** Includes .41 mile in Oakland

ADOPTED THIS 13th DAY OF DECEMBER, 1955

STATE ROADS COMMISSION OF MARYLAND

By_____
Russell H. McCain, Chairman

Attest:

_____
C. R. Pease, Secretary

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 11, 1955
******

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

On recommendation of Chief Engineer Norman M. Pritchett, as set forth in his letter of January 5, 1955, to the State Roads Commission, the following final estimate was approved for payment and this section of highway accepted into the State Roads System for maintenance:

Final estimate of $48,114.38 for completion of construction of a crusher run foundation layer, macadam base course and penetration macadam surface course, on the Swanton-Bloomington Road (Route #135), beginning at a point approximately 4.5 miles east of the B. & O. Railroad Company tracks in Swanton, and extending easterly toward Bloomington for a distance of 3.580 miles, our Contract #G-260-2-615 FAP#S-56 (2), The Cumberland Contracting Company, contractor. The contract for this work was awarded on April 9, 1953 and was completed on August 13, 1954. The total amount of this contract is #399,586.87.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Chaires, DiDomenico, Scrivener, Wannen, Clawson, Lewis, Robins.
Co. Commrs. of Garrett Co.
Cont. #G-260-2-615 FAP#S-56 (2)
SRC-Garrett County

Mr. Carroll

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 11, 1955
******

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

On recommendation of Chief Engineer Norman M. Pritchett, as set forth in his letter of January 5, 1955, to the State Roads Commission, the following final estimate was approved for payment and this section of highway accepted into the State Roads System for maintenance:

Final estimate of $48,114.38 for completion of construction of a crusher run foundation layer, macadam base course and penetration macadam surface course, on the Swanton-Bloomington Road (Route #135), beginning at a point approximately 4.5 miles east of the B. & O. Railroad Company tracks in Swanton, and extending easterly toward Bloomington for a distance of 3.580 miles, our Contract #G-260-2-615 FAP#S-56 (2), The Cumberland Contracting Company, contractor. The contract for this work was awarded on April 9, 1953 and was completed on August 13, 1954. The total amount of this contract is #399,586.87.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Chaires, DiDomenico, Scrivener, Wannen, Clawson, Lewis, Robins.
Co. Commrs. of Garrett Co.
Cont. #G-260-2-615 FAP#S-56 (2)
SRC-Garrett County

SECRET SESSION MINUTES, BOARD OF REGENTS OF THE STATE HIGHWAY COMMISSION
TUESDAY, JANUARY 17, 1956

EAGLE

Present: Chairman Russell F. Jackson, Commissioner, Senator Albert T. Bennett and Mr. Brownell Kelly.

On recommendation of Chief Engineer Herman M. Pritchett, as set forth in his letter of January 5, 1956, to the State Highway Commission, the following final estimate was approved for payment and this section of highway accepted into the State Highway System for maintenance:

Final estimate of $40,111.[illegible] for completion of construction of a crusher run foundation layer, macadam base course and penetration macadam surface course, on the Swanton-Bloomington Road (Route #125), beginning at a point approximately 4.5 miles east of the B. & O. Railroad Company tracks in Swanton, and extending westerly toward Bloomington for a distance of 3.510 miles, our Contract 40-[illegible]-2-61 BRF40-50 (2), the Cumberland Contracting Company, contractor. The contract for this work was awarded on April 7, 1955 and was completed on August 17, 1955. The total amount of this contract is $[illegible].

Copy: Herman Pritchett, Hopkins, Morrison, Goldsmith, Chairman, Dickenson, Crivaner, Warner, Clawson, Towle, Robins.
Co. Comptr. of Garrett Co.
Cont. 40-2[illegible]-3-(1) BRF40-50 (2)
BRC-Garrett County

EXCERPT FROM MINUTES OF SPECIAL MEETING OF THE STATE ROADS COMMISSION
MONDAY, APRIL 6, 1953
***

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

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of April 6, 1953 to the State Roads Commission, the following final estimate was approved for payment and this section of road accepted into the State Highway System for maintenance. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $25,584.36 for completion of penetration macadam surfacing and macadam base course along section of highway, beginning at a point of State Route #560, approximately 4.50 miles south of Loch Lynn, and extending southwesterly, by relocation, to a point on State Route #560, approximately 1.50 miles north of Gorman, for a distance of 2.498 miles, our Contract #G-195-1-650 FAP#S-246 (3), The Interstate Amiesite Company, Inc., contractor. The contract for this work was awarded on May 11, 1948 and was completed on September 6, 1950. The total amount of this contract is $286,151.13.

Copy: Messrs. Childs, Jr.
Hopkins
Morison
Goldeisen
Chaires
DiDomenico
Scrivener
Wannen
Lee
Lewis, Jr.
Friend
Robins
Mrs. G. S. Rice
Cont. G-195-1-650

Copy: Messrs. Childs,
Hopkins
Morison
Goldeisen
Chaires
Scrivener
Wannen
DiDomenico
Lee
Lewis
Secretary's file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 9, 1952

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

Following a conference with the County Commissioners for Garrett County held in the office of the Commission, the following agreement, in quadruplicate, dated Jan. 9, 1952, was executed simultaneously by the County Commissioners for Garrett County and the State Roads Commission:

THIS AGREEMENT MADE This 9th day of January, 1952, by and between the State Roads Commission of Maryland, sometimes hereinafter called the "Commission" and the Board of County Commissioners for Garrett County, a Municipal Corporation, sometimes hereinafter called the "County".

WHEREAS, the County deems it desirable and has requested the State Roads Commission of Maryland to improve and take over for maintenance certain roads in Garrett County that are now owned and designated as County Roads, and

WHEREAS, the Commission has agreed to take over the hereinafter mentioned roads in Garrett County for repair and maintenance, provided that certain Federal Funds now accrued and which may hereafter accrue to the credit of Garrett County, shall be allocated by said County to the use of the Commission to help defray the cost of said reconstruction and maintenance, and

WHEREAS, there have been several discussions between representatives of both parties to this Agreement, relative to the method of financing the projects, and

WHEREAS, An Agreement has been reached by both parties hereto as to the method of financing these projects, and

WHEREAS, it is now desirable to formalize these discussions by a written contract.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, THAT in consideration of the sum of One Dollar ($1.00) each to the other paid, receipt of which is hereby acknowledged, and in further consideration of the premises and the mutual promises of the parties hereto, hereinafter contained, the parties hereto hereby agree as follows:

The State Roads Commission agrees -

1 - To improve by reconstruction, relocation or otherwise in accordance with Commission standards that section of State Route 135 lying in Garrett County between the Towns of Swanton and Bloomington along State Route 135, for a distance of approximately 10.8 miles.

EXCERPT FROM MINUTES OF BOARD OF WATER MAIN COMMISSIONERS
WEDNESDAY, JANUARY 9, 1952

Present: Mr. Russell R. Hudson, Chairman, Leonard Harry E. Ball
and David K. Nichols

Following a conference with the County Commissioners in Garrett County held in the office of the Commission, the following agreement, in duplicate, dated Jan. 9, 1952, was executed simultaneously by the County Commissioners for Garrett County and the State Roads Commission:

THIS AGREEMENT MADE This 9th day of January, 1952, by and between the State Roads Commission of Maryland, sometimes hereinafter called the "Commission" and the Board of County Commissioners for Garrett County, a municipal Corporation, sometimes hereinafter called the "County".

WHEREAS, the County desires it hereby and has requested the State Roads Commission of Maryland to improve and take over for maintenance certain roads in Garrett County that are now owned and designated as County Roads, and

WHEREAS, the Commission has agreed to take over the hereinafter mentioned roads in Garrett County for repair and maintenance, provides that certain Federal Funds now accrued and which may hereafter accrue to the credit of Garrett County, shall be allocated or said County to the use of the Commission to help defray the cost of said reconstruction and maintenance, and

WHEREAS, there have been several discussions between representatives of both parties to this Agreement, relative to the method of abandoning the projects, and

WHEREAS, An Agreement has been reached by both parties hereto as to the method of abandoning these projects, and

WHEREAS, it is now desirable to formalize said discussions by a written contract.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that in consideration of the sum of one dollar ($1.00) each to the other paid, receipt of which is hereby acknowledged, and in further consideration of the premises and the mutual promises of the parties hereto, hereinafter contained, the parties hereto hereby agree as follows:

The State Roads Commission agrees -

1 - To improve by reconstruction, relocation or otherwise in accordance with Commission standards that section of State Route 135 lying in Garrett County between the lines of junction and bifurcation with State Route 135, for a distance of approximately 10.0 miles.

Md 495

2 - To improve by reconstruction or relocation that section of State Route 495, lying in Garrett County, that is presently unimproved, starting at a point approximately 2.3 miles south of existing US Route 40, and extending approximately .7 mile in a southerly direction to the point where it joins the presently improved Route 495.

3 - That from the effective date of this contract the aforesaid roads shall be made a part of the State Roads System of Highways, and shall be maintained by the Commission.

4 - Said construction or reconstruction shall be in accordance with the standards of the Commission, and said Commission shall have complete authority and control as to all engineering features and other factors in connection with said construction or reconstruction.

The County agrees -

1 - To allocate to the State Roads Commission as partial payment for the cost of these projects, all accumulated Federal-aid secondary monies to the credit of said County as of December 31, 1951.

2 - To allocate to the Commission as further partial payment of the cost of these projects an amount equal to the Federal-aid secondary funds that will accrue to the County as a result of Congressional action for a period of five years beginning Jan. 1, 1952.

It is further mutually understood and agreed that all additional costs necessary for the construction, reconstruction, relocation and maintenance of said project will be paid by the Commission.

Signed and sealed the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

By Russell H. McCain
Chairman

Test:

C. R. Pease

Avery W. Hall

David M. Nichols

BOARD OF COUNTY COMMISSIONERS FOR GARRETT COUNTY

Witness:

BY J. Edw. Helbig, President

Stephen R. Pagenhandt

Stewart F. Stahl

Jonas W. Sines

2 - To improve by reconstruction or relocation that section of State Route 195, lying in Everett County, that is presently unimproved, starting at a point approximately 2.3 miles south of existing US Route 40, and extending approximately .7 mile in a southerly direction to the point where it joins the presently improved State 195.

3 - That from the effective date of this contract the aforesaid roads shall be made a part of the state roads system of highways, and shall be maintained by the Commission.

4 - Said construction or reconstruction shall be in accordance with the standards of the Commission, and said Commission shall have complete authority and control as to all engineering features and other factors in connection with said construction or reconstruction.

The County agrees -

1 - To allocate to the State Roads Commission as partial payment for the cost of these projects, all earmarked federal-aid secondary funds to the credit of said County as of December 31, 1951.

2 - To allocate to the Commission as further partial payment of the cost of these projects an amount equal to the federal-aid secondary funds that will accrue to the County as a result of Congressional action for a period of five years beginning Jan. 1, 1952.

It is further mutually understood and agreed that all additional funds necessary for the construction, reconstruction, relocation and maintenance of said project will be paid by the Commission.

Signed and sealed the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

By: Russell H. Mccann
Chairman

Test:

C. R. Pence

Alvey A. Ball

Ferd M. Nicholls

BOARD OF COUNTY COMMISSIONERS FOR BARNEST COUNTY

Attest:

J. Ike Kelly, President

Stephen R. Beaumont

Stewart E. Stull

James H. Stone

MD 733

Mr. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 6, 1951
***

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

Upon motion duly made and seconded, the Commission formally adopted the following resolution:

WHEREAS, that portion of the public road in Garrett County known as Maryland Route 733, which runs westerly from its intersection with the present U. S. Route 40, said intersection being approximately .45 miles west of the western town limits of Grantsville, has been maintained by the State Roads Commission for a number of years, and

WHEREAS, said portion of the public road has become obsolete due to the relocation of U. S. Route 40, which adequately serves the same area, so that the aforementioned portion of Maryland Route 733 serves no purpose at present.

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that, that portion of the public road in Garrett County known as Maryland Route 733, which runs westerly from its intersection with the present U. S. Route 40, said intersection being approximately .45 miles west of the western town limits of Grantsville be, and the same is hereby, abandoned by the State Roads Commission for a distance of 850 feet, more or less, westerly from the aforesaid intersection, the east and west boundaries of the portion of the public road hereby abandoned being indicated by the State Roads Commission barricades now in place.

Copy: Mr. Childs, Jr.
Mr. Hopkins
Mr. Morison
Mr. Goldeisen
Mr. Shure
Mr. Chaires
Mr. DiDomenico
Mr. Scrivener
Mr. Wannen
Mr. Lee
Mr. Lewis, Jr.
Co. Commrs. of Garrett Co.

Inv Index Map - ok
Maint Cards — ok
1945 Inv — ok
Tracing — ok

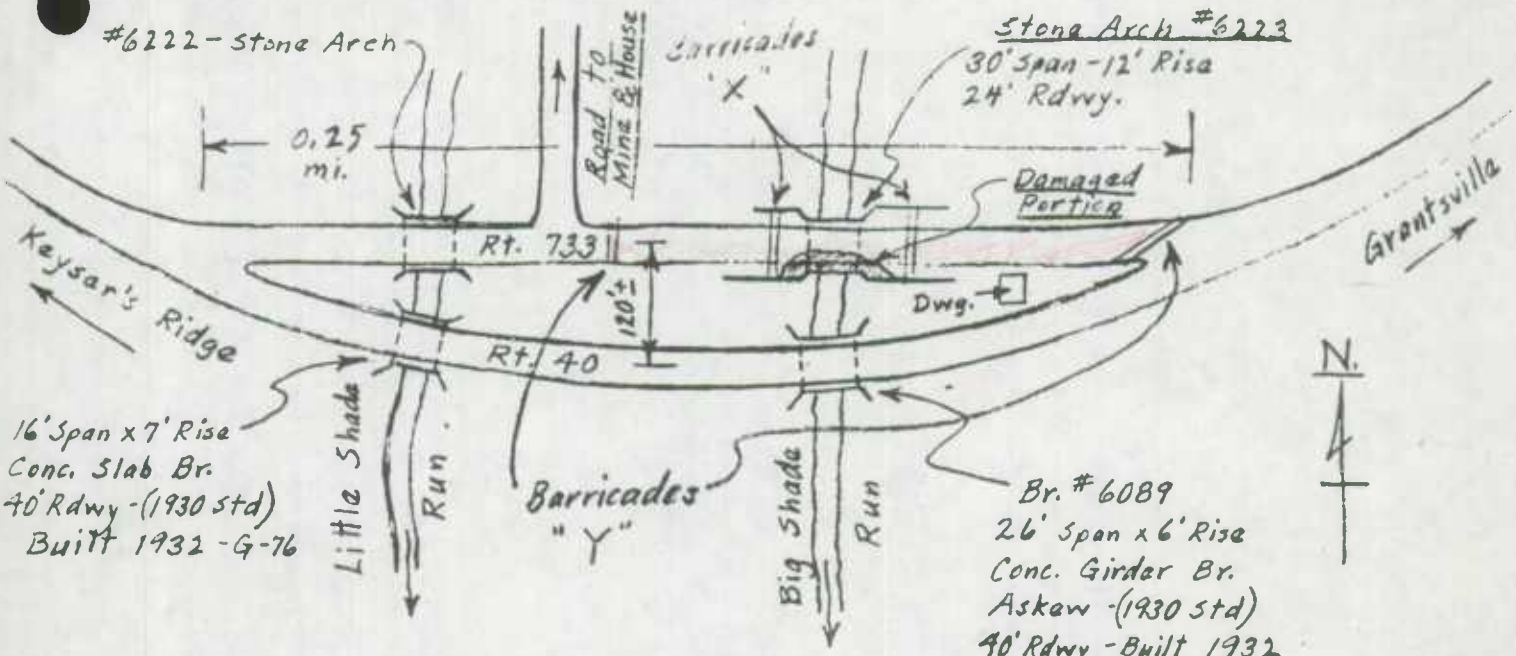
MD 733 (OLD SECTION US 40)

Rt. 733 over Big Shade Run

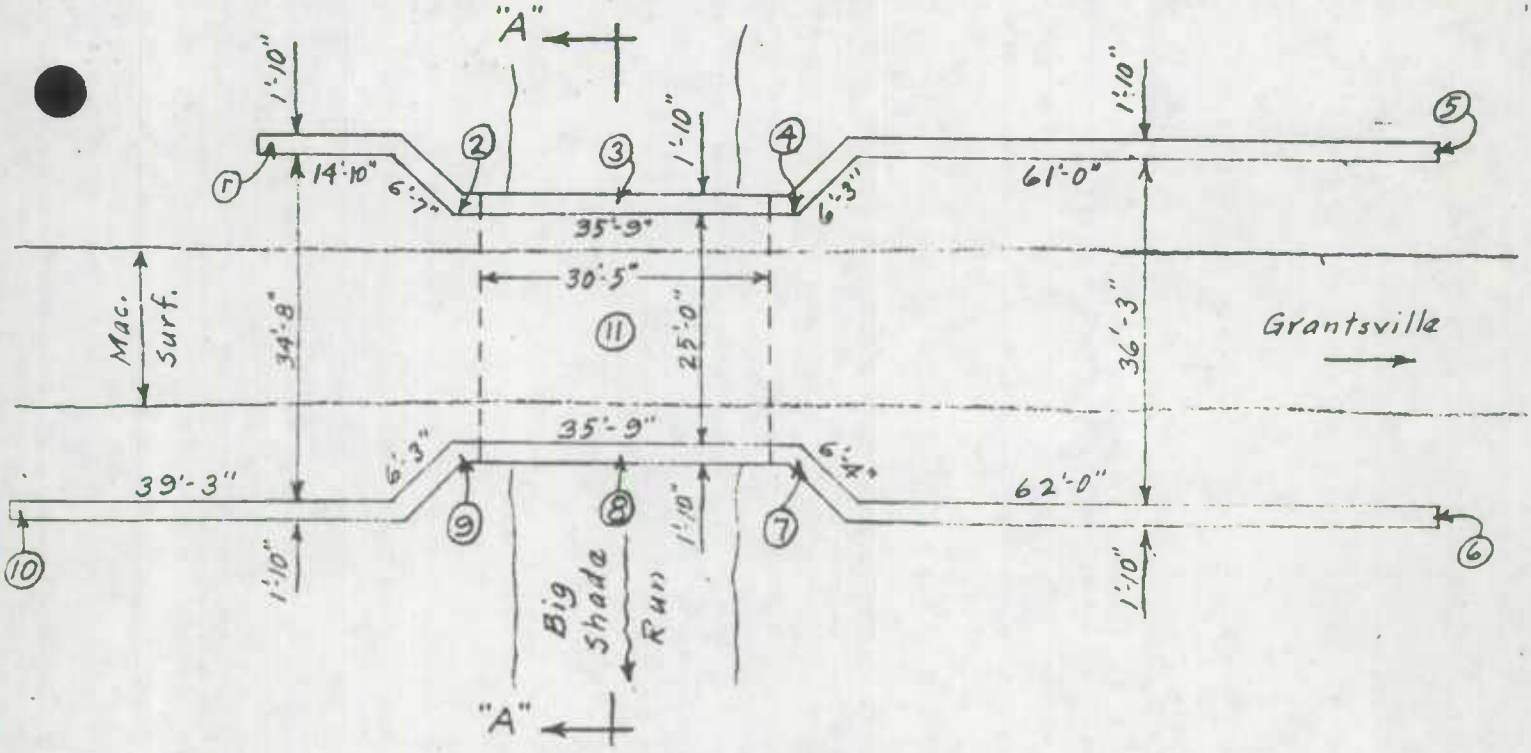
Near Rt. 40 – 1.0 mi. W. of Grantsville

11-8-51 (Snow) ①

R.B.B.



LOCATION PLAN



PLAN OF BRIDGE No. 6223

30' Span Stone Arch

Russell

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

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

The following Ordinance enacted by The Mayor and Council of Loch Lynn Heights, Maryland, on the 16th day of July, 1951, signed by Mayor George Rathbun and attested by Arthur H. Humbertson, Cler, was formally accepted by the Commission, and, on recommendation of Chief Engineer W. F. Childs, Jr. in letter dated July 24, addressed to Chairman R. H. McCain, Paul Street, in the Town of Loch Lynn Heights, Garrett County, a connection between Md. Route 41 (the Deer Park-Mountain Lake Park Road) and Md. Route 560 (the Loch Lynn Heights-Gorman Road) with the exeption of the right of way owned by the Baltimore & Ohio Railroad Company where it crosses Paul Street in said Town, was accepted for maintenance as part of the State Road System. The said Ordinance was approved as to form and legal sufficiency by Special Attorney Edwin T. Steffy, Jr. on the 24th day of July, 1951. The Commission directed that copy of the Ordinance and of its action formally accepting said Ordinance be forwarded to Mayor George Rathbun for record of the Town of Loch Lynn Heights.

Copy: Messrs. McCain, Childs, Hopkins, Morison, Goldeisen, Chaires, Scrivener, Lee, Lewis, DiDomenico, and Wannen. Also M. & Co. of Loch Lynn Heights, and the Co. Commrs. of Garrett Co.

Md. 560 - McNulty - 8/13/51

C O P Y

AN ORDINANCE granting to the State of Maryland, to the use of the State Roads Commission of Maryland, the public easement in the bed of Paul Street, one of the streets in the Town of Loch Lynn Heights, Maryland, extending for a width of fifty (50) feet and beginning at State Route 41 (the Deer Park and Mountain Lake Park State Highway) and extending to State Route 560 (the Loch Lynn Heights-German Road) this being the entire length of Paul Street, with the exception of the right of way owned by the Baltimore and Ohio Railroad, within the corporate limits of the Town of Loch Lynn Heights, to the full extent of the rights, powers and title thereto now vested in the Mayor and Council of Loch Lynn Heights, a municipal Corporation of the State of Maryland, insofar as may be necessary for public thoroughfares over said streets, and relinquishing to the State of Maryland, to the use of the State Roads Commission of Maryland, the jurisdiction and control over said street to the full extent provided in the Acts of the General Assembly of Maryland, under which the State Roads Commission is now constructing, reconstructing and maintaining public roads and highways.

WHEREAS, it is the desire of the State Roads Commission of Maryland to include said Paul Street in the Town of Loch Lynn Heights, in network of State Highways, and to incorporate same into the State System of roads and Bridges, over which it has jurisdiction and control; and

WHEREAS, the said State Roads Commission of Maryland has requested that for the purposes aforesaid, the public easement in the bed of said street, to the full extent of the rights, powers and title thereto which is now vested in the Mayor and Council of Loch Lynn Heights, so far as the same may be necessary for the purpose of State Highways, be granted to the State of Maryland, to the use of the State Roads Commission of Maryland pursuant to the provisions of the several Acts of the General Assembly of Maryland under which the said State Roads Commission is constructing, reconstructing and maintaining public roads and highways; and furthermore that the said The Mayor and Council of Loch Lynn Heights shall relinquish to the State of Maryland to the use of the State Roads Commission of Maryland, jurisdiction and control over the said bed of said Paul Street, as a public highway, to the extent provided in the above mentioned Acts of Assembly, so that the same may be hereafter under the jurisdiction and control as aforesaid, of the State Roads Commission of Maryland, its successors or assigns, and any other official or agent, who may hereafter be assigned by the State of Maryland for the performance of such duties; and

WHEREAS, all public utilities having franchise rights over, on and under said Paul Street, have consented to the granting of said public easement by The Mayor and Council of Loch Lynn Heights to the State of Maryland, to the use of the said State Roads Commission of Maryland; and

WHEREAS, The Mayor and Council of Loch Lynn Heights have agreed to comply in full with the requests aforesaid and deem the same desirable.

Section 1. Now, therefore, be it enacted and ordained by the Mayor and Council of Loch Lynn Heights, that the public easement in the bed of Paul Street, one of the streets in Loch Lynn Heights, Maryland, extending for a width of fifty (50) feet, measured twenty-five (25) feet each side of the existing center line of the street, and beginning at the present Maryland Route 41 and extending to the present Maryland Route 560, to the full extent of the rights, powers and title thereto now vested in the Mayor and Council of Loch Lynn Heights, be and the same is hereby granted to the State of Maryland, to the use of the State Roads Commission of Maryland, its successors or assigns, so far as the same may be necessary for the construction, reconstruction and maintenance of the same as a public highway of the State of Maryland.

And the Mayor and Council of Loch Lynn Heights do hereby transfer to the State of Maryland, to the use of the State Roads Commission of Maryland, jurisdiction and control over the bed of said Paul Street, for a width of fifty (50) feet to the extent provided in the Acts of the General Assembly of Maryland, relating to State Roads, so that such jurisdiction and control may be hereafter exercised by the State Roads Commission of Maryland, or any official or officials, agent or agents of the State of Maryland to whom the same may be delegated or committed.

Section 2. Nothing in this Ordinance contained shall be taken or construed to deprive the Mayor and Council of Loch Lynn Heights of the right to exercise police powers over said streets within the corporate limits of the Town of Loch Lynn Heights to the same extent as the same has heretofore been exercised, or to permit such work thereon or therein in the construction and maintenance of such public improvements as may from time to time, in the judgment of said Mayor and Council and the Chief Engineer of the State Roads Commission, be necessary and proper. Such work, however, to be done under the supervision and to the satisfaction of the State Roads Commission and without any expense to the said State Roads Commission upon the giving of at least ten (10) days written notice to said State Roads Commission prior to the commencement of such work, except that emergency repairs may be made at any time without notice, provided notice is given immediately to said State Roads Commission, so that it shall have the opportunity to inspect and approve said work.

It is understood that the Mayor and Council of Loch Lynn Heights shall reserve the right to install, maintain and use parking meters on said street, in a manner so that through traffic will not be endangered, delayed or interfered with. It is understood further that special parking privileges for physicians and for other similar emergency purposes will be reserved to the said The Mayor and Council of Loch Lynn Heights. The Mayor and Council of Loch Lynn Heights shall retain the duties and be solely responsible for the cleaning of said street, the removal of snow and debris, therefrom, and the maintenance and provision of proper drainage facilities thereon.

Section 3. All ordinances or parts of ordinances inconsistent with the provisions of this ordinance are hereby repealed to the extent of such inconsistency.

Section 4. That this ordinance shall not take effect until there has been filed with the Mayor and Council of Loch Lynn Heights, Maryland, by the said State Roads Commission of Maryland, a written acceptance of the terms of this ordinance within ninety (90) days from the date of the passage of same. In event said State Roads Commission of Maryland shall fail to file said notice of acceptance as aforesaid within ninety (90) days from date of passage of same by the Mayor and Council of Loch Lynn Heights, Maryland, then this ordinance shall be null and void, and of no effect, and all rights and privileges hereby granted shall cease and determine. Upon the adoption of the said ordinance and the acceptance as aforesaid, it is understood and agreed that the terms of this ordinance shall constitute a valid contract between the Town of Loch Lynn Heights and the State Roads Commission of Maryland.

Ordained and enacted into an Ordinance this 16th day of July 1951.

Attest:

The Mayor and Council of Loch Lynn Heights, Maryland

/s/ Arthur H. Humbertson
Clerk

By /s/ George Rathbun
Mayor

(SEAL)

Approved as to form
and legal sufficiency
July 24 1951
Edwin T. Steffy, Jr.
Special Attorney

File with Minutes
JTG 1/3/49

STATE OF MARYLAND

STATE ROADS COMMISSION

108 E. LEXINGTON STREET
BALTIMORE - 3, MD.

WM. F. CHILDS, JR.
CHIEF ENGINEER

L. H. STEUART
SECRETARY

G. BATES CHAIRES,
DISTRICT ENGINEER

OFFICE OF DISTRICT ENGINEER
CUMBERLAND, MD.

December 23, 1948

State Roads Commission
TRAFFIC DIVISION
DEC 27 1948
Geo. N. Lewis, Jr.
Director

Mr. George N. Lewis, Jr.
Director, Traffic Division
State Roads Commission
Baltimore - 3, Md.

Attention: Mr. J. T. Gorsuch
Supervisor of Mapping

Dear Sir:

This is to advise you that we do not maintain Paull Street in Loch Lynn Heights, between our Routes #41 and #560, and although the Mayor and Council brought this up several years ago, I do not believe they are doing anything toward getting a forty foot right of way on this street, and bringing the road up to standard.

I feel that this road should be in our system, but until they carry out the necessary requirements, it is still their street.

Very truly yours,

G. Bates Chaires
District Engineer

GBC:HT

AUG 5 1946

Re: - Paul Street
Loch Lynn Heights

August 2, 1946

Addition to State Hwy Sys

Mr. Thomas H. McNulty
Maintenance Division
State Roads Commission
Baltimore - 3, Maryland

Dear Sir:

In accordance with your letter under date of August 1, 1946, this is to advise you that Paul Street in the Town of Loch Lynn Heights in Garrett County, to which you assigned Route and Section No. 560-1, still belongs to the Town and does not belong to the Commission, nor is it being maintained by our forces.

Mr. Ballard on August 30, 1945, advised the Mayor that if they would make certain improvements to this street, acquire certain rights of way, etc. and other items, the Commission would then be willing to accept the street into the State Highway System, but up to the present time the Town has not carried out these requirements, and therefore, as mentioned above, the street still belongs to the Town of Loch Lynn Heights and is not a State highway.

Very truly yours,

Bert Chaney
District Engineer

GBC:W

CC-Mr. Wm. F. Childs
Mr. P. A. Morison
Mr. L. H. Steuart
Mr. L. A. Kahn
Mr. Wm. A. Codd

Garrett County

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION _____

October 1, 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 on Tuesday, September 11, 1945, covering the recommendations for Garrett 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.
W.

Wm. F. Childs, Jr.,
Director

jw

Copy: Mr. W. T. Ballard
Mr. R. M. Reindollar
Mr. A. F. Shure
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. C. Hopkins
Mr. W. F. Childs, Jr.
Mr. G. B. Chaires

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 11, 1945
***

Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Watson Webb and Russell H. McCain.

Chief Engineer Ballard, by letter dated August 31, 1945, addressed to the State Roads Commission, submitted for the Commission's consideration and approval, recommendations of the County Commissioners of Garrett County for the County's post-war highway and bridge construction program.

"The program has been reviewed by the late District Engineer Downey, District Engineer Chaires, the Traffic Division, and the several engineering departments of this office and it is listed hereunder in the order of construction priority as agreed upon after several contacts through the office of the Traffic Division, the District Engineer and the County Commissioners. The type of construction involved is listed hereunder, together with the mileage and the estimated cost."

Proj. No. and Order of Priority	Location	Type of Highway or Bridge	Mileage	Est. Cost.
16	Little Crossings twd. New Germany	14' - 8" Penetration Macadam	1.00	$ 40,800.
1	Swanton-Bittinger Road	16' - 8" Penetration Macadam	2.60	108,000.
19	Noyes south to U.S. Route #219	16' - 8" Penetration Macadam	1.10	43,500.
5	Oakland-Cranesville Road	14' - 8" Penetration Macadam	1.00	55,000.
7	Loch Lynn - Gorman Road	16' - 8" Penetration Macadam	2.80	116,000.
3	Mayhew Inn Road	14' - 8" Penetration Macadam	1.00	52,000.
4	Kempton Road (South End)	14' - 8" Penetration Macadam	1.00	37,000.
6	Allegany County Line toward Firm Rock	14' - 8" Penetration Macadam	1.00	41,000.
8	Charles Frazee to W. Va. Line	14' - 8" Penetration Macadam	0.50	21,000.
12	Avilton - Lonaconing Road	14' - 8" Penetration Macadam	1.50	58,000.

Copy: Mr. H. T. Ballard
Mr. R. M. Reinhollar
Mr. A. F. Shore
Mr. M. A. Cold
Mr. L. A. Frahn
Mr. M. O. Hopkins
Mr. W. P. Chaine, Jr.
Mr. G. E. Shelvers

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 11, 1945

Present: Mr. Earl E. Whitman, Chairman, Messrs. F. Eaton Hobb and Russell H. Mellin.

Chief Engineer Ballard, by letter dated August 22, 1945, addressed to the State Roads Commission, submitted for the Commission's consideration and approval, recommendations of the County Commissioners of Garrett County for the County's post-war highway and bridge construction program.

"The program has been reviewed by the Late District Engineer Downey, District Engineer Charles, the Traffic Division, and the several engineering departments of this office and is listed hereunder in the order of construction priority as agreed upon after several conferences through the office of the Traffic Division, the District Engineers and the County Commissioners. The type of construction involved is listed hereunder, together with the mileage and the estimated cost."

Proj. No. and Order of Priority	Location	Type of Highway or Bridge	Miles	Est. Cost
16	Little Crossings Twd. New Germany	14' - 6" Penetration Macadam	2.00	$ 40,000.
1	Swanton-Bittinger Road	16' - 3" Penetration Macadam	2.00	108,000.
19	Bowman South to B.&O. Route #219	16' - 8" Penetration Macadam	1.10	43,500.
5	Oakland-Crellsville Road	14' - 8" Penetration Macadam	1.00	55,000.
7	Loch Lynn - Durham Road	16' - 8" Penetration Macadam	2.80	116,000.
3	Mayview Inn Road	14' - 8" Penetration Macadam	1.00	55,000.
4	Kempton Road (South End)	14' - 8" Penetration Macadam	1.00	37,000.
6	Allegany County Line toward Pine Hook	14' - 8" Penetration Macadam	1.00	21,000.
8	Chestnut Ridge to W. Va. Line	14' - 8" Penetration Macadam	0.50	21,000.
12	Avilton - Bonaparte Road	14' - 8" Penetration Macadam	1.30	56,000.

Proj. No. and Order of Priority	Location	Type of Highway or Bridge	Mileage	Est. Cost.
10	Sunnyside to W. Va. Line	14' - 8" Penetration Macadam	1.50	$ 75,000.
18	Connection between Maryland #38 and Swanton	16' - 8" Penetration Macadam	2.20	86,000.
14	Kempton Road (North End)	14' - 8" Penetration Macadam	1.00	33,300.
17	Cunningham Road, southwest from Bittinger	16' - 8" Penetration Macadam	3.00	122,400.
15	Beckman-Underwood Road	14' - 8" Penetration Macadam	1.00	64,000.
2	Accident-Bittinger Road	14' - 8" Penetration Macadam	1.00	37,000.
9	Shallmar to North Hill	14' - 8" Penetration Macadam	1.50	79,000.
11	Cove to Rich Hill	14' - 8" Penetration Macadam	1.00	47,000.
13	Accident-Bittinger Road	14' - 8" Penetration Macadam	1.00	46,000.
			TOTAL	$1,162,000.

Mr. Ballard, in his letter, further states that the Federal Highway Act of 1944 will make available for Garrett County $61,920.24 annually and if these funds are matched with a like amount the County will have from these sources a total of $371,521.44 over a three year period. It is then stated that in addition to the above amount, the said County has to its credit $59,627.12 as a reserve for construction in the post-war period, and that the funds which may be available, therefore, would amount to $431,148.56, and that it is in order to consider the total of these funds in preparing for the post-war program.

Presented for the approval of the Commission is the following order of construction, which follows the order of priority established by the County Commissioners of Garrett County in cocperation with the District Engineer and the Traffic Division. It does not, however, follow in the numerical order with the recommendations as originally proposed by the County Commissioners. "It is the result of more recent conferences of the several departments of this Commission."

Proj. No. and Order of Priority	Location	Type of Highway or Bridge	Mileage	Est. Cost.
10	Sunnyside to W. Va. Line	14' - 8" Penetration Macadam	1.50	$ 75,000.
12	Connection between Mary-land #38 and Swanton	16' - 8" Penetration Macadam	2.20	88,000.
14	Hampton Road (North End)	14' - 8" Penetration Macadam	1.00	33,300.
17	Cunningham Road, southwest from Pittinger	16' - 8" Penetration Macadam	7.00	122,400.
15	Bowman-Unnerwood Road	14' - 8" Penetration Macadam	1.00	54,000.
2	Accident-Pittinger road	14' - 8" Penetration Macadam	1.00	37,000.
9	Shallmer to North Hill	14' - 8" Penetration Macadam	1.50	79,000.
11	Cove to Rich Hill	14' - 8" Penetration Macadam	1.00	47,000.
13	Accident-Pittinger Road	14' - 8" Penetration Macadam	1.00	46,000.
		TOTAL		$1,182,000.

Mr. Hallard, in his letter, further states that the Federal Highway Act of 1944 will make available for Garrett County $81,920.24 annually and if these funds are matched with a like amount the County will have from these sources a total of $171,522.44 over a three year period. It is then stated that in addition to the above amount, the said County has to its credit $99,627.12 as a reserve for construction in the post-war period, and that the funds which may be available, therefore, would amount to $271,149.56, and that it is in order to consider the total of these funds in preparing for the post-war program.

Presented for the approval of the Commission is the following order of construction, which follows the order of priority established by the County Commissioners of Garrett County in cooperation with the District Engineer and the Traffic Division. It does not, however, follow in the numerical order with the recommendations as originally proposed by the county Commissioners. "It is the result of more recent conferences of the several departments of this Commission."

Recommendations - First Year	Mileage	Est. Cost
16 - Little Crossings toward New Germany	1.00	$ 40,800.
1 - Swanton-Bittinger Road	2.60	108,000.
		$148,800.

Recommendations - Second Year		
19 - Noyes south to U. S. Route #219	1.10	$ 43,500.
5 - Oakland - Cranesville Road	1.00	55,000.
		$ 98,500.

Recommendations - Third Year		
7 - Loch Lynn-Gorman Road	2.80	$116,500.
3 - Mayhew Inn Road	1.00	52,000.
4 - Kempton Road	1.00	37,000.
		$205,500.

It will now be noted that the aggregate estimated construction cost for the three years amounts to a total of $452,800.00, or an over-run in the total construction cost for the three year period above the funds as likely available to the extent of $21,651.44. "However, because of the probability of under-runs in the actual construction cost it is believed desirable to consider the projects as listed for construction during the three year period as likely to be built."

Mr. Ballard then calls the Commission's attention to two projects recommended by the County Commissioners for acceptance into the State highway system when completed; namely, projects #1 and #7 "and the eligibility of these projects for acceptance has been concurred in by the Traffic Division." However, there is one additional project to which the Traffic Division directs attention as being eligible; namely, project #17 and the type of construction as proposed for the improvement of this highway, if and when the work is done, is of a type justified for acceptance as part of the State highway system. "There are two additional projects, which will be constructed of a type in conformity with our requirements for acceptance into the system, however, neither project bears the recommendation for such action by either the Traffic Division of the County Commissioners. The projects to which reference is made are #18 and #19."

Following consideration by the Commission, it was voted that the program as recommended by the Chief Engineer and by the County Commissioners of Garrett County, in the order of priority as above set forth, be adopted.

COPY

Recommendations - First Year	Mileage	Est. Cost
16 - Little Crossing toward New Germany	1.00	$ 43,800.
1 - Swanton-Fairfax road	2.60	103,000.
		$146,800.

Recommendations - Second Year		
19 - Hoyos south to U. S. Route #219	1.10	$ 43,500.
5 - Oakland - Cornwallville Road	1.00	55,000.
		$ 98,500.

Recommendations - Third Year		
7 - Loon Lyn-Jorman Road	2.80	$116,500.
3 - Bayview Inn Road	1.00	52,000.
4 - Hampton Road	1.00	37,000.
		$205,500.

It will now be noted that the aggregate estimated construction cost for the three years amounts to a total of $452,800.00, or an over-run in the total construction cost for the three year period above the funds as likely available to the extent of $21,551.44. "However, because of the probability of under-runs in the actual construction cost it is believed desirable to consider the projects as listed for construction during the three year period as likely to be built."

Mr. Ballard then calls the Commission's attention to two projects recommended by the County Commissioners for acceptance into the State highway system when completed; namely, projects #1 and #7 "and the eligibility of these projects for acceptance has been concurred in by the Traffic Division." However, there is one additional project to which the Traffic Division directs attention as being eligible; namely, project #17 and the type of construction as proposed for the improvement of this highway, if and when the work is done, is of a type justified for acceptance as part of the State highway system. "There are two additional projects, which will be constructed of a type in conformity with our requirements for acceptance into the system, however, neither project bears the recommendation for such action by either the Traffic Division or the County Commissioners. The projects to which reference is made are #18 and #19."

Following consideration by the Commission, it was voted that the program as recommended by the Chief Engineer and by the County Commissioners of Sullivan County, in the order of priority as above set forth, be adopted.

COPY

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION Traffic

September 10, 1945.

To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

I am transmitting herewith copy of exeerpt from minutes of meeting of the State Roads Commission on Tuesday, August 28, 1945, with reference to accepting Paul Street, Town of Loch Lynn Heights, Garrett County, as part of the State Roads System . . . . . .

Do not change the status of this street until we know what action the Town takes on the State Roads Commission conditions of acceptance.

W. F. Childs Jr.

Wm. F. Childs, Jr.,
Director

jw

Rec'd 9/5/45

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 28, 1945
***

Present: Mr. P. Watson Webb, Acting Chairman, and Mr. Russell H. McCain.

Chief Engineer Ballard advised the Commission that the Incorporated Town of Loch Lynn Heights, Garett County, desires that the Commission take over for maintenance as part of the State Roads System, Paul Street, in the said Town, which street forms a connection between Oakland-Mountain Lake Park, State Road Route 41, and Loch Lynn-Kelso Gap, State Road Route 560. This connection, which involves a grade crossing over the main line tracks of the Baltimore and Ohio Railroad, is 810' long of 16' macadam with a right of way width of 36'.

The Town Authorities, it was stated, have recently improved and surface-treated this thoroughfare, so that it is in fairly good condition.

There is, however, at the intersection of Paul Street and First Street, a wooden box culvert, approximately 60' long, which would have to be replaced with a standard pipe culvert, at a cost of approximately $150.00.

The Commission authorized Chief Engineer Ballard to advise the Town Authorities that if they will replace the box culvert with a standard pipe culvert, and secure sufficient right of way to establish a width of not less than 40' along Paul Street from Route 41 to Route 560, and make such repairs to the existing street as District Engineer Chaires may think advisable or necessary, and by ordinance from the Town Council grant an easement right to the State Roads Commission for the proper maintenance of this street, the Commission will accept the said Paul Street as a connection between State Route 41 and State Route 560 and maintain same as a part of the State Highway System.

Copy: Mr. W. T. Ballard
Mr. G. B. Chaires
Mr. L. A. Kahn
Mr. W. C. Hopkins
Mr. W. F. Childs, Jr.
Mr. W. A. Codd
Mr. K. T. Everngam

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 28, 1962
***

Present: Mr. F. Stanton Walsh, Acting Chairman, and Mr. Tossell, Member.

Chief Engineer Ballard advised the Commission that the Incorporated Town of Loch Lynn Heights, Garrett County, desires that the Commission take over for maintenance as part of the State Roads System, Paul Street, in the said Town, which street forms a connection between Maryland-Mountain Lake Park State Road Route 41, and Loch Lynn-Kelso Gap, State Road Route 560. This connection, which involves a grade crossing over the main line tracks of the Baltimore and Ohio Railroad, is 8100' long or 1.6' miscellaneous with a right of way width of 36'.

The Town Authorities, it was stated, have recently improved and surface-treated this thoroughfare, so that it is in fairly good condition.

There is, however, at the intersection of Paul Street and First Street, a wooden box culvert, approximately 60' long, which would have to be replaced with a standard pipe culvert, at a cost of approximately $150.00.

The Commission authorized Chief Engineer Ballard to advise the Town Authorities that if they will replace the box culvert with a standard pipe culvert, and secure sufficient right of way to establish a width of not less than 40' along Paul Street from Route 41 to Route 560, and make such repairs to the existing street as District Engineer Charles may think advisable or necessary, and by ordinance from the Town Council grant an easement right to the State Roads Commission for the proper maintenance of this street, the Commission will accept the said Paul Street as a connection between State Route 41 and State Route 560 and maintain same as a part of the State Highway System.

Copy: Mr. W. T. Ballard
Mr. C. E. Charles
Mr. J. J. Kahn
Mr. H. C. Hopkins
Mr. W. E. Childs, Jr.
Mr. H. A. Cook
Mr. E. T. Everman

COPY

October 4, 1943

To: Mr. J. T. Gorsuch

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

Subject: Road Inventory Revision Data

At the meeting of the State Roads Commission on March 17, 1942, they voted to accept as a part of the State highway system of Garrett County the following roads which were originally in the county road system of said county:

Grantsville-Bittinger Rd., Md. 495 - Contract G189X-650 - P.&.S. length 3.81 miles

Grantsville-Bittinger Rd., Md. 495 - Contract G189X-1-650 - P.&.S. length 1.07 miles

Table Rock-Kempton Rd., Md. 345 - Contract G187X-650 - P.&.S. length 2.00 miles

Loch Lynn-Gortner Rd., Md. 394 - Contract G188X-650 - P.&.S. length 2.00 miles

In the minutes, the State Roads Commission did not give the length of each of these sections and the mileages given above are those gotten from the Plans and Surveys Department thru Mr. Purdy.

These roads were inventoried by Mr. Lewis and Mr. Mooney on September 28 and September 29 of this year, and inventory and check sheets are enclosed as well as bridge sheet for one section of the Grantsville-Bittinger Rd. previously accepted into the State system.

As noted on the inventory sheet for each of these roads, the speedometer of the car used registered 9.77 miles in 10 measured miles, making the correction factor 1.0235. The correction has not been applied to the inventory. I think it necessary only to make correction for the mileage of each of these sections rather than attempting to correct for each and every item recorded. Of course, if there is a change in type or surface width, the correction should be applied.

In the case of Md. 495, Mr. Lewis inventoried the entire road from US 40 at Grantsville to the road forks about one mile south of Bittinger. The section between speedometer readings 13.19 and 15.78 is a section of this road built by Thomas Bennett Hunter in 1931 and accepted as a part of the State highway system immediately upon completion. The contract length, according to Mr. L. T. Downey, was 2.61 miles.

The section from speedometer reading 15.78 to 16.50 was improved as a CWA or PWA project in about 1938, but was not accepted as a part of the State highway system and therefore remains in the county road system.

Garrett County

The section of this road from speedometer reading 16.50 to 17.48 was built by T. E. Russell in 1937 and accepted as a part of the State highway system upon completion. The contract length, according to Mr. Downey, is 1.04 miles.

The two sections of this highway accepted as a part of the State highway system by action of the Commission on March 17, 1942, lie between speedometer readings 17.48 and 22.32.

There is attached a half-scale map of Garrett County on which the locations of these roads are shown in red.

There are also other notes in pencil made by Mr. Lewis which he will explain to you.

These inventory sheets are sent for your use in correcting the State General Highway map, the Garrett County General Highway map, inventory records, and for revision of LM and SM forms.

Wm. F. Childs, Jr.,
Director

WFC:jf

cc: Roads Accepted Into the State System
S.R.C. Minutes
County Road Projects-Garrett County

Garrett County

TRAFFIC DIVISION
STATE ROADS COMMISSION

INTEROFFICE CORRESPONDENCE

To: Mr. G. W. Cassell

Date: Mar. 28, 1942.

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

Subject: S. R. C. Minutes

We transmit herewith excerpt from minutes of meeting of the State Roads Commission, Tuesday, March 17, 1942:

" On recommendation of District Engineer L. T. Downey, supported by the recommendation of Chief Engineer W. T. Ballard, the following named County roads in Garreet County, which have been satisfactorily completed and which are now in condition for acceptance by the State Roads Commission, were, by appropriate action, formally accepted by the Commission at this meeting for inclusion in the State Road System, said roads to be hereafter maintained as State highways:

Route 495	Grantsville-Bittinger Road	Contract	G-189X-650
Route 495	" " "	"	G-189X-1-650
Route 345 -	Table Rock-Kempton Road	"	G-187X-650
Route 394	Loch Lynn-Gortner Road	"	G-188X-650 "

Wm. F. Childs, Jr.,
Director.

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cc: Road Inventory Revision Data
County Road Projects - Garrett Co.

MAR 27 1942

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MARCH 17, 1942

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Garrett

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

On recommendation of District Engineer L. T. Downey, supported by the recommendation of Chief Engineer Wilson T. Ballard, the following named County roads in Garrett County, which have been satisfactorily completed and which are now in condition for acceptance by the State Roads Commission, were, by appropriate action, formally accepted by the Commission at this meeting for inclusion in the State Road System, said roads to be hereafter maintained as State highways:

Grantsville-Bittinger Road,	Contract	G-189X-650
" " " ,	"	G-189X-1-650
Table Rock-Kempton Road,	"	G-187X-650
Loch Lynn-Gortner Road,	"	G-188X-650

Copies: Mr. W. T. Ballard
Mr. L. T. Downey
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.

Copy made for S & P & C minutes file

MINUTES FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, MARCH 19, 1948

Present: Mr. Chas. E. Gibbons, Chairman, Charles, S. Patton, Vice Chm. & Mr. Frank Jones.

On recommendation of Maryland Highway Co. Inc. Tennessee, approved by the recommendation of State Highway Engineer, Mr. Lindsay, the following county roads in Garrett County, which have been mechanically surfaced and which are now in condition for acceptance by the State Roads Commission, were, by unanimous action, formally accepted by the Commission as State roads for maintenance in the State Road System, and roads to be hereafter maintained as State Highways:

Grantsville-Bittinger Road, Contract S-1293-606
" " " " " S-1293-1-615
Swiss Hose-Swanton Road, " S-1273-615
Long Lane-Corner Road, " S-1293-606

Members: Mr. T. Talbot
Mr. J. Jones
Mr. J. Cook
Mr. L. A. Bane
Mr. M. C. Collins, Sr.