P.G. County
Minutes

File. P-914-5-371

THE CHESAPEAKE AND OHIO RAILWAY COMPANY
THE BALTIMORE AND OHIO RAILROAD COMPANY

Baltimore, Md. - 21201
November 19, 1970

Bladensburg, Md.-Maryland Route No. 450 (Annapolis Road), Crossing No. 266,
Contract No. P-914-5-371

Mr. Walter E. Woodford, Jr.
Chief Engineer
State Roads Commission of Maryland
Post Office Box 717
Baltimore, Md. - 21203

RECEIVED
DEC 24 1970
CHIEF ENGINEER

Dear Mr. Woodford:

Please refer to letter dated January 7, 1970, from Mr. Malcolm D. Philpot concerning redesign to increase width of roadway thus increasing width of Railway-Highway Crossing No. 266 at Bladensburg, Md.

Agreement dated July 30, 1962, between The Baltimore and Ohio Railroad Company and the State Roads Commission of Maryland provided for the rehabilitation and widening of the present grade crossing and the relocation of the present flashlight signals and short arm gates to conform to the new highway improvement where Annapolis Road (Md. Rte. 202 and Rte 450) between Peace Cross and Landover Road in Prince Georges County crosses the Alexandria Branch of the Railroad at grade, Railroad Crossing No. 266 at Bladensburg, Maryland.

Article 1 of the above noted agreement reads in part, "Railroad, insofar as it has a legal right and its present title permits, by these presents does grant, unto the Commission, the right, liberty and privilege of widening and reconstructing Annapolis Road, where said highway crosses the track and property of Railroad at Railroad Grade Crossing No. 266, and to reconstruct said crossing as aforesaid, as shown on the plans and in specifications which are hereby made a part of this agreement by reference thereto, together with easements for widening said highway as shown on Commission's Plat No. 19114 attached hereto and made a part hereof,"

Plat No. 19114 provided for easement through Railroad property to be 66 feet wide, however, with redesign as now provided this width is insufficient and Plat No. 39550, Issued August 26, 1969, has been submitted to show easement through Railroad property to be 80 feet wide.

Therefore, in accordance with Articles 2 and 3 of Agreement dated July 30, 1962, the Railroad hereby approves Commission's Plans approved by the Commission on November 4, 1970, showing roadway through Railroad property revised to 62 feet curb to curb with 5 foot sidewalk each side of roadway, which plans shall be made a part of said agreement by reference. The Railroad further approves Commission's Plat No. 39550, replacing Plat No. 19114.

This letter and print of Plat No. 39550, issued August 26, 1969, shall be attached to Agreement dated July 30, 1962, as an ammendment thereto.

Baltimore, Md. 21201
November 19, 1970

Kindly give evidence of your consent to the foregoing by signing both copies of this letter and returning the duplicate original to me.

Very truly yours,

The Baltimore and Ohio Railroad Company

By _____
Chief Engineer

Accepted:

State Roads Commission of Maryland

By _____

Date 11/15/71

Approved:

Walter E. Woodford, Jr.
Chief Engineer

Approved
11/21/70
Adm. Special Asst.

Prince George's County
Md 459 from State
to town of Cheverly, Md.

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

On motion of Mr. Brinsfield, seconded by Mr. Wilson, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated November 18, 1970, between the State Roads Commission and the Mayor and Town Council of Cheverly, Maryland, relative to transfer by the Commission to the Town for maintenance purposes as part of the Town's Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement:

> Maryland Route 459, beginning a a point 50 feet south of centerline of Maryland Route 202 and continuing south for a distance of approximately 1.21 miles to the northeast edge of the roadway which connects the Columbia Park Drive to Tuxedo Road. The bridge carrying Columbia Park Drive over U.S. 50 is to remain in the jurisdiction of the State Roads Commission and is not included in this transfer of roadway.

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

Copy: Mr. W. E. Woodford, Jr.
Mr. C. W. Reese
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. M. S. Caltrider
Mr. W. L. Shook
Mr. L. A. Yost, Jr.
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. B. Sedgwick
Mr. G. W. Cassell ✓
Mr. P. S. Jaworski
Mr. Charles Lee
Miss D. J. Sinners
Town of Cheverly
Secretary's File
SRC-Prince George's County file

MD459
Transfer to Cheverly

Prince George's County
Md 459 from State
to town of Cheverly, Md.

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

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> Maryland Route 459, beginning a a point 50 feet south of centerline of Maryland Route 202 and continuing south for a distance of approximately 1.21 miles to the northeast edge of the roadway which connects the Columbia Park Drive to Tuxedo Road. The bridge carrying Columbia Park Drive over U.S. 50 is to remain in the jurisdiction of the State Roads Commission and is not included in this transfer of roadway.

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

Copy: Mr. W. E. Woodford, Jr.
Mr. C. W. Reese
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Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. B. Sedgwick
Mr. G. W. Cassell ✓
Mr. P. S. Jaworski
Mr. Charles Lee
Miss D. J. Sinners
Town of Cheverly
Secretary's File
SRC-Prince George's County file

Md 459
State to Town of Cheverly

THIS AGREEMENT made this 18TH day of NOVEMBER, 1970, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and the Mayor and Council of Cheverly, Maryland, hereinafter referred to as "Town Council", party of the second part, Witnesseth:

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

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

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

Maryland Route 459, beginning at a point 50 feet south of centerline of Maryland Route 202 and continuing south for a distance of approximately 1.21 miles to the northeast edge of the roadway which connects the Columbia Park Drive to Tuxedo Road. The bridge carrying Columbia Park Drive over U.S. 50 is to remain in the jurisdiction of the State Roads Commission and is not included in this transfer of roadway.

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

1. The aforegoing mileage will be included in the inventory as of December 1, of the year following completion of road repairs to Md. 459 consisting of the following:

1. At 3506 replace 10' section of curb and repair end section.
2. At 3500 repair broken area 4' x 36'.
3. At 3500 patch 5' x 6'.
4. At 3418 patch 5' x 12'.
5. At 3408 repair gutter and entrance.
6. At 3406 remove and replace concrete curb and gutter 50'.
7. At 3404 repair pavement section 11' x 3'.
8. At 3402 overlay broken gutter section 15' x 4'.

9 & 10. At 3402 utility patches need permanent patch.

11. At 3400 repair pavement 6' x 19'.
12. At 3310 fill gutter pan overlay 20'.
13. At 3310 repair surface 8' x 4'.
14. At 3310 repair surface 4.5' x 8.5'
15. At 3300 repair gutter pan (Bituminous material) 35'.
16. At 3300 repair surface 10' x 3.5'.
17. At 3200 repair pavement section 3' x 7'.
18. At Kilmer St. repair pavement section. 3' x 6'
19. At Kilmer St. repair pavement section. 5' x 8'
20. At 3122 repair pavement section 4' x 9'
21 At 3118 repair pavement section. 2' x 8'
22. At 3116 utility patch.
23. At 3110 repair pavement section 18' x 4' overlay gutter pan for 3'.
24. At Inwood St. repair pavement section 14' x 3.5'.
25. At 3002 repair pavement section 18' x 40'.
26. At Hawthorn repair pavement section.
27. At 2814 remove 24' elm tree.
28. At Forest Road repair pavement section 10' x 3'.
29. At 2714 remove sycamore tree 2' diameter.
30. At 2710 remove elm tree 2' diameter.

31. At 2711 fill gutter pan 50'.

32. At 2708 repair pavement section 20' x 3.5'.

33. At 2708 to 2702 repair pavement section 55' x 9', 22' x 8', 18' x 1' and 39' x 5'.

34. At 2700 repair pavement section 5' x 8'.

35. Bellview Ave. repair surface within limits of intersection 26' x 6'.

36. At 2604 repair pavement section 29' x 6'.

37. At 2604 utility cuts need repair (3 cuts).

38. At 2604 repair pavement section 11' x 4.5'.

39. Euclid St. repair paving within intersection 45' x 8'.

40. Euclid St. repair pavement section 14' x 15'.

41. Euclid St. utility cut (Gas Co.)

42. Euclid St. repair pavement section 10' x 6' and 11' x 10'.

43. Euclid St. repair pavement section 14' x 3'

44. At 2218 repair pavement section 18' x 4'.

45. At 2204 repair pavement section 30' x 5'.

46. At 2202 repair pavement section 30' x 3' and 35' x 6'.

47. At 2204 replace 10' concrete curb, repair pavement section and check pipe for leak.

48. At 2209 overlay gutter section 20'.

49. At 2211 repair pavement 4' x 11'.

50. At Arbor St. repair pavement section 5' x 21' and overlay gutter 20'.

51. Cheverly Circle overlay gutter swale 20'.

52. At 5317 overlay gutter swale 6'.

53. At 2405 repair pavement section 3.5' x 7'.

54. At 2407 repair pavement section 6' x 3'.

55. At 2409 repair pavement section 4' x 12'.

56. At 2707 repair pavement section 4' x 10'.

57. At 2718 repair pavement section 6' x 2.5'.

58. Opposite Forest Rd. repair pavement section 49' x 2.5'.

59. At. 2011 remove tree 18" elm.

60. At 3015 repair pavement section 50' x 3'.

61. Opposite 3104 overlay gutter 10'.

62. Opposite 3106 repair pavement section 6' x 8' and 3' x 6'.

63. At 3101 repair pavement section 5' x 6'.

64. At 3117 overlay gutter pan 60'.

65. Kilmer St. repair joint 6' x 3' and 18' x 2'.

66. Kilmer St. repair pavement section 12' x 3'.

67. At 3301 remove elm tree 15".

68. At 3305 overlay gutter pan 80'.

69. At 3401 patching along gutter pan from 3401 to 3403.

70. At 3401 utility cut - WSSC.

71 Opposite 3408 repair pavement section 4' x 60'.

2. The basis for the allocation of funds will include the additional town mileage in the allocation to the town beginning July 1 following the December 1 date described in Item 1 above.

3. The effective date for the transfer of this section is upon completion of the indicated improvements as described in Item 1 above, and upon inspection and acceptance by the Town Engineer.

4. The transfer of said road is made on an "As-Is-Basis" which pertains to the existing rights-of-way and to the existing condition of the road involved, including all appurtenance and bridge structures; however, this will include Item 1 above.

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST

Secretary

By

Chairman and Director of Highways

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

Special Attorney

APPROVED:

Chief Engineer

ATTEST:

Clerk to Town Council

MAYOR AND COUNCIL OF CHEVERLY

PRINCE GEORGES COUNTY, MARYLAND

By Thomas M. Kirby

Mayor

Approved as to form and legal sufficiency this 16 day of

, 1970

Town Attorney

Copy: Mr. W. E. Woodford, Jr.
Mr. L. A. Yost, Jr.
Mr. R. S. Bennett
Mr. M. M. Brodsky
Mr. H. J. Pistel
Mr. G. W. Cassell
Mr. A. M. Schwalier
Mr. R. Guest
Board of Public Works of Maryland
Secretary's File (3)
Contract File (3)

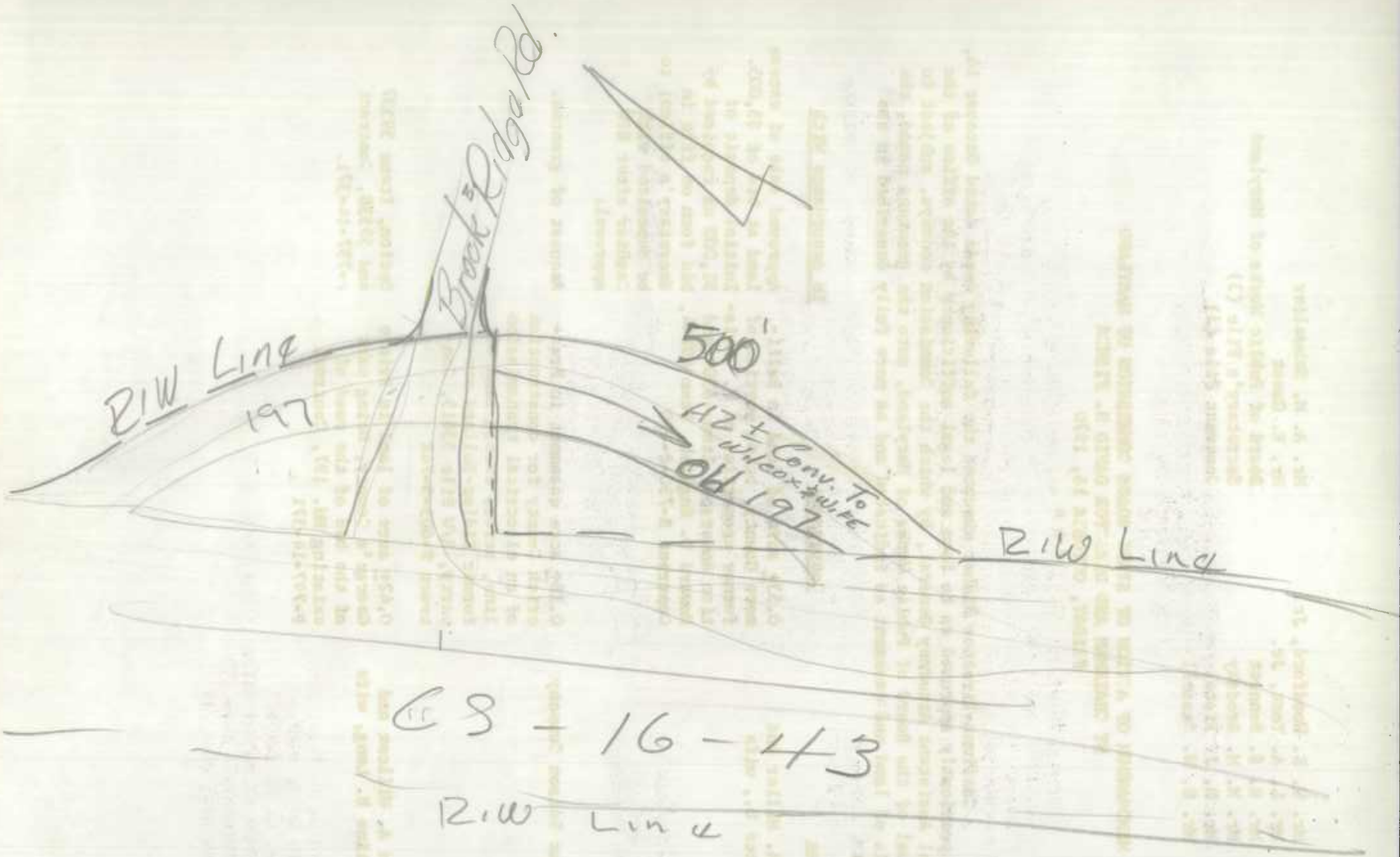
MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
FRIDAY, OCTOBER 16, 1970
* * *

Chairman-Director Fisher executed the following deeds dated October 16, 1970, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Commission conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land and easement as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
Lyon A. Miller and Jeanette D., wife	0.53± acre of land in Baltimore County, being portion of former properties of F. Christian Anderson, Item 48504 and Howard D. English, Item 49244, Contract B-750-2-420	Approved sale of excess land at bid of $5,005. Initial deposit of $1,000 as required by bid form on file in Secretary's office; to be deposited with Cashier after BPW approval.
Potomac Edison Company	0.18± acre easement in Frederick County for construction of an electrical transmission line, across excess land of former Tidler-Bullard property, R/W File 53615, Contract F-605-5-742	Request of grantee.
Arnold A. Willcox and Christine B. Long, wife	0.42± acre of land in Prince George's County, being part of the bed of the road of existing Md. 197, Contract P-797-14-371	Option, Items 59537 and 59538, Contract P-797-14-371.

Please note

39356
39357


Brook Ridge Rd.
R/W Line
197
500'
AZ ± Conv. To
W/Cox & W.P.C
Old 197
R/W Line
CS-16-43
R/W Line

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
MONDAY, SEPTEMBER 14, 1970

* * *

Chairman-Director Fisher executed the following deeds dated September 14, 1970, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Commission conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land, right of way, and easements as indicated and as more fully described in the deeds:

Grantee	Conveyance	In Accordance With
Washington Suburban Sanitary Commission	0.5188± acre easement and right of way in Prince George's County, for construction and maintenance of a water main and appurtenances thereto, across excess land of former Mary E. Hope property, R/W File 26722, Contract P-631-15-16-320	Request of grantee
Maryland-National Capital Park and Planning Commission	1.17± acres (2 parcels) of land in Prince George's County, being portion of abandoned roadbed of Md. 197 and portion of former Levitt & Sons, Inc. property, Item 55543, Contract P-797-4-341	Request of grantee

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

MOTION

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
AT CHAIRMAN AND DIRECTOR DAVID H. FINNEY
MONDAY, SEPTEMBER 14, 1970

* * *

Chairman-Director Finney announced the following items based September 14, 1970, previously approved as to form and legal sufficiency by the office of the General Assistant Attorney General, by action the Commission recovery, subject to approval of the Board of Public Works of Maryland, upon the grantees named, the parcels of land, rights of way, and easements as indicated and as more fully described in the deeds:

Grantee	Conveyance	In accordance with
Washington Suburban Sanitary Commission	0.3180± acre easement and right of way in Prince George's County, for construction and maintenance of a water main and appurtenances thereto, across land of Forest Gary E. Hope property, R/W File 20722, Contract F-031-15-13-320	Request of grantee
Maryland-National Capital Park and Planning Commission	1.172 acres (2 parcels) of land in Prince George's County being portions of abandoned roadbed of Md. 197 and portion of former Lowry & Sons, Inc. property, from 17343, Contract F-197-6-341	Request of grantee

Copy: Mr. L. M. Ford, Jr.
Mr. R. A. Bennett
Mr. G. W. Cassell
Board of Public Works of Maryland
Secretary's File (2)
Contract File (2)

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DAVID H. FISHER
THURSDAY, NOVEMBER 20, 1969

* * *

Chairman-Director Fisher executed duplicate copies of agreement dated November 20, 1969, between the State Roads Commission and Prince George's County, Maryland, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement:

> Md. Route 4 Bus. - From the District of Columbia Line to the road end near the Capital Beltway (I-495), a distance of 4.38 miles.

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

Copy: Mr. W. E. Woodford, Jr.
Mr. C. W. Reese
Office of Planning & Safety
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. M. S. Caltrider (4)
Mr. W. L. Shook (2)
Mr. L. A. Yost, Jr. (2)
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. P. R. Miller (2)
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. Charles Lee
Mr. M. D. Philpot (2)
Miss D. J. Sinners
Co. Commrs. of Prince George's County
Secretary's File
SRC-Prince George's County file

THIS AGREEMENT made this ~~14th~~ 20TH day of ~~October~~ NOVEMBER, 1969, by and between the State Roads Commission of Maryland, hereinafter referred to as Commission", party of the first part, and Prince Georges County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Md. Route 4 Bus. - From the District of Columbia Line to the road end near the Capital Beltway (I-495), a distance of 4.38 miles.

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

1. The effective date of transfer of Md. Route 4 Bus. from the District of Columbia Line to Boones Lane, a distance of 3.47 miles, is upon complete approval and execution of this agreement and the effective date of transfer of Md. Route 4 Bus. from Boones Lane to the road end near the Capital Beltway (I-495), a distance of 0.91 mile, is upon the completion of the reconstruction of Md. Route 4 Bus. under proposed Contract P 839-23.

2. The aforegoing mileage will be included in the inventory as of December 1, following the completion of conditions described in item one above.

3. The basis for the allocation of funds will include the additional mileage in the allocation to the "County" beginning July 1, following the December 1, date described in item two above.

4. The transfer of said Road is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Road involved, including all appurtenances and bridge structures; however, this will include Item 1 above.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 10th day of November, 1969

APPROVED:

_____
Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGES COUNTY

ATTEST:

_____
Chairman

_____
Clerk

_____
Member

_____
Member

Recommended for Approval

Approved as to form and legal sufficiency this 24th day of October, 1969

_____
Director of Public Works

_____
Counsel to County Commissioners of Prince Georges County

STATE ROADS COMMISSION
OF MARYLAND

TO: Mr. George W. Cassell

DATE: June 13, 1969

FROM: Mr. Thomas L. Cloonan

SUBJECT: Road Inventory

Attached please find a copy of HB 860, which was initiated in the 1968 legislative session and adopted by referendum November 5, 1968.

This bill changes the Prince Georges and Montgomery County Boundary Line on the north end and also changes the responsibility of maintenance for County Road 90 - Riding Stable Road, and County Road 81 - Burtons Road as per the attached map.

This change became effective June 1, 1969.

TLC:kas
Attachment

341 of this article. All traffic-control devices erected under the authority of this section [by the County Council for Montgomery County] shall conform to the State manual and specifications, as adopted under Section 189 of this article.

SEC. 2. *And be-it further enacted,* That this Act shall take effect July 1, 1968.

Approved May 7, 1968.

New P.G. — Montg. Boundary
1968 House Bill 860
adopted by referendum Nov. 5, 1968
and effective June 1, 1969
TLC
See attached Map

CHAPTER 725

(House Bill 860)

AN ACT to add a new Section to the Code of Public Local Laws of Prince George's County (1963 Edition and 1967 Supplement), being also Article 17 of the Code of Public Local Laws of Maryland, title "Prince George's County," subtitle "Boundaries" to be known as Section 4-6 and to follow immediately after Section 4-5, and adding a new section to the Montgomery County Code, 1965, being also Article 16 of the Code of Public Local Laws of Maryland, title "Montgomery County," subtitle "Part 2. General Local Laws," subheaded "Chapter 1. General Provisions," to be known as Section 1-19 and to follow immediately after Section 1-18, to provide for the classification of and provide for the establishment of, the boundary line between Prince George's County and Montgomery County.

SECTION 1. *Be it enacted by the General Assembly of Maryland,* That a new section be added to the Code of Public Local Laws of Prince George's County and the Montgomery County Code, being Section 4-6 to the Code of Public Local Laws of Prince George's County (1963 Edition and 1967 Supplement), being also Article 16 of the Code of Public Local Laws of Maryland, title "Prince George's County," subtitle "Boundaries" and to follow immediately after Section 4-5; and being Section 1-19 of the Montgomery County Code, 1965, being also Article 16 of the Code of Public Local Laws of Maryland, title "Montgomery County," subtitle "Part 2. General Local Laws," subheaded "Chapter 1. General Provisions," said new section to follow immediately after Section 1-18, thereof, all to read as follows:

(4-6).

Notwithstanding the provisions of any previous law, the boundary line between Prince George's and Montgomery County is defined and established by the following metes, bounds and coordinates:

Beginning at a point on the District of Columbia Line, where formerly stood a stone established to mark the point common to Montgomery and Prince George's Counties by a survey of the County Line in 1868 to 1872, said point having been re-established by this survey from reference notes recorded by the District of Columbia Surveyor prior to the removal of the stone during the reconstruction of Eastern Avenue in 1947 and 1948, said point now

being marked by a brass screw cemented in a two-inch iron pipe standing two inches above the macadam and at the base of a concrete retaining wall on the northeast side of Eastern Avenue approximately thirty-six (36) feet northwest of the southeast end of said retaining wall, with coordinates of the beginning point of North 413,898.60 and East 797,723.97, and running thence with the County Line, as now determined, N 30°06'02" E (North thirty degrees six minutes two seconds East) for 17,351.72 (seventeen thousand three hundred fifty-one and seventy-two one hundredths) feet to a granite stone marked "M.C.P.G. 1872" and with coordinates of N 428,910.38 and E 806,426.19 established by the 1868-72 survey and set flush with the ground on the northeasterly side of Mt. Pisgah Road;

thence N 29°59'05" E (North twenty-nine degrees fifty-nine minutes five seconds East) for 38,805.27 (thirty-eight-thousand eight hundred five and twenty-seven one hundredths) feet to a granite stone established by the 1868-72 survey and with coordinates of N 462,521.90 and E 825,819.86, marked "M.C.P.G. 1872" standing about two feet above ground and on the northerly side of the Sandy Spring Road (State Route 198), and about 1,056 feet westerly from the centerline of Gunpowder Road;

thence N 19°22'18" E (North nineteen dgrees twenty-two minutes eighteen seconds East) 4405.13 (four thousand four hundred five and thirteen hundredths) feet to an iron pipe with coordinates of North 466,677.64 and East 827,281.01 on the easterly side of Riding Stable or Brooklyn Bridge Road at or near the westerly corner of the C. Shamel property as per deed recorded among the Land Records of Prince George's County in Liber 1043 at Folio 206;

~~*thence N 19°02'19" W (North nineteen degrees two minutes nineteen seconds West) 1734.40 (seventeen hundred thirty-four and forty hundredths)*~~ N 40°00'20" W (NORTH FORTY DEGREES NO MINUTES TWENTY SECONDS WEST) 1666.58 (SIXTEEN HUNDRED SIXTY SIX AND FIFTY EIGHT HUNDREDTHS) FEET TO A POINT WITH COORDINATES OF NORTH 467, 954.22 AND EAST 826,209.63 AT THE END OF THE FOURTH LINE OF A CONVEYANCE FROM JAMES W. SMITH, ET UX, TO THE WASHINGTON SUBURBAN SANITARY COMMISSION BY A DEED DATED THE 6TH DAY OF JANUARY 1953, AND RECORDED AMONG THE LAND RECORDS OF MONTGOMERY COUNTY, MARYLAND IN LIBER 1753 AT FOLIO 89, THENCE WITH SAID FOURTH LINE REVERSED N 54°19'39" E (NORTH FIFTY-FOUR DEGREES NINETEEN MINUTES THIRTY NINE SECONDS EAST) 622.40 (SIX HUNDRED TWENTY-TWO AND FORTY HUNDREDTHS) *feet to a concrete monument with coordinates of North 468,317.17 and East 826,715.25 at the Southwest corner of a conveyance from Thomas I. Burton, et ux. to the Washington Suburban Sanitary Commission by a deed dated the 25th day of July 1950, and recorded among the Land Records of Montgomery County, Maryland in Liber 1412 at Folio 395;*

thence with the last line of said deed N 54°19'39" E (North fifty-four degrees nineteen minutes thirty-nine seconds East) 683.61 (Six hundred eighty-three and sixty-one hundredths) feet to a

concrete monument with coordinates of North 468,715.81 and East 827,270.58 at the end thereof;

thence with the full length of the first line of said deed and in extension thereof through parcel one of a conveyance from Norman C. Dustin to the Washington Suburban Sanitary Commission by a deed dated the 19th day of October 1950 and recorded among the Land Records of Montgomery County in Liber 1448 at Folio 106, N 55° 25'10" E (North 55 degrees twenty-five minutes ten seconds East) 292.35 (two hundred ninety-two and thirty-five hundredths) feet to a point with coordinates of North 468,881.74 and East 827,511.28;

thence N 31°09'50" W (North thirty-one degrees nine minutes fifty seconds West) 313.40 (three hundred thirteen and forty hundredths) feet to a concrete monument with coordinates of North 469,149.92 and East 827,349.10 at or near the southwest corner of a conveyance by L. Marshall Cuvillier, Jr., et ux to the Washington Suburban Sanitary Commission by a deed dated the 16th day of February 1951, recorded among the Land Records of Montgomery County in Liber 1497 at Folio 117;

thence N 58°50'10" E(North fifty-eight degrees fifty minutes ten seconds East) 489.99 (four hundred eighty-nine and ninety-nine hundredths) feet, to a point with coordinates of North 469,403.48 and East 827,768.38; thence S 31°09'50" E (South thirty one degrees nine minutes fifty seconds East) 399.44 (three hundred ninety-nine and forty-four hundredths) feet to a point on a concrete monument with coordinates of North 469,061.68 and East 827,975.09 at or near the Southwest corner of a tract of land conveyed by Howard B. Shipley, et ux to the Washington Suburban Sanitary Commission by a deed dated the 22nd day of May 1952 and recorded among the Land Records of Montgomery County, in Liber 1672 at Folio 201;

thence with the fifth line of said deed N 68°41'20" E (North sixty eight degrees forty-one minutes twenty seconds East) 466.97 (four hundred sixty-six and ninety-seven hundredths) feet to a concrete monument at the end thereof with coordinates of North 469,231.40 and East 828,410.13;

thence with the southerly line of a tract of land conveyed by Richard D. Boyle to the Washington Suburban Sanitary Commission by a deed dated the 17th day of July 1951, and recorded among the Land Records of Montgomery County in Liber 1782 at Folio 469, for the full length thereof and passing over a concrete monument at the Southeast corner of said tract and continuing with the southerly line of a tract of land conveyed by Gilmer B. Randolph, et ux to the Washington Suburban Sanitary Commission by a deed dated the 26th day of March 1952 and recorded among the Land Records of Montgomery County in Liber 1663 at Folio 457, N 64°26'30" E (North sixty-four degrees twenty-six minutes thirty seconds East) 1680.37 (Sixteen hundred eighty and thirty-seven hundredths) feet to a point with coordinates of North 469,956.35 and East 829,926.06;

thence so as to include a part of Parcel "A" conveyed by Chester F. Naumowicz, Jr. to the Washington Suburban Sanitary Commission by a deed dated the 7th day of March 1952 and recorded

among the Land Records of Montgomery County, in Liber 1644 at Folio 293, N 22° 17'57" E (North twenty-two degrees seventeen minutes fifty-seven seconds East) 961.88 (Nine hundred sixty-one and eighty-eight hundredths) feet to a point with coordinates of North 470,846.30 and East 830,291.04, said point being about six tenths of a foot southwest of a fence corner;

thence N 64°08'00" E (North sixty-four degrees eight minutes no seconds East) 509.38 (Five hundred nine and thirty-eight hundredths) feet to the end of the third line in said deed at a point with coordinates of North 471,068.53 and East 830,749.39, said point being 9866.36 feet N 29°58'32" E from a granite stone marked "M.C.P.G. 1872," standing about two feet above ground on the northerly side of the Sandy Spring Road (State Route 198);

thence crossing said conveyance from Naumowicz to the Washington Suburban Sanitary Commission N 29°58'30" E (North twenty-nine degrees fifty-eight minutes thirty seconds East) 2085.80 (Two thousand eighty-five and eighty hundredths) feet to a point with coordinates of North 472,875.34 and East 831,791.50 at the end of the 17th (seventeenth) line of said deed recorded among the Land Records of Montgomery County in Liber 1644 at Folio 293, said point having been in the centerline of the channel of the Patuxent River as established prior to the flooding of said river by the construction of the Rocky Gorge Reservoir.

SEC. 2. *And be it further enacted,* That the Board of County Commissioners for Prince George's County and the County Council for Montgomery County shall cause to be constructed monuments along the above described line at its intersection with University Boulevard, Piney Branch Road, Mt. Pisgah Road, Powder Mill Road, Cherry Hill Road, Fairland-Briggs Chaney Road, Greencastle Road, Sandy Spring Road and Brooklyn Bridge-Riding Stable Road and that such monuments shall be adequately protected in such manner as they shall determine.

SEC. 3. *And be it further enacted,* That this Act is hereby declared to be an emergency measure and necessary for the immediate preservation of the public health and safety and having been passed by a yea and nay vote supported by three-fifths of all the members elected to each of the two houses of the General Assembly, the same shall take effect from the date of its passage.

SEC. 4. *And be it further enacted,* That before this Act shall become effective, it shall first be submitted to a referendum of the legally qualified voters of the 5th and 13th Election Districts of Montgomery County, and of the 1st, 10th, 17th and 21st Election Districts of Prince George's County, at the general election to be held in November of 1968. There shall be printed on the ballots or ballot labels to be used at said election in the aforementioned districts, the title of this Act and underneath said title, on separate lines, a square or box to the right of and opposite to the word: "For," and a corresponding square or box to the right of and opposite to the word: "Against," so that the voters of the aforementioned election districts in Montgomery and Prince George's Counties shall be able to designate his or her decision for or against the provisions of this Act. If a majority of the votes cast in said 5th

and 13th Election Districts of Montgomery County and a like majority of the votes cast in said 1st, 10th, 17th and 21st Election Districts of Prince George's County shall be "For," then the provisions of this Act shall become effective; but if a majority of the votes cast in said 5th and 13th Election Districts of Montgomery County and a like majority of the votes cast in said 1st, 10th, 17th and 21st Election Districts of Prince George's County, shall be "Against," then the provisions of this Act shall be of no effect and shall be null and void.

PROVIDED, HOWEVER, That in the event that the legally qualified voters of the State of Maryland shall ratify, at the special election held on May 14, 1968, the proposed new draft Constitution, this Section shall have no effect and shall be null and void without the necessity of further action by the General Assembly.

SEC. 5. *And be it further enacted*, That before this Act shall become effective, it shall first be submitted to a referendum of the legally qualified voters of Montgomery County and of Prince George's County at the general election to be held in November of 1968. There shall be printed on the ballots or ballot labels to be used at said election in both aforementioned counties, the title of this Act and underneath said title, on separate lines, a square or box to the right of and opposite to the word: "For," and a corresponding square or box to the right of and opposite to the word: "Against," so that the voters of both Montgomery County and Prince George's County shall be able to designate his or her decision for or against the provisions of this Act. If a majority of the votes cast in said Montgomery County and a like majority of the votes cast in said Prince George's County shall be "For," then the provisions of this Act shall become effective; but if a majority of the votes cast in the said Montgomery County and a like majority of the votes cast in the said Prince George's County shall be "Against," then the provisions of this Act shall be of no effect and shall be null and void.

PROVIDED, HOWEVER, in the event that the legally qualified voters of the State of Maryland shall not ratify, at the special election on May 14, 1968, the proposed new draft Constitution, this Section shall have no effect and shall be null and void without the necessity of further action by the General Assembly.

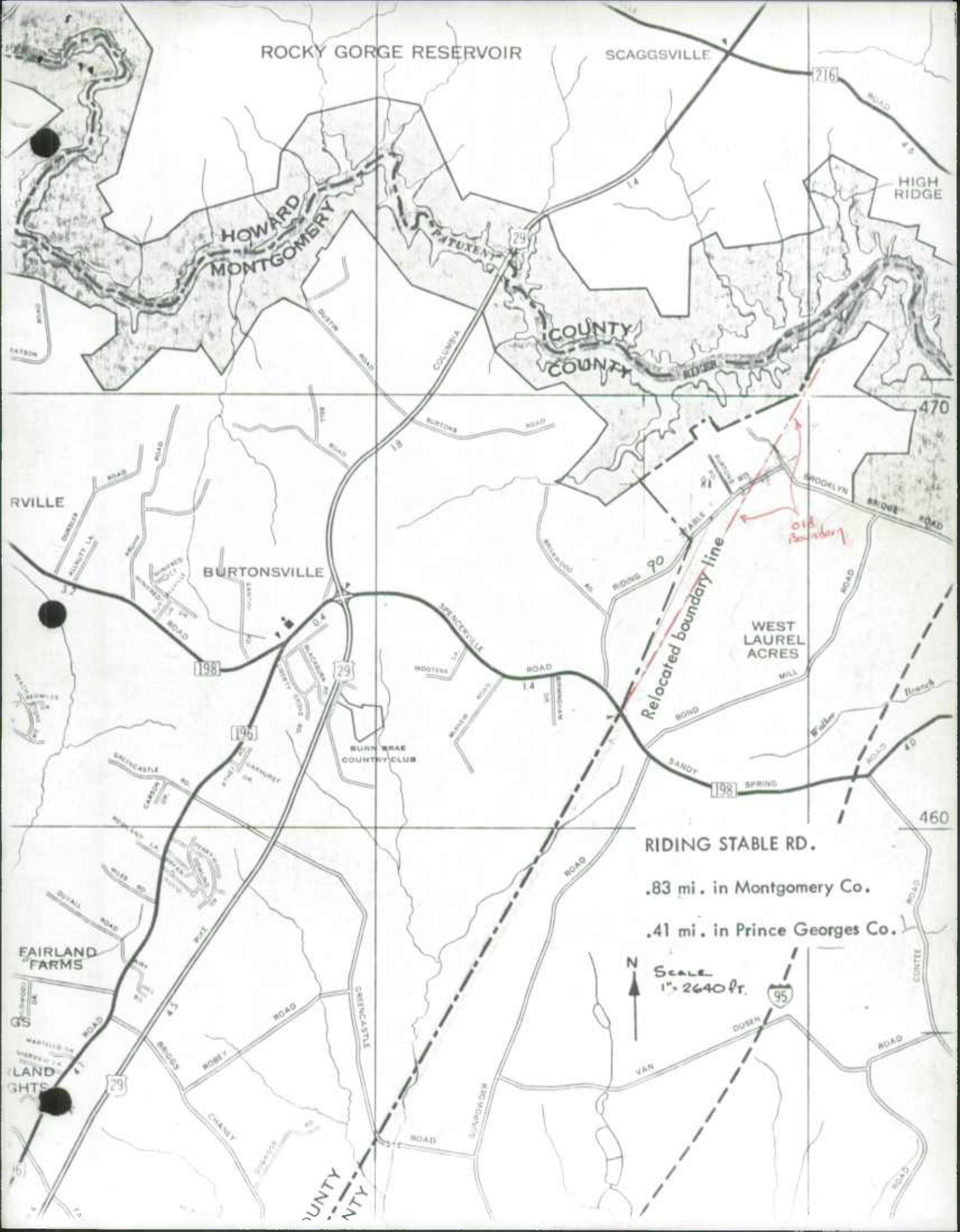
SEC. 6. *And be it further enacted*, That subject to the provisions of Section 4 and Section 5 herein, this Act shall take effect on June 1, 1969.

Approved May 7, 1968.

CHAPTER 726

(House Bill 861)

AN ACT to add new Section 42 to Article 21 of the Annotated Code of Maryland (1966 Replacement Volume), title "Conveyancing," subtitle "Mortgages," to follow immediately after Section


ROCKY GORGE RESERVOIR
SCAGGSVILLE
HIGH RIDGE
HOWARD
MONTGOMERY
PATUXENT
COUNTY
COUNTY
RIVER
470
BURTONSVILLE
WEST LAUREL ACRES
Relocated boundary line
Old Boundary
BURN BRAE COUNTRY CLUB
460
RIDING STABLE RD.
.83 mi. in Montgomery Co.
.41 mi. in Prince Georges Co.
N
Scale 1" = 2640 ft.
FAIRLAND FARMS

REMARKS AT DEDICATION CEREMONY
FOR THE
AMERICAN LEGION MEMORIAL BRIDGE
(FORMERLY CABIN JOHN BRIDGE)

Friday, May 30, 1969

Remarks by David H. Fisher, Chairman-Director, Maryland State Roads Commission, at ceremonies for renaming I-495 bridge as the American Legion Memorial Bridge

---

MR. CHAIRMAN....GENERAL HERSHEY....DISTINGUISHED MEMBERS OF THE AMERICAN LEGION... AND OTHER VETERANS, OFFICIALS, AND GUESTS.....

IT IS A DISTINCT PRIVILEGE FOR ME TO ACCEPT THIS PLAQUE....WHICH SIGNIFIES THE RENAMING OF THE CABIN JOHN BRIDGE AS THE AMERICAN LEGION MEMORIAL BRIDGE...ON BEHALF OF THE STATE OF MARYLAND AND THE STATE ROADS COMMISSION.

I MIGHT POINT OUT TO GERERAL HERSHEY THAT I WAS DRAFTED TO ATTEND THIS CEREMONY HERE TODAY....IT WAS NOT A RANDOM DRAFT....

WE BUILT THE BRIDGE, OF COURSE-----AND, AS CHAIRMAN-DIRECTOR OF THE STATE ROADS COMMISSION, I WAS CHOSEN TO COME HERE.

BUT, VERY SERIOUSLY, I AM PROUD TO BE WITH YOU...AND TO PARTICIPATE IN THIS MEMORIAL DAY PROGRAM. I CONGRATULATE YOU FOR YOUR SUCCESSFUL EFFORT TO HAVE THE BRIDGE RENAMED. I FEEL THAT IT IS JUST AND PROPER THAT MARYLAND SHOULD, IN THIS MANNER, PAY TRIBUTE TO THE AMERICAN LEGION AND ITS GREAT WORKS ON BEHALF OF PATRIOTISM AND THE CAUSE OF FREEDOM.

IN HONORING THE AMERICAN LEGION, WE HONOR THOSE WHO DIED THAT WE MIGHT ENJOY THE BLESSINGS OF FREEDOM. I HOPE THAT THE USERS OF THIS BRIDGE (IT CARRIES AN AVERAGE OF 48,000 VEHICLES PER DAY) WILL REFLECT ON THE MEANING OF ITS NAME.

(MORE)

VERY BRIEFLY, I'D LIKE TO SAY A FEW WORDS ABOUT THE BRIDGE ITSELF. IT IS A PART OF INTERSTATE ROUTE 495 (THE CAPITAL BELTWAY)----CROSSING THE POTOMAC RIVER TO OUR NEIGHBORING STATE OF VIRGINIA.

IT WAS BUILT AT A TOTAL COST OF ABOUT $3.3 MILLION DOLLARS. CONSTRUCTION OF THE BRIDGE BEGAN ON JULY 28, 1960, AND IT WAS COMPLETED ON AUGUST 21, 1963. IT WAS BUILT BY TWO INDIANA CONSTRUCTION FIRMS-----RUCKMAN & HANSEN, OF FORT WAYNE, AND ROY RYAN & SON COMPANY, OF EVANSVILLE. UNDER A BI-STATE AGREEMENT WITH VIRGINIA, MARYLAND PAID 79 PERCENT OF THE COST OF THE BRIDGE.

THOSE OF YOU WHO HAVE USED THE BRIDGE KNOW THAT ITS SITE POSSESSES UNUSUAL NATURAL BEAUTY. IT RUNS BETWEEN WOODED SHORES, AND CROSSES OVER THE HISTORIC C & O CANAL ON THE MARYLAND SIDE. ITS TOTAL LENGTH IS 1,400 FEET.

THE BRIDGE HAS SOME UNUSUAL FEATURES. ITS ALL-STEEL SUPERSTRUCTURE IS SUPPORTED BY REINFORCED CONCRETE PIERS OF UNUSUAL AESTHETIC DESIGN. THE BRIDGE IS REALLY TWO SEPARATE STRUCTURES. ITS INDIVIDUAL SPANS VARY IN LENGTH------ PRIMARILY BECAUSE PART OF THE BRIDGE CROSSES AN ESPECIALLY DEEP PORTION OF THE RIVER (WHICH IS MORE THAN 80-FEET DEEP AT ONE POINT).

THE LARGEST SPAN OVER THE DEEP WATER AREA IS 280-FEET LONG. NEXT TO THE CHESAPEAKE BAY BRIDGE, THIS IS THE LONGEST STEEL PLATE GIRDER SPAN ANYWHERE ON THE MARYLAND STATE ROAD SYSTEM.

I DO NOT NEED TO TELL YOU OF THE CONTRIBUTION WHICH THE CAPITAL BELTWAY ---OF WHICH THE BRIDGE IS A SIGNIFICANT PART---HAS MADE TO THIS GREAT REGION.

(MORE)

I WANT TO END THESE BRIEF REMARKS WITH AN APPROPRIATE QUOTATION AND A FINAL COMMENT. THIS PLAQUE, WHICH I HAVE ACCEPTED TODAY, WILL BE INSTALLED ON THE BRIDGE BUT IT WILL NOT BE SEEN BY THE MOTORIST. THIS IS NOT IMPORTANT.

IT IS THE NAME OF THIS BRIDGE---THE AMERICAN LEGION MEMORIAL BRIDGE---- WHICH IS IMPORTANT.....IF, AS I HAVE SUGGESTED, THE PASSING MOTORIST PAUSES TO REFLECT ON ITS MEANING. THE WORDS OF AN ANCIENT GREEK HISTORIAN, WRITING ABOUT THE FAMOUS WARRIORS WHO DIED IN THE PELOPONNESIAN WAR, SEEM APPROPRIATE TO THIS MEMORIAL DAY PROGRAM. HE WROTE AS FOLLOWS:

> "FOR THE WHOLE EARTH IS THE SEPULCHRE OF FAMOUS MEN. NOT ONLY ARE THEY COMMEMORATED BY COLUMNS AND INSCRIPTIONS IN THEIR OWN COUNTRY, BUT IN FOREIGN LANDS THERE DWELLS ALSO AN UNWRITTEN MEMORIAL OF THEM....GRAVEN NOT ON STONE BUT IN THE HEARTS OF MEN."

YES.....I THINK THE USERS OF THIS BRIDGE WILL REFLECT ON ITS NAME.... AND WILL REMEMBER.....

THANK YOU

# # # #

December 27, 1962

THE CABIN JOHN BRIDGE

The Cabin John Bridge over the Potomac River is the southwestern terminus of the Capitol Beltway and is located approximately 5 miles upriver from the D. C. Line. The site possesses great natural beauty, with a steep heavily forested hill on the Virginia shore and the well protected wooded lands of the National Park Service, as well as the historic C & O Canal on the Maryland side.

The bridge, which is really two separate structures, provides four lanes in each direction. The principal superstructure supporting members are welded steel girders bearing on reinforced concrete piers of an unusual aesthetic design. The individual spans vary in length to achieve economy, rock foundation and avoid the more than 80' water depth at one point in the river. Beginning at the Maryland abutment there are three 163' spans followed by triple span continuous unit (210', 280', 210') which unit is over the deep water area. On the Virginia shore two 104' simple spans terminate the structure at the Virginia abutment. Total length 1,400' from abutment to abutment. The 280' span portion of the deep water unit is the longest steel plate girder span on the State Road System. The wearing surface, upon which the expected heavy traffic will travel, is bituminous concrete laid on reinforced concrete slab.

The Virginia end of the structure is curved both horizontally and vertically to smoothly tie into the beginning of Virginia's portion of the Capitol Beltway.

The contract drawings and specifications provided for three types of design, so that the bidders had an opportunity to bid on an all steel superstructure or a superstructure consisting principally of prestressed concrete girders. The bidding indicated that the all steel superstructure bridge described above was the most economical for this crossing.

Bids were opened at the SHC office on June 21, 1960, which showed that a combination of two Indiana firms submitted winning low bid amounting to $2,820,385. These joint venture firms are Ruckman & Hansen, Inc., Fort Wayne, Indiana, and Roy Ryan & Son Co., Inc., Evansville, Indiana. Bids were also received from John F. Casey Co., Pittsburgh, Pa. - $3,296,370; Case Construction Corporation, Mt. Airy, Md. - $3,313,292., and others. The contract was awarded to the Indiana firms on July 13, 1960, and the work actually commenced 15 days later.

Prior to the letting a bi-state agreement was executed with Virginia setting forth division of the costs of this interstate crossing, as well as responsibility for subsequent maintenance and repair. The agreement stipulates that Maryland will bear 79% of the cost of the structure and Virginia 21%. The reason for Maryland's assuming the larger proportion of the cost is due to its ownership of the river to the low water line on the Virginia shore.

The bridge was designed by the engineering division of the State Roads Commission of Maryland, which agency also supervised the construction. All designs, plans and specifications, however, were reviewed and approved by the Virginia Department of Highways, which agency provided valuable advice and assistance to the Maryland engineers.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
TUESDAY, NOVEMBER 26, 1968

* * *

Chairman-Director Wolff executed duplicate copies of agreement dated November 26, 1968, between the Commission and the County Commissioners for Prince George's County, applicable to construction of a trumpet type interchange by extending Cabin Branch Road northerly across Columbia Park Road, formerly known as Maryland Boulevard, and connecting to the John Hanson Highway (U. S. 50), more particularly described as follows:

Federal Aid Project US-9490(3) - Cabin Branch Road
and Interchange

Said agreement stipulates the conditions under which this project is to be constructed and maintained, utilizing Federal-aid funds.

This agreement had been previously executed on the part of the County Commissioners by Chairman Gladys N. Spellman, approved by Deputy Director-Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher
Mr. L. E. McCarl
Mr. W. L. Shook
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. H. G. Downs
Mr. C. S. Linville
Mr. C. E. Raith (4)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (3)
Mr. W. B. Duckett (2)
Mr. P. R. Miller (2)
Mr. A. L. Grubb
Mr. H. H. Bowers (2)
Mr. M. M. Brodsky
Mr. H. P. Jones
Co. Commrs. of P. G. Co. (3)
Secretary's File
SRC-Prince George's County

THIS AGREEMENT made this 26th day of November 1968 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 COUNTY COMMISSIONERS for PRINCE GEORGE"S COUNTY, acting for and on half of PRINCE GEORGE's COUNTY, of the STATE OF MARYLAND, hereinafter called "COUNTY".

WHEREAS, the Commission and the County recognize the need for a more direct access to the regional freeway system from the heavy industrial and warehouse area on the south side of the Penn Central Railroad tracks opposite the town of Cheverly, and,

WHEREAS, it has been determined through engineering studies that the most feasible access can be provided by extending Cabin Branch Road northerly across Columbia Park Road, formerly known as Maryland Boulevard, and connecting to the John Hanson Highway, U.S. Route 50, by constructing a "trumpet type" interchange, more particularly described as follows:

Federal -Aid Project Number US - 9490(3) Cabin Branch Road and Interchange.

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 and maintenance of a project as specified hereafter.

WHEREAS, the County proposes to utilize Federal-aid funds for the construction of said project, and

WHEREAS, Title 23 of the U. S. Code recognizes the State Roads Commission as the authority to which allocations of Federal-aid funds are to be made and under whose direction, subject to the U.S. Bureau of Public Roads' approval, expenditures are to be accomplished, and

WHEREAS, the U.S. Bureau of Public Roads Policy and Procedure Memorandum No. 21-6.3 dated January 16, 1961, sets forth procedures whereby 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 conditions under which the project would be constructed. and

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

1. That the Commission will supervise the design engineering, acquire the necessary rights-of-way, direct the construction and perform all other acts required to construct a highway facility similar to that shown in the schematic layout, Exhibit "A". (See Exhibit "A" attached hereto and made a part hereof and hereafter called the Project).

2. That the Commission will program the Project for the utilization of Federal Aid Urban Funds to Finance the cost of construction, utility adjustments, and any other items the Commission so desires.

3. That the County will transfer to the Commission an estimate sum of $1,522,050 of Federal Aid Urban Funds from Prince George's County's allocations for the fiscal years 1965, 1966, 1967 and 1968, and contribute the necessary matching funds, estimated to be $432,550, to finance the direct cost of all construction and utility adjustments. All construction costs in excess of Federal reimbursement and the required matching funds will be paid by the County immediately upon the concurrence of the County in the contract award as set forth in paragraph six below.

4. That, except for the direct costs of construction and utility adjustments, the Commission will pay for all other expenditures, including, but not limited to, design engineering, right of way acquisition, construction engineering, material testing, administration and overhead.

5. The Commission will submit the plans and specifications to the County for review and approval before advertising for bids.

6. The Commission will not award the construction contract until the County has concurred in its award.

7. Subsequent to final payment to the Contractor, the Commission will render an accounting of the total cost to the County and payment by either party as required by the accounting will be made

to the other party in full within thirty (30) days of the date of invoice.

8. That upon completion of work and on date of acceptance by the Commission and the County, the Commission will assume maintenance and control of the section of the Project north of Columbia Park Road and the County will assume maintenance and control of the section of the Project south of Columbia Park Road on Cabin Branch Road.

9. That the Commission will take necessary action to include an idemnifying clause in the construction contract requiring the Contractor to save and keep the County as well as the Commission harmless from all losses and claims developing from this Project.

ATTEST

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman and Director of Highways
for the State of Maryland

APPROVED:

Deputy Director-Chief Engineer

Approved as to form and legal sufficiency

this 26th day of September, 1968

Special Attorney

ATTEST:

THE COUNTY COMMISSIONERS FOR
PRINCE GEORGES COUNTY, MARYLAND

By

Chairman

Exhibit A

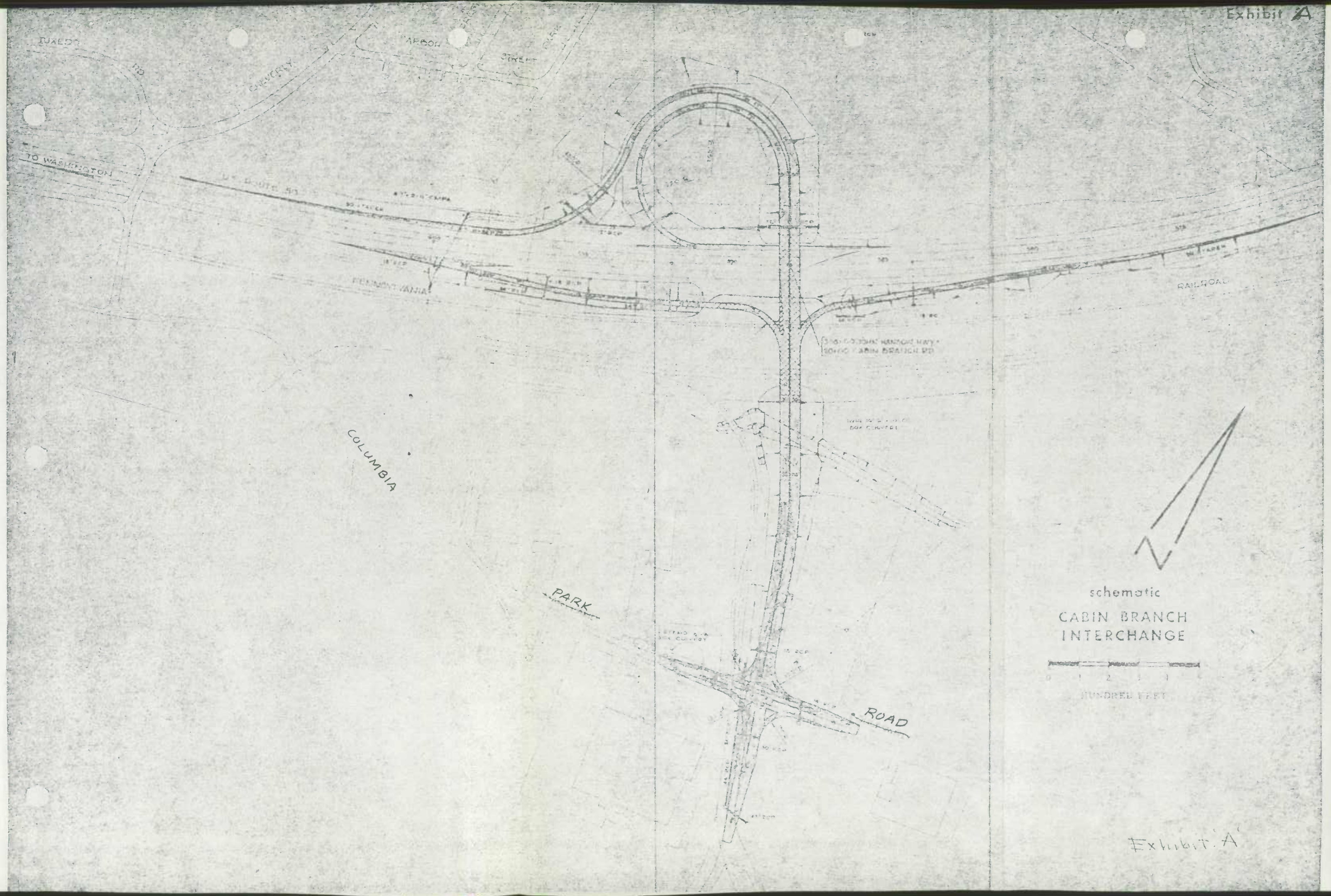


Exhibit A

PRINCE GEORGE'S COUNTY

Courthouse, Upper Marlboro, Maryland 20870

TELEPHONE: 627-3000 (AREA CODE 301)

DEPARTMENT OF PUBLIC WORKS

JOHN H. MARBURGER, JR.
ADMINISTRATOR

September 19, 1968

Mr. Austin W. Smith, Secretary
Maryland State Roads Commission
300 West Preston Street
Baltimore, Maryland 21200

Re: Interstate Route #95

Dear Mr. Smith:

For your information, on August 27, 1968, the Board of County Commissioners passed the following Order related to various road closings along Interstate Route #95:

"At this time a public hearing was held relative to the closing of portions of certain public roads affected by construction of Interstate Route 95, as petitioned by the Maryland State Roads Commission. Mr. Don G. Honeywell representing the Bureau of Special Services of the State Roads Commission spoke briefly and displayed maps showing the roads involved. The president of the Beltsville Citizens Association read a statement submitted by merchants and businessmen of the Chestnut Hills Shopping Center in Beltsville, wherein they expressed concern as to whether an access route would be kept open while work progressed on I-95 in that area. They were assured that such would be the case as maintaining traffic is an integral part of each State Roads Commission contract. Accordingly, upon motion of Commissioner Baggett, seconded by Commissioner Aluisi, and duly passed, it was Ordered that the following roads be closed where designated by the Department of Public Works upon the building of I-95 at such time as the Department of Public Works finds the closing is necessary for the construction of I-95:

- Contee Road - From its intersection with Md. Route 198, southeasterly for approximately 1,200 feet.
- Spring Hill Road - From its intersection with Contee Road easterly for approximately 450 feet.
- Van Dusen Road - From approximately 1.3 miles east of its intersection with Old Gunpowder Road easterly for approximately 1,200 feet.
- Aitcheson Road - From approximately 2,000 feet southeast of its intersection with Old Gunpowder Road southeasterly for approximately 600 feet.
- Fairland Road - From approximately 900 feet west of its intersection with Old Gunpowder Road westerly for approximately 500 feet.
- Beltsville Road - From its intersection with Md. Route 212 (Powder Mill Road) northerwesterly for approximately 1,050 feet.

Montgomery Road - From its intersection with Md. Route 212 (Powder Mill Road) northerly for approximately 100 feet and southerly for approximately 150 feet.

Evans Trail - From approximately 1,900 feet southeast of its intersection with Md. Route 212 (Powder Mill Road) southeasterly for approximately 550 feet.

Sellman Road - From its intersection with Cherry Hill Road southwesterly for approximately 350 feet and from the same intersection northeasterly for approximately 900 feet.

Old Powder Mill Road - From its intersection with Beltsville Road westerly for approximately 200 feet.

Bounds Avenue - From its intersection with Md. Route 198 northerly for approximately 75 feet.

Malaya Place - From its intersection with Md. Route 198 northerly for approximately 75 feet."

Very truly yours,

George C. Martin, Jr.
Office Engineer

GCM:rg

cc: Mr. Dunker

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 11, 1968

* * *

On motion of Mr. Brinsfield, seconded by Mr. McMullen, the Commission agreed to proposed abandonment of a portion of Autoville Drive in Prince George's County, subject to retention by the Commission of control of access across University Lane.

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. L. E. McCarl
Mr. G. N. Lewis, Jr.
Mr. N. L. Rogers
Mr. W. L. Shook (4)
Mr. L. C. Moser (2)
Mr. C. W. Reese
SRC-Prince George's County

Copy: Mr. D. H. Fisher
Mr. L. E. McCarl
Mr. H. G. Downs
Mr. A. L. Grubb
Mr. W. L. Shook (4)
Mr. M. M. Brodsky
Mr. F. P. Scrivener
Mr. E. D. Reilly
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. P. R. Miller (4)
Mr. L. C. Moser (2)
Mr. M. D. Philpot
Miss Jean Sinners
Contract P-891-9-371
Secretary's File
SRC-Prince George's County File

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

On recommendation of Right of Way Division Chief Moser in letter of August 22, 1968, Chairman-Director Wolff approved submission of the following petition to the Mayor and Council of the City of Hyattsville, Hyattsville, Maryland, for the following road closure:

"To the Mayor and Council
of the City of Hyattsville
Hyattsville, Maryland

PETITION FOR THE CLOSING OF 41ST AVENUE
QUEENS CHAPEL ROAD
MARYLAND ROUTE 500 AT THE INTERSECTION
WITH EAST-WEST HIGHWAY - MARYLAND ROUTE 410

Now comes the Maryland State Roads Commission pursuant to Section 135 of Article 25, Annotated Code of Maryland (1966 Replacement Volume, as amended), and prays that the proper action be taken to authorize the closing of the avenue as described, that is to say:

41st Avenue at Maryland Route 500 (Queens Chapel Road)
Sta. 115+63.05, right

The dedicated public way proposed to be closed is shown on plat No. 35602 prepared by the said Maryland State Roads Commission dated November 7, 1967, and titled "East-West Highway - Maryland 410 from Queens Chapel Road to U. S. 1." Also shown on portion of contract plans Sheet 4 of 9, attached.

WHEREFORE, petitioner respectfully prays that the order of the Mayor and Council of the City of Hyattsville assure authorizing the action requested with respect to the aforegoing public way.

MARYLAND STATE ROADS COMMISSION

By: (Sgd.) Jerome B. Wolff
Jerome B. Wolff
Chairman of Commission
and Director of Highways

Approved as to form and
legal sufficiency

(Sgd.) Norman Polski
Norman Polski

(Sgd.) Austin W. Smith
Austin W. Smith, Secretary"

See letter dated Aug. 28, 1957

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
TUESDAY, JULY 30, 1968

* * *

See SRC 6/13/56

Pursuant to Commission action of May 8, 1968, Chairman-Director Wolff executed duplicate copies of agreement dated July 30, 1968, between the State Roads Commission of Maryland and the Chairman and Commissioners of the Town of Cottage City, Inc., Prince George's County, relative to transfer by the Commission to the Town for maintenance purposes as part of the Town's Street system, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement, the effective date to be upon completion of the widening and resurfacing by the Commission of that section described below:

> Md. Route 207-B (Cottage Terrace) - From Md. 206 (38th Avenue) to Bunker Hill Road, a distance of 0.13 mile.

This agreement had previously been executed by the Town Commissioners of Cottage City, approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher
Mr. C. W. Reese
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. P. R. Miller
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. H. Bowers
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
Chairman and Commissioners of the Town of Cottage City, Inc.
Secretary's File
SRC-Prince George's County

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

July 16, 1968

Re: Maryland Route 207-B
(Cottage Terrace) - Prince George's County
Road Transfer Agreement

Mr. Jerome B. Wolff
Chairman-Director
State Roads Commission

Dear Mr. Wolff:

Attached is proposed Agreement (duplicate) by and between the State Roads Commission and the Chairman and Commissioners of the Town of Cottage City, Incorporated, Prince George's County, to transfer to the Town Commissioners the State owned Maryland Route 207-B (Cottage Terrace) from Md. 206 (38th Avenue) to Bunker Hill Road, a total distance of 0.13 mile, as per Agreement.

The Commission, at its meeting on May 8, 1968, authorized funds for widening and resurfacing this roadway so that the transfer could be accomplished in accordance with a prior June 13, 1956 Commission resolution.

This Agreement has been executed by the Town Commissioners of Cottage City and approved as to form and legal sufficiency by Mr. Nolan H. Rogers, Special Attorney.

It is recommended the Agreement be conformed by you on behalf of the Commission.

Very truly yours,

David H. Fisher
Deputy Director-Chief Engineer

DHF:JIC:k
Enclosures (2)
cc: Mr. L. E. McCarl
Mr. W. J. Addison
Attn: Mr. G. W. Cassell
Mr. W. L. Shook

THIS AGREEMENT made this 30 day of July 1968, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and the Chairman and Commissioners of the Town of Cottage City, Inc., Prince Georges County, Maryland, hereinafter referred to as "Town Commissioners', party of the second part, Witnesseth:

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

WHEREAS, the Commission, party of the first part, has agreed to transfer the following described section of road, constructed by the Commission, to the Town Commissioners, party of the second part, and the Town Commissioners have agreed to accept same for maintenance purposes as part of the Town's Street system.

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

Md. Route 207-B (Cottage Terrace)-From Md. 206 (38th Avenue) to Bunker Hill Road, a total distance of 0.13 mile.

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

1. The effective date for the transfer of this section of highway is upon completion of the widening and resurfacing by the Commission of that section described above for a total distance of 0.13 miles.

2. The aforegoing mileage will be included in the inventory as of December 1st in the year following the completion of the improvement.

3. The basis for the allocation of funds will include the additional Town Street mileage in the allocation to the Town Commissioners beginning July 1st in the year following the December 1st inventory.

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

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

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman and Director of Highways

APPROVED:

Deputy Director-Chief Engineer

Approved as to form and legal sufficiency this 1st day of _____, 1968.

Special Attorney

Town Commissioners of Cottage City, Inc., Maryland

By

Chairman

ATTEST:

Clerk-Treasurer

Approved as to form and legal sufficiency this 19 day of June, 1968.

Town Attorney

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, MAY 23, 1968

* * *

now Co 3137 Cobb Rd
69-112

Pursuant to Commission action of April 14, 1967, Chairman-Director Wolff executed duplicate copies of agreement dated May 23, 1968, between the State Roads Commission of Maryland and the County Commissioners for Prince George's County, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement, the effective date to be upon surfacing of that portion which is not presently paved, a distance of 0.5 mile: (P108-378) 6/16/69 (Inventoried 12-15-69)

Md. 966 - From Ardmore - Ardwick Road to a road-end west of the Capital Beltway, a distance of 1.1 miles. 16-179

This agreement had previously been executed by the Chairman, Board of County Commissioners for Prince George's County, approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Cobb Rd MD 966 to Co 3137

Copy: Mr. D. H. Fisher
Mr. C. W. Reese
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
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
Mr. S. B. Brown
County Commissioners of Prince George's County (3)
Secretary's File
SRC-Prince George's County
Contract P-722-16-320

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, MAY 23, 1968
* * *

Now Co 3137 Cobb Rd
69-112

Pursuant to Commission action of April 14, 1967, Chairman-Director Wolff executed duplicate copies of agreement dated May 23, 1968, between the State Roads Commission of Maryland and the County Commissioners for Prince George's County, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement, the effective date to be upon surfacing of that portion which is not presently paved, a distance of 0.5 mile: (P10B-378) 6/16/69 (Inventoried 12-15-69)

Md. 966 - From Ardmore - Ardwick Road to a road-end west of the Capital Beltway, a distance of 1.1 miles. 16-179

This agreement had previously been executed by the Chairman, Board of County Commissioners for Prince George's County, approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy: Mr. D. H. Fisher
Mr. C. W. Reese
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
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Mr. M. D. Philpot (2)
Mr. A. L. Grubb
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
Mr. S. B. Brown
County Commissioners of Prince George's County (3)
Secretary's File
SRC-Prince George's County
Contract P-722-16-320

THIS AGREEMENT made this ~~2nd~~ 23 day of ~~February~~ May, 1968, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Prince Georges County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Md. 966 - From Ardmore - Ardwick Rd. to a road end west of the Capital Beltway, a distance of 1.10 miles.

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

1. The aforegoing mileage will be included in the inventory as of December 1, 1968.
2. The basis for the allocation of funds will include the additional County mileage in the allocation to the County beginning July 1, 1969.
3. The effective date for the transfer of this road is upon the surfacing of that portion that is not presently paved, a distance of 0.5 mile, with 3½ inches of bituminous concrete.

4. The transfer of said Road is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Road involved, including all appurtenances and bridge structures; however, this will include Item 3 above.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 16 day of October, 1966.

APPROVED:

_____
Deputy Director Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGES COUNTY

ATTEST:

_____
Chairman

_____
Clerk

_____
Member

_____
Member

Recommended for Approval

_____
Director of Public Works

Approved as to form and legal sufficiency this 6th day of March, 1968.

_____
Counsel to County Commissioners of Prince Georges County

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

July 16, 1968

Re: Maryland Route 207-B
(Cottage Terrace) - Prince George's County
Road Transfer Agreement

Mr. Jerome B. Wolff
Chairman-Director
State Roads Commission

Dear Mr. Wolff:

Attached is proposed Agreement (duplicate) by and between the State Roads Commission and the Chairman and Commissioners of the Town of Cottage City, Incorporated, Prince George's County, to transfer to the Town Commissioners the State owned Maryland Route 207-B (Cottage Terrace) from Md. 206 (38th Avenue) to Bunker Hill Road, a total distance of 0.13 mile, as per Agreement.

The Commission, at its meeting on May 8, 1968, authorized funds for widening and resurfacing this roadway so that the transfer could be accomplished in accordance with a prior June 13, 1956 Commission resolution.

This Agreement has been executed by the Town Commissioners of Cottage City and approved as to form and legal sufficiency by Mr. Nolan H. Rogers, Special Attorney.

It is recommended the Agreement be conformed by you on behalf of the Commission.

Very truly yours,

David H. Fisher
Deputy Director-Chief Engineer

DHF:JIC:k
Enclosures (2)
cc: Mr. L. E. McCarl
Mr. W. J. Addison
Attn: Mr. G. W. Cassell
Mr. W. L. Shook

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
TUESDAY, JULY 30, 1968

* * *

Pursuant to Commission action of May 8, 1968, Chairman-Director Wolff executed duplicate copies of agreement dated July 30, 1968, between the State Roads Commission of Maryland and the Chairman and Commissioners of the Town of Cottage City, Inc., Prince George's County, relative to transfer by the Commission to the Town for maintenance purposes as part of the Town's Street system, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement, the effective date to be upon completion of the widening and resurfacing by the Commission of that section described below:

> Md. Route 207-B (Cottage Terrace) - From Md. 206 (38th Avenue) to Bunker Hill Road, a distance of 0.13 mile.

This agreement had previously been executed by the Town Commissioners of Cottage City, approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher
Mr. C. W. Reese
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. P. R. Miller
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. H. Bowers
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
Chairman and Commissioners of the Town of Cottage City, Inc.
Secretary's File
SRC-Prince George's County

THIS AGREEMENT made this 30 day of July 1968, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and the Chairman and Commissioners of the Town of Cottage City, Inc., Prince Georges County, Maryland, hereinafter referred to as "Town Commissioners', party of the second part, Witnesseth:

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

WHEREAS, the Commission, party of the first part, has agreed to transfer the following described section of road, constructed by the Commission, to the Town Commissioners, party of the second part, and the Town Commissioners have agreed to accept same for maintenance purposes as part of the Town's Street system.

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

Md. Route 207-B (Cottage Terrace)-From Md. 206 (38th Avenue) to Bunker Hill Road, a total distance of 0.13 mile.

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

1. The effective date for the transfer of this section of highway is upon completion of the widening and resurfacing by the Commission of that section described above for a total distance of 0.13 miles.

2. The aforegoing mileage will be included in the inventory as of December 1st in the year following the completion of the improvement.

3. The basis for the allocation of funds will include the additional Town Street mileage in the allocation to the Town Commissioners beginning July 1st in the year following the December 1st inventory.

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

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

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman and Director of Highways

APPROVED:

Deputy Director-Chief Engineer

Approved as to form and legal sufficiency this 12th day of July, 1968.

Special Attorney

Town Commissioners of Cottage City, Inc., Maryland

By

Chairman

ATTEST:

Clerk-Treasurer

Approved as to form and legal sufficiency this 19 day of June, 1968.

Town Attorney

COPY

STATE ROADS COMMISSION
DISTRICT 3
GREENBELT, MARYLAND 20770

September 26, 1968

Mr. David H. Fisher
Deputy Director-Chief Engineer
State Roads Commission
Baltimore Office

Re: Maryland Route 207-B
Road Transfer Agreement
P-118x-375

Dear Mr. Fisher:

Reference is made to a recent road transfer agreement under the terms of which the State Roads Commission was required to widen and resurface the subject section of road.

This letter is to advise you that this work has been completed at a cost of $5,609.76 plus overhead.

The Town of Cottage City has been advised in writing that the maintenance jurisdiction of this roadway section is their responsibility.

Very truly yours,

W. L. Shook
District Engineer

MSC:st

cc: Mr. L. E. McCarl
Mr. W. A. Hawkins

cc: Mr. George Cassell
for your info
DHF
10/3/68

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 8, 1968
* * *

On motion of Mr. Bosley, seconded by Mr. Ovings, the Commission approved the use of $6,450 in Fiscal Year 1968 Emergency Funds for improvement of Md. Rte. 207-B, ~~College City~~, Prince George's County, with the understanding that upon completion of the improvement this 0.12 mile section of road will be transferred to ~~College City.~~ Cottage City

Cottage City

Transferred to Cottage City for allocation of maintenance funds as of 7-1-57

See Excerpt from S.R.C. minutes of meeting of 6-13-56

Copy: Mr. D. E. Fisher
Mr. J. J. Rowan
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shock (4)
Mr. C. R. Jones
Mr. G. W. Cassell ✓
Mr. G. W. Reese
SHC-Emergency Funds file
SHC-Prince George's County file

MD207B Cottage Terr. to Cottage City

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 8, 1968
* * *

On motion of Mr. Bogley, seconded by Mr. Owings, the Commission approved the use of $6,450 in Fiscal Year 1968 Emergency Funds for improvement of Md. Rte. 207-B, ~~College City~~, Prince George's County, with the understanding that upon completion of the improvement this 0.12 mile section of road will be transferred to ~~College City~~. Cottage City

Cottage City

Transferred to Cottage City for allocation of maintenance funds as of 7-1-57

See Excerpt from SRC minutes of Meeting of 6-13-56

Copy: Mr. D. H. Fisher
Mr. J. J. Rowan
Mr. L. Z. McCarl
Mr. R. M. Bredsky
Mr. W. L. Shock (4)
Mr. C. R. Jones
Mr. G. W. Cassell
Mr. C. W. Hesse
SRC-Emergency Funds file
SRC-Prince George's County file

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, MAY 23, 1968
* * *

MD 966

Pursuant to Commission action of April 14, 1967, Chairman-Director Wolff executed duplicate copies of agreement dated May 23, 1968, between the State Roads Commission of Maryland and the County Commissioners for Prince George's County, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement, the effective date to be upon surfacing of that portion which is not presently paved, a distance of 0.5 mile:

> Md. 966 - From Ardmore - Ardwick Road to a road-end west of the Capital Beltway, a distance of 1.1 miles.

This agreement had previously been executed by the Chairman, Board of County Commissioners for Prince George's County, approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy: Mr. D. H. Fisher
Mr. C. W. Reese
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
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
Mr. S. B. Brown
County Commissioners of Prince George's County (3)
Secretary's File
SRC-Prince George's County
Contract P-722-16-320

THIS AGREEMENT made this ~~2nd~~ 23 day of ~~February~~ May, 1968, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Prince Georges County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Md. 966 - From Ardmore - Ardwick Rd. to a road end west of the Capital Beltway, a distance of 1.10 miles.

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

1. The aforegoing mileage will be included in the inventory as of December 1, 1968.
2. The basis for the allocation of funds will include the additional County mileage in the allocation to the County beginning July 1, 1969.
3. The effective date for the transfer of this road is upon the surfacing of that portion that is not presently paved, a distance of 0.5 mile, with 3½ inches of bituminous concrete.

4. The transfer of said Road is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Road involved, including all appurtenances and bridge structures; however, this will include Item 3 above.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 16 day of October, 1966.

APPROVED:

_____
Deputy Director Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGES COUNTY

ATTEST:

_____
Chairman

_____
Clerk

_____
Member

_____
Member

Recommended for Approval

_____
Director of Public Works

Approved as to form and legal sufficiency this 6 day of March, 1968.

_____
Counsel to County Commissioners of Prince Georges County

SEE AGREEMENT
5-23-68

MD 966

THIS AGREEMENT made this 2nd day of February, 1968, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Prince Georges 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

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3. The effective date for the transfer of this road is upon the surfacing of that portion that is not presently paved, a distance of 0.5 mile, with 3½ inches of bituminous concrete.

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

By _____
Chairman and Director of Highways

_____
Secretary

Approved as to form and legal sufficiency this 10 day of October, 1966.

APPROVED:

_____
Deputy Director Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGES COUNTY

ATTEST:

_____
Chairman

_____
Clerk

_____
Member

_____
Member

Recommended for Approval

Approved as to form and legal sufficiency this 6 day of March, 1968

_____
Director of Public Works

_____
Counsel to County Commissioners of Prince Georges County

Copy: Mr. D. H. Fisher
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. L. Shook (4)
Mr. M. M. Brodsky
Mr. F. P. Scrivener
Mr. E. D. Reilly
Contract Nos. P-799-9;-10;-12-372
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. H. G. Downs (4)
Mr. L. C. Moser (2)
Mr. M. D. Philpot
Secretary's File
SRC-Prince George's County File

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

On recommendation of Deputy Director-Chief Engineer Fisher in letter dated February 5, 1968, Chairman and Director Wolff approved submission of the following petition to the Honorable Commissioners for Prince George's County, Maryland, Court House, Upper Marlboro, Maryland 20870, for the closing of certain county roads affected by construction of Interstate Route 95, State Roads Commission Contract Nos. P-799-9;-10;-12-372:

"February 9, 1968

TO THE HONORABLE COMMISSIONERS
FOR PRINCE GEORGE'S COUNTY, MARYLAND
COURT HOUSE
UPPER MARLBORO, MARYLAND 20870

PETITION FOR THE CLOSING OF CERTAIN COUNTY ROADS
AFFECTED BY CONSTRUCTION OF INTERSTATE ROUTE 95

STATE ROADS COMMISSION CONTRACT NOS. P-799-9;-10;-12-372

CHERRY HILL ROAD TO NORTH OF MARYLAND ROUTE 198

Now comes the Maryland State Roads Commission pursuant to Section 135 of Article 25, Annotated Code of Maryland (1966 Replacement Volume as Ammended), and prays that proper action be taken to authorize the closing of those portions of the following roads as indicated below:

1. Contee Road ---------- From its intersection with Maryland Route 198, southeasterly for approximately 1,200 feet.

2. Spring Hill Road ---------- From its intersection with Contee Road easterly for approximately 450 feet.

3. Van Dusen Road ---------- From approximately 1.3 miles east of its intersection with Old Gunpowder Road easterly for approximately 1,200 feet.

3A. Aitcheson Road ---------- From approximately 2,000 feet southeast of its intersection with Old Gunpowder Road southeasterly for approximately 600 feet.

4. Fairland Road ---------- From approximately 900 feet west of its intersection with Old Gunpowder Road westerly for approximately 500 feet.

5. Beltsville Road ---------- From its intersection with Maryland Route 212 (Powder Mill Road) northwesterly for approximately 1,050 feet.

6. Montgomery Road ---------- From its intersection with Maryland Route 212 (Powder Mill Road) northerly for approximately 100 feet and southerly for approximately 150 feet.

7. Evans Trail ---------- From approximately 1,900 feet southeast of its intersection with Maryland Route 212 (Powder Mill Road) southeasterly for approximately 550 feet.

8. Sellman Road ---------- From its intersection with Cherry Hill Road southwesterly for approximately 350 feet and from the same intersection northeasterly for approximately 900 feet.

9. Old Powder Mill Road ---------- From its intersection with Beltsville Road westerly for approximately 200 feet.

10. Bounds Avenue ---------- From its intersection with Maryland Route 198 northerly for approximately 75 feet.

11. Malaya Place ---------- From its intersection with Maryland Route 198 northerly for approximately 75 feet.

Following is a description of the extent of replacement of certain of the roads shown above. Also furnished are the numbers of plats prepared by the Maryland State Roads Commission and entitled "Interstate Route 95".

See attached map for location of replacements.

1. The portion of Contee Road to be closed will be replaced by a relocation which will serve as an extension to Sandy Spring Road beginning at the present terminus of Sandy Spring Road proceeding in a southerly direction forming an intersection with Relocated Maryland Route 198 and continuing to an intersection with Cherry Lane, a total length of approximately 3,930 feet.

Plat Numbers - 35121, 35122, 35123, 35114, 35115, 35116.

3. The portion of Van Dusen Road to be closed will be replaced by a relocation which will begin at a point approximately 1,500 feet west of the intersection of existing Van Dusen Road and Virginia Manor Road extending westerly crossing over I-95 by bridge and connecting to existing Van Dusen Road for a total distance of approximately 3,475 feet.

Plat Numbers - 34171, 34172, 34173, 34167, 34168.

4. The portion of Fairland Road to be closed will be replaced by a relocation which will begin at the intersection of existing Fairland Road and Dunnington Drive and extend in an easterly direction for approximately 2,750 feet to an intersection with Old Gunpowder Road at a point approximately 2,000 feet north of the present intersection of Fairland Road and Old Gunpowder Road.

Plat Numbers - 36128, 36129, 36130, 35258.

5. The portion of Beltsville Road to be closed will be replaced by a relocation which will begin at Maryland Route 212 approximately 2,700 feet southwest of the existing intersection of Beltsville Road and Maryland Route 212 and extend in a northeasterly direction for approximately 2,850 feet to existing Beltsville Road.

Plat Numbers - 35241, 36544, 36656.

6. The portion of Montgomery Road to be closed on the south side of Maryland Route 212 will be connected to 34th Place by means of a service drive from the point at which Montgomery Road is severed easterly for approximately 950 feet to intersect with 34th Place.

Plat Numbers - 35249, 35253.

8. The portion of Sellman Road to be closed will be replaced by a relocation which will begin at Cherry Hill Road approximately 400 feet southeast of existing intersection of Cherry Hill Road and Sellman Road and extend in an easterly direction for approximately 1,135 feet to connect with existing Sellman Road.

Plat Numbers - 35228, 35230, 35231.

WHEREFORE, Your Petitioner respectfully prays that the Honorable Commissioners of Prince George's County, Maryland, take the necessary action to authorize the closing of the aforegoing portions of the public roads.

MARYLAND STATE ROADS COMMISSION

By: (Sgd.) Jerome B. Wolff
Jerome B. Wolff
Chairman-Director

APPROVED AS TO FORM AND
LEGAL SUFFICIENCY

(Sgd.) Nolan H. Rogers
Nolan H. Rogers
Special Attorney

(Sgd.) Austin W. Smith
Austin W. Smith
Secretary"

February 16, 1968

To be attached to Memorandum of Action dated Friday, February 9, 1968. Re: Petition for the closing of certain County roads.

CONTEE ROAD
VAN DUSEN ROAD
FAIRLAND ROAD
MONTGOMERY ROAD - SERVICE ROAD
BELTSVILLE ROAD
SELLMAN ROAD
LAUREL POP. 85
CHERRY LANE
CONTEE RD.
SUBURBAN AIRPORT
BROCK BRIDGE
WASHINGTON
BALTIMORE
BOWIE
MONTGOMERY COUNTY
West Laurel Acres
RIDING STABLE RD.
SANDY
OLD GUNPOWDER RD.
VAN
VIRGINIA MANOR RD.
Muirkirk
MUIRKIRK RD.
AGRICULTURAL RESEARCH CENTER
SPRINGFIELD RD.
SERVICE RD.
POWDER MILL RD.
BEAVER DAM RD.
RESEARCH
GREENCASTLE RD.
CHANEY
Fairland
BIGELOW RD.
U. OF MD. RESEARCH FARM
Chestnut Hills
EDMONSTON
Sunnyside
Greenbelt Lake
GREENBELT POP. 7479
U.S. BUREAU OF PLANT INDUSTRY
BELTWAY
CAPITAL
Knollwood
Whiteoak
NAVAL ORDNANCE LABORATORY
NEW HAMPSHIRE
Burnt Mills
Four Corners
COLUMBIA PIKE
UNIVERSITY
FRANKLIN AVE.
FLOWER
SILVER SPRING
Branchville
BERWYN HGTS
COLLEGE PARK POP. 18482
U. OF MD.
UNIVERSITY PARK
RIVERDALE
KENILWORTH AVE.
Riverdale Hgts.
CARROLL POP.
LANDOVER HILLS
PARKWAY
BALTIMORE
WASHINGTON
BLVD.

Mr. Cassell

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

MD 969

* * *

Chairman and Director Wolff executed duplicate copies of agreement dated December 1, 1967, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Prince George's County, Maryland, therein referred to as "County," party of the second part, relative to transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement, to be effective upon completion of resurfacing which is to be scheduled in the Commission's 1969 fiscal year resurfacing program:

Md. Route 969 (Fort Washington Road) - from Service Road "E" east of Md. 210 (Indian Head Highway) to Livingston Road (Co. 1202), a distance of 0.4 mile

Said agreement had been executed previously on behalf of Prince George's County by the Chairman of the County Commissioners, as well as one Member thereof, concurred in by Commissioner Bogley, approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher
Mr. A. S. Gordon
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. C. M. Heany
Mr. Charles Lee
Mr. E. D. Reilly
Mr. S. B. Brown
County Commissioners of Prince George's County (3)
Secretary's File
SRC-Prince George's County file

THIS AGREEMENT made this 1st day of December, 1967, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission," party of the first part, and Prince Georges County, Maryland, hereinafter referred to as "County," party of the second part, Witnesseth:

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

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

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

Md. Route 969 - From Service Road "E" east of Md. 210 (Indian Head Highway) to Livingston Road (Co. 1202), a distance 0.40 mile

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

1. The aforegoing mileage will be included in the inventory as of December 1, 1968.
2. The basis for the allocation of funds will include the additional County mileage in the allocation to the County beginning July 1, 1969.

3. The effective date for the transfer of this road is upon completion of the resurfacing, for a distance of 0.40 mile , to be scheduled in the Commission's 1969 fiscal year resurfacing program.

4. The transfer of said Road is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Road involved, including all appurtenances and bridge structures; however, this will include Item 3 above.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 5th day of January, 1968

APPROVED:

_____
Deputy Director-Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGES COUNTY

ATTEST:

_____
Chairman

_____
Clerk

_____
Member

Approved as to form and legal sufficiency this 27th day of November, 1967

Recommended for Approval

By _____
Director of Public Works

_____
Counsel to County Commissioners of Prince Georges County

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

Date: November 13, 1967

TO THE Department of Public Works

FOR Prince Georges County

Attn: Mr. John H. Marburger, Jr.
Court House
Upper Marlboro, Maryland

CONTRACT NO. P-799-9-10-12-372
F.A.P. NO.
ROUTE Interstate Route 95
Patuxent River to
Cherry Hill Road

RE: Notice of Proposed County
Road Closure

As a result of the State Roads Commission's proposed highway improvement described above, there is necessity for closing a portion or portions of the following County road(s) within the limits described below:

Contee Road	- From its intersection with Md. Rte. 198, southeasterly for approximately 1200'.
Spring Hill Road	- From its intersection with Contee Road easterly for approximately 450'.
Van Dusen Road	- From approximately 1.3 Miles East of its intersection with Old Gunpowder Road easterly for approximately 1200'.
Aitcheson Road	- From approximately 2000' southeast of its intersection with Old Gunpowder Road southeasterly for approximately 600'.
Fairland Road	- From approximately 900' west of its intersection with Old Gunpowder Road westerly for approximately 500'.
Beltsville Road	- From its intersection with Md. Rte. 212 (Powder Mill Road) northwesterly for approximately 1050'.
Montgomery Road	- From its intersection with Md. Rte. 212 (Powder Mill Road) northerly for approximately 100' and southerly for approximately 150'.

Evans Trail	- From approximately 1900' southeast of its intersection with Md. Rte. 212 (Powder Mill Road) southeasterly for approximately 550'.
Sellman Road	- From its intersection with Cherry Hill Road southwesterly for approximately 350' and from the same intersection northeasterly for approximately 900'.
Old Powder Mill Road	- From its intersection with Beltsville Road westerly for approximately 200 feet.
Bounds Avenue	- From its intersection with Md. Rte. 198 northerly for approximately 75'.
Malaya Place	- From its intersection with Md. Rte. 198 northerly for approximately 75'.

The extent of closure and proposed treatment of each affected road has been indicated on the attached prints of the State Roads Commission's right of way mosaic and tentative and/or final right of way plats which pertain to the areas involved. Preliminary construction plans furnished to the County
8/12/65 10/26/66 10/27/66 1/23/67
for participation in the preliminary field investigation and subsequent conference provide construction details to supplement the information provided by the mosaic and right of way plats.

The intent of this submission is to provide the County with sufficient information relative to road closings in order that an early understanding between the County and the Commission can be realized.

Acknowledgement from the County indicating concurrence in the State Roads Commission's proposed closing of the County road or roads within the limits described herein is requested.

A subsequent resolution by the Commission requesting the County's formal action to close affected county road(s) within the limits indicated above will be submitted.

Very truly yours,

Malcolm D. Philpot, Chief
Bureau of Special Services

MDP/bs
CC: Mr. C.A. Goldeisen
Mr. L.C. Moser
Mr. G.W. Cassell
Mr. W.L. Shook
District Engineer, District No. 3

R/W Plats:

34153	35228	35257
34156	35230	35106
34165	35231	35107
34167	35233	35165
34168	35234	
34173	35247	
35097	35249	
35098	35253	
35099	35256	

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
TUESDAY, JANUARY 16, 1968
* * *

Chairman and Director Wolff executed duplicate copies of agreement dated October 31, 1967, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Prince George's County, Maryland, therein referred to as "County," party of the second part, with reference 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 970 (Md. 4 Service Road - north side of Md. 4) - from Dower House Road easterly to end of State maintenance, a distance of 0.6 mile — C.S. 16-199 Extension of County Road 2064

Md. Route 408-A (south side of Md. 4) - from Md. Route 223 easterly to Old Crain Highway south of Upper Marlboro, a distance of 3.36 miles - Co 3050 Marlboro Pike, and (later) Co 4279 William Beanes Rd — Part of C.S. 16-166

Said agreement had been executed previously on behalf of Prince George's County by the Chairman of the County Commissioners, as well as one Member thereof, approved by Deputy Director-Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. H. Fisher
Copy: Mr. A. S. Gordon
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. C. M. Heany
Mr. Charles Lee
Mr. E. D. Reilly
Mr. S. B. Brown
County Commissioners of Prince George's County (3)
SRC-Prince George's County file
Secretary's File

THIS AGREEMENT made this 31st day of October, 1967, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Prince George's County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Md. Route 970 (Md. 4 Service Road - North side of Md. 4)
From Dower House Road easterly to the end of State Roads Commission Maintenance, for a distance of 0.60 miles.

Md. Route 408-A (South side of Md. 4)
From Md. Route 223 easterly to Old Crain Highway south of Upper Marlboro, for a distance of 3.36 miles.

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The aforegoing mileage will be included in the inventory as of December 1, 1967.
3. The basis for the allocation of funds will include the additional County mileage in the allocation to the County beginning July 1, 1968.
4. The transfer of said Road is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Road involved, including all appurtenances and bridge structures.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman-Director of Highways

ATTEST:

_____

Approved as to form and legal sufficiency this 3rd day of January, 1968

APPROVED:

_____
Deputy Director - Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGE'S COUNTY

ATTEST:

_____
Chairman

_____
Member

_____
Member

_____
Clerk

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

RECOMMENDED FOR APPROVAL:

_____
Administrator of Public Works

_____
County Attorney for the Board of County Commissioners

TO: Mr. Cassell

As requested by Mr. Hicks

STATE OF MARYLAND
STATE ROADS COMMISSION

MD 769-A

March 26, 1968

Mr. Eric D. Smith
Commissioner of Park & Planning
Commissioners of Berwyn Heights
8601 57th Avenue
Berwyn Heights, Maryland

Re: Route 769
From Route 193 to College Park
Town Limits

Dear Mr. Smith:

Reference is made to the recent reconstruction of the subject road and the existing transfer agreement.

This letter is to advise you that State Roads Commission Maintenance Forces have been directed to assume maintaining this section of roadway.

All work described and included in the transfer agreement between the State Roads Commission and the Town of Berwyn Heights has now been completed.

Very truly yours,

W. L. Shook
District Engineer

WSC:st

cc: Mr. W. A. Hawkins

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, OCTOBER 9, 1967
* * *

Chairman and Director Wolff executed duplicate copies of agreement, dated October 9, 1967, by and between the State Roads Commission of Maryland, therein referred to as "Commission", party of the first part, and the Chairman and Commissioners of the Town of Berwyn Heights, Maryland, therein referred to as "Town Commissioners", party of the second part, concerning the transfer by the Commission to the Town Commissioners for maintenance purposes as part of the Town's Street System of the following described section of State constructed road, subject to the conditions more fully set forth therein:

PART of 16-535

Md. Route 769-A (Edmonston Road) - From the south corporate limits of Berwyn Heights to the north corporate limits of Berwyn Heights at Md. Route 193, a distance of 0.91 miles.

Said agreement had been executed previously on behalf of the Town by the Chairman of the Town Commissioners of Berwyn Heights, approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy:

Mr. A. S. Gordon	Mr. A. L. Grubb
Mr. D. H. Fisher (2)	Mr. H. P. Jones
Mr. W. E. Woodford, Jr.	Mr. G. W. Cassell ✓
Mr. W. J. Addison	Mr. E. K. Lloyd
Mr. C. A. Goldeisen	Mr. E. D. Reilly
Mr. L. E. McCarl	Mr. S. B. Brown
Mr. F. P. Scrivener	Mr. R. M. Thompson
Mr. L. C. Moser (3)	Mr. Charles Lee
Mr. G. N. Lewis, Jr. (8)	Mr. C. M. Heany
Mr. M. M. Brodsky	Town of Berwyn Heights
Mr. W. L. Shook (2)	Secretary's File
Mr. H. G. Downs (2)	SRC - Prince George's County
Mr. M. D. Philpot (2)	

Jim McGill 11/1/68

District Engr. (Shook) sent letter dated 3-26-68 to Berwyn Hgts. Commissioners advising the end of state maint. on this road.

HOLD

Don Reilly called district engineer 10/24/67
Informal contract (P 982 X-375) advertised by district in March or April 1967 to contractor A.H. Smith
Still having storm drainage problem as of 10/24/67
Has not been accepted by Berwyn Heights

no Drawing Enclosed

MEMORANDUM OF ACTION OF STATE ROAD COMMISSION OF MARYLAND
AT CHARLES AND DIRECTOR JAMES B. COLEY
MONDAY, OCTOBER 9, 1967

* * *

Chairman and Director COLEY executed duplicate copies of agreement, dated October 9, 1967, by and between the State Roads Commission of Maryland, therein referred to as "Commission", party of the first part, and the Chairman and Commissioners of the Town of Berwyn Heights, Maryland, therein referred to as "Town Commissioners", party of the second part, concerning the transfer by the Commission to the Town Commissioners for maintenance purposes as part of the Town's Street System of the following described section of State constructed road, subject to the conditions more fully set forth therein:

Md. Route 193-A (Cherrywood Road) - From the south corporate limits of Berwyn Heights to the north corporate limits of Berwyn Heights along Md. Route 193, a distance of 0.07 miles.

Said agreement had been executed previously on behalf of the Town by the Chairman of the Town Commissioners of Berwyn Heights, approved by Deputy Director-Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Assistant Attorney General.

Copy: Mr. A. A. Gordon
Mr. D. H. Fisher (2)
Mr. W. S. Woolford, Jr.
Mr. W. A. Addison
Mr. G. A. Gallagher
Mr. L. E. Hobart
Mr. F. T. Sarsvanar
Mr. L. C. Frazer (2)
Mr. T. E. Davis, Jr. (2)
Mr. H. E. Arnold
Mr. K. L. Shook (2)
Mr. H. O. Jones (2)
Mr. E. E. Pellicot (2)
Mr. S. E. Grubb
Mr. H. E. Ebert
Mr. O. E. Gerardi
Mr. E. E. Hardy
Mr. E. E. Stoyer
Mr. E. E. Bailey
Mr. S. E. Brown
Mr. H. Thompson
Mr. Charles Lee
Mr. E. E. Henry
Town of Berwyn Heights
Secretary's File
SHC - Prince George's County

THIS AGREEMENT made this 9 day of OCTOBER 1967, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and the Chairman and Commissioners of the Town of Berwyn Heights, Maryland, hereinafter referred to as "Town Commissioners", 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 and

WHEREAS, the Commission, party of the first part, has agreed to transfer the following described section of road, constructed by the Commission, to the Town Commissioners, party of the second part, and the Town Commissioners has agreed to accept same for maintenance purposes as part of the Town's Street system.

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

Md. Route 769-A (Edmonston Road) - From the south corporate limits of Berwyn Heights to the north corporate limits of Berwyn Heights at Md. Route 193, a distance of 0.91 miles.

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

1. The aforegoing mileage will be included in the inventory as of December 1, 1967.
2. The basis for the allocation of funds will include the additional Town street mileage in the allocation to the Town Commissioners beginning July 1, 1968.

P-982X-375 - Informal - Outside - meeting April 1967
A. H. Smith

3. The effective date for the transfer of this section of highway is upon the completion of the improvements as provided in a resolution adopted by the Town Commissioners of Berwyn Heights on the 15th day of September, 1966, and described below:

The Commission will improve the entire length of the section of highway, between the limits stated above, by removing and replacing any deteriorated concrete; removing deteriorated shoulders; replacing and widening shoulders with 7 inches of bituminous concrete, in two lifts, to a width of 26 feet; and resurfacing the entire width with 2 inches of bituminous concrete surface material.

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 will include Item 3 above.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 2nd day of October, 1967.

_____
Special Attorney

APPROVED

_____
Deputy Director-Chief Engineer

Town Commissioners of Berwyn Heights, Maryland

By _____
Chairman

ATTEST: _____
Clerk-Treasurer

Approved as to form and legal sufficiency this 9th day of August, 1967.

_____
Town Attorney

3-26-68 DIST. ENGL. LETTER TO TOWN ADVISING THEEND OF STATE MAINT.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 28, 1967

* * *

Chief Engineer Fisher discussed the situation at Md. Route 450, Riverdale Road to 85th Avenue in Carrollton, Prince George's County, wherein the location of a rapidly expanding subdivision and a shopping center have created an access problem.

Mr. Fisher advised that in this instance it had been decided to deviate from the Commission's policy of requiring a minimum of 500 feet between crossovers on a dual facility and to construct an additional crossover approximately 400 feet from an existing one, with the understanding that if an adverse traffic situation is thus created, the crossover may have to be closed.

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. G. N. Lewis, Jr. (2)
Mr. W. L. Shook (4)
Mr. G. W. Cassell
Mr. M. M. Brodsky
SRC-Prince George's County

June 15, 1967

TO: Walter J. Addison, Chief
Planning & Programming Div.

FROM: W. L. Shook
District Engineer

Re: Rte. 769-A
City of College Park

Reference is made to Commission Minutes dated Monday, August 29, 1966, describing a Road Transfer Agreement covering the subject route.

The construction and rehabilitation of this route is now complete. A representative of this office has met with the Town Administrator for the City of College Park. Enclosed for your consideration and dispostion is a copy of the minutes of a meeting of the Mayor and City Council of College Park, dated May 23, 1967, accepting this section of roadway into the City of College Park system.

We would appreciate corrections being made to the road inventory showing these changes.

W. L. Shook
District Engineer

WLS:dc

Enclosure

June 13, 1967

To: Walter V. Anderson, Chief
Planning & Programming Div.

Attn: Mr. Tom-A

From: W. L. Shook
District Engineer

City of College Park

Reference is made to Consolidation Highway Project, August 29, 1966, requiring a Road Transfer Agreement covering the subject route.

The construction and rehabilitation of this route is now complete. A representative of this office has met with the Town Administrator for the City of College Park. Enclosed for your consideration and disposition is a copy of the minutes of a session of the Mayor and City Council of College Park, dated May 23, 1967, accepting this section of roadway into the City of College Park system.

We would appreciate corrections being made to the road inventory showing these changes.

W. L. Shook
District Engineer

WLS:ds

Enclosure

Minutes of Meeting
MAYOR AND CITY COUNCIL
College Park, Maryland
May 23, 1967.

Those present in addition to the Mayor were Councilmen Cherry, Davis, Leonard, Morgan, Osborn, Payne, Price and Smith. Also the City Administrator, Mr. Edwards; Assistant City Administrator, Mr. Feindler; Acting City Attorney, Mr. Chapin; City Engineer, Mr. Reed; Director of Code Enforcement, Mr. Kerchner; Director of Public Works, Mr. Morris; and City Clerk, Miss Anderson.

Mayor Gullett led the salute to the Flag.

Minutes of Meeting May 9, 1967, were received. At the request of the Mayor, the Clerk investigated and found the correct spelling of the name of the property owner regarding Zoning Petition No. A-7202 to be "Comad" Investment Corporation.

ANNOUNCEMENTS:

Mayor Gullett read aloud a letter from Mr. Robert Mathey tendering his resignation as Chairman of the Public Works Committee due to unavoidable circumstances, but expressing his willingness to serve as an active member of the C.A.P.B. Mr. Mathey also recommended that Mr. Donal Sullivan be considered for Chairmanship of the Public Works Committee. The Mayor then read aloud an anonymous letter in support of the study being made by the County regarding the Dog Leash Law, and suggesting that the City's Leash Law provide for heavier fines. Mayor Gullett announced that the City Animal Warden works hours in the evening and on weekends, as well as daytime, weekday hours. The Mayor further stated that an ordinance is under consideration by the County which would provide for a $4.00 licensing fee for male and female dogs. Mayor Gullett then read aloud a letter from Donald and Myrtle Resley complimenting the Mayor and Council on their efforts on behalf of the City, and expressing their agreement with Councilman Cherry's suggestion to convert the property located at 53rd and Lackawanna Streets into City or Park and Planning Commission parkland. Mayor Gullett read aloud a letter from Mr. Joseph Deckman, tendering his resignation from the College Park Airport Committee for reasons of health. The Mayor announced that the Annual Budget Hearing would be held on June 5th, 1967, and that the Redistricting Hearing would be held on June 6th. The Mayor noted that any changes in the Budget would be made after the Budget Hearing.

COMMENTS FROM THE AUDIENCE:

Mr. John Baker, of 4904 Niagara Road, spoke in opposition to the permission granted to the College Park Boy's Club by the Mayor and Council to hold their Annual Carnival at the Northwest corner of Rhode Island Avenue Service Road and Niagara Road. Mr. Baker presented and read aloud a petition signed by twenty-four residents and two commercial establishments in the area. In answer to a question by Mr. Joseph Fellow,

of 4812 Niagara Road, Mayor Gullett stated that although the request of the Boy's Club had been granted before some of the problems noted in the petition were brought to light, he felt that Councilman Osobrn had fully represented the citizens of his District in the matter. Mayor Gullett also felt that the City could not reasonably withdraw its permission, but that the County Policemen who would be provided by the Boy's Club, and the barricades, which would be erected to prohibit parking on Niagara Road, would help to control parking problems in the area. In answer to a question by Mr. Richard Lehr, of 4809 Niagara Road, Mayor Gullett stated that permits for carnivals are issued by the County, not the City, without a Public Hearing or advertisement. In answer to a further question by Mr. Lehr, Councilman Osborn stated that time limitations prohibited polling the Niagara Street residents concerning the carnival. In response to another question from Mr. Lehr, Councilman Cherry stated that, with the exception of a few operators of commercial concessions, the carnival would be run and supervised by members of the Boy's Club. He also noted that the generator and carnival activities would be located on the Rhode Island side of the property, and there was a possibility that PEPCO power would be used rather than a generator. Councilman Cherry felt that the carnival should be held as scheduled but that no future activities should be allowed to operate at the location. Councilman Osborn stated that the hours of operation for the carnival would be from 6:00 P.M. to 11:00 P.M., with the exception of the final night, Saturday, when the generator would be needed past 11:00 P.M. for the purpose of dismantling. Mr. Fellow suggested that the Council consider establishing an ordinance to require City permits for carnivals which would require advertisement in advance.

low's suggestion under advisement. Councilman Osborn requested that consideration of such an ordinance be put on the Agenda for the next Work Session. Mr. Baker noted that Rhode Island Service Road was too narrow to allow parking on either side of that road. In answer to a question by Mrs. Jack Triolo, of 4815 Niagara Road, Mayor Gullett explained that any change in zoning would be advertised and posted in advance. Mr. Dominick Becka felt that complaints should be brought to the neighborhood civic associations.

67-G-17:, the position of the City regarding the closing of Metzerott Road at U.S. 1. Mr. Edwards reported that a copy of the study done on Metzerott Road Bridge had been secured from the Beavens Company through Mr. Martin of the County Department of Public Works. He then read aloud the letter received from the Park and Planning Commission which listed the following reasons as a basis for their recommendation that Metzerott Road Bridge over Paint Branch be abandoned, that the section of Metzerott Road from Paint Branch to U.S. 1 be closed and the right-of-way revert to the adjacent property owners: dangerous condition of the bridge; hazardous approach to the bridge from U.S. 1 due to the existing steep grade; unsafe intersection at U.S. 1 due to improper sight distances; results of four studies of the bridge which indicate that reconstruction of the present bridge would not eliminate the above hazardous conditions; and a low traffic volume using the road in question. Mr. Edwards further stated that the City Engineer's study of the report of the Beavens Company regarding Metzerott Road Bridge appeared complete and he felt further engineering studies other than a field check would be unnecessary. Discussion followed. Councilman Osobrn suggested that the City send a letter to the County Department of Public Works indicat-

ing willingness to discuss establishment of a new roadway to service the area. Mayor Gullett proposed that a resolution be prepared and sent to the County Commissioners which would state in detail the City's reasons for requesting that Metzerott Road be reopened. In answer to a question by Councilman Smith, Mr. Edwards said that the cost of repairing the bridge by contract would be $20,000.00. Mayor Gullett noted that a petition from the majority of the residents of Patricia Court requested that their street be annexed by College Park. He then directed the City Administrator to investigate to determine if all those petitioning for annexation are registered voters in Prince George's County and to report his findings at the next Meeting.

67-G-19:, the assessment of Project No. C.P. 64-04, the 48th Ave. and Osage Streets Project. Mr. Edwards outlined the three methods suggested by the City Engineer regarding the calculation of the frontage assessment on the property belonging to Mr. Wiggins and Mr. Holland. Councilman Morgan moved that Project C.P. 64-04 be assessed to the abutting property owners at a cost of $14.75 per front foot and that the 23' at Osage be paid by the City at the same cost per foot. Councilman Osborn seconded the motion. Mr. Edwards noted that the paving on the circle adjacent to the Holland and Wiggins property is temporary. The motion passed unanimously.

67-G-20:, the assessment of Project No. C.P. 65-01, the Berwyn House Rd. Project. Mr. Edwards noted that due to a $6,000.00 right-of-way acquisition necessary to the project, the assessable footage rate had been raised from approximately $31.60 to $33.15. Councilman Cherry moved that on Project C.P. 65-01, that the assessment be made at $33.15 per assessable foot. Councilman Leonard seconded the motion. In answer to a question by Councilman Smith, Mr. Edwards stated that Mr. Wolpe and Mr. Sugrue signed a document, now on record, which indicates that they will assume Mr. Watkins' assessment of Lot 5, Block H6 and G6. The motion was passed by unanimous vote.

67-G-21:, the release of the retainage on Project No. C.P. 64-04, in the amount of $3,012.61, to Arundel Asphalt. Mr. Edwards stated that the retainage release was recommended by both himself and the City Engineer. Councilman Morgan moved that the 5% retainage on Project No. C.P. 64-04 be paid to Arundel Asphalt. Councilman Davis seconded the motion which was then passed by unanimous vote.

67-G-22:, the City's acceptance of Edmonston Rd., from the State Roads Commission. Mr. Edwards stated that he and Mr. Morris had inspected Edmonston Road and noted two locations where shoulder and drainage correction was needed. He stated that the needed corrections had been made by the State Roads Commission and that he recommended acceptance of Edmonston Road by the City. In answer to a question by Mayor Gullett, Councilman Davis stated that the higher intensity lights on Edmonston Road were installed and are maintained by the County. Councilman Leonard felt that the stop signs recommended for Edmonston Road by Mr. Morris are necessary to control dangerous speeding conditions in the area. Councilman Leonard then moved that the City accept Edmonston Road from Calvert Road to the City limits at the bridge. Councilman Cherry seconded the motion. Discussion followed. Mr. George Vogt thanked the Mayor and Council, on behalf of himself and those in his area, for the improvements made to Edmonston Road. The motion was passed by unanimous vote.

67-0-2:, introduction of the 1967-1968 Budget Ordinance. Mayor Gullett gave the first reading of the proposed ordinance.

Mr. Edwards explained that, in regard to Agenda Item 67-G-18, the assessment of Project No. C.P. 61-03, the Kropps Addition Industrial Area, would not be considered at the present Meeting, because the final figures from the Sanitary Commission on the Storm Drainage Project had not yet been received as requested by the City.

Councilman Osborn called on Mr. Don Byrd, Chairman of the Boy's Club Carnival Committee, to reiterate the agreements discussed at an earlier meeting between the representatives of the Boy's Club and the residents of the Rhode Island Service Rd. and Niagara Rd. area. Mr. Byrd stated that the Boy's Club agreed to any parking arrangements requested by the City, to refraining from having music on the merry-go-round and from having a public address system on the premises, to providing two County policemen and a plain clothesman on the grounds, and to cooperating with the City in efforts to control traffic in the area. Mr. Byrd further stated that Boy's Club members would make every effort to solve any problems that might arise. In addition, Mr. Byrd stated that Mr. Myles Quail, President of the Boy's Club, would send a letter to both the Mayor and City Council and to the residents of the affected area, promising never again to request that property or to use that property for their carnival. Mr. Byrd also said that the Pastor of the church which directly adjoins the subject property had no objection to the carnival.

Mayor Gullett declared the Regular Meeting of the Mayor and City Council adjourned at 9:20 P.M.

The Mayor and City Council, Acting as the Local Public Agency for the Urban Renewal, took action on the following item:

67-LPA-4:, Designation of the Planning Consultant for the Lakeland Urban Renewal Area, the Lakeland Open Land East and Open Land West Projects. Mayor Gullett stated that the qualifications of approximately a dozen planning consultants had been reveiwed and interviews held with three firms prior to the selection of the present recommendation for designation of the firm of Murphy, Levy and Wurman, Planning Consultants. The Mayor then read aloud the Resolution. Councilman Smith moved for the adoption of the Resolution to designate the firm of Murphy, Levy and Wurman as the Planning Consultants for the Lakeland Urban Renewal Area, the Lakeland Open Land East and Open Land West Projects. Councilman Osborn seconded the motion which was then passed by unanimous vote.

Mayor Gullett declared the Meeting of the Local Public Agency adjourned at 9:27 P.M.

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MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, AUGUST 29, 1966
* * *

Md 769-A
College Park

Chairman and Director Funk executed for and on behalf of the Commission, duplicate copies of agreement dated August 29, 1966, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and the Mayor and Council of the City of College Park, Maryland, therein referred to as "City Council," party of the second part, with reference to transfer by the Commission to the City Council, for maintenance purposes as part of the City's street system, of the following described section of State constructed road:

> Md. Route 769-A (Edmonston Road) from the south corporate limits of the City of College Park at Calvert Road to the north corporate limits of the City of College Park, a distance of 0.74 mile

Said agreement had been executed previously for the City Council of College Park, Maryland, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. W. J. Addison
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
Mayor & Council, City of College Park
Secretary's File
SRC-Prince George's County

THIS AGREEMENT made this 29th day of August 1966 by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and the Mayor and Council of the City of College Park, Maryland, hereinafter referred to as "City Council", party of the second part, Witnesseth:

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

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

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

Md. Route 769A (Edmonston Road) - From the south corporate limits of City of College Park at Calvert Road to the north corporate limits of the City of College Park, a distance of 0.74 miles.

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

1. The aforegoing mileage will be included in the inventory as of December 1, 1966.
2. The basis for the allocation of funds will include the additional City street mileage in the allocation to the City

Council beginning July 1, 1967.

3. The effective date for the transfer of this section of highway is upon the completion of the indicated improvement as described below:

The Commission will improve the entire length of the section of highway, between the limits stated above, by widening to provide a width of twenty-six (26) feet and to resurface the entire width with approximately 2 inches of bituminous concrete material. As provided in Resolution 66-R-2 adopted by the Mayor & Council on March 8th, 1966. (BAE 6-1-66)

(See Attached)

4. The transfer of said roads is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Roads involved, including all appurtenances, however, this will include Item 3 above.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 15 day of April, 1966.

_____
Special Attorney

APPROVED

_____
Chief Engineer

City Council of College Park, Maryland

By _____
Mayor

ATTEST:

_____
Clerk of City Council

Approved as to form and legal sufficiency this 16 day of June, 1966.

_____
City Attorney

Accepted by City of College Park per minutes of Meeting of Mayor and City Council of College Park - May 23, 1967

Minutes of meeting attached to letter from District Engineer Shook dated 6-15-67

RESOLUTION NO. 66-R-2

A Resolution Requesting the State Roads Commission to Reconstruct and Resurface Edmonston Road and Setting Forth the Conditions Under Which the City Would Accept the Road for Maintenance.

WHEREAS, Edmonston Road within the City of College Park, Maryland, is in deplorable condition and is a menace to traffic because of its deteriorated traffic surface; and,

WHEREAS, the residents of College Park of necessity must use Edmonston Road as access to and egress from their homes;

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the City of College Park, Maryland, to request and urge the State Roads Commission to reconstruct Edmonston Road to the following specifications:

(1) Remove and replace any deteriorated concrete;

(2) Remove deteriorated shoulders;

(3) Replace and widen shoulders with 7-inches of bituminous concrete, in two lifts, to a width of 26-feet; and

(4) Resurface the entire width with 2-inches of bituminous concrete surface material.

BE IT FURTHER RESOLVED that the Mayor and Council of said City do hereby indicate their willingness to accept Edmonston Road as a City street once the above specified reconstruction is completed.

PASSED AND APPROVED this 8th day of March, 1966.

/S/
William W. Gullett, Mayor

Attest:

/S/
Margaret W. Wood, City Clerk

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MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
MONDAY, MAY 1, 1967
***

Pursuant to Commission action of January 24, 1967, Chairman and Director Wolff executed for and on behalf of the Commission duplicate copies of agreement dated April 11, 1967, by and between the Town Commissioners of Upper Marlboro, Maryland, therein referred to as "Town Commissioners," parties of the first part, and the State Roads Commission of Maryland, therein referred to as "Commission," party of the second part, wherein, subject to the conditions more fully set forth in said agreement, the Town Commissioners transfer the following described section of road to the Commission, for maintenance purposes as part of the State Highway System:

WATER STREET - From Md. Route 408 (Main Street) in Upper Marlboro, southerly to the south end of the bridge over Western Branch, a distance of 0.15 mile.

Said agreement had been executed previously by Roland R. Ryon, President of the Town Commissioners of Upper Marlboro, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

Assigned Route Number
MD 717
Control Section 16-202

R/W From South end of Western Branch Bridge to end
S.R.C maintenance at entrance to Fairgrounds obtained
under Contract P 735-13-320

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. M. C. Thompson, Jr. (2)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. W. J. Addison
Mr. A. L. Grubb (2)
Mr. H. P. Jones
Mr. G. W. Cassell ✓
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Sec., R/W Div.
Town Commissioners of Upper Marlboro (3)
Secretary's File
SRC-Prince George's County

1 RW

MEMORANDUM OF ACTION OF STATE HIGHWAY COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR DANIEL B. HOLZE
MONDAY, MAY 5, 1967
***

Pursuant to Condemnation action of January 24, 1967, Chairman and Director Holzé presented for and on behalf of the Condemnation Committee of agreement dated April 4, 1967, by and between the Town Commissioners of Upper Marlboro, Maryland, herein referred to as "Town Commissioners," parties of the first part, and the State Roads Commission of Maryland, hereinafter referred to as "Commission," party of the second part, wherein, subject to the conditions more fully set forth in said agreement, the Town Commissioners transfer the following described portion of land to the Commission, for maintenance purposes as part of the State Highway System:

WATER STREET - Deed No. Roads and Tracts Project in Upper Marlboro, westerly to the south end of the bridge over Western Branch, a distance of 0.15 mile.

Said agreement had been executed previously by Roland E. Bynum, President of the Town Commissioners of Upper Marlboro, approved by Chief Counsel Fisher and approved as to form and legal sufficiency by Special Attorney Jones.

Copies: Mr. A. S. Gordon
Mr. R. Fisher (2)
Mr. E. Jones, Jr.
Mr. C. A. Carlstead
Mr. L. E. Nolan
Mr. E. T. Scrivener
Mr. L. C. Jones (2)
Mr. C. H. Lamke, Jr. (6)
Mr. H. T. Hensley
Mr. R. C. Thompson, Jr. (2)
Mr. H. C. Jones (2)
Mr. H. E. Collins (2)
Mr. W. J. Kerlins
Mr. R. E. Bynum
Mr. A. E. Duncan (2)
Mr. E. J. Jones
Mr. H. C. Cassell
Mr. E. C. Albert
Mr. E. C. Bailey
Mr. J. S. Smith
Mr. H. H. Thompson
Mr. Charles Lee
Mr. Joseph B. Kennedy Sec., Ind. Div.
Mr. Jesse Cunningham, Chairman of Upper Marlboro Town Commissioners
Mr. Roy (2)
Secretary's File
Secretary Department's Counsel

THIS AGREEMENT, made this 11th day of April, 1967, by and between the Town Commissioners of Upper Marlboro, Maryland, hereinafter referred to as "Town Commissioners", parties of the first part, and the State Roads Commission of Maryland, hereinafter referred to as "Commission" party of the second part.

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

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

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

WATER STREET - From Md. Route 408 (Main Street) in Upper Marlboro, southerly to the south end of the bridge over Western Branch, a distance of 0.15 mile.

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

1. The effective date for the transfer of this section of highway is upon complete approval and execution of this agreement.
2. The aforegoing mileage will be excluded from the inventory as of December 1, 1967.

3. The basis for the allocation of funds will exclude the 0.15 mile of town street mileage in the allocation to Upper Marlboro beginning July 1, 1968.

4. That such exchange is made on an "As-is-Basis" which pertains to the existing condition of the road involved at the time of acceptance for State Maintenance and includes all appurtenances and bridge structures thereunto belonging or in anywise appertaining.

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

TOWN COMMISSIONERS OF UPPER MARLBORO
PRINCE GEORGES COUNTY, MARYLAND

By Roland R. Ryon
President of Commissioners

ATTEST:

R. Harrison Sothoron
Clerk to Town Commissioners

Approved as to form and legal sufficiency this 11th day of April, 1967

Henry R. Beauty
Town Attorney

STATE ROADS COMMISSION OF MARYLAND

By Chas. Rodd
Chairman and Director of Highways

ATTEST:

Secretary SRC

APPROVED:

Chief Engineer
(State Roads Commission)

Approved as to form and legal sufficiency this 11th day of April, 1967

Special Attorney

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 24, 1967
* * *

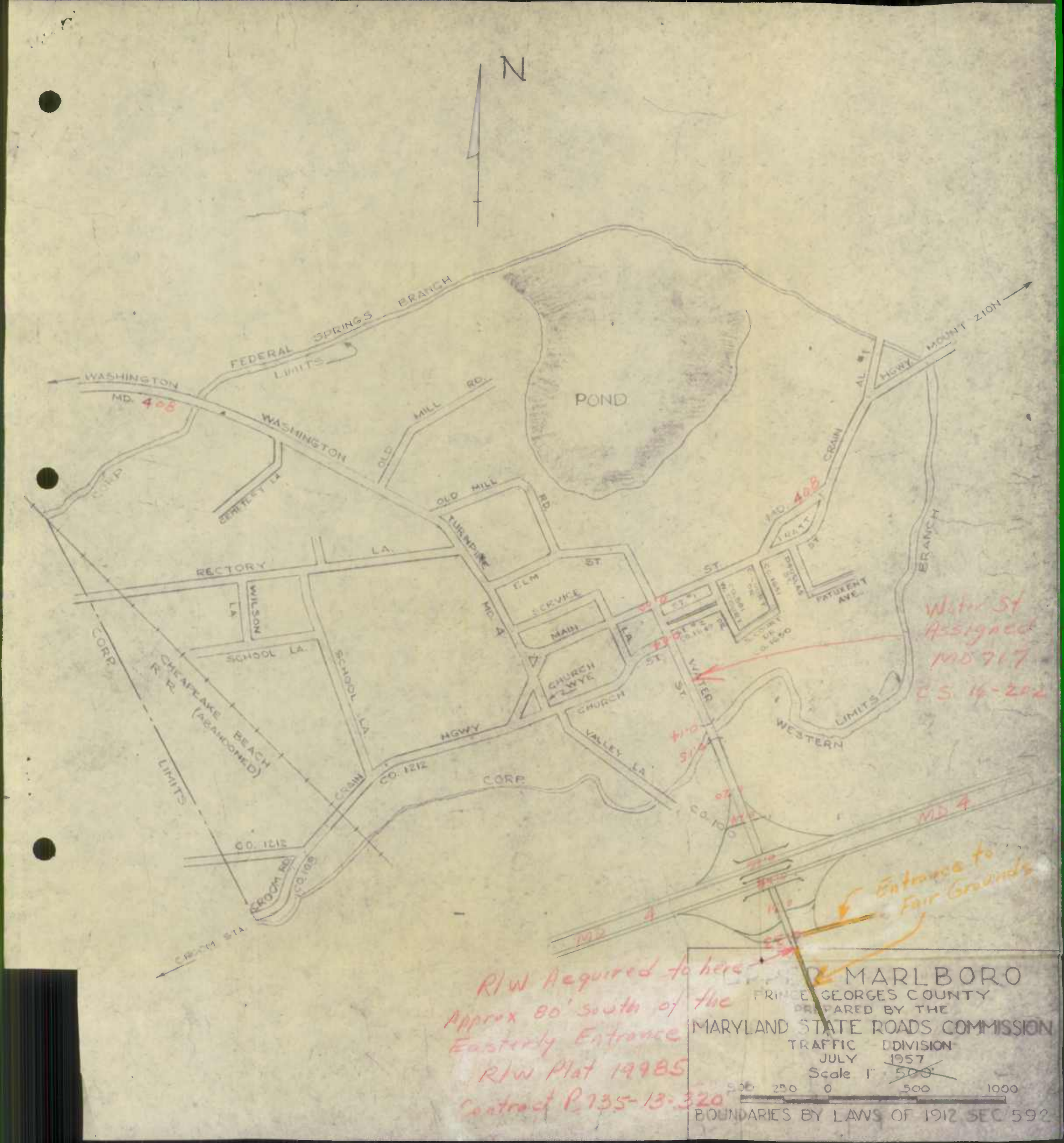
On recommendation of Chief Engineer Fisher and on motion of Mr. Bogley, seconded by Mr. Evans, the Commission agreed to accept into the State Highway System that section of the town of Upper Marlboro and Prince George's County road known as Water Street, extending from Main Street (Md. Route 408) in Upper Marlboro to New Md. Route 4 in Prince George's County, a distance of approximately 1,260 feet. → 0.24 mi

R/W Deeded to State as per R/W Division

Assigned Md Route 717 CS 16-202

Copy: Mr. D. M. Fisher
Mr. G. H. Lewis, Jr. (2)
Mr. L. C. Moser (2)
Mr. W. L. Shook (4)
Mr. O. V. Cassell
SRC-Prince George's County

Md 717 CS 16-202 assigned to Water St from Md 408 (Main St) in Upper Marlboro to end of SRC maintenance at Entrance to Fair Grounds for total distance of 0.33 miles. Additional R/W for Water St throughout the interchange area was obtained under Contract P 735-13-320


N
FEDERAL SPRINGS BRANCH
LIMITS
WASHINGTON
MD. 408
WASHINGTON
OLD MILL RD.
POND
MOUNT ZION
HGWY
CRAIN
ALT.
MD. 408
ALT.
ST.
BRANCH
CORP.
CEMETERY LA.
OLD MILL RD.
TURNPIKE
RECTORY LA.
ELM ST.
ST.
PATUXENT AVE.
WILSON LA.
SERVICE
MAIN
MD. 4
SCHOOL LA.
SCHOOL LA.
CHURCH
WYE
CHURCH
ST.
WATER ST.
WESTERN
LIMITS
CHESAPEAKE BEACH R.R. (ABANDONED)
LIMITS
HGWY
CO. 1212
CRAIN
CORP.
VALLEY LA.
CO. 1010
MD. 4
CO. 1212
CROOM RD.
CO. 108
CROOM STA.
Water St Assigned MD 717 C.S. 14-202
Entrance to Fair Grounds
R/W Required to here Approx 80' South of the Easterly Entrance R/W Plat 19985 Contract R735-13-320
MARLBORO
PRINCE GEORGES COUNTY
PREPARED BY THE
MARYLAND STATE ROADS COMMISSION
TRAFFIC DIVISION
JULY 1957
Scale 1" ~~500'~~
500 250 0 500 1000
BOUNDARIES BY LAWS OF 1912 SEC 592

that the maintenance of the roadway, curb & gutter, sidewalk and guardrail lying both within and outside of the limits of the herein agreed to be granted right of way are to be the sole obligation of the grantors and the Commission shall not have any responsibility whatsoever in this connection. The maintenance of the underpass structure and slopes

3/8/64

within the limits of the right of way shall be the responsibility of the Commission and the maintenance of the slopes necessary to the aforesaid underpass and approach road outside of the right of way will be the responsibility of the grantors.

Water St. extended
upon Marlboro to Fair
Grounds —

3/8/64

3/8/64

May 23, 1960

Contract: P-735-13-320
Re: Maryland Route #4 -
Ritchie Road to Hills Bridge
R/W File: 41612

State Roads Commission
Baltimore, Maryland

Gentlemen:

We now have under option the Southern Maryland Agricultural Fair Association, Incorporated right of way, #43979.

This taking, amounting to approximately 24 acres, locates through the main parking lot, severing it from the grandstand and requiring the removal of two frame race horse stables.

Negotiations for the rights were on the basis of this Division's recommendation, contained in a letter dated February 15, 1960, to the Commission. A copy of this letter is attached. This recommendation was adopted by the Commission, as is evidenced in a Memorandum of Action dated February 29, 1960.

Since then, it has been determined, as per a letter dated May 20, 1960, from Mr. Malcolm D. Philpot, Chief, Bureau of Special Services [a copy of this letter is also attached], that $120,067.78 will be chargeable to right of way costs. This amount added to a cash payment of $7,150.00 to the grantors for the removal of the two stables brings the cost of this acquisition to $127,217.78.

Anticipating that the Commission will approve this settlement, we attach a Part 4 Report, together with Right of Way Authorization No. 8 for signature by the Chairman.

P 735-13-320
P 735-19-320
R/W File # 41612
Item # 43979

Very truly yours,

Louis A. Yost, Jr.
Deputy Chief, Right of Way Division &
Chief, Bureau of Field Operations

HGS:amd

Southern Marlyland Agriculture Fair Assoc.

Attachments

#65

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 14, 1966
***

With letter dated September 14, 1966, Chief Engineer Fisher forwarded for State Roads Commission review and approval a proposed second Supplemental Agreement to the agreement dated July 15, 1963 between Wilson Bridge Associates and the Commission, covering terms pertaining to the access and service roads to the Indian Head Highway, Md. Route 210, at approximately Station 125+50; a supplemental agreement, dated November 19, 1963, having provided for Wilson Bridge Associates compliance with Prince George's County design and construction standards in construction of access road to west side of Indian Head Highway at approximately Station 125+50 (opposite Leyte Drive), and also agreeing that Wilson Bridge Associates would be responsible to have the access road accepted by the Commissioners of Prince George's County. Both of the previous agreements were executed for and on behalf of the Commission by Chairman and Director Funk on December 9, 1963.

In said letter, Mr. Fisher states in part: "Wilson Bridge Associates attempted to purchase the O. C. Jackson property located on Indian Head Highway immediately south and adjacent to their property, but thus far have not made this acquisition. Their interest in acquiring the Jackson property was to enable them to develop an access to the Jackson property through the Wilson Bridge Apartment property and thus allow for abandonment of the service road along Indian Head Highway serving the Jackson property. Since the Jackson property has not been acquired and in order to insure that Wilson Bridge Associates take no action in connection with their development to disturb or interfere with the access available to the Jackson property, a supplement to the original agreement has been prepared."

The Commission approved and Chairman and Director Funk executed for and on its behalf Supplemental Agreement, in triplicate, dated September 14, 1966, by and between Wilson Bridge Associates, a limited partnership organized under Maryland Law, therein sometimes called "Owner," party of the first part, and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein sometimes called "Commission," under the terms of which Wilson Bridge Associates agree to indemnify and save harmless the Commission against all loss, damage, liability, expense or costs sustained by it, by reason of the assertion of any claim against the Commission by others for the non-construction of said service road; except, however, the said Owner prior to any liability arising thereunder shall have the right to defend the Commission against all such claims and at its option exhaust all rights of defense which the said Commission may have, and the Owner further agrees not to interfere with the access other property owners now have over the existing gravel service road connecting to Kerby Hill Road relocated.

Said Supplemental Agreement had been executed previously on behalf of Wilson Bridge Associates and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy:	Mr. D. H. Fisher	Mr. H. G. Downs	Mr. E. K. Lloyd
	Mr. W. J. Addison	Mr. M. M. Brodsky	Mr. M. D. Philpot
	Mr. C. S. Linville	Mr. F. P. Scrivener	Mr. R. M. Thompson
	Mr. C. A. Goldeisen	Mr. Charles Lee	Secretary's File
	Mr. W. L. Shook (4)	Mr. G. N. Lewis, Jr. (8)	" " 21075
	Mr. L. C. Moser (2)	Mr. G. W. Cassell	" " 25878
	SRC-Prince George's County		

AGREEMENT

THIS SUPPLEMENTAL AGREEMENT made this 14th day of September, 1966 by and between WILSON BRIDGE ASSOCIATES, a limited partnership organized under Maryland Law hereinafter sometimes called "Owner", party of the first part; and the STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the State of Maryland, hereinafter sometimes called "Commission" party of the second part.

WHEREAS the parties hereto by prior agreement dated July 15, 1963 have agreed to certain terms pertaining to access and service roads to the Indian Head Highway, and

WHEREAS the parties of the first part desire to indemnify and save harmless the party of the second part from any claims by others arising from the non-construction of any service roads fronting the properties of the parties of the first part to Indian Head Highway, and

WHEREAS the party of the second part desires to be indemnified and saved harmless from all claims arising from the non-construction of any service roads fronting the properties of the parties of the first part.

1. NOW THEREFORE, THIS SUPPLEMENTAL AGREEMENT WITNESSETH: that for and in consideration of the execution of the prior agreement hereinbefore referred to and the further consideration of One Dollar ($1.00) interchangeably paid between the parties and other good and valuable considerations, receipt whereof is hereby acknowledged the parties of the first part hereby agree to indemnify the party of the second part against all loss, damage, liability, expense or costs sustained by it, by reason of the assertion of any claim against the said Commission by others for the non-construction of the said service road; except, however, the said Owner prior to any liability arising hereunder shall have the

right to defend the said Commission against all such claims and at its option exhaust all rights of defense which the said Commission may have.

2. The owner hereby agrees not to interfere with the access other property owners now have over the existing gravel service road connecting to Kerby Hill Road relocated.

IN WITNESS WHEREOF the parties have hereunto caused these presents to be executed and their seals hereto affixed the day and year first above written.

WILSON BRIDGE ASSOCIATES

S. Walter Bogley, Jr. (Seal)

Robert F. Koch (Seal)

Daniel J. Kehoe (Seal)

Frank M. Ewing (Seal)

WITNESS:

STATE ROADS COMMISSION

Chairman-Director (Seal)

Secretary (Seal)

(Seal)

STATE OF MARYLAND
COUNTY OF MONTGOMERY, ss:

I HEREBY CERTIFY, that on this 10th day of May, 1966 before me, the Subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared S. WALTER BOGLEY, JR.,

ROBERT F. KOCH, DANIEL J. KEHOE, AND FRANK M. EWING, General Partners of Wilson Bridge Associates, a limited partnership, and acknowledged the aforegoing agreement to be the act and deed of the said partnership.

WITNESS MY HAND AND NOTARIAL SEAL,

My Commission Expires: July 1, 1967 Joseph W. Kabik Jr.
Notary Public

STATE OF MARYLAND
CITY OF BALTIMORE, ss:

I HEREBY CERTIFY, that on this 14th day of September, 1966, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City aforesaid, personally appeared John B. Funk, Chairman and Director of Highways for the State of Maryland and acknowledged the foregoing deed to be the act of the State Roads Commission of Maryland, and at the same time made oath in due form of law that he is fully authorized to execute and acknowledge the same.

WITNESS MY HAND AND NOTARIAL SEAL,

My Commission Expires:
July 1, 1967

Frank J. Paskowski
Notary Public

Approved as to form
and legal sufficiency
5-5 1966
H. A. Pudlowski
Special Attorney

403

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 14, 1966
***

On motion of Mr. Brinsfield, seconded by Mr. Owings, the Commission approved and Chairman and Director Funk executed for and on its behalf duplicate copies of agreement, dated September 14, 1966, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Prince George's County, Maryland, therein referred to as "County," party of the second part, concerning the transfer by the Commission to the County of the following described sections of State constructed roads for maintenance purposes as part of the County Highway System, subject to the conditions more fully set forth therein:

Md. 337 (Allentown Road - From the new Maryland Route 5, to the former Maryland Route 381 (County Road #599), for a distance of 0.09 mile. Now Co 121 - Now Co 3675 (5/21/03)

Md. 977-C - Section of old Maryland Route 202 on the east side of the new Maryland Route 202 (opposite the Maryland Experimental Farm); from new Maryland Route 202 south of Town Farm Road, northerly to new Maryland Route 202 north of Town Farm Road, including the connection (0.02 mile) between new Md. 202 and Town Farm Road, and also the spur (0.02 mile) to road end located at the northern termini, for a total distance of 0.77 mile.
Now Co ~~3769~~ 3428

Md. 977-D - Section of old Maryland Route 202 on the west side of the new Maryland 202 at Brock Hall, from road end to road end, including the connection (0.02 mile) to the new Maryland Route 202 for a total distance of 0.27 mile.
Now Co ~~3770~~ 3429

Md. 977-E - Section of old Maryland Route 202 on the east side of the new Maryland Route 202 at Brock Hall from Eton Drive (County Road 1505), northerly to the new Maryland Route 202, including the spur (0.07 mile) to road end, located at the northern termini, for a total distance of 0.49 mile.
Now Co ~~3771~~ 3430

Said agreement had been executed previously on behalf of the County Commissioners of Prince George's County by Jesse S. Baggett, Chairman, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
County Commissioners of Pr. Geo. Co. (3)
Secretary's File
SRC-Prince George's County

THIS AGREEMENT made this 14th day of September, 1966 by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Prince George's County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Md. 337 (Allentown Road) - From the new Maryland Route 5, to the former Maryland Route 381 (County Road #599), for a distance of 0.09 miles.

Md. 977-C - Section of old Maryland Route 202 on the east side of the new Maryland Route 202 (opposite the Maryland Experimental Farm); from new Maryland Route 202 south of Town Farm Road, northerly to new Maryland Route 202 north of Town Farm Road, including the connection (0.02 mile) between new Md. 202 and Town Farm Road, and also the spur (0.02 mile) to road end located at the northern termini, for a total distance of 0.77 miles.

Md. 977-D - Section of old Maryland Route 202 on the west side of the new Maryland 202 at Brock Hall, from road end to road end, including the connection (0.02 mile) to the new Maryland Route 202 for a total distance of 0.27 miles.

Md. 977-E - Section of old Maryland Route 202 on the east side of the new Maryland Route 202 at Brock Hall from Eton Drive (County Road 1505), northerly to the new Maryland Route 202, including the spur (0.07 mile) to road end, located at the northern termini, for a total distance of 0.49 miles.

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

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

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 26 day of July, 1966.

APPROVED:

_____
Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGE'S COUNTY

ATTEST:

_____
Chairman

_____
Member

_____
Member

_____
Clerk

Approved as to form and legal sufficiency this 17th day of August, 1966.

RECOMMENDED FOR APPROVAL:

_____
Director of Public Works

_____
Counsel to County Commissioners of Prince George's County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 27, 1966
* * *

The Commission approved and Chairman and Director Funk executed for and on its behalf duplicate copies of agreement dated March 29, 1966, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Prince George's County, Maryland, therein referred to as "County," party of the second part, concerning the transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of Relocated Sligo Mill Road from Md. Route 650 (New Hampshire Avenue) to existing Sligo Mill Road, a distance of 0.05 mile, which includes all areas colored in red on the attached Plat #33368 under Contract P-736-2-320, subject to the conditions more fully set forth in the agreement.

Said agreement had been executed previously on behalf of Prince George's County by the Chairman of the County Commissioners and recommended for approval by the Administrator of Public Works; approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Co. 458 to be extended

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. W. J. Addison
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
County Commrs. of Prince George's Co. (3)
Secretary's File
SRC-Prince George's County
Contract P-736-2-320

THIS AGREEMENT made this 29th day of March, 1966 by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Prince Georges County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Relocated Sligo Mill Road - From (New Hampshire Ave.) Md. Route 650 to existing Sligo Mill Rd., a distance of 0.05 miles, which includes all areas colored in red on the attached Plat #33368, under contract # P-736-2-320.

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

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

2. The aforegoing mileage will be included in the inventory as of December 1, 1966.

3. The basis for the allocation of funds will include the additional County mileage in the allocation to the County beginning July 1, 1967.

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

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 11 day of March, 1966.

APPROVED:

_____
Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGES COUNTY

ATTEST:

_____
Chairman

_____
Clerk

_____
Member

_____
Member

Recommended for Approval

By _____
~~Director~~ of Public Works
Administrator

Approved as to form and legal sufficiency this 4th day of April, 1966.

_____
Counsel to County Commissioners of Prince Georges County

RECEIVED

RECEIVED

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, APRIL 4, 1966
***

Chairman and Director Funk executed for and on behalf of the Commission agreement, in triplicate, dated January 18, 1966, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, party of the first part, therein called the "Commission," and Prince George's County, Maryland, a body corporate, party of the second part, therein called the "County," applicable to construction of a highway in Prince George's County, Old Alexander Ferry Road from Branch Avenue easterly to Woodyard Road for a distance of 1.87 miles, more particularly described as follows:

Federal Aid Project S-1376(1) - Old Alexander Ferry Road

Said agreement stipulates the conditions under which this project is to be constructed and states that the County shall keep open to traffic and maintain the project in a satisfactory manner and make ample provision each year for such maintenance.

This agreement had been executed previously on the part of the County by Jesse S. Baggett, Chairman, Board of County Commissioners, recommended for approval by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Copy: Mr. D. H. Fisher
Mr. F. P. Scrivener
Mr. L. E. McCarl
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. A. Goldeisen
Mr. C. S. Linville
Mr. W. L. Shook (4)
Mr. G. N. Lewis, Jr. (8)
Mr. W. B. Duckett (2)
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. M. M. Brodsky
Mr. H. P. Jones
Mr. L. C. Moser (3)
Co. Commrs. of P. G. Co. (3)
Secretary's File
SRC-Prince George's County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, OCTOBER 1, 1965
* * *

Co 3168

Chairman and Director Funk executed for and on behalf of the Commission duplicate copies of agreement dated August 31, 1965, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Prince George's County, Maryland, therein referred to as "County," party of the second part, concerning the transfer by the Commission to the County for maintenance purposes as part of the County Highway System, of a section of State constructed Md. Route 769 (Old Edmonston Road) from Md. Route 201 to the northern town limits of Bladensburg, a distance of 0.69 miles, subject to the conditions more fully set forth therein.

Said agreement had been executed previously by the County Commissioners for Prince George's County, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Md 769-B
C.S 16-54

Copy: Mr. A. S. Gordon
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. H. G. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. P. Jones
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Section, R/W Div.
County Commrs. of Prince George's Co.(3)
Secretary's File
SRC-Prince George's County

THIS AGREEMENT made this 31st day of August, 1965 by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Prince Georges County Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Md. 769 B - (Old Edmonston Rd.) From Route 201 to the Northern Town Limits of Bladensburg. A distance of 0.69 miles.

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

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

2. The aforegoing mileage will be included in the inventory as of December 1, 1965.

3. The basis for the allocation of funds will include the additional County mileage in the allocation to the County beginning July 1, 1966.

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

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

By _____
Chairman and Director of Highways

_____
Secretary

Approved as to form and legal sufficiency this 18th day of August, 1965

APPROVED:

_____
Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS FOR PRINCE GEORGES COUNTY

ATTEST:

_____
Chairman

_____
Clerk

_____
Member

_____
Member

Recommended for Approval

Approved as to form and legal sufficiency this 31 day of August, 1965.

By _____
Director of Public Works

_____
Counsel to County Commissioners of Prince Georges County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 8, 1965
***

On motion of Mr. Brinsfield, seconded by Mr. Clagett, the Commission agreed to take into the State System of Roads that section of Seventh Street between Main Street and Gorman Avenue in Laurel, Prince George's County, with the understanding that no more than $25,000.00 shall be expended in constructing the link between Talbot and Gorman Avenues and, further, that such transfer be accomplished by means of the customary formal agreement between the City of Laurel and the State Roads Commission.

Copy: Mr. L. G. Clagett
Mr. D. H. Fisher
Mr. J. D. Buscher
Mr. M. M. Brodsky
Mr. L. C. Moser (2)
SRC-Prince George's County
Secretary's File
Mr. W. J. Addison
Mr. W. L. Shook (4)

P. Plus Rem.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 11, 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 December 10, 1958, the Commission executed agreement in triplicate dated December 8, 1958, between the Mayor and City Council of the Town of Laurel, therein referred to as the "Town," and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called the "Commission," relative to: (1) relocation of Md. 216, entering the Town from Howard County and connecting to Seventh Street; (2) proposed improvement of Seventh Street from Main Street to Gorman Avenue; (3) improvement of Gorman Avenue and Talbot Avenue; and (4) proposed connection from Md. 602 to Md. 197, wherein the Town and Commission mutually agree as follows:

Ha 306-1-720
P 813-1-320
Completed
6-29-60

"1. That the Commission will acquire the necessary right of way and construct the relocated Md. 216 referred to herein as Item #1, including those items of construction to which reference is made. There is no definite date established for this improvement except that it is contemplated to have the work advertised by the end of the calendar year 1958.

2. If and when, after July 1, 1959, the County Delegation, the Prince George's County Commissioners and the Commission agree upon an improvement within the Town, and adopted as a part of the Twelve Year Program, by substitution for scheduled project, Seventh Street, in the Town, will be improved as outlined in Item #2 herein described.

The Mayor and Town Council of the Town of Laurel agree that upon the complete approval of this agreement, that a building restriction will be enforced along Seventh Street, between Main Street and Gorman Avenue. The building restriction will stipulate that any building, or portion thereof to be erected, shall be at least thirty (30) feet from the centerline of the existing dedication of Seventh Street.

3. The work proposed for the improvement and continuation of Talbot and Gorman Avenues, as outlined under Item #3 to which reference is made, is a part of the 1958 Construction Program and it is contemplated that the work will be placed under construction during the present calendar year.

4. Following the completion of the relocation of Md. 216, the Town will accept Main Street as a part of the Street System of the Town for maintenance from the end of the existing Scaggsville Bridge on existing Md. 216 to its terminus with the southbound lane of Washington Avenue (the Baltimore-Washington Boulevard), a distance of 0.93 mile.

CONTROL SECTION 16-66

5. That the Commission will resurface Montgomery Road from its point of connection with Talbot and Gorman Avenues extended, and extending into the Town to Montgomery Street, a total distance of approximately 2,800 feet. Following the improvements as contained in Item #3, the town authorities will accept as part of its Street System for maintenance Montgomery Road (existing Md. 198), from its terminus with Gorman and Talbot Avenues into the Town, and by way of Montgomery Road and Montgomery Street to Second Street, which is the northbound lane of the highway commonly known as the Baltimore-Washington Boulevard, a distance of 1.43 miles.

6. Following the completion of the improvements proposed, the Commission will accept as a part of its Highway System, the maintenance of the relocated Maryland Route 216, its extension into the Town to Main Street, Seventh Street (between Main Street and Gorman Avenue), Talbot and Gorman Avenues from Washington Avenue (the southbound lane of the Baltimore-Washington Road) to the western terminus of Talbot and Gorman Avenues with the Montgomery Road just west of the southwest limits of the Town.

7. Upon completion of the new connection between Md. 602 and Md. 197, the Town hereby agrees to accept for maintenance that part of the old Md. 197 starting at the southbound lane of U.S. 1 and extending 0.36 mile to the new Town line, subject to the consummation of the annexation of the new addition by the Town of Laurel. If the annexation of the new addition is not consummated, the Town of Laurel will accept that portion of old Md. 197 from the southbound lane of U.S. 1 and extending to the present Town limits, a distance of 0.22 mile.

8. That such exchange be made on an "As-Is Basis" which pertains to the existing condition of the roads involved unless otherwise specified and will include all appurtenances and bridge structures."

The said agreement had previously been executed on behalf of the Town by its Mayor, Hiram J. Soper and approved as to form and legal sufficiency by Special Attorney J. Thomas Nissel.

No. 32255

THIS AGREEMENT, Made this 8th day of December, 1958, by and Between the Mayor and City Council of the Town of Laurel, hereinafter referred to as the "TOWN", and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, hereinafter called the "COMMISSION", Witnesseth:

WHEREAS, certain streets of the town are to be improved by the Commission. These improvements will extend into the outlying areas all of which are listed hereunder.

MD 216 Completed 6-29-60 New Bridge Completed 8-1-60

1. Maryland Route 216 will be relocated from a point in Howard County north of the existing Scaggsville Bridge and to the east of the present location of the highway, crossing the Patuxent River and making connection with Main Street in Laurel at its intersection with Seventh Street. This improvement will include the removal of the existing Scaggsville Bridge. Still In 4-30-68 It will include also the construction of a new bridge across the Patuxent River at the point indicated.

2. Seventh Street, in the town of Laurel, is proposed for improvement from Main Street south to Gorman Avenue.

P 957-1-320 Completed 6-28-62

3. Gorman and Talbot Avenues are proposed for improvement from the southbound lane of Washington Avenue (the Baltimore-Washington Boulevard) to their termini with Seventh Street and they are proposed for an extension therefrom, making a joint connection with the Montgomery Road, Maryland 198, at a point approximately 1100 feet to the west of the southwest corporate limits of the town.

P 793-3-321 Completed 10-13-65

4. A new connection will be constructed by the State Roads Commission from a point opposite Irving Street on Route ~~602~~ 198 which will join the Bowie Road, Maryland 197, near the entrance to the Laurel Pines Golf Course. One thousand feet plus or minus of the connection will be constructed within the town limits of Laurel. It will be maintained by the State Roads Commission and will be known as Route 197.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the premises and the mutual covenants as herein set forth, the parties hereto agree:

1. That the Commission will acquire the necessary right of way and construct the relocated Route 216 referred to herein as Item # 1, including those items of construction to which reference is made. There is no definite

date established for this improvement except that it is contemplated to have the work advertised by the end of the calendar year 1958.

2. If and when, after July 1, 1959, the County Delegation, the Prince George's County Commissioners and the Commission agree upon an improvement within the town, and adopted as a part of the Twelve Year Program, by substitution for scheduled project, Seventh Street, in the town, will be improved as outlined in Item #2 herein described.

The Mayor and Town Council of the Town of Laurel agree, that upon the complete approval of this agreement, that a building restriction will be enforced along Seventh Street, between Main Street and Gorman Avenue. The building restriction will stipulate that any building, or portion thereof to be erected, shall be at least thirty (30) feet from the centerline of the existing dedication of Seventh Street.

3. The work proposed for the improvement and continuation of Talbot and Gorman Avenues, as outlined under Item #3 to which reference is made, is a part of the 1958 Construction Program and it is contemplated that the work will be placed under construction during the present calendar year.

4. Following the completion of the relocation of Maryland Route 216, the town will accept Main Street as a part of the Street System of the town for maintenance from the end of the existing Scaggsville Bridge on existing Maryland Route 216 to its terminus with the southbound lane of Washington Avenue (the Baltimore-Washington Boulevard), a distance of 0.93 miles.

5. That the Commission will resurface Montgomery Road from its point of connection with Talbot and Gorman Avenues extended, and extending into the town to Montgomery Street, a total distance of approximately 2800 feet. Following the improvements as contained in Item #3, the town authorities will accept as a part of its Street System for maintenance Montgomery Road (Existing Md. 198), from its terminus with Gorman and Talbot Avenues into the town, and by way of Montgomery Road and Montgomery Street to Second Street which is the northbound lane of the highway commonly known as the Baltimore-Washington Boulevard, a distance of 1.43 miles.

6. Following the completion of the improvements proposed, the Commission will accept as a part of its Highway System, the maintenance of the relocated Maryland Route 216, its extension into the town to Main Street, Seventh Street (between Main Street and Gorman Avenue), Talbot and Gorman Avenues from Washington Avenue (the southbound lane of the Baltimore-Washington Road) to the western terminus of Talbot and Gorman Avenues with the Montgomery

Road just west of the southwest limits of the town.

7. Upon completion of the new connection between Route 602 and Route 197, the town hereby agrees to accept for maintenance that part of the old Route 197 starting at the southbound lane of U.S. 1 and extending 0.36 mile to the new town line, subject to the consummation of the annexation of the new addition by the Town of Laurel. If the annexation of the new addition is not consummated, the Town of Laurel will accept that portion of Old Route 197 from the southbound lane of U.S. 1 and extending to the present town limits, a distance of 0.22 mile.

8. That such exchange be made on an "As-is Basis" which pertains to the existing condition of the roads involved unless otherwise specified and will include all appurtenances and bridge structures.

In Witness Whereof, the Mayor and City Council of the Town of Laurel have caused this agreement to be executed by the Mayor and the Town of Laurel and the Corporate Seal of the Town to be made unto affixed, duly attested by the Town Clerk, and the State Roads Commission of Maryland has caused the same to be executed by its Chairman and its seal is hereunto affixed, duly attested by the Secretary of the Commission.

MAYOR AND CITY COUNCIL OF LAUREL

By _____
Mayor

Attest:

_____
City Clerk

STATE ROADS COMMISSION OF MARYLAND

By _____
Robert O. Bonnell, Chairman

Attest:

_____
C. R. Pease, Secretary

Approved as to form and legal sufficiency, this [illegible] day of [illegible], 1958

_____
Special Assistant Attorney General
State Roads Commission

Mr. Cassell

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

***

In the matter of the December 8, 1958 Agreement with the Town of Laurel and the question concerning improvement of Seventh Street, Mr. Buscher informed the Commission that his check of the situation reveals any such construction would have to be done either by substitution or by use of Emergency funds.

Messers. Fisher and Lewis were requested to investigate and analyze the conditions prevailing at Seventh Street to determine the extent of any possible critical need for improvement and report at the next meeting.

Copy: Mr. D. H. Fisher
Mr. G. N. Lewis, Jr. ✓
Mr. J. D. Buscher
Mr. W. J. Addison
Secretary's File #32255
SRC-Prince George's County

Mr Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, MARCH 1, 1965
* * *

Chairman and Director Funk executed triplicate copies of agreement dated March 1, 1965, by and between The Baltimore and Ohio Railroad Company, therein sometimes called "Railroad," party of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, therein sometimes called "Commission," party of the second part, wherein the parties thereto agree as to their respective aims and obligations in connection with the construction of an overhead bridge and approaches to carry Md. Route 410 over the tracks and property of the Railroad, to be located approximately 370 feet northeast of the present crossing, at the Railroad's Valuation Station 1237+35±, Highway Station 23+10±, in the vicinity of the Town of Riverdale, Prince George's County (Contract P-891-1-320;FAP#UGS-9404(1).

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

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. H. P. Jones
Mr. W. B. Duckett (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Prince George's County
Contract P-891-1-320;FAP#UGS-9404(1)

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN S. ROBB
MONDAY, MARCH 1, 1965

* * *

Chairman and Director Robb executed triplicate copies of agreement dated March 1, 1965, by and between the Baltimore and Ohio Railroad Company, therein sometimes called "Railroad," party of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, therein sometimes called "Commission," party of the second part, wherein the parties thereto agree as to their respective plan and obligations in connection with the construction of an overhead bridge and appurtenances to carry Md. State 210 over the tracks and property of the Railroad, to be located approximately 270 feet westerly of the present crossing, at the Railroad's Valentine station 1237+15+, Mitchell Station 2+15+, in the vicinity of the Town of Silverdale, Prince George's County. (Contract P-391-1-320, AF9DC-VACA(1))

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

Copy, Mr. T. E. Fisher
Mr. C. A. Gottlieb
Mr. L. S. Secrest
Mr. T. E. Scrivener
Mr. R. M. Brockway
Mr. W. L. Shook (4)
Mr. H. C. Quinn (4)
Mr. R. C. Hilton (2)
Mr. A. L. Crook (2)
Mr. E. F. Jones
Mr. W. E. Sweeney (2)
Mr. L. C. Moser (2)
Mr. G. E. Lewis, Jr. (2)
Mr. C. V. Cassell
Mr. J. J. Linville
Mr. E. T. Lloyd
Secretary's file
Mr. Frank George's Comm.
(Contract P-391-1-320/Prince George's)

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

* * *

On recommendation of Mr. Clagett, seconded by Mr. Evans, the Commission directed that its action of March 2, 1960, naming the portion of Interstate Route 495 over which it has jurisdiction the "Capitol Beltway," be amended to read "Capital Beltway," effective at once.

Copy:
Mr. A. S. Gordon
Mr. D. H. Fisher
Mr. William Jabine, II
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. W. L. Shook (4)
Mr. W. J. Addison
Mr. H. P. Jones
Mr. M. M. Brodsky
Mr. J. E. Gerick
Mr. Charles Lee
Mr. Allan Lee
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. Richard Ackroyd
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. G. W. Cassell
Mr. J. D. Buscher
Mr. W. B. Duckett (2)
Mr. C. E. Hesson
SRC-Montgomery County
SRC-Prince George's County
SRC-Name Designations

GLENN DALE ROAD

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. W. L. Shook (4)
Mr. M. M. Brodsky
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. H. C. Bowers
Planning & Programming Div.
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. A. L. Grubb
Mr. C. S. Linville
Mr. L. C. Moser (2)
County Commrs. of Prince George's Co.(3)
Secretary's File
SRC-Prince George's County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 27, 1964
* * *

Md 193

The Commission approved and Chairman and Director Funk executed duplicate copies of agreement dated May 19, 1964, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, party of the first part, therein called the "Commission," and the County Commissioners for Prince George's County, Maryland, parties of the second part, therein called the "County," covering the improvement by construction of a 0.335 mile section of Glenn Dale Road from the east end of the Glenn Dale Road Bridge at Station 41+02 to Station 17+00, as a Federal Aid Project (F.A.P.#W-P-US-9403(2), wherein the parties thereto agree as to their respective obligations and responsibilities in connection with the said improvement, in accordance with the terms and conditions more fully recited therein.

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

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. H. C. Bowers
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Records & Research Sect
County Commrs. of Prin
Secretary's File
SRC-Prince George's Co

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS CO
WEDNESDAY, MAY 27, 1964
* * *

On recommendation of Chief Engineer Fisher in letter of May 27, 1964, the Commission approved and Chairman and Director Funk executed for and on its behalf, duplicate copies of the following agreement dated May 19, 1964, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and the County Commissioners for Prince George's County, Maryland, therein referred to as "County Commissioners," party of the second part, covering transfer to the County Commissioners for maintenance purposes of 9.58 miles of Md. Route 381, from Henderson Road (County road) to U. S. Route 301 at T. B. Said agreement had been executed previously by Frank J. Lastner, President, Board of County Commissioners for Prince George's County, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh:

"THIS AGREEMENT made this 19th day of May, 1964 by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners for Prince George's County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

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

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

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

Md. Route 381 - from Henderson Road (County Road) to U. S. Route 301 at T. B., a total distance of 9.58 miles.

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

MD 381

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 27, 1964
* * *

On recommendation of Chief Engineer Fisher in letter of May 27, 1964, the Commission approved and Chairman and Director Funk executed for and on its behalf, duplicate copies of the following agreement dated May 19, 1964, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and the County Commissioners for Prince George's County, Maryland, therein referred to as "County Commissioners," party of the second part, covering transfer to the County Commissioners for maintenance purposes of 9.58 miles of Md. Route 381, from Henderson Road (County road) to U. S. Route 301 at T. B. Said agreement had been executed previously by Frank J. Lastner, President, Board of County Commissioners for Prince George's County, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh:

"THIS AGREEMENT made this 19th day of May, 1964 by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners for Prince George's County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

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

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

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

Md. Route 381 - from Henderson Road (County Road) to U. S. Route 301 at T. B., a total distance of 9.58 miles.

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

1 - The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.

2 - The aforegoing mileage will be included in the inventory as of December 1, 1964.

3 - The basis for the allocation of funds will include the additional County mileage in the allocation to the County Commissioners beginning July 1, 1965.

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

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

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

Co 39
GLENN DALE RD

Assigned
MD 193

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 27, 1964
* * *

On recommendation of Chief Engineer Fisher in letter of May 27, 1964, the Commission approved and Chairman and Director Funk executed for and on its behalf, duplicate copies of the following agreement dated May 19, 1964, by and between the County Commissioners for Prince George's County, Maryland, therein referred to as "County Commissioners," party of the first part, and the State Roads Commission of Maryland, therein referred to as "Commission," party of the second part, covering transfer to the Commission of 7.36 miles of Glenn Dale Road (County Road) from the Baltimore-Washington Parkway to Md. Route 556, for maintenance purposes as part of the State Roads System. Said agreement had been executed previously by Frank J. Lastner, President, Board of County Commissioners for Prince George's County, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh:

"THIS AGREEMENT made this 19th day of May, 1964 by and between the County Commissioners for Prince George's County, Maryland, hereinafter referred to as 'County Commissioners,' party of the first part, and the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the second part.

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

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

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

Glenn Dale Road (County Road) - from the Baltimore-Washington Parkway to Md. Route 556, a total distance of 7.36 miles.

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

1. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.

2. The aforegoing mileage will be excluded from the inventory as of December 1, 1964.

3. The basis for the allocation of funds will exclude the 7.36 miles of County road in the allocation to the County Commissioners beginning July 1, 1965.

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

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

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. W. L. Shook (4)
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. W. B. Duckett (2)
Mr. M. D. Philpot (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. F. P. Scrivener (2)
Mr. C. S. Linville
Secretary's File
SRC-Prince George's County
Contract P-755-9-320
Secretary's File 40214

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, MARCH 9, 1964
* * *

Chairman and Director Funk executed for and on behalf of the Commission quintuplicate copies of agreement dated September 30, 1963, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said The Philadelphia, Baltimore and Washington Railroad Company, therein called the "Owner," the County Commissioners of Prince George's County, Maryland, therein called the "County," and the State Roads Commission of Maryland acting for and on behalf of the State of Maryland, therein called the "Commission," which describes the ownership and areas of responsibility for maintenance of the structures affected by Contract P-755-9-320, Collington & Western Branches, Md. Route 4, Md. Route 202 and Relocated Md. Route 202, in connection with the Upper Marlboro Flood Control project, which agreement supplements Contract DA-18-020-CIVENG-63-51 - Contract for Relocation, Rearrangement or Alteration of Facilities (Cost Reimbursable) - dated February 27, 1963, between the United States of America, therein called the "Government," the Owner and the Commission, pertaining to said flood control project undertaken by the Government (memorandum of action of State Roads Commission of Maryland by Chairman and Director Funk, April 11, 1963).

Said agreement of September 30, 1963 provides that the Railroad shall own and maintain the new railroad bridge portion of the structure over the Collington Branch; and that the Commission shall own and maintain the portion that carries the future relocated Md. Route 202, as well as the original and added bridge spans carrying original Md. Route 202 over the Collington Branch, and shall continue to be responsible for the maintenance of the bridge carrying original Md. Route 4 over the Western Branch. This agreement also indicates that the Government has encumbered the County with the maintenance of the levees, channels, drainage, etc., involved in the local flood control project, as more fully set forth therein and in Exhibits A and B, attached thereto and made a part thereof.

Said agreement had been executed previously by the Owner and the County, approved by Chief Engineer Fisher, approved as to form and legal sufficiency by Special Attorney Seymour, and has been reviewed and concurred in by Commissioner Clagett.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, DECEMBER 9, 1963
***

Chairman and Director Funk executed for and on behalf of the Commission Agreement and Declaration of Covenant, in triplicate, dated July 15, 1963, by and between Wilson Bridge Associates, a limited partnership under Maryland law, party of the first part; and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called the "Commission", party of the second part; and Louis M. Gregory, and Vera Lea Gregory, joint tenants; Samuel S. Bevard and Mary R. Bevard, his wife; Mary E. Cremin, widow; and Charles E. Campbell and Ann M. Polz, joint tenants, parties of the third part, being all of the mortgagees under a certain mortgage dated June 26, 1961, from Chaiken Enterprises, Inc. recorded in liber 2569 page 458 of the Land Records of Prince George's County, Maryland; and, Edmund D. Campbell and Ronald E. Madsen, Trustees under a deed of trust dated September 18, 1962 from Daniel J. Kehoe et. al. joint tenants, recorded in liber 2732 page 171 of the Land Records of said county, parties of the fourth part; which provides, subject to the terms and conditions set forth therein, that the Commission will issue its customary form of permit for the construction by and at the expense of Wilson Bridge Associates of a direct access to the west side of Indian Head Highway, Maryland Route 210, at approximately Station 125+50, said access to be constructed in conformity with the applicable regulations of the Commission and Prince George's County so that upon completion same can be accepted into the County Road System as a public road. It further provides that Wilson Bridge Associates will not request any further direct access to Indian Head Highway and that any subdivision of the land will be benefited by sufficient rights of way across the land as necessary for ingress and egress of all parcels to the access point to Indian Head Highway.

Chairman and Director Funk also executed for and on behalf of the Commission Supplemental Agreement, in triplicate, dated November 19, 1963, by and between Wilson Bridge Associates, party of the first part, and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called "Commission", party of the second part, which prescribes the standard for design and construction and provides that Wilson Bridge Associates is to take necessary steps to have the access road accepted by the Commissioners of Prince George's County.

Both Agreement and Supplemental Agreement referred to above had been executed previously by the other parties, approved as to form and legal sufficiency by Special Attorney J. Thomas Nissel, and recommended for approval by Chief Engineer Fisher in letter dated November 26, 1963.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. C. S. Linville
Mr. C. A. Goldeisen
Mr. W. L. Shook (2)
Mr. L. C. Moser (2)
Mr. H. G. Downs
Mr. M. M. Brodsky
Mr. F. P. Scrivener
Mr. Charles Lee
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. M. D. Philpot
Mr. R. M. Thompson
Secretary's File
" " 21075 (deed)
" " 25878 (SRC Res.)
SRC-Prince George's County

1 BR

AGREEMENT AND DECLARATION OF COVENANT

MADE this 15th day of July, 1963, by and between WILSON BRIDGE ASSOCIATES, a limited partnership under Maryland law, party of the first part; and the STATE ROADS COMMISSION of Maryland, acting for and on behalf of the State of Maryland, hereinafter called "Commission," party of the second part; and LOUIS M. GREGORY, and VERA LEA GREGORY, joint tenants; SAMUEL S. BEVARD and MARY R. BEVARD, his wife; MARY E. CREMIN, widow; and CHARLES E. CAMPBELL and ANN M. POLZ, joint tenants, parties of the third part, being all of the mortgagees under a certain mortgage dated June 26, 1961, from Chaiken Enterprises, Inc. recorded in liber 2569 page 458 of the Land Records of Prince George's County, Maryland; and, EDMUND D. CAMPBELL and RONALD E. MADSEN, Trustees under a deed of trust dated September 18, 1962 from Daniel J. Kehoe et. al. joint tenants, recorded in liber 2732 page 171 of the Land Records of said county, parties of the fourth part; Witnesseth:

WHEREAS, by deed dated November 16, 1954 and duly recorded among the land Records of Prince George's County, Maryland, the United States Government transferred to the State Roads Commission and the Commission accepted for future maintenance Maryland Route #210, known as the Indian Head Highway, and

WHEREAS, as provided in said deed, said transfer was made upon the condition that the Commission would preserve the controlled access features of said highway and prevent encroachments upon the right of way thereof and permit no new direct entrances to the main traveled portion of said road or crossing thereof at grade except where required for new public roads established by and under the jurisdiction of the Commission, and

WHEREAS, by resolution of March 20, 1957, the State Roads Commission established its future policy regarding the control of access of said highway and the conditions under which permits for the construction of

service roads would be granted, and

WHEREAS, the party of the first part is the owner of a strip of land located in Oxon Election District (12), Prince George's County, Maryland, approximately 25.34 Acres in size (hereinafter referred to as the "Land"), lying on the West side of Indian Head Highway between the said highway and a watercourse known as Carey Branch, and having an approximate frontage of 4,000 feet along said highway and being presently zoned under said County zoning regulations for apartment development; and

WHEREAS, the party of the first part, in order to develop the land, desires a direct access from the land to the said Indian Head Highway, in accordance with the conditions imposed by the U. S. Government and the aforesaid policy of the Commission of March 20, 1957; and

WHEREAS, public service roads through the subject property are not considered necessary to serve the subject property or adjacent properties for the following reasons:

1. The subject property extends to the north to within 90 ft. of the center line of the next point of permanent access at Station 95 + 25, so that service road to serve adjacent property on the north is not required through the subject property;

2. The owner of the property lying south of the subject property has declared and established, for himself and for his successors, heirs, and assigns, as a covenant running with the land that access for his property will be restricted to the existing established service road access at Kerby Hill Road and that no request or demand will be made for any continuation of said existing service road to the point of permanent access at Station 125 + 50;

3. The Maryland-National Capital Park & Planning Commission has not established any plan of highway connection of the subject property with the existing adjacent subdivision to the west; and

WHEREAS, the parties of the third and fourth parts join in this agreement by reason of their interest as lien holders on said land;

NOW, THEREFORE, THIS AGREEMENT WITNESSETH; that for and in consideration of the sum of One ($1.00) Dollar each party to the other,

receipt of which is hereby acknowledged, and the mutual covenants hereinafter contained, the parties hereto do hereby covenant and agree as follows:

1. The party of the first part for itself and for its successors, heirs, and assigns does hereby declare and establish as a covenant to run with the land that no further direct access shall be requested to the said Indian Head Highway from the land other than the access agreed to be established in Paragraph 3 of this agreement.

2. The party of the first part for itself and for its successors, heirs, and assigns, does hereby agree to develop the subject property in its entirety, and does hereby declare and establish as a covenant to run with the land that any parcelization or subdivision of the land into smaller parcels shall be done subject to and benefited by such sufficient rights of way across the land as may be necessary for the right of ingress and egress of all parcels to the access point on Indian Head Highway hereinafter mentioned in Paragraph 3 hereof; and the said party and its successors aforesaid shall construct and maintain a paved surface over the said rights of way in such manner as to conform to the minumum standards persently recommended for use as service roads by Prince George's County, Maryland. The Maryland State Roads Commission shall have no responsibility for the construction, maintenance, drainage, or policing of said paved surfaces.

3. The Commission will issue its customary form of permit for the construction by and at the expense of the party of the first part of a direct access to the west side of Indian Head Highway at approximately Station 125 + 50, said access to be constructed so that same can be used by the public and to be in conformity with the applicable regulations of the Commission and Prince George's County so that upon completion same can be accepted with the County road system.

4. The parties of the third and fourth parts as lien holders herein conform the declaration of covenant herein contained and agree to abide by the said declarations and all obligations imposed by this agreement, as to themselves, their successors and assigns.

IN WITNESS WHEREOF, the parties hereto have caused these presents to be executed and their seals hereto affixed the day and year first above written.

WITNESS	WILSON BRIDGE ASSOCIATES
Mary C. McCarthy	By: Scott Boyd Jr. (Seal) General Partner
Mary C. McCarthy	By: Robert F. Koch (Seal) General Partner
Mary C. McCarthy	By: David S. Koch (Seal) General Partner
	STATE ROADS COMMISSION OF MARYLAND
Secretary	By: (Seal) Chairman-Director
Lydia L. Gregory	Louis M. Gregory (Seal) Louis M. Gregory
Lydia L. Gregory	Vera Lea Gregory (Seal) Vera Lea Gregory
L. D. Murphy Jr.	Samuel S. Bevard (Seal) Samuel S. Bevard
L. D. Murphy Jr.	Mary R. Bevard (Seal) Mary R. Bevard
L. D. Murphy Jr.	Mary E. Cremen (Seal) Mary E. Cremen
Frances A. Campbell	Charles E. Campbell (Seal) Charles E. Campbell
Frances A. Campbell	Ann M. Polz (Seal) Ann M. Polz
Virginia Perkins	Edmund D. Campbell (Seal) Edmund D. Campbell
Virginia Perkins	Ronald E. Madsen (Seal) Ronald E. Madsen

STATE OF MARYLAND
COUNTY OF MONTGOMERY, ss:

I HEREBY CERTIFY, that on this 15th day of July, 1963, before me, the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared S. Walter Bosley, Jr. Robert F. Koch, Daniel J. Kehoe General Partners of Wilson Bridge Associates, a limited partnership, and acknowledged the foregoing agreement to be the act of the said partnership and deed of the said partnership.

NOTARY SEAL

WITNESS MY HAND AND NOTARIAL SEAL

My Commission expires: 5/3/65

Mary C. McCauley
Notary Public

STATE OF MARYLAND
CITY OF BALTIMORE, ss:

I HEREBY CERTIFY, that on this 9th day of December, 1963, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City aforesaid, personally appeared John B. Funk, Chairman and Director of Highways for the State of Maryland and acknowledged the foregoing deed to be the act of the State Roads Commission of Maryland, and at the same time made oath in due form of law that he is fully authorized to execute and acknowledge the same.

NOTARY SEAL

WITNESS MY HAND AND NOTARIAL SEAL

My Commission expires: 5/3/65

Frank J. Pashowski
Notary Public

Approved as to form
and legal sufficiency
Nov 19 1963
J. Thomas Mace
Special ~~Asst.~~ Attorney General

SUPPLEMENTAL AGREEMENT

THIS AGREEMENT made this nineteenth day of November, 1963, by and between WILSON BRIDGE ASSOCIATES, a limited partnership under Maryland law, party of the first part, and the STATE ROADS COMMISSION of MARYLAND, acting for and on behalf of the State of Maryland, hereinafter called "Commission", party of the second part,

WHEREAS, the party of the first part agreed, among other things, by an agreement dated July 15, 1963, which is incorporated hereto, that at their expense, it would construct an access road to the west side of Indian Head Highway, at approximately Station 125+50. and

WHEREAS, as the Commission deems it necessary and advisable to have this Supplemental Agreement executed by the parties hereto to more fully comply with a restrictive covenant contained in a deed dated November 16, 1954, and recorded among the Land Records of Prince George's County Maryland, more fully referred to in the agreement dated July 15, 1963;

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: that for and in consideration of the sum of One ($1.00) Dollar each party to the other, paid, receipt whereof is hereby acknowledged, the party of the first part does hereby by covenant and agree as follows:

1. The party of the first part for itself, and its successors, heirs, and assigns, does hereby agree to construct a direct access road to the west side of Indian Head Highway at approximately Station 125+50, at its own expense. The construction standards and design, and the construction of the said access road shall be in compliance with the "Ordinance for the Design and Construction for Road and Street Improvements" of Prince George's County, dated May 20, 1959, and any and all subsequent revisions of said Ordinance. The said party of the first party shall immediately, upon signing of this agreement, take any and all steps necessary to have said access road accepted by the Commissioners of Prince George's County.

IN WITNESS WHEREOF the parties hereto have caused these presents to be executed and their seals hereto affixed the day and year first above written.

WITNESS

S. Chadwick

WILSON BRIDGE ASSOCIATES

Swalt Bergl Jr (SEAL)

Robert F Koch (SEAL)

(SEAL)

WITNESS:

Secretary

STATE ROADS COMMISSION

BY: (SEAL)
Chairman-Director

(SEAL)

(SEAL)

Approved as to form
and legal sufficiency
Nov 14 1963
J. Thomas Flint
Special Asst. Attorney General

Copy: Mr. A. S. Gordon
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 (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. H. G. Downs (4)
Mr. H. C. Bowers
Mr. E. K. Lloyd
Mr. M. D. Philpot (2)
Mr. A. L. Grubb (2)
Mr. E. D. Reilly
Mr. G. W. Cassell
Mr. R. M. Thompson
Mr. Charles Lee
Mr. J. E. Gerick
Mr. W. L. Shook (2)
Records & Research Section, R/W Div.
Prince George's County Commissioners (3)
Secretary's File #18964
" "
SRC-Prince George's County
SRC-Twelve Year Program

CORRECTED EXCERPT

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 16, 1963
* * *

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

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

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

NOW, THEREFORE, BE IT RESOLVED:

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

Maryland Route 382 from Spice Creek toward U. S. 301, for a distance of 0.5 miles

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

Maryland Route 410 from U. S. Route 1 to 49th Avenue by way of Rittenhouse Street, a distance of 0.5 miles."

Prince Georges County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, AUGUST 22, 1963
* * * *

Chairman and Director Funk executed for and on behalf of the Commission, agreement, in triplicate, dated August 22, 1963, covering the transfer to the Mayor and Town Council of Bladensburg, Prince George's County, Maryland, section of State Road, namely, Relocated Upshur Street from new Md. Route 201, westerly 750 feet to existing Upshur Street, a distance of 0.14 mile, as follows:

THIS AGREEMENT, made this 22nd day of August, 1963, by and between the State Roads Commission of Maryland hereinafter referred to as "Commission", party of the first part, and the Mayor and Town Council of Bladensburg, Prince George's County, Maryland, hereinafter referred to as "Mayor and Town Council", party of the second part.

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

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

NOW, THEREFORE, BE IT AGREED by the "Commission", party of the first part, to transfer the following described section of State Road, located in Bladensburg, Maryland, to the "Mayor and Town Council", party of the second, part, for maintenance purposes, subject to the continuance in effect of the controls relating to access, as designated on the following plat.

NOW THEREFORE THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said "Mayor and Town Council", party of the second part, does hereby accept from the "Commission", party of the first part, as part of the Municipal Street System, the following described section of State Road:

Description	Mile	SRC Plat No.
Relocated Upshur Street from New Md. Route 201, Westerly 750 feet to existing Upshur Street	0.14	11617

AND, NOW THEREFORE, BE IT AGREED by the "Mayor and Town Council" that, they will accept the above described section of State Road, into the Municipal Street System, for maintenance purposes, subject to the continuance in effect of any controls of access which may have heretofore been established by the "Commission".

IN CONSIDERATION of the aforegoing, the "Mayor and Town Council" by the execution of these presents do hereby accept the aforesaid section of State Road, into the Municipal Street System, for maintenance purposes.

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

1. The effective date for the transfer of the above described section of State Road shall be upon complete approval of this agreement.

2. The additional Municipal Street mileage will be included in the inventory as of the 1st day of December, 1963.

3. The basis for the allocation of funds will include the additional Municipal Street mileage in the allocation of the Town of Bladensburg, beginning the 1st day of July, 1964.

4. The transfer of said Road will be made on an "As-Is-Basis" which pertains to the existing condition of the road involved and will include all appurtenanoes 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.

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

By (signed) John B. Funk
Chairmand and Director of Highways

(signed) C. R. Pease
Secretary

APPROVED:

(signed) David H. Fisher
Chief Engineer

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

(signed) C. C. Seymour
Special Attorney

MAYOR & TOWN COUNCIL OF BLADENSBURG,
PRINCE GEORGE'S COUNTY, MARYLAND

By (signed) Francis C. O'Donnell
Mayor

ATTEST:

(signed) Elsie S. Morrison
Chief Clerk to the Mayor & Town Council

COPY: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. W. E. Woodford, Jr.
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. H. G. Downs (4)
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. G. W. Cassell
Mr. R. M. Thompson
Mr. W. L. Shook (2)
Mr. Charles Lee
Mr. A. L. Grubb
Mr. M. D. Philpot
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Mayor and Town Council-Bladensburg(3)
Secretary's File
SRC-Prince George's County

UNion 4-7766

Ben Dyer Associates, Inc.
ENGINEERS – SURVEYORS
3018 HAMILTON STREET 4705 QUEENSBURY ROAD
HYATTSVILLE, MARYLAND RIVERDALE, MARYLAND

March 12, 1963

PR GEO. CO
MD 704

Mr. George W. Cassell
Chief of Planning Survey
Planning and Programing Division
State Roads Commission
P. O. Box 717
Baltimore 3, Maryland

Dear Mr. Cassell:

At present Roosevelt Avenue is carried as town maintained.

The Maryland State Roads Commission has recently improved Roosevelt Avenue, thereby assuming responsibility for maintenance. We are removing 0.08 of a mile of H - I streets from our inventory.

Very truly yours,

BEN DYER ASSOCIATES, INC.

James H. Hummer, Jr.

James H. Hummer, Jr,
Engineer for Town of Seat Pleasant

JHHJr:as

Enclosures: (2)

ADDED TO STATE MILEAGE AS OF 7-1-63

Mr Cassell

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

MD 381 OVER PA. RR.

Chairman and Director Funk executed grant and agreement, in quintuplicate, dated September 14, 1962, by and between the State Roads Commission of Maryland (the Commission) and the Board of Public Works of Maryland (the Board), both acting for the State of Maryland, and The Pennsylvania Railroad Company (Railroad), wherein the Commission and the Board, insofar as they have the right and authority so to do, and subject to the terms, limitations, covenants and conditions therein set forth, grant unto the Railroad the right and permission to construct a highway overpass in the existing Brandywine-Patuxent Road (Md. 381) in Prince George's County, Maryland (Contract BW-403-312), to carry said highway over a proposed siding to be constructed by the Railroad from Hughesville to Chalk Point, Maryland, to serve a generating plant of the Potomac Electric Power Company.

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

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. M. M. Brodsky
Mr. A. L. Grubb (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. W. L. Shook (2)
Mr. E. K. Lloyd
Mr. C. S. Linville
Mr. N. L. Smith, Jr.
Mr. F. P. Scrivener
Mr. G. B. Chaires
Secretary's File
SRC-Prince George's County
Contract BW-403-312
Mr. G. W. Cassell

GRANT AND AGREEMENT

Made this 14 day of September, 1962, by and between the STATE ROADS COMMISSION OF MARYLAND (the "Commission") and the BOARD OF PUBLIC WORKS OF MARYLAND (the "Board"), both acting for the State of Maryland; and THE PENNSYLVANIA RAILROAD COMPANY, a Commonwealth of Pennsylvania corporation ("Railroad"),

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

WHEREAS, Railroad is desirous of constructing railroad tracks, and facilities appurtenant thereto, across Brandywine-Patuxent Road, a public highway of the State of Maryland, in Prince George's County, known as Maryland Route No. 381, which will necessitate the occupation and use by Railroad of land now used and/or occupied by a portion of said road; and

WHEREAS, Railroad is willing to construct, at its sole cost and expense, a highway overpass to carry Maryland Route No. 381 over such proposed railroad track and a temporary road contiguous to Maryland Route No. 381 in order to maintain traffic during construction of such overpass, and to perform, at its sole cost and expense, all the work (including the furnishing of all materials, tools, equipment, labor and superintendence required therefor) shown on the plans and specifications attached hereto and made a part hereof and designated as follows:

Exhibit "A"

Proposed Siding from
Hughesville to Chalk Point, Md.
To Serve Generating Plant
O.H. Bridge No. 3.70X Chalk Point Spur
Route 381 at Station 196 + 79.83
Sheets 1, 2, 3
June 27, 1962 Plan No. 42694-B

and

Exhibit "B"

Special Specifications Dated September 8, 1961, Rev. 3/1/62
and Addendum No. 4 dated July 2, 1962

and

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

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

1. The Commission and the Board, acting for the State of Maryland, do hereby give and grant unto Railroad, so far as the Commission and the Board have the right and authority so to do, and subject to the terms, limitations, covenants and conditions hereinafter set forth and provided, the right and permission to construct a highway overpass in the existing Brandywine-Patuxent Road (Maryland Route No. 381) in Prince George's County, Maryland, at the location and in the manner set forth in the aforesaid plans and specifications, including the right and permission to perform all other work shown on or called for by said plans and specifications and such amendments, alterations, changes and additions thereto as may be approved by the Chief Engineer of the Commission.

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

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

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

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

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

6. During construction and until the highway overpass is open for traffic, Railroad will maintain, in a manner satisfactory to the Chief Engineer of the Commission, the temporary road which is to be built to maintain traffic during construction.

7. With the exception of the roadway wearing surface, Railroad will at its sole cost and expense maintain the highway overpass and all parts thereof, including, but not limited to, piling, substructure, superstructure, railings,

curbs and paint, so long as the highway is used as such.

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

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

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

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

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

11. Railroad will construct the overpass to accommodate a thirty-foot (30') wide roadway as shown on the aforesaid plans and specifications. Such construction, when completed, shall not relieve Railroad of an obligation to widen at its expense the roadway of the overpass should the State determine at some later date to widen the roadway of Maryland Route No. 381 between its junctions with Maryland Routes No. 231 and No. 382. The amount the roadway of overpass is to be widened will be determined by the amount the roadway of Maryland Route No. 381 is widened but shall not exceed providing for a roadway width of forty-eight feet (48') between curbs of the highway overpass, anything in excess of said forty-eight feet (48') to be at the cost and expense of the Commission.

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

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

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

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

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

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

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

Copies of the policies for the insurance above required shall

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

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

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

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

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

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

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

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

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

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

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

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

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

IN WITNESS WHEREOF the COMMISSION has caused this Grant and Agreement to be executed by its Chairman-Director and attested by its Secretary, and Railroad has caused this Grant and Agreement to be executed on its behalf by its Regional Manager and its corporate seal to be hereunto duly affixed and attested by its Secretary or one of its Assistant Secretaries, and the Board has caused this Grant and Agreement to be executed on its behalf by the members thereof, all as of the day and year first above written.

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman-Director

ATTEST:

_____
Secretary

BOARD OF PUBLIC WORKS OF MARYLAND

WITNESS:

_____

By _____
Governor

Approved as to form
and legal sufficiency
Dec. 13 1962
_____
Special Asst. Attorney General

_____
Comptroller

_____
Treasurer

THE PENNSYLVANIA RAILROAD COMPANY

By _____
Regional Manager

(Corporate Seal)

ATTEST:

_____
ASSISTANT Secretary

STATE OF MARYLAND,
SS.:
CITY OF BALTIMORE,

I HEREBY CERTIFY that on this 19th day of December, 1962, before me, the subscriber, a Notary Public of the State of Maryland in and for the City aforesaid, personally appeared John B. Funk, Chairman-Director of the STATE ROADS COMMISSION OF MARYLAND, and acknowledged the foregoing Grant and Agreement to be the act of the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland.

WITNESS my hand and notarial seal.

Frank J. Paskowski
Notary Public

My commission expires: 5/6/63

STATE OF MARYLAND,
SS.:
COUNTY OF BALTIMORE,

I HEREBY CERTIFY that on this 11th day of January, 1963, before me, the subscriber, a Notary Public of the State of Maryland in and for the County aforesaid, personally appeared J. Millard Tawes, Governor, Lewis L. Goldstein, Comptroller, and Hooper S. Miles, Treasurer, constituting the BOARD OF PUBLIC WORKS OF MARYLAND, and each severally acknowledged the foregoing Grant and Agreement to be the act of the BOARD OF PUBLIC WORKS OF MARYLAND, acting for the State of Maryland.

WITNESS my hand and notarial seal.

Andrew O. Heubeck Jr.
Notary Public

My commission expires: May 6, 1963

STATE OF MARYLAND
CITY OF BALTIMORE

I HEREBY CERTIFY that on this 14th day of September, 1962, before me, the subscriber, a Notary Public ~~of the District of Columbia in and for the District aforesaid~~, personally appeared George M. Smith, Regional Manager of THE PENNSYLVANIA RAILROAD COMPANY, a body corporate, and acknowledged the foregoing Grant and Agreement to be the corporate act and deed of said corporation.

WITNESS my hand and notarial seal.

Robert L. Knight
Notary Public

My commission expires: May 6, 1963

File in
Pr. Geo. Co
Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, NOVEMBER 29, 1962

* * *

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

WHEREAS, the respective District Engineers have recommended the following changes in route numbers, and

WHEREAS, these changes have been approved by the Bureau of Traffic and the Division of Planning and Programming, namely:

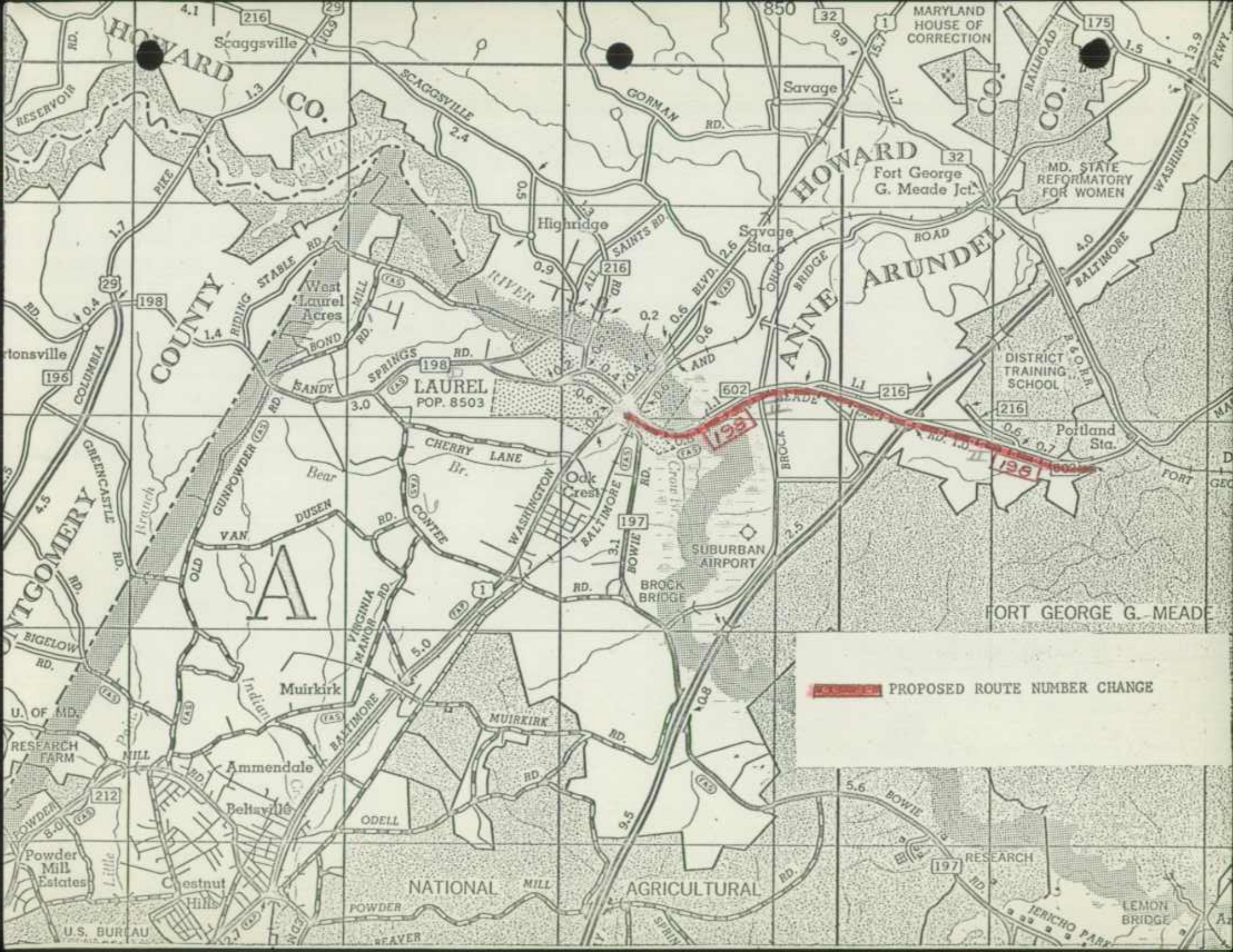
1. Kent County - Extend Md. 291 to the junction with U. S. 213 at Chestertown.

2. Kent County - Extend Md. 298 from present junction with Md. 566 to U. S. 213 at Harmony Corner, providing a continuous route from Md. 20 at Fairlee to U. S. 213.

3. Anne Arundel and Prince George's Counties - Extend Md. 198 from Laurel to Fort Meade, providing continuous route from Md. 650 (Brown's Corner) in Montgomery County to Fort Meade.

NOW, THEREFORE, BE IT RESOLVED that these proposals be adopted by the State Roads Commission of Maryland effective January 1, 1963.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. N. Lewis, Jr. (8)
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. William Jabine, II
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Mr. H. G. Downs (2)
Mr. L. C. Moser (2)
Mr. A. L. Grubb
Mr. C. R. Sharretts (2)
Mr. W. L. Shook (3)
Mr. M. C. Thompson, Jr. (2)
Major G. E. Davidson (2)
Mr. G. W. Cassell
SRC-Anne Arundel County
SRC-Kent County
SRC-Prince George's County


HOWARD CO.
Scaggsville
SCAGGSVILLE
GORMAN RD.
Savage
MARYLAND HOUSE OF CORRECTION
HOWARD CO.
Fort George G. Meade Jct.
MD. STATE REFORMATORY FOR WOMEN
Highridge
Savage Sta.
ANNE ARUNDEL
COUNTY
West Laurel Acres
LAUREL POP. 8503
DISTRICT TRAINING SCHOOL
Portland Sta.
Odk Crest
SUBURBAN AIRPORT
BROCK BRIDGE
FORT GEORGE G. MEADE
Muirkirk
Ammendale
Beltsville
Powder Mill Estates
Chestnut Hills
U. OF MD. RESEARCH FARM
U.S. BUREAU
NATIONAL AGRICULTURAL
LEMON BRIDGE
PROPOSED ROUTE NUMBER CHANGE

COPY

October 10, 1962

Mr. Joseph D. Buscher

Mr. Haines B. Felter

Contract: P 735-1-320
Relocation of Md. Rte. 4
Agreement Between SRC and
Prince George's County
Re: Relocation and Widening of
Forestville Road and
Extension and Widening of
Leona Street
File No.: 45506

An agreement dated April 14, 1955 between the Commission and the County Commissioners of Prince George's County sets out the terms and conditions whereby the Commission would convey a portion of Forestville Road and Leona Street to the County Commissioners of Prince George's County.

One of the terms of the agreement was that the County would pay a share of the cost of this project. I understand that the County has paid their proportionate share of this project on February 17, 1961. The portions of the above mentioned streets have never been officially transferred to the County. It would be appreciated if you would have someone draft a deed or agreement whereby this transfer could be made.

In previous discussions with Mr. Seymour, we discussed the lack of Commission policy concerning the responsibility for the transfer of roads from the Commission to the various counties, cities and/or subdivisions.

It may be well to have the Commission place this responsibility on one specific person or division; either Traffic, Right of Way, or Legal. As the situation exists, these various requests come from all branches of the Commission and to all branches of the Commission.

I would appreciate your comment on this matter.

ORIGINAL
SIGNED BY HAINES B. FELTER

H. B. Felter

CTR:se

cc: Mr. LeRoy C. Moser
Mr. J. Francis Curran
Mr. C. C. Seymour
Mr. George Cassell
Mr. Robert Hajzyk

These two sections transferred to County under agreement dated 4-14-59
Also see letter from Mr Friend dated 9-13-61

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, OCTOBER 9, 1962
***

Chairman and Director Funk executed for and on behalf of the Commission, agreement, in duplicate, dated October 9, 1962, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, party of the first part, therein called the "Commission," and the County Commissioners of Prince George's County, Maryland, parties of the second part, therein called the "County," applicable to the following Federal Aid Project in Prince George's County:

Federal-Aid Project No.	Name of Road
US-9357 (1)	Telegraph Road

Said agreement stipulates the conditions under which this project is to be constructed and states that the County shall keep open to traffic and maintain the project in a satisfactory manner and make ample provisions each year for such maintenance.

This agreement had been executed previously by Prince George's County, recommended for approval by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Seymour.

Copy: Mr. D. H. Fisher
Mr. G. B. Chaires
Mr. L. E. McCarl
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. C. A. Goldeisen
Mr. C. S. Linville
Mr. W. L. Shook (2)
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr. (8)
Mr. W. B. Duckett (2)
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. C. L. Wannen
Mr. H. C. Bowers
Mr. L. C. Moser (2)
Co. Commrs. of Pr. Geo. Co.,Md. (3)
Secretary's File (3)
SRC-Prince George's County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 30, 1962
* * *

Chairman and Director Funk executed agreement, in duplicate, dated July 30, 1962, by and between The Baltimore and Ohio Railroad Company, therein sometimes called "Railroad," and the State Roads Commission of Maryland, therein sometimes called "Commission," wherein the Railroad, insofar as it has a legal right and its present title permits, grants unto the Commission the right, liberty and privilege of widening and reconstruction (including the relocation of flashing signals and short arm gates) of Annapolis Road (Md. 450 and Md. 202), where said highway crosses the track and property of Railroad at Grade Crossing #266, (Contract P-791-1-320) at Bladensburg, Maryland, in accordance with terms and conditions more fully set forth therein.

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

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. W. L. Shook (2)
Mr. H. G. Downs (4)
Mr. C. L. Wannen
Mr. M. D. Philpot (2)
Mr. W. B. Duckett (2)
Mr. A. L. Grubb (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. H. C. Bowers
Mr. G. W. Cassell
Mr. C. S. Linville
Secretary's File
SRC-Prince George's County
Contract P-791-1-320

Prince George's County

THIS AGREEMENT, made and entered into this 30th day of July, 1962, by and between THE BALTIMORE AND OHIO RAILROAD COMPANY, party of the first part, hereinafter sometimes called "Railroad", and the STATE ROADS COMMISSION OF MARYLAND, party of the second part, hereinafter sometimes called "Commission", witnesseth:

WHEREAS, Commission proposes to widen and improve Annapolis Road (Md. Rte. 202 and Rte. 450) between Peace Cross and Landover Road in Prince Georges County, at Bladensburg, Maryland, and

WHEREAS, Annapolis Road crosses the Alexandria Branch of Railroad at grade, Railroad Crossing No. 266, and

WHEREAS, certain changes and modifications in existing grade crossing and grade crossing protection are desired by the Commission to permit the highway improvements to be carried across the Railroad, and

WHEREAS, Railroad is willing to perform necessary changes to said grade crossing and protection upon the terms and conditions hereinafter set forth:

NOW, THEREFORE, in consideration of the premises and mutual dependent covenants herein contained, the parties hereto agree as follows:

1. Railroad, insofar as it has a legal right and its present title permits, by these presents does grant, unto the Commission, the right, liberty and privilege of widening and reconstructing Annapolis Road, where said highway crosses the track and property of Railroad at Railroad Grade Crossing No. 266, and to reconstruct said crossing as aforesaid, as shown on the plans and in specifications which are hereby made a part of this agreement by reference thereto, together with easements for widening said highway as shown on Commission's Plat No. 19114 attached hereto and made a part hereof, the Railroad, for itself, its successors, assigns and licensees, reserving all rights including but not limited to those which it now deems, or from time to time may deem, desirable or necessary for its various operations, or the operations of others, as they now are or may lawfully be engaged in from time to time, and in order to be enabled to construct, reconstruct, relocate, operate, maintain, repair, renew and remove such of its facilities as

Prince George's County

now are, or such additional facilities, either its own or those of others, of whatever type as in the future Railroad, its successors and assigns, may deem desirable or necessary to be located in, upon, over, under or across the land involved, so long as such use and occupancy do not interfere with the land's use for highway purposes as contemplated herein.

2. Detailed plans and specifications for the Project shall be prepared by the Commission. All plans and specifications affecting the said crossing shall be subject to the approval of the Railroad's Chief Engineer. Commission shall have charge of the engineering for the said work. However, the Commission and Railroad, in carrying out the work to be done by each party under the provisions of this agreement, shall provide the engineers and inspectors required for their respective parts of the work. The Commission shall reimburse the Railroad therefor as provided in Section 10 herein.

3. No change in the plans or specifications for the Project affecting the Railroad shall be made without the consent, in writing, of the Commission and the Railroad.

4. It is the intention of the parties to rehabilitate and widen the present grade crossing and to relocate the present flashlight signals and short arm gates to conform to the new highway improvement.

It is agreed, therefore, that the Railroad will do all work and furnish all material necessary to widen the said crossing, and to relocate the present flashlight signals and short arm gates. Commission agrees to cause its Contractor to place all paving and perform related work. Commission shall reimburse the Railroad for all expenses incurred by Railroad in accordance with the provisions of Section 10 herein.

5. Any watchmen or flagmen necessary during the construction period of said Project to protect or safeguard Railroad traffic shall be provided by the Railroad, and the Chief Engineer of the Railroad or his authorized representative shall be the sole judge of when such protection is deemed necessary. Commission shall reimburse the Railroad for

protective services in accordance with Section 10 hereof. Any watchmen or flagmen necessary to protect and safeguard highway traffic shall be provided and paid for by the Commission. It is agreed, however, that the providing of such watchmen, etc. by the Railroad and/ or Commission and other precautions taken either by the Railroad or Commission as a consequence of the work of the contractor or contractors, shall not relieve said contractors from liability for personal injuries or damages arising in connection with their operations.

6. All work herein provided to be done by the Commission on the Railroad's property shall be done in a manner satisfactory to the Chief Engineer of the Railroad, or his authorized representative, and shall be performed at such times and in such a manner as not to interfere with the movement of trains or traffic upon the tracks of the Railroad. The Railroad agrees to allow the contractor reasonable use of railroad property in the vicinity of this project for the use of such construction equipment needed in the performance of the work contemplated. Commission agrees to require its contractor to use all reasonable care and precaution in order to avoid accident, damage or delay to or interference with the Railroad's trains or other property.

7. Commission shall require its contractors, upon completion of the work of such contractors and before final payment is made, to remove from within the limits of the Railroad's land, all machinery, equipment, surplus material, falsework, rubbish or temporary buildings, and other property of such contractors, and to leave the said land in a condition satisfactory to the Chief Engineer of the Railroad or his authorized representative.

8. Before any work on Railroad property is commenced, the contractor, in addition to his construction bond, shall cause to be executed, all insurance required by the Special Provisions of the Proposals for the contracts entered into by the Commission for the said Project, and these contracts are hereby incorporated, by reference thereto, in this agreement and made a part hereof.

Power Surges Cruz

9. Upon completion of the Project, the Railroad shall, at its own cost and expense, keep in repair and maintain the flashlight signals, tracks, ties, ballast and all timber parts of said crossing as well as all Railroad appurtenances related thereto; the Commission shall, at its own cost and expense, keep in repair and maintain the paving of said crossing and all highway appurtenances, drainage, etc., related thereto.

10. The Commission will reimburse the Railroad monthly for all costs and expenses of any labor, material and equipment which may be required by the Railroad on or in connection with the relocation of pole line, changes to its track and roadbed, relocation of flashlight signals and short arm gates, Railroad watchmen and flagmen necessary for protection services, as well as engineering and inspection, only insofar as such expenses and services are caused solely by the construction of this project.

11. Any work not specifically provided for herein shall be done by one of the parties as may be mutually agreed upon from time to time during progress of the work.

12. The work provided for in this agreement shall be commenced by the parties within thirty (30) days from the date on which the Commission notifies the Railroad that this agreement is effective, and all funds necessary therefor on the part of the Commission have been properly certified and made available; and such work shall be completed within a reasonable time thereafter. Preparation of plans, or buying and assembling of materials shall be construed as compliance with the foregoing thirty (30) day provision. Except as otherwise provided herein, neither this paragraph nor any other provision of this agreement shall be construed as being for the benefit of the highway contractor or any other third person.

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

Prince George County

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

ATTEST:

Secretary

THE BALTIMORE AND OHIO RAILROAD COMPANY

By Lloyd W. Barber

Vice President

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman and Director of Highways
For the State of Maryland

APPROVED:

Chief Engineer-State Roads Commission

Approved as to form and legal sufficiency this 18th day of July, 1962.

Special Assistant Attorney General
of Maryland

Prince Georges County

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 11th day of July, 1962, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared L.W. Baker, Vice President, of THE BALTIMORE AND OHIO RAILROAD COMPANY, and acknowledged the aforegoing Agreement to be the corporate act and deed of the said The Baltimore and Ohio Railroad Company.

AS WITNESS my hand and Notarial Seal.

Frances A. Steinhauer
Notary Public

My Commission Expires

May 6, 1963

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 30th day of July, 1962, before me the subscriber, a Notary Public of the State of Maryland, in and for Baltimore City, personally appeared John B. Funk, Chairman and Director of Highways of the STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and acknowledged the aforegoing Agreement to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland.

AS WITNESS my hand and Notarial Seal.

Nancy G. Stock
Notary Public

My Commission Expires May 6, 1963

Prince George County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 30, 1962
***

Chairman and Director Funk executed for and on behalf of the Commission, agreement, in quadruplicate, dated the 30th day of July, 1962, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, party of the first part, therein called the "Commission," and the County Commissioners for Prince George's County, Maryland, parties of the second part, therein called the "County," applicable to construction of a highway in Prince George's County between the Baltimore-Washington Parkway and a point approximately 0.32 mile East of Telegraph Road, for a length of 2.788 miles more particularly described as follows:

Federal-aid Project No. W-P-US-9403 (1) - Glenn Dale Road

Said agreement stipulates the conditions under which this project is to be constructed, and states that "The County shall keep open to traffic and maintain the project in a satisfactory manner and make ample provisions each year for such maintenance, and further agrees to regulate and control traffic in the following manner.

a. Prohibit parking during peak hours.

b. Eliminate parking entirely when conditions warrant."

This agreement had been executed previously by the Board of County Commissioners for Prince George's County by Jesse S. Baggett, President, recommended for approval by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. D. H. Fisher
Mr. G. B. Chaires
Mr. L. E. McCarl
Mr. R. J. Hajzyk
Mr. G. W. Cassell
Mr. C. A. Goldeisen
Mr. C. S. Linville
Mr. W. L. Shook (2)
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr. (8)
Mr. W. B. Duckett (2)
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. C. L. Wannen
Mr. H. C. Bowers
Mr. L. C. Moser (2)
Co. Commrs. of Pr. Geo. Co. (3)
Secretary's File
SRC-Prince George's County

This road transferred from County Highway System to State Highway System, agreement Dated 5-19-64 S.R.C. Minute 5-27-64

PR-GEORGES COUNTY

Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, MAY 15, 1962
***

On recommendation of Chief Engineer Fisher in letter dated May 14, 1962, Chairman and Director Funk executed agreement, in duplicate, dated May 15, 1962, by and between The Baltimore and Ohio Railroad Company, therein sometimes called "Railroad," party of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, therein sometimes called "Commission," party of the second part, 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 the dual overhead bridges and approaches on the Capitol Beltway (Interstate Route 495) over the tracks and property of the Washington Branch of the Railroad at Highway Station 356+59.57 (Railroad Station 1034+45.50) near Sunnyside, Prince George's County, Maryland, (Contract No. P-722-10-320; FAP#IG-495-2(33)24), in accordance with plans and specifications which are made a part thereof by reference thereto, together with easements for the overhead dual highway bridges and necessary piers on and over the property of Railroad, and a ground easement for the 48" pipe culvert beneath the tracks and across the property of Railroad, as shown on Commission's Plat No. 22080, attached thereto and made a part thereof, and wherein are stated the respective aims and obligations connected with said project.

Said agreement had previously been executed on behalf of said Railroad by Vice President C. E. Bertrand, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. L. Shook (2)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. H. C. Bowers
Mr. A. L. Grubb (2)
Mr. L. W. Carr
Mr. C. S. Linville
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Secretary's File
SRC-Prince George's County
Contract P-722-10-320;FAP#IG-495-2(33)24

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, MAY 15, 1962
***

On recommendation of Chief Engineer Fisher in letter dated May 14, 1962, Chairman and Director Funk executed agreement, in duplicate, dated May 15, 1962, by and between The Baltimore and Ohio Railroad Company, therein sometimes called "Railroad," party of the first part, and the State Roads Commission of Maryland, acting for the State of Maryland, therein sometimes called "Commission," party of the second part, 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 the dual overhead bridges and approaches on the Capitol Beltway (Interstate Route 495) over the tracks and property of the Washington Branch of the Railroad at Highway Station 356+59.57 (Railroad Station 1034+45.50) near Sunnyside, Prince George's County, Maryland, (Contract No. P-722-10-320; FAP#IG-495-2(33)24), in accordance with plans and specifications which are made a part thereof by reference thereto, together with easements for the overhead dual highway bridges and necessary piers on and over the property of Railroad, and a ground easement for the 48" pipe culvert beneath the tracks and across the property of Railroad, as shown on Commission's Plat No. 22080, attached thereto and made a part thereof, and wherein are stated the respective aims and obligations connected with said project.

Said agreement had previously been executed on behalf of said Railroad by Vice President C. E. Bertrand, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. L. Shook (2)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. H. C. Bowers
Mr. A. L. Grubb (2)
Mr. L. W. Carr
Mr. C. S. Linville
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Secretary's File
SRC-Prince George's County
Contract P-722-10-320;FAP#IG-495-2(33)24

1 Bh

THIS AGREEMENT, executed in duplicate, made and entered into this 15th day of June, 1962, by and between THE BALTIMORE AND OHIO RAILROAD COMPANY, hereinafter sometimes called "Railroad", party of the first part, and the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, hereinafter sometimes called "Commission", party of the second part, witnesseth:

WHEREAS, because of the necessity of providing for the constant and unceasing growth in the volume of highway traffic and to promote and facilitate safety of such travel, the Commission proposes to construct a new dual express highway to be known as the Capitol Beltway (Interstate 495), and

WHEREAS, the Capitol Beltway will cross over the tracks and property of the Washington Branch of the Railroad by means of dual highway bridges at Highway Station 356+59.57 (Railroad Station 1034+45.50) near Sunnyside, Prince George's County, Maryland, in accordance with plans and specifications which are made a part hereof by reference thereto, the aforesaid work being sometimes referred to as the "Project", and

WHEREAS, the parties hereto understand that, pursuant to legislation by the Federal Government, funds have been or will be authorized and allocated by the Bureau of Public Roads for said Project, which will be constructed to minimum Federal and Commission standards as a Federal Aid Project, and

WHEREAS, the parties hereto are desirous of cooperating with each other in accomplishing the proposed Project and to enter into an agreement to state more fully their respective aims and obligations connected therewith.

NOW, THEREFORE, this agreement witnesseth that for and in consideration of the sum of One Dollar ($1.00), paid by the Commission to the Railroad, the receipt whereof is hereby acknowledged, and in further consideration of the mutual promises and obligations assumed and benefits accruing to the parties hereto as hereinafter set forth, the parties do hereby agree as follows:

1. Railroad, insofar as it has a legal right and its present title permits, does hereby grant, subject to the terms, limitations and agreements hereinafter set forth, unto the Commission, the right, liberty and privilege of constructing, establishing, maintaining and renewing the dual overhead bridges and approaches as hereinbefore described, over and above the tracks and property of the Railroad, said Project to be paid for by the Commission as further provided in Section 13 hereof.

2. Detailed plans and specifications for the Project shall be prepared by the Commission. Said plans and specifications and any subsequent changes therein shall be subject to the approval (in writing) of both parties to this agreement, to the extent that their respective interests are affected thereby. In addition, and where necessary, said plans and specifications shall be subject to Federal approval.

3. Railroad, insofar as it has the right so to do, hereby quitclaims to the Commission, without charge, easements for the overhead dual highway bridges and necessary piers on and over the property of Railroad, and a ground easement for the 48" pipe culvert beneath the tracks and across the property of Railroad, as shown on Commission's Plat No. 22080, attached hereto and made a part hereof; the Railroad, for itself, its successors, assigns and licensees, reserving all rights, including but not limited to those which it now deems, or from time to time may deem, desirable or necessary for its various operations, or the operations of others, as they now are or may lawfully be engaged in from time to time, and in order to be enabled to construct, reconstruct, relocate, operate, maintain, repair, new and remove such of its facilities as now are, or such additional facilities, either its own or those of others, of whatever type as in the future Railroad, its successors and assigns, may deem desirable or necessary to be located in, upon, over, under or across the land involved, so long as such use and occupancy do not interfere with the land's use for highway purposes as contemplated herein.

4. All work in accordance with the plans and specifications for said Project shall be performed by the Commission, the Railroad reserving the right to perform or cause to be performed such temporary or permanent

alterations of pole lines, tracks, and all Railroad appurtenances and facilities of whatever kind, nature or description only insofar as same is made necessary by construction of said Project. Railroad's work may be performed by its own forces on a force account basis or by contract (awarded by the Railroad, subject to the approval of the Commission), or by a combination of both, and the Commission shall reimburse the Railroad as provided in Section 13 hereof.

5. It is agreed that in the construction of said Project, all necessary falsework, bracing or forms on Railroad property and any other temporary construction and clearances affecting the Railroad, shall be subject to the approval of the Chief Engineer of the Railroad, or his authorized representative, and The Public Service Commission of Maryland.

6. Each party shall, in carrying out its work on the Project, provide the necessary engineering and inspection for its respective part of the work and the Commission shall reimburse the Railroad therefor as provided in Section 13 herein. However, the Commission shall have general charge of the engineering on the Project.

7. Any watchmen, flagmen and other protection or devices, necessary during the construction period of said Project to protect or safeguard Railroad's traffic, shall be provided by the Railroad, and the Chief Engineer of the Railroad or his authorized representative shall be the sole judge as to the need for such Railroad protection. Commission shall provide all necessary watchmen and flagmen to protect highway traffic. Commission shall reimburse the Railroad for Railroad protective services in accordance with Section 13 hereof. It is agreed, however, that the providing of such watchmen, etc., by the Railroad and other precautionary measures taken either by the Railroad or the Commission, as a consequence of the work of the Commission's Contractor or Contractors, shall not relieve said Contractor or Contractors from liability for damage arising in connection with their operations.

8. All work herein provided to be done by the Commission on Railroad's property shall be done in a manner satisfactory to the Chief Engineer of the Railroad or his authorized representative, and shall be

performed at such times and in such a manner as not to interfere with the movement of trains orttraffic upon the tracks of the Railroad. The Commission agrees to require its Contractors to use all reasonable care and precaution in order to avoid accidents, damages or delay to or interference with Railroad's trains or other property. The Railroad shall allow to Commission's Contractors the right to reasonable use of Railroad property in the vicinity of said work, with his construction equipment used in the performance of the work contemplated hereunder.

9. Commission shall require its Contractors, upon completion of the work of such Contractors and before final payment is made, to remove from within the limits of the Railroad's land all machinery, equipment, surplus material, falsework, rubbish or temporary buildings and other property of such Contractors and to leave the said land in a condition satisfactory to the Chief Engineer of the Railroad or his authorized representative.

10. Before any work on said Project is commenced, the Commission's Contractor, in addition to his construction bond, shall cause to be executed all insurance required by the Special Provisions of the Proposals for the contracts entered into by the Commission for the construction of the said Project and these contracts are hereby incorporated by reference thereto into this agreement and made a part hereof.

11. Upon completion of said Project, the Railroad shall at its own cost and expense, repair and maintain its roadbed and tracks. Commission shall, at its own cost and expense, repair, renew and maintain the overhead structures and approaches to said bridge structures, and all other highway facilities, as well as the 48" pipe culvert crossing mentioned in Section 3 herein.

In the event the said bridge structures and approaches and other highway facilities are damaged by derailment, accidents or collisions due to negligence of the Railroad, the Commission shall make the repairs necessary to restore said facilities to their former condition and the Railroad shall reimburse the Commission for the full actual cost of such repairs. In the event, however, that said facilities are damaged by reason

of collisions or accidents arising out of use of said highway, the Commission shall at its own cost and expense make the repairs necessary to restore the aforesaid facilities to their former condition, free of cost to the Railroad.

12. Commission agrees to permit the Railroad, without any charge to the Railroad for said privilege, the right to attach at the expense of the Railroad, to said bridge structures and approaches at any time after their completion, signals, signal posts, telegraph, telephone, and other wires and devices of whatsoever kind, nature and description now used or hereafter to be used in the operations of the Railroad, subject to the reasonable regulation and supervision of the Chief Engineer of the Commission.

13. Commission will reimburse the Railroad monthly for all costs and expenses of any labor, material and equipment which may be required by the Railroad on or in connection with temporary and permanent changes to its pole lines, tracks and roadbed, and temporary track supports, Railroad watchmen and flagmen necessary for protection services, as well as engineering and inspection, only insofar as such expenses and services are caused solely by the construction of this Project, and in accordance with Policy and Procedure Memorandum No. 30-3 of the Bureau of Public Roads and amendments thereto.

14. The work provided for in this agreement shall be commenced by the parties within thirty (30) days from the date on which the Commission notifies the Railroad that this agreement is effective, federal approval is received for the project, and all funds necessary therefor on the part of the Commission have been properly certified and made available; and such work shall be completed within a reasonable time thereafter. Preparation of plans, or buying and assembling of materials shall be construed as compliance with the foregoing thirty (30) day provision. Except as otherwise specifically provided in this agreement, neither this paragraph nor any other provision of this agreement shall be construed as being for the benefit of the Commission's Contractor or Contractors or any other third person, and the Commission shall insert in its agreement with said Contractor or Contractors a provision to that effect.

15. The Bureau of Public Roads Policy and Procedure Memorandum No. 21-10 classifies this project in Classification No. 4, resulting in no ascertainable benefits to the Railroad. The Railroad's contribution shall be zero dollars.

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

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

ATTEST:

THE BALTIMORE AND OHIO RAILROAD COMPANY

Secretary

By- C. A. Bickland
Vice President

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

Secretary

By-
Chairman and Director of Highways
for the State of Maryland

Approved:

Chief Engineer-State Roads Commission

Approved as to form and legal sufficiency this 11 day of May, 1962.

Special ~~Assistant~~ Attorney ~~General~~
of Maryland

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 7th day of May, 1962, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared C.E. Bertrand, Vice President of THE BALTIMORE AND OHIO RAILROAD COMPANY, and acknowledged the foregoing Agreement to be the corporate act and deed of the said The Baltimore and Ohio Railroad Company.

AS WITNESS my hand and Notarial Seal.

Francis A. Steinhorst
Notary Public

My Commission Expires

May 6, 1963

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on the 15th day of May, 1962, before me, the subscriber, a Notary Public of the State of Maryland, in and for Baltimore City, personally appeared John B. Funk, Chairman and Director of Highways, for the STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and acknowledged the foregoing Agreement to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland.

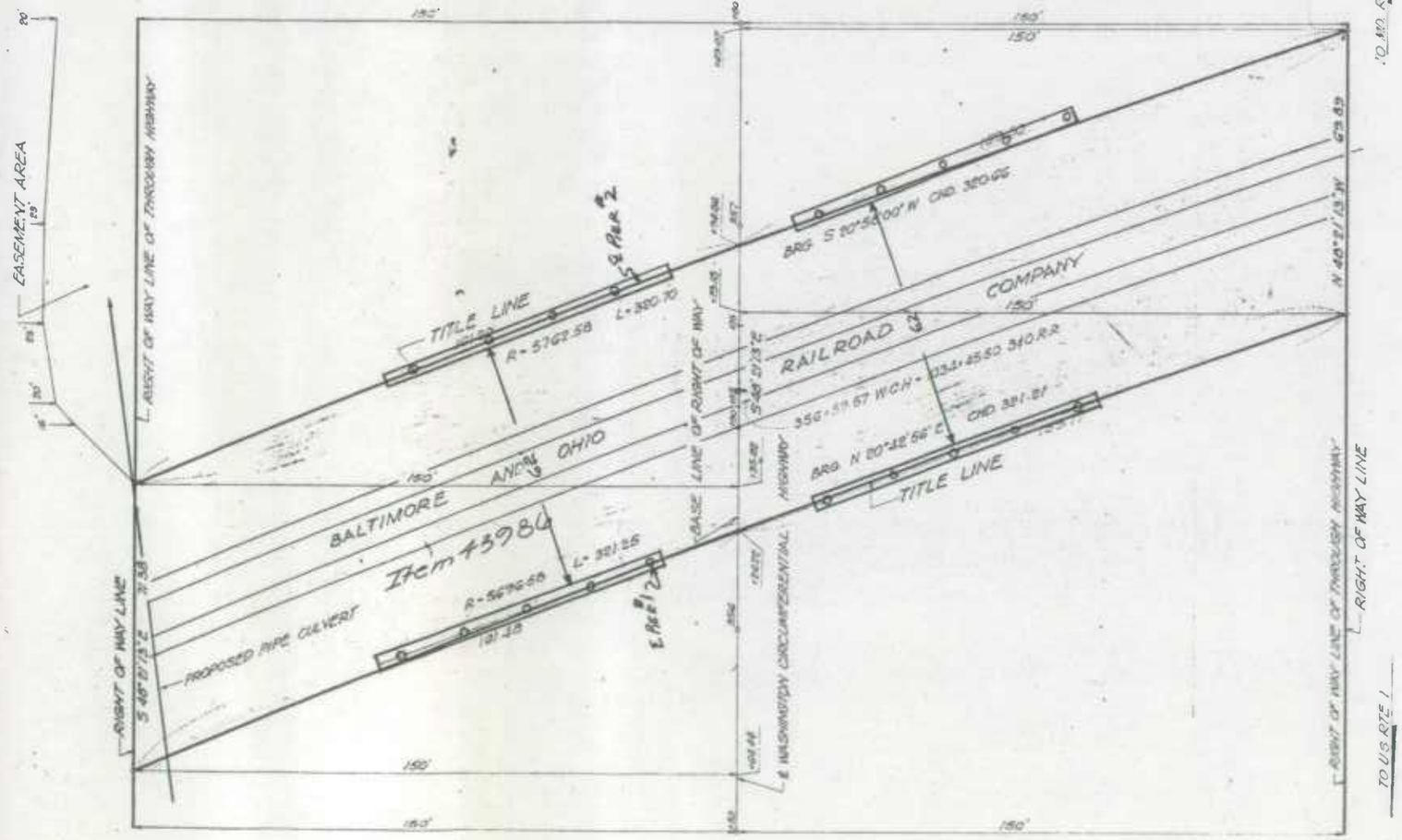
AS WITNESS my hand and Notarial Seal.

My Commission Expires
May 6 1963

Henry A. Stark
Notary Public

THIS IS AN EXPRESSWAY, AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN AND/OR ANIMAL WILL BE PERMITTED ACROSS THE LINES DESIGNATED RIGHT OF WAY LINE OF THROUGH HIGHWAY EXCEPT BY MEANS OF SUCH PUBLIC ROAD CONNECTIONS AS THE COMMISSION MAY CONSTRUCT OR PERMIT TO BE CONSTRUCTED.

HOWEVER, THAT THE EXISTING RAILROAD CROSSING THE HIGHWAY SHALL BE ALLOWED ACCESS FOR OPERATIONS OF THE RAILROAD ACROSS THE RIGHT OF WAY LINES OF THROUGH HIGHWAY BETWEEN STA. 1+99.4 ± 18.15 AND STA. 3+40 ± 17.75 ON THE LEFT AND BETWEEN STA. 3+40 ± 12.80 AND STA. 4+41.75 ON THE RIGHT BY MEANS OF A GRADE SEPARATION.



·IMPORTANT SCALE NOTE·

THIS PRINT IS A 50% REDUCTION OF THE ORIGINAL DRAWING· COMPENSATE FOR REDUCTION WHEN SCALING·

AREA TO BE ACQUIRED 0.491 ACRES SHOWN THUS

LOCATED IN PRINCE GEORGES COUNTY

PREPARED BY
GREENHORNE & O'HARA
CIVIL ENGINEERS & LAND SURVEYORS
4634 BALTIMORE AVENUE: HYATTSVILLE, MD

PROJECT ENGINEER

SURVEY BOOKS	REVISIONS
21-90	PART OF PLATS 13560 & 13571 REVISED 5-13-59 REVISED STATIONING 12-4-61

STATE ROADS COMMISSION
OF MARYLAND
WASHINGTON CIRCUMFERENTIAL HIGHWAY

SCALE: 1"=20'
CONTRACT No. P 722-6-320
ISSUED April 23 1959
RIGHT OF WAY ENGINEER

PLAT No. 22080

Mr Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, MAY 1, 1962
* * *

On recommendation of Chief Engineer Fisher in letter of April 19, 1962, the following final payment was approved, this road to remain in the Prince George's County Road System for maintenance:

Final payment of $15,538.34 for completion of relocation of Temple Hills Road, beginning approximately 230 feet west of Temple Hills School approach road and extending to Brinkley Road, a distance of 1.12 miles (flexible pavement), and including double 20' x 10' reinforced concrete box culvert at Henson Creek, our Contract #P-804-317;FAP#S-708(1), Dean and Beavers, contractor. The contract for this work was awarded on August 25, 1960 and was completed on December 1, 1961. The total amount of this contract is $228,302.28.

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. C. L. Wannen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. H. G. Downs (4)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (3)
Mr. W. L. Shook (2)
Mr. S. T. Nottingham
Mr. J. Cincibus
Mrs. J. Freeman
Prince George's County Commissioners(3)
SRC-Prince George's County
Contract P-804-317;FAP#S-708(1)

PRINCE GEORGES

Mr. Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, APRIL 10, 1962
* * *

On recommendation of Chief Engineer Fisher in letter of April 9, 1962, the following final payment was approved, this road to be returned to the Prince George's County Road System for maintenance:

Final payment of $6,855.64 for completion of grading, drainage and surfacing of Livingston Road from Indian Head Highway (Md. 210) to Bock Road, a distance of 1.76 miles (flexible pavement), our Contract #P-811-317; FAP#S-735(1), Regal Construction Company, Inc., contractor. The contract for this work was awarded on August 25, 1960 and was completed on July 5, 1961. The total amount of this contract is $227,886.74.

See SRC minutes
dated 10-7-59

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. C. L. Wannen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. H. G. Downs (4)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (3)
Mr. W. L. Shook (2)
Mr. S. T. Nottingham
Mr. J. Cincibus
Mrs. J. Freeman
Prince George's County Commissioners (3)
SRC-Prince George's County
Contract P-811-317;FAP#S-735(1)

PRINCE GEORGES COUNTY
Mr. Cassell

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. A. L. Grubb (2)
Mr. L. E. McCarl (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
Mr. A. S. Gordon
Records & Research Section, R/W Div.
Prince George's County Commissioners (3)
Secretary's File
SRC-Prince George's County

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

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

WHEREAS, the County Commissioners for Prince George's County, in the interest of public safety and welfare did on July 28, 1959, pass a resolution transferring to the State Roads Commission of Maryland certain sections of Livingston Road from Bock Road to Indian Head Highway at Forest Heights and more particularly shown on the Maryland State Roads Commission's Right of Way Plats numbered 22809, 22810, 22811, 22812, and

WHEREAS, the State Roads Commission of Maryland accepted said transfer as of the above mentioned date, but due to inadvertence or otherwise the above mentioned acceptance was not formalized by a resolution of the State Roads Commission of Maryland.

NOW, THEREFORE, BE IT RESOLVED, that the State Roads Commission of Maryland formally accepts the transfer of certain sections of Livingston Road from Bock Road to Indian Head Highway at Forest Heights as shown within the limits of the right of way lines on the Maryland State Roads Commission's Plats numbered 22809, 22810, 22811 and 22812, and the same shall have the status of a State Road, and

BE IT FURTHER RESOLVED, that upon its adoption, this resolution shall be effective nunc pro tunc, as of July 28, 1959.

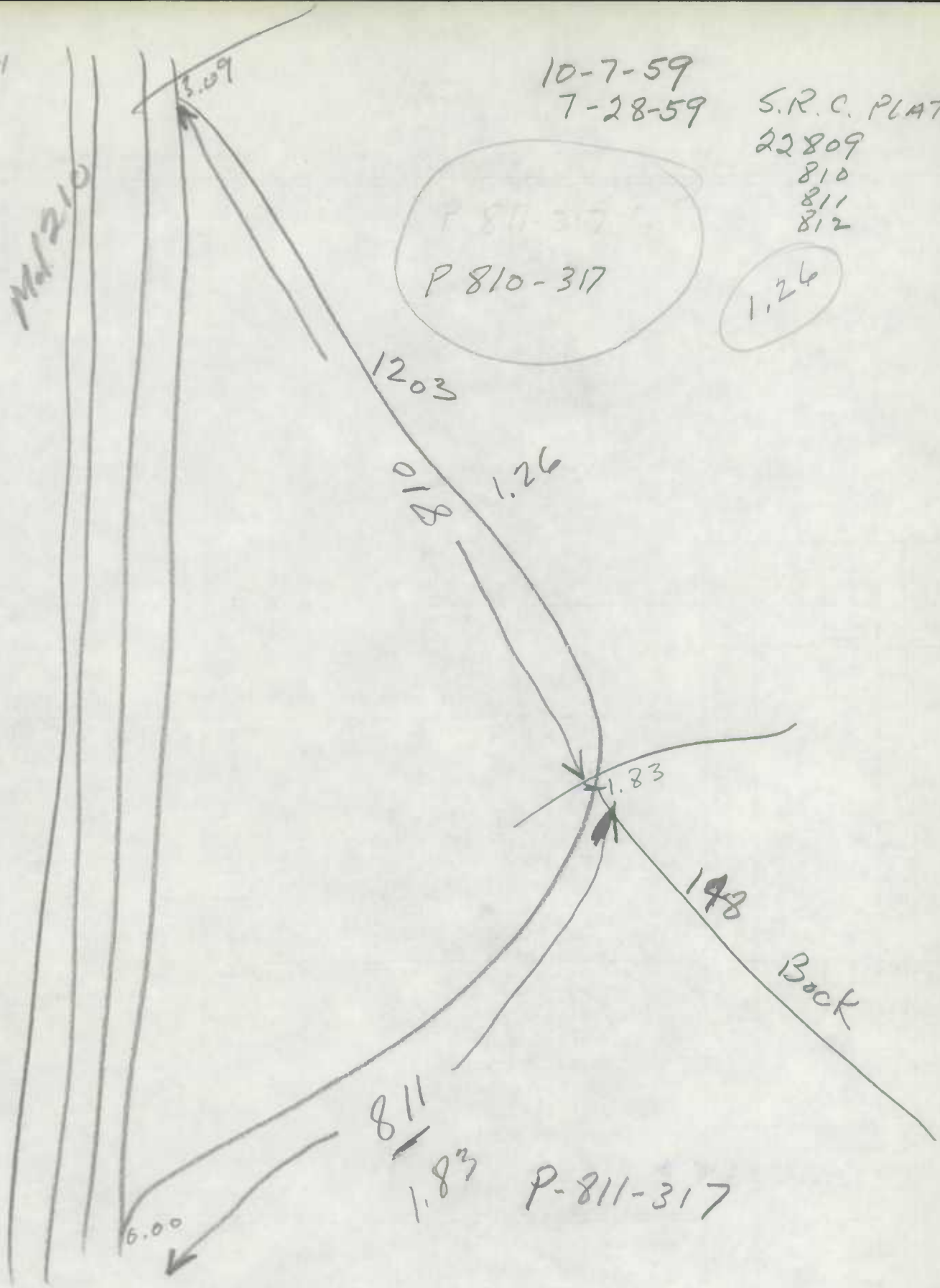
No change in maintenance authority of these sections of road. They stay in the County mileage account
10/14/59

See Memorandum of action of SRC dated 4-10-62

2-65
4-60-811

10-7-59
7-28-59

S.R.C. PLATS
22809
810
811
812



COUNTY RURAL TRAFFIC CONTROL DEVICES and LIGHTING NEEDS (Work Sheet)

Maryland State Roads Commission

REF.	CODE BLOCK	CODE
CARD CONTROL		1-2
1		3-4
2		5-6
3		7-10
4		11-12
5		13-16
6		17
7		18
8		19
9		20
10		21-24
11		25
12		26-30
13		31
14		32
15		33
16		34
17		35
18		36
19		37
20		38
21		39
22		40-42
23		43-45
24		46-49

IDENTIFICATION

1. County
2. Election District
3. Road Number
4. Section Number
5. Length (in 100th mile)
6. Class: [1] Co. Primary [2] Co. Local
7. System: [1] FAP [2] FAS [3] Non FA

Road Name_____

From_____ To_____

SERVICE CHARACTERISTICS

8. Present Status:
   [1] In Service
   [2] New Facility
9. Type of Service:
   [1] School Bus
   [2] Mail Route
   [3] School Bus & Mail Route
   [4] Recreational
   [5] Other_____(specify)
10. Number of Occupied Dwellings served by this section of road
11. Continuity:
    [1] Connects other routes at both ends
    [2] Stub Routes
12. Present ADT (1961)

DEFICIENCIES

[1] Critical [2] Fair [3] Adequate

Traffic Control Devices

13. Traffic Signs
14. Markers
15. Signals
16. Delineators
17. Other (specify)

Lighting

18. Flashing Lights
19. Continuous and Intersection Illumination
20. Other (specify)

21. Time of Improvement (in years)
    [1] 0-4 [2] 5-8 [3] 9-12 [4] 13-16 [5] 17-20 [6] Over 20

COST OF IMPROVEMENTS (in thousands of dollars)

22. Traffic Control Devices
23. Lighting
24. Total

REMARKS

Prepared by_____ Date_____ Reviewed by_____ Coded by_____

Mr Hicks

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

Chairman and Director Funk confirmed earlier execution, for the State Roads Commission of Maryland, acting for and in behalf of the State of Maryland, of agreement, in triplicate, dated December 18, 1961, by and between the Commonwealth of Virginia, acting by and through its State Highway Commissioner, pursuant to Section 33-172 of the Code of Virginia of 1950, the State of Maryland, acting by and through its State Roads Commission, pursuant to Section 7, Article 89B of the Annotated Code of Maryland, 1957, and the District of Columbia, acting by and through its Board of Commissioners, pursuant to the Act of Congress approved October 4, 1961 P.L. 87-358, wherein the parties thereto agree as to their respective responsibilities for the operation and maintenance of the Woodrow Wilson Memorial Bridge as set forth therein. This agreement had previously been approved as to form and legal sufficiency by Special Assistant Attorney General J. D. Bucher.

Said agreement was forwarded to Chairman-Director Funk with letter dated December 14, 1961 from Mr. H. L. Aitken, Director, Department of Highways and Traffic, District of Columbia, Washington 4, D. C., requesting that all three copies when executed be returned for execution by the Commonwealth of Virginia and the District of Columbia, following which an executed copy will be forwarded for the Commission's files.

An agreement, dated March 22, 1957, between the Commonwealth of Virginia, by and through its State Highway Commission, and the State of Maryland, by and through its State Roads Commission, covering construction and maintenance of approaches to and maintenance and operation of proposed Woodrow Wilson Bridge, to be constructed by the Secretary of Commerce, across the Potomac River at or near Jones Point, Virginia, was executed by Chairman Robert O. Bonnell for and on behalf of the Commission at its meeting March 20, 1957. The Congress of the United States by an Act approved October 4, 1961 P.L. 87-358 has authorized and directed that the said bridge be operated and maintained by, and at the expense of, the States of Maryland and Virginia and the District of Columbia in accordance with such arrangements as may be agreed by said States and the District of Columbia, provided that the annual portion of such expense to be assumed by the District of Columbia is not to exceed one-third of the total annual cost of maintenance and operation.

Copy: Mr. J. B. Funk
Mr. D. H. Fisher
Mr. G. B. Chaires
Mr. L. E. McCarl
Mr. L. W. Carr
Mr. C. A. Goldeisen
Mr. C. S. Linville
Mr. H. C. Bowers
Mr. F. P. Scrivener
SRC-Virginia
Mr. A. L. Grubb (2)
Mr. W. L. Shook (2)
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. H. G. Downs
Secretary's File 25882
Secretary's File (12/18/61 Agr.)
SRC-Prince George's County

MAINTENANCE AGREEMENT BETWEEN THE COMMONWEALTH OF VIRGINIA, THE STATE OF MARYLAND, AND THE GOVERNMENT OF THE DISTRICT OF COLUMBIA FOR THE WOODROW WILSON MEMORIAL BRIDGE

THIS AGREEMENT, executed in triplicate, made and entered into this 18th day of December 1961, by and between the Commonwealth of Virginia, acting by and through its State Highway Commissioners, pursuant to Section 33-172 of the Code of Virginia of 1950, the State of Maryland, acting by and through its State Roads Commission, pursuant to Section 7, Article 89B of the Annotated Code of Maryland, 1957 and the District of Columbia, acting by and through its Board of Commissioners pursuant to the Act of Congress approved October 4, 1961 P.L. 87-358, witnesseth:

WHEREAS, the Secretary of Commerce, pursuant to the provisions of an Act of Congress, approved August 30, 1954 (68 Statute 961), as amended, has constructed a bridge known as the "Woodrow Wilson Memorial Bridge", and I-495 (I-95)

WHEREAS, the Congress of the United States by an Act approved October 4, 1961 P.L. 87-358 has authorized and directed that the said bridge be operated and maintained by, and at the expense of, the States of Maryland and Virginia and the District of Columbia in accordance with such arrangements as may be agreed by said States and the District of Columbia, provided that the annual portion of such expense to be assumed by the District of Columbia is not to exceed one-third of the total annual cost of maintenance and operation,

NOW, THEREFORE, that for and in consideration of the premises and the mutual covenants herein set forth, the parties hereto do hereby agree as follows:

The operation and maintenance for the bridge shall be performed in the following manner:

1. The Commonwealth of Virginia shall maintain all roadway, air safety and navigational lighting and shall enter into an agreement with the Virginia Electric Power Company for the provision of all electrical power and servicing for the main power line and the standby line, including the maintenance of the feeders from the meter to the distribution panel of the bridge. The said Commonwealth shall also provide necessary water service.

2. The State of Maryland shall be responsible for removal of snow and ice and the placing of necessary abrasives and chemicals on the bridge. The State shall also be responsible for the painting of lane stripes and painting of all other parts of the bridge when necessary, and for the general maintenance and repairs of the structural parts of the bridge. Roadway striping shall be accomplished at least twice a year. Regarding the time of painting the bridge, it is hereby stated and agreed that representatives of each party hereto will jointly inspect the structure about once a year and determine the needs for such painting.

The State of Maryland shall also be responsible for mowing grass and cutting brush under and contiguous to the Maryland abutment of the bridge. Under and adjacent to the bridge on the Virginia side, Maryland's brush cutting responsibility will be to maintain the natural brush in such manner that it shall not exceed a height of 6' above the present ground. Such brush cutting responsibility shall not extend further than to lines 20' outside of the outer edge of each side of the bridge and parallel thereto.

If any party, agency, or jurisdiction should landscape or change the present natural foliage at/or under the Virginia end of the bridge, it is understood and agreed by the parties hereto that the State of Maryland shall have no responsibility for the maintenance or culture of such revised landscaping.

It is understood and agreed that the Commonwealth of Virginia will allow official vehicles of the State of Maryland the use of the median crossover at the Virginia abutment.

3. The District of Columbia shall be responsible for providing operators on a 24 hour basis for the operation of the bridge and bascule span and the provision of telephone and radio service. The said District shall also be responsible for the maintenance of all electrical machinery.

4. Each party shall pay the costs in connection with the performance of its responsibilities hereunder. Within thirty days after June 30 of each year, each party shall provide the other parties with a statement of expenses incurred during the preceding year. It is specifically understood and agreed that no one party shall bear more than one-third of the total cost of operation and maintenance and appropriate adjustments will be made within a reasonable time after June 30 of each year. As used in this paragraph, the term "expenses incurred" shall not include customary administrative and general overhead costs.

5. It is understood and agreed that work which any party must secure by contract in order to perform its duties hereunder shall be secured by means of reasonable competitive bidding, unless otherwise agreed by the parties hereto.

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

The Commissioners of the District of Columbia appointed under an act entitled "An Act to provide a permanent form of government for the District of Columbia," approved June 11, 1878, having first considered and approved the foregoing agreement, sitting as a board, have directed the execution thereof in the name of the said District of Columbia by their Secretary, who has hereunto set his hand and affixed the seal of the District of Columbia hereto under authority of the Act of Congress entitled "An Act to relieve the Commissioners of the District of Columbia of certain ministerial duties," approved February 11, 1932.

DISTRICT OF COLUMBIA
(A Municipal Corporation)

(Seal of D. C.)
Witness:

_____ By _____
Secretary, Board of
Commissioners, D. C.

COMMONWEALTH OF VIRGINIA

Witness:

_____ By _____
State Highway Commissioner

STATE OF MARYLAND

Witness:

C. R. Pease
C. R. PEASE, Secretary

By [signature] Chairman and Director of Highways
The State Roads Commission of
Maryland, Acting for and in
Behalf of the State of Maryland

~~NOT FOR PUBLIC INFORMATION~~

Chapter 50 of the Acts of 1956, Ann. Code of Maryland, provides that this plat may be used for official purposes only.

Approved as to form and legal sufficiency
this 18th day of Dec 1961
J. D. Boucher
Special Asst. Attorney General

1/10/62.

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

Attached is photocopy of Page 4, now fully executed, of agreement dated December 18, 1961, by and between the Commonwealth of Virginia, the State of Maryland, and the District of Columbia, for the operation and maintenance of the Woodrow Wilson Memorial Bridge. Please substitute this Page 4 for the Page 4 of said agreement forwarded to you with above Memorandum of Action.

Woodrow Wilson Mem bridge

Copy: Mr. J. B. Funk
Mr. D. H. Fisher
Mr. G. B. Chaires
Mr. L. E. McCarl
Mr. L. W. Carr
Mr. C. A. Goldeisen
Mr. C. S. Linville
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Mr. A. L. Grubb (2)
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Mr. G. N. Lewis, Jr.
Mr. G. W. Cassell
Mr. H. G. Downs
Secretary's File 25882
Secretary's File (12/18/61 Agr.)
SRC-Prince George's County

1/10/62.

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WEDNESDAY, DECEMBER 20, 1961

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SRC-Virginia

Mr. A. L. Grubb (2)
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SRC-Prince George's County

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DISTRICT OF COLUMBIA
(A Municipal Corporation)

(Seal of D. C.)
Witness:

By
Secretary, Board of
Commissioners, D. C.

COMMONWEALTH OF VIRGINIA

Witness:

By
State Highway Commissioner

STATE OF MARYLAND

Witness:

C. R. PEASE, Secretary

By
Chairman and Director of Highways
The State Roads Commission of
Maryland, Acting for and in
Behalf of the State of Maryland

APPROVED AS TO FORM
Assistant Corp. Counsel, D.C.

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. I. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. E. K. Lloyd
Mr. W. A. Friend
Mr. G. J. Cassell
Mr. F. V. Dreyer
Mr. W. L. Shook (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 Prince George's Co.
Secretary's File
SRC-Prince George's County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, DECEMBER 15, 1961
* * *

Chairman and Director Funk confirmed prior execution, for and on behalf of the Commission, of agreement in triplicate, dated December 15, 1961, covering transfer to the County Commissioners of Prince George's County of the sections of State roads described below, reading as follows:

"THIS AGREEMENT, made this 15th day of December, 1961, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Prince George's County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

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

WHEREAS, the governing bodies of the several counties of Maryland are empowered to transfer county roads, or portions thereof, to the State Roads Commission of Maryland, as part of their State roads system.

NOW, THEREFORE, BE IT AGREED by the Commission, party of the first part, to transfer the following described sections of State roads, located in Prince George's County, Maryland, to the County Commissioners, party of the second part, for maintenance purposes, subject to the continuance in effect of the controls relating to access, as designated on the following plats.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said County Commissioners, party of the second part, do hereby accept from the Commission, party of the first part, as part of the County road system, the following described sections of State roads:

Plan Sheet No.	Description	Miles	SRC Plats Nos.
7 thru 13 and 41	Maryland #4 Service Drive (Pt. of Base Line) from Dower House Road to Sta. 78+54.66	1.47 1.49	16514, 16515 16516, 16517 13796, 13797 17133, 17134 17139

WAS MD-976-B C.S. 18-136

STATE

State Records corrected 1-25-62

These need to be identified + put in history notes.

Plan Sheet No.	Description	Mile			
13 and 41	Brown Station Road (Westphalia Road) from Sta. 3+00 to Sta. 12+85	0.19			
43	Access Road from Walters Lane to Sta. 4+10	0.11			
23 and 24	Service Drive (Lt. of Main Line) from Sta. 0+00 to Sta. 19+92[45] (Maryland Ave.)	0.38			
32	OP 698? Access Road from Porter St. to Lakewood Road	0.07			
36	Belt Road from Sta. 0+00 to Sta. 6+50	0.12			
42	Spring St. from Sta. 0+10 to Sta. 1+96	0.04		13824	
42	Pumphrey Drive from Sta. 0+10 to Sta. 3+00	0.04		13824	
42	Pine St. from Sta. 0+10 to Sta. 2+00	0.04		13824	
44E	Maryland Ave. from Silver Hill Road to Sta. 2+00	0.04		19867	
45	Spaulding Ave. from Sta 4+50 to Sta. 5+83	0.03		13820	
45	61st Place (Spaulding Ave) from Sta. 11+55 to Sta. 13+30	0.03		13820	
44B	Old Silver Hill Road from Barricade (Rt. of Way Line) to Sta. 36+70 (600 feet)	0.14 ~~0.11~~	STATE	12227, 12230	WAS MD 972-C CS 16-90
44A-Rev. and 44B	Old Silver Hill Road from Sta. 23+51.48 to Barricade (Rt. of Way Line) (495 feet)	0.13 ~~0.09~~	STATE	19819, 12229 12227	WAS MD 972-B CS 16-90
21	Walters Lane (Rt. Spur) Sta. 2+00 to Sta. 3+50	0.03		20438	
21 and 43	Walters Lane (Rt. Spur) Sta. 2+49 to Sta. 4+75	0.04		17140	
24	Maryland Ave. (Rt. Spur) Sta. 0+85 to Sta. 3+12	0.04		12226	
24	Maryland Ave. (Lt. Spur) Sta. 1+72 to Sta. 3+24	0.03		12226	
33	Shadyside Ave. (Lt. Spur) Sta. 25+52 to Sta. 28+00	0.05		17141	
33	Alton St. (Rt. Spur) Sta. 21+43 to Sta. 20+42	0.02		17141	
16C	Cul-de-sacs (2) on Old Forestville Rd.	0.05		21791	
16D	Cul-de-sac (1) on Leona Drive	0.02		21792	

12/15/61

Plan Sheet No.	Description	Miles	SRC Plat Nos.
13 and 41	Brown Station Road (Westphalia Road) from Sta. 3+00 to Sta. 12+85	0.19	17139
43	Access Road from Walters Lane to Sta. 4+10	0.11	17140
23 and 24	Service Drive (Lt. of Main Line) from Sta. 0+00 to Sta. 19+92[45] (Maryland Ave.) 0P6987	0.38 STATE	18082, 18083 WAS MD972-A, 13810, 12226 C.S 16-126
32	Access Road from Porter St. to Lakewood Road	0.07	19815/13815
36	Belt Road from Sta. 0+00 to Sta. 6+50	0.12	13819
42	Spring St. from Sta. 0+10 to Sta. 1+96	0.04	13824
42	Pumphrey Drive from Sta. 0+10 to Sta. 3+00	0.04	13824
42	Pine St. from Sta. 0+10 to Sta. 2+00	0.04	13824
44E	Maryland Ave. from Silver Hill Road to Sta. 2+00	0.04	19867
45	Spaulding Ave. from Sta 4+50 to Sta. 5+83	0.03	13820
45	61st Place (Spaulding Ave) from Sta. 11+55 to Sta. 13+30	0.03	13820
44B	Old Silver Hill Road from Barricade (Rt. of Way Line) to Sta. 36+70 (600 feet)	~~0.11~~ 0.14 STATE	12227, 12230 WAS MD972-C C.S 16-90
44A-Rev. and 44B	Old Silver Hill Road from Sta. 23+51.48 to Barricade (Rt. of Way Line) (495 feet)	~~0.09~~ 0.13 STATE	19819, 12229 WAS MD 972-B, 12227 C.S 16-90
21	Walters Lane (Rt. Spur) Sta. 2+00 to Sta. 3+50	0.03	20438
21 and 43	Walters Lane (Rt. Spur) Sta. 2+49 to Sta. 4+75	0.04	17140
24	Maryland Ave. (Rt. Spur) Sta. 0+85 to Sta. 3+12	0.04	12226
24	Maryland Ave. (Lt. Spur) Sta. 1+72 to Sta. 3+24	0.03	12226
33	Shadyside Ave. (Lt. Spur) Sta. 25+52 to Sta. 28+00	0.05	17141
33	Alton St. (Rt. Spur) Sta. 21+43 to Sta. 20+42	0.02	17141
16C	Cul-de-sacs (2) on Old Forestville Rd.	0.05	21791
16D	Cul-de-sac (1) on Leona Drive	0.02	21792

Plan Sheet No.	Description	Miles	SRC Plat Nos.
17, 18, 30, 32, 33 and 34	Turn-arounds at the ends of Spring St., Pumphrey Drive (2), Pine St., duPont Ave., Gaylord St., Byers St., Clark Place and Valley Road	0.08	17137, 13813 19815, 19816 13816, 19817
35	Service Road (Rt. of Main Line) from Sta. 0+00 to Sta. 2+48 (between 'G' St. and Harper St.)	0.05	19817
	Total Miles - - -	3.17	

AND, NOW THEREFORE, BE IT AGREED by the County Commissioners that they will accept the above described sections of State roads into the County road system, for maintenance purposes, subject to the continuance in effect of any controls of access which may have heretofore been established by the Commission.

IN CONSIDERATION of the aforegoing, the County Commissioners by the execution of these presents do hereby accept the aforesaid sections of State roads into the County road system, for maintenance purposes.

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

1. The effective date for the transfer of the above described sections of State roads shall be upon complete approval of this agreement.

2. The additional road mileage will be included in the inventory as of the 1st day of December 1961.

3. The basis for the allocation of funds will include the additional County road mileage in the allocation to Prince George's County, beginning the 1st day of July 1962.

4. The transfer of said roads will be made on an 'As-Is-Basis,' which pertains to the existing condition of the roads involved and will include 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 AS TO FORM AND LEGAL SUFFICIENCY

(signed) C. C. Seymour
Special Attorney

APPROVED

(signed) David H. Fisher
Chief Engineer

COUNTY COMMISSIONERS OF
PRINCE GEORGE'S COUNTY, MARYLAND

by (signed) Jesse S. Baggett
President

ATTEST:

(signed) D. Leonard Dyer
Chief Clerk to the Board of
County Commissioners"

File

STATE ROADS COMMISSION

December 11, 1961

To: Mr. George W. Cassell
Chief of Planning Survey
Planning and Programming Division

Re: Road Transfer Agreement
with Mayor and Town Council of
Bladensburg

From: Mr. Charles C. Seymour
Special Attorney

I have approved as to form and legal sufficiency and return herewith the proposed agreement between the Commission and City of Bladensburg covering relocated Upshur Street.

As mentioned in our recent conversation, I have approved this agreement on the basis that the same will suffice for the purposes intended. However, future agreements following the first two "Whereas" clauses should provide first that the party of the first part transfers to the party of the second part the roads or sections of roads involved, and second that the party of the second part accepts said roads, etc. The agreement should conclude with the usual statements regarding effective date of transfer, inventory, allocation of funds and that said roads or sections of roads are being transferred on an "As-Is-Basis".

CCS:mc
Enclosure

December 5, 1961

Mr. Geo. W. Cassell
Chief of Planning Survey
Planning and Programming Division

Dear Mr. Cassell:

Re: Road Transfer
Town of Bladensburg
Prince George's Co., Md.

Attached find 3 copies of an agreement to transfer 750 feet of Upshur St. (0.14 mile) to the Town of Bladensburg.

Your correspondence is returned herewith.

Very truly yours,

Walter A. Friend
Associate Engineer

WAF/eb

Attachments

STATE ROADS COMMISSION

Mr. William L. Shook
District Engineer

Mr. David H. Fisher
Chief Engineer

Transfer of Roads
Contract P-724-8-320
Upshur Street

November 30, 1961

Reference is made to your letter of November 28th concerning the transfer of approximately 750 feet of Upshur Street to the town of Bladensburg, for maintenance purposes.

Our Bureau of Traffic will prepare the necessary agreement covering the transfer and forward to you for presentation to the Town Officials. After execution by the Town, the agreement should be returned for similar action by the Commission.

Plat # 11617

DHF:NBF:S

cc: Mr. Walter Friend, Bureau of ~~Traffic~~ Planning & Programming

STATE ROADS COMMISSION
DISTRICT 3
LAUREL, MARYLAND

COPY

3

Laurel Office
November 28, 1961

RECEIVED
NOV 28 1961
CHIEF ENGINEER

Mr. David H. Fisher
Chief Engineer
State Roads Commission
Baltimore Office

Route 201 - Road Exchange
Town of Bladensburg
Upshur Street

Dear Mr. Fisher:

During the construction of Contract P-724-8-320 - Kenilworth Avenue, it was necessary to reconstruct approximately 750 feet of Upshur Street in the Town of Bladensburg. This section of Upshur Street has been maintained by the State Roads Commission since completion of the Kenilworth Avenue contract.

During the past approximately seven years since completion of this contract, the surfacing on this spur has deteriorated. During the past year, we have been contacted by the Town of Bladensburg with the request that this spur be turned over to the Town for maintenance after being resurfaced at the State Roads Commission's expense. After reviewing the condition of the street and considering that it has no place in the State highway system, the Town's offer seemed to be a logical proposition; therefore, during this past summer, we arranged to resurface this short section of street after the Town constructed curb and gutter adjacent to it.

With these facts in hand we respectfully request a formal road exchange or transfer resolution be drawn and presented to the Town of Bladensburg for appropriate action.

Very truly yours,

W. L. Shook
District Engineer

WLS:emg
cc: Mr. G. B. Chaires
Mr. G. N. Lewis, Jr.
Mr. George Cassell
Mr. J. P. Smith
Mr. Richard Reed

THIS AGREEMENT, made this _____day of_____, 1961, by and between the State Roads Commission of Maryland hereinafter referred to as "Commission", party of the first part, and the Mayor and Town Council of Bladensburg, Prince George's County, Maryland, hereinafter referred to as "Mayor and Town Council", party of the second part.

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

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

NOW, THEREFORE, BE IT AGREED by the "Commission", party of the first part, to transfer the following described section of State Road, located in Bladensburg, Maryland, to the "Mayor and Town Council", party of the second part, for maintenance purposes, subject to the continuance in effect of the controls relating to access, as designated on the following plat.

NOW THEREFORE THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said "Mayor and Town Council", party of the second part, does hereby accept from the "Commission", party of the first part, as part of the Municipal Street System, the following described section of State Road:

Description	Mile	SRC Plat No.
Relocated Upshur Street from New Md. Route 201, Westerly 750 feet to existing Upshur Street.	0.14	11617

AND, NOW THEREFORE, BE IT AGREED by the "Mayor and Town Council" that, they will accept the above described section of State Road, into the Municipal Street System, for maintenance purposes, subject to the continuance in effect of any controls of access which may have heretofore been established by the "Commission".

IN CONSIDERATION of the aforegoing, the "Mayor and Town Council" by the execution of these presents do hereby accept the aforesaid section of State Road, into the Municipal Street System, for maintenance purposes.

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

1 - The effective date for the transfer of the above described section of State Road shall be upon complete approval of this agreement.

2 - The additional Municipal Street mileage will be included in the inventory as of the 1st day of December, 1961.

3 - The basis for the allocation of funds will include the additional Municipal Street mileage in the allocation to the Town of Bladensburg, beginning the 1st day of July, 1962.

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

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

by_____
Chairman and Director of Highways

_____
Secretary

APPROVED

_____
Chief Engineer

APPROVED AS TO FORM AND LEGAL SUFFICIENCY

_____
Special Attorney

MAYOR & TOWN COUNCIL OF BLADENSBURG,
PRINCE GEORGE'S COUNTY, MARYLAND

ATTEST:

by_____
Mayor

_____
Chief Clerk to the Mayor & Town Council

LEGEND FOR DRAINAGE STRUCTURES

Sta. 129+20 Lt., Sta. 135+65, Sta. 140+00 — Upshur Street — Spur Left - Sta. 3+20 Rt, Sta. 7+60; Spur Right - Sta. 0+60

Δ = 16°-58'-30"
D = 38.1972°
R = 150.0'
T = 22.38'
L = 44.44'

Δ = 42°-58'10" Easement Area
D = 4°-00'
R = 1432.395'
T = 563.79'
L = 1074.24'

Δ = 19°27'-20"
D = 1°30'
R = 3819.72'
T = 654.82'
L = 1297.04'

Δ = 65°-12'-30"
D = 92.4258
R = 62.01
T = 40.05
L = 71.82

N51°-16'-10"E

Base Line Of Right Of Way

Right Of Way Line

Easement Area

Proposed Pipe Culvert

Dedication Line

Match Line

Gravel Street

Upshur Street

Entr.

Stream

Road

Edmonston Road

Shed

Post & Wire

Fence

Woods

Scrub Woods

Lawn

Cultivated

To Brier Ditch

Easement Area For Stream Change

Located In Prince Georges County

Maurice Lewman #28866

Thomas Ashe #28604

Prince Geo. Co. #28612

Lawrence Henson #27933

William Danville #27935

Karsh

Robert R. Boyer et al #24685

Edward Gaed #29941

David Abrahams #27938

Henry Sachs #27939

B. Wilson #1340

Minnie O. Weinecke #30419

DENOTES RIGHT OF WAY CONTROL POINT

DENOTES PERMANENT RIGHT OF WAY REFERENCE POINT INDICATED ON THE GROUND BY S. R. C. MARKER

PREPARED BY
RUMMEL, KLEPPER & KAHL CONSULTING ENGINEERS
BALTIMORE, MARYLAND
Dominick Ravina
PROJECT ENGINEER

REVISIONS
Revised 2-28-55

STATE ROADS COMMISSION OF MARYLAND
RELOCATION OF RIVER ROAD
CONTRACT No. P-724-8-320
SCALE: 1" = 50'
ISSUED: March 29, 1954
RIGHT OF WAY ENGINEER

PLAT No. 11617

SENT TO RECORD OFFICE 10-1-54 2-28-55

Secretary's File
No. 38025

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, OCTOBER 30, 1961
***

Chairman and Director Funk confirmed action on behalf of the State of Maryland, State Roads Commission, on October 20, 1961, in accepting and agreeing to the conditions contained in letter of October 13, 1961, from Mr. William M. Haussmann, Chief, Division of Design and Construction, United States Department of the Interior, National Park Service, National Capital Parks, Washington 25, D. C., which, upon acceptance of the conditions contained therein, became a permit for the construction, operation and maintenance of the proposed reconstruction of a portion of the Baltimore-Washington Parkway, U. S. Reservation 688, as shown on plans submitted to the above government facility with letter of October 3, 1961 by Engineer of Road Design H. G. Downs, titled "Baltimore-Washington Parkway, from 0.27 mile west of D. C. Line to John Hanson Highway, Prince George's County, Contract No. P-854-1-321," assigned U. S. "Map File No. NCP 123-417-1 through 24," the use of park land for said work being subject to the conditions set forth in said permit, which will expire September 30, 1962 unless sooner revoked or extended in writing.

State maintains to D.C Line (EAST END OF ANACOSTIA RIVER BRIDGE)

Copy: Mr. D. H. Fisher
Mr. L. E. McCarl
Mr. H. G. Downs
Mr. W. L. Shook (2)
Mr. L. C. Moser (2)
Secretary's File
SRC-Prince George's County
Contract P-854-1-321

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 25, 1961
* * *

On motion of Mr. Clagett, seconded by Mr. Owings, the Commission changed the status of Md. 50 to a primary road, from Md. 202 at Bladensburg to Md. 564.

Copy: Mr. L.G. Clagett
Mr. R.J. Hajzyk
Mr. G.N. Lewis, Jr.
SRC-Prince George's County
" -Primary System
Mr. G.W. Cassell

Md 50 changed to Route Md 450 Aug. 9. 1961

September 13, 1961

Mr. George Cassell
Chief of Planning Survey
Planning and Programming Division

Dear Mr. Cassell: Re: Road Transfer - Prince George's Co.

Attached, please find three copies of a resolution prepared for the transfer of sections of roads improved under Contract P 735-1-320 as listed in a letter dated August 14, 1961, from W. L. Shook, District Engineer, to the Chief Engineer.

Two sections, Forestville Road and Leona Avenue have been eliminated from the list as they were transferred to Prince George's County under a previous agreement.

Mr. Shook has supplied the County Commissioners with a set of road plans and right-of-way plats on which the sections involved in the transfer were defined.

Mr. Shook's letter of August 14, 1961, and the Chief Engineer's letter to Mr. Hajzyk dated August 30, 1961, are returned herewith.

Very truly yours,

Walter A. Friend
Associate Engineer

WAF/eb

See agreement dated 12-15-61

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

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

WHEREAS, 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 Prince George's County, Maryland, be, and it is, (and they are,) hereby transferred to the Governing Body of Prince George's County for maintenance purposes, subject to the continuance in effect of the controls relating to access, as designated on the following plat (s).

Plan Sheet No.	Description	Miles	SRC Plats Nos.
7 thru 13 and 41	Maryland #4 Service Drive (Rt. of Base Line) from Dower House Road to Sta. 78+54.66	1.47	16514,16515 16516,16517 13796,13797 17133,17134 17139
13 and 41	Brown Station Road (Westphalia Road) from Sta. 3+00 to Sta. 12+85	0.19	17139
43	Access Road from Walters Lane to Sta. 4+10	0.11	17140
23 and 24	Service Drive (Lt. of Main Line) from Sta. 0+00 to Sta. 19+92 45 (Maryland Ave.)	0.38	18082,18083 13810,12226

Plan Sheet No.	Description	Miles	SRC Plat Nos.
32	Access Road from Porter Street to Lakewood Road	0.07	19815
36	Belt Road from Sta. 0+00 to Sta. 6+50	0.12	13819
42	Spring Street from Sta. 0+10 to Sta. 1+96	0.04	13824
42	Pumphrey Drive from Sta. 0+10 to Sta. 3+00	0.04	13824
42	Pine Street from Sta. 0+10 to Sta. 2+00	0.04	13824
44E	Maryland Ave. from Silver Hill Road to Sta. 2+00	0.04	19867
45	Spaulding Avenue from Sta. 4+50 to Sta. 5+83	0.03	13820
45	61st Place (Spaulding Ave.) from Sta. 11+55 to Sta. 13+30	0.03	13820
44B	Old Silver Hill Road from Barricade (Rt. of Way Line) to Sta. 36+70 (600 feet)	0.11	12227 12230
44A-Rev and 44B	Old Silver Hill Road from Sta. 23+51.48 to Barricade (Rt. of Way Line) (495 feet)	0.09	19819 12229 12227
21	Walters Lane (Rt. Spur) Sta. 2+00 to Sta. 3+50	0.03	20438
21 and 43	Walters Lane (Lt. Spur) Sta. 2+49 to Sta. 4+75	0.04	17140
24	Maryland Ave. (Rt. Spur) Sta. 0+85 to Sta. 3+12	0.04	12226
24	Maryland Ave. (Lt. Spur) Sta. 1+72 to Sta. 3+24	0.03	12226
33	Shadyside Ave. (Lt. Spur) Sta. 25+52 Sta. 28+00	0.05	17141
33	Alton Street (Rt. Spur) Sta. 21+48 to Sta. 20+42	0.02	17141
16C	Cul-de-sacs (2) on Old Forestville Rd.	0.05	21791
16D	Cul-de-sac (1) on Leona Drive	0.02	21792

Item No.	Description	Price	Qty.
32	Arrows Road Cross Country Course to Carrowed Xings	0.07	[illegible]
34	Ski Jump Cross Sta. 0+80 to Sta. 6+30	0.12	[illegible]
42	Spring Recess Snow Fence 0+10 to Sta. 3+85	0.06	[illegible]
46	Standing Jump Cross Sta. 0+10 to Sta. 3+80	0.04	[illegible]
52	Side Hill Cross Sta. 0+10 to Sta. 3+80	0.04	[illegible]
62	Surface Jump Sta. 1+00 to Sta. 3+00	0.04	[illegible]
66	Spiraling Jump Cross Sta. 0+10 to Sta. 3+00	0.07	[illegible]
72	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]
76	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]
82	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]
86	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]
92	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]
96	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]
102	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]
106	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]
112	Hill Jump Sta. 0+10 to Sta. 3+00	0.02	[illegible]

Plan Sheet No.	Description	Miles	SRC Plat Nos.
17, 18, 30, 32	Turn-arounds at the ends of Spring		17137,13813
33, and 34	Street, Pumphrey Drive (2), Pine		19815,
	Street, duPont Avenue, Gaylord		19816,
	Street, Byers Street, Clark Place,		13816,
	and Valley Road.	0.08	19817,
35	Service Road (Rt. of Main Line) from		
	Sta. 0+00 to Sta. 2+48 (between "G"		
	Street and Harper Street)	0.05	19817,
	Total Miles	3.17	

ATTEST: STATE ROADS COMMISSION OF MARYLAND

C. R. Pease, Secretary

By _____
John B. Funk, Chairman and
Director of Highways

At the regular meeting of the Governing Body of Prince George's 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 , 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 Prince George's 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 , be, and it is, (and they are,) hereby accepted into the County Road System of this County.

ATTEST: COUNTY COMMISSIONERS OF PRINCE GEORGES COUNTY, MARYLAND

Chief Clerk to the Board of County Commissioners

By _____
President

CORRECTED COPY

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, NOVEMBER 22, 1961
***

On recommendation of Chief Engineer Fisher in letter of November 21, 1961, Chairman and Director Funk executed for and on behalf of the Commission, agreement, in triplicate, dated November 15, 1961, by and between the Mayor and Town Council of Forest Heights, Maryland, therein sometimes called "Town," party of the first part, and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein sometimes called "Commission," party of the second part, setting forth a mutual understanding regarding repair, improvement and rehabilitation by the Commission, at estimated cost of $25,000, of Arapahoe Drive and Sachem Drive, two service roads adjacent to Indian Head Highway within the incorporated limits of the Town of Forest Heights, Maryland, the Town of Forest Heights to contribute to the cost of said construction the sum of $3,000 per year for a period of 3 years, such sum to be deducted quarterly by the Commission from the annual allotment of gasoline taxes and motor vehicle revenue funds allocable to the Town of Forest Heights, said deductions to start at the end of the quarter next following the beginning of construction.

Upon completion of such repair, improvement and/or rehabilitation of said service Drives by the Commission, the Town will assume full responsibility for all future maintenance thereof and in connection therewith will hold the Commission harmless from any claims or incidents which may arise as the result of such maintenance operations.

Said agreement had previously been executed on behalf of the Mayor and Town Council of Forest Heights by Mayor Clifford R. Armhold, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

11/2/62 Inspection of construction made by Mr Shook & Mr Hesson
See letter from Mr Shook to Mayor Armhold dated 6-11-63
Forest Heights to receive credit as of 7-1-63

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. L. Shook (2)
Mr. H. G. Downs (4)
Mr. C. L. Wannen
Mr. C. S. Linville
Mr. W. B. Duckett (2)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. G. W. Cassell
Town of Forest Heights (3)
Secretary's File
SRC-Prince George's County

Contract P 837X-321

P 873 X-321

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, NOVEMBER 22, 1961

***

On recommendation of Chief Engineer Fisher in letter of November 21, 1961, Chairman and Director Funk executed for and on behalf of the Commission, agreement, in triplicate, dated November 15, 1961, by and between the Mayor and Town Council of Forest Heights, Maryland, therein sometimes called "Town," party of the first part, and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, herein sometimes called "Commission," party of the second part, setting forth a mutual understanding regarding repair, improvement and rehabilitation by the Commission, at estimated cost of $25,000, Arapahoe Drive and Sachem Drive, two service roads adjacent to Indian Head Highway within the incorporated limits of the Town of Forest Heights, Maryland, the Town of Forest Heights to contribute to the cost of said construction the sum of $3,000 per year for a period of 3 years, such sum to be deducted quarterly by the Commission from the annual allotment of gasoline taxes and motor vehicle revenue funds allocable to the Town of Forest Heights, said deductions to start at the end of the quarter next following the beginning of construction.

Upon completion of such repair, improvement and/or rehabilitation of said service Drives by the Commission, the Town will assume full responsibility for all future maintenance thereof and in connection therewith will hold the Commission harmless from any claims or incidents which may arise as the result of such maintenance operations.

Said agreement had previously been executed on behalf of the Mayor and Town Council of Forest Heights by Mayor Clifford R. Armhold, approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. W. L. Shook (2)
Mr. H. G. Downs
Mr. C. L. Wannen
MR. C. S. LINVILLE
Mr. W. B. Duckett (2)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. G. W. Cassell
Town of Forest Heights (3)
Secretary's File
SRC-Prince George's County

Photo copy attached

THIS AGREEMENT, made this 15th day of November, 1961, by and between the MAYOR and TOWN COUNCIL OF FOREST HEIGHTS, MARYLAND, hereinafter sometimes called "TOWN," party of the first part, and the STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the STATE OF MARYLAND, hereinafter sometimes called "COMMISSION," party of the second part.

WHEREAS, because of the hazardous and deteriorated condition thereof, it is necessary that Arapahoe Drive and Sachem Drive, two service roads adjacent to Indian Head Highway in the Town of Forest Heights, Maryland, be repaired, improved and/or rehabilitated, and

WHEREAS, it is estimated that the cost of repairing, improving and rehabilitating said two service Drives is $25,000, and

WHEREAS, the Town of Forest Heights by action of its Town Council on September 20, 1961, approved the Commission's proposal for the repair and rehabilitation of the aforesaid service Drives, and

WHEREAS, the Town and the Commission are desirous of entering into an agreement for the purpose of setting forth a mutual understanding regarding such repair, improvement and rehabilitation of said Drives.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of $1.00 each to the other paid, the receipt whereof is hereby acknowledged, and in further consideration of the mutual benefits accruing to the parties hereto, and to the public generally, said parties do mutually covenant and agree as follows:

1. That the State Roads Commission will repair, improve and rehabilitate Arapahoe Drive and Sachem Drive within the incorporated limits of Forest Heights, Maryland, such work among other things, to consist of the construction of storm drain inlets together with bituminous concrete rebuilt curbs and concrete gutters as may be required to handle the drainage, and the placing of a 2-inch surface of bituminous concrete on said service Drives.

2. That the Town of Forest Heights will contribute to the cost of the above construction the sum of $3,000 per year for a period of 3 years,

such sum to be deducted quarterly by the State Roads Commission from the annual allotment of gasoline taxes and motor vehicle revenue funds allocable to the Town of Forest Heights, said deductions to start at the end of the quarter next following the beginning of construction.

3. That upon completion of such repair, improvement and/or rehabilitation of said service Drives by the Commission, the Town will assume full responsibility for all future maintenance thereof and in connection therewith will hold the Commission harmless from any claims or incidents which may arise as the result of such maintenance operations.

IT IS UNDERSTOOD AND AGREED, that the Commission will retain fee simple title to the right of way of Indian Head Highway including the aforementioned service Drives in order to allow for such adjustments or improvements to the main highway as may be dictated by future traffic needs. The Town of Forest Heights will hold easement rights for the aforesaid two service Drives. It is further understood that any adjustments to said service Drives made necessary by any future improvement to Indian Head Highway will be the full responsibility of the Commission.

IT IS FURTHER UNDERSTOOD that this agreement shall inure to and be binding upon the parties hereto, their agents, successors and assigns.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year aforesaid.

ATTEST:

Gloria L. Francis
Town Clerk

MAYOR and TOWN COUNCIL OF FOREST HEIGHTS

By: Clifford R. Pinchbeck (SEAL)
Mayor

APPROVED:

Raymond J. Wiglesworth
Town Attorney

STATE ROADS COMMISSION OF MARYLAND

By: [illegible]
Chairman and Director of Highways

ATTEST:

[illegible]
Secretary

APPROVED as to form and legal sufficiency.

[illegible]
Special Attorney

APPROVED:

[illegible]
Chief Engineer

8-16-61

Letter from Mr Fisher
to Mr. Goldman

c.c.
Hazzyk
Sharretts
Kay

OFFICE OF

THE MAYOR AND TOWN COUNCIL

FOREST HEIGHTS, MARYLAND

June 21, 1963

RECEIVED

JUN 24 1963

PLANNING & PROGRAMING

Mr. W. L. Shook
District Engineer
Maryland State Roads Commission
Laurel, Maryland

Dear Mr. Shook:

This is in reply to your letter of June 10, 1963, concerning completion of the rehabilitation work on Arapahoe Drive and Sachem Drive, two service roads adjacent to the Indian Head Highway to which your Commission holds fee simple title and the Town of Forest Heights holds easement rights under the legal agreement of November 15, 1961.

The Mayor and Town Council concur with your statement that the rehabilitation work authorized under the November 15, 1961, agreement has been completed and further agree that, effective July 1, 1963, the Town of Forest Heights will assume full responsibility for all future maintenance of the rehabilitated roads specifically covered by that agreement and set forth as follows: Arapahoe Drive (east service drive), from Livingston Road south to the end of the pavement above Pitt Lane; Sachem Drive, (west service drive), from Parkway Drive south to the end of the pavement at Cree Drive.

The Mayor and Town Council also would like to take this opportunity to commend you and the Commission for a very satisfactory correction of the condition of the paved drainage ditch parallel to Sachem Drive to which exception was taken in the inspection of November 2, 1962.

For the record, it should be noted that the Mayor and Town Council do not interpret the legal agreement of November 15, 1961, as extending to the new portion of the west service drive located within the incorporated limits of Forest Heights north of Parkway Drive, the original construction of which was accomplished by the Commission last year.

0-1½ mi. from Parkway Dr. to N. Limits Forest Hgts

As you know, this newly-constructed portion gave rise to several major traffic problems which were outlined in a letter sent to Mr. Funk on January 19, 1963, and which he acknowledged on February 6, 1963, stating that he had authorized an investigation and analysis of those problems.

It appears to the Mayor and Town Council that, in addition to continuance of Commission participation in the solution of traffic problems relating to the newly-constructed portion of the west service drive north of Parkway Drive, it also will be necessary either to amend the November 15, 1961, legal agreement or draft a second agreement setting forth the respective legal positions and the responsibilities of the Town of Forest Heights and the State Roads Commission concerning maintenance, etc., of the new portion of this service drive within the boundaries of the Town.

0-1½ mi. from Parkway Dr. to N. Limits of Forest Hgts is state maintained. This section was built new by prison labor and was not included in the agreement of 11/15/61

Thank you very much for the time and attention you have given in your efforts to cooperate with the Town in resolving problems of mutual concern.

Very truly yours,

Clifford R. Arnhold
Mayor

cc: Honorable John B. Funk
Mr. David H. Fisher
Mr. Robert J. Majzyk
Mr. George Cassell
Mr. Raymond J. McDonough

STATE ROADS COMMISSION
DISTRICT 3
LAUREL, MARYLAND

COPY

RECEIVED
JUN 12 1963
PLANNING & PROGRAMING

Laurel, Maryland
June 10, 1963

Mayor Clifford R. Armhold
Town of ~~District Heights~~ Forest Heights
District Heights, Maryland

Route 210
P-873X-2-321
Service Drives
Forest Heights, Md.

Dear Mayor Armhold:

This is to advise that all work has been completed on the rehabilitation of Arapahoe and Sachem, two service drives adjacent to the Indian Head Highway within the incorporated limits of the Town of Forest Heights. Therefore, in accordance with the agreement between the State Roads Commission of Maryland and the Town of Forest Heights dated November 15, 1961, these service drives will not be maintained by the State Roads Commission after June 30, 1963.

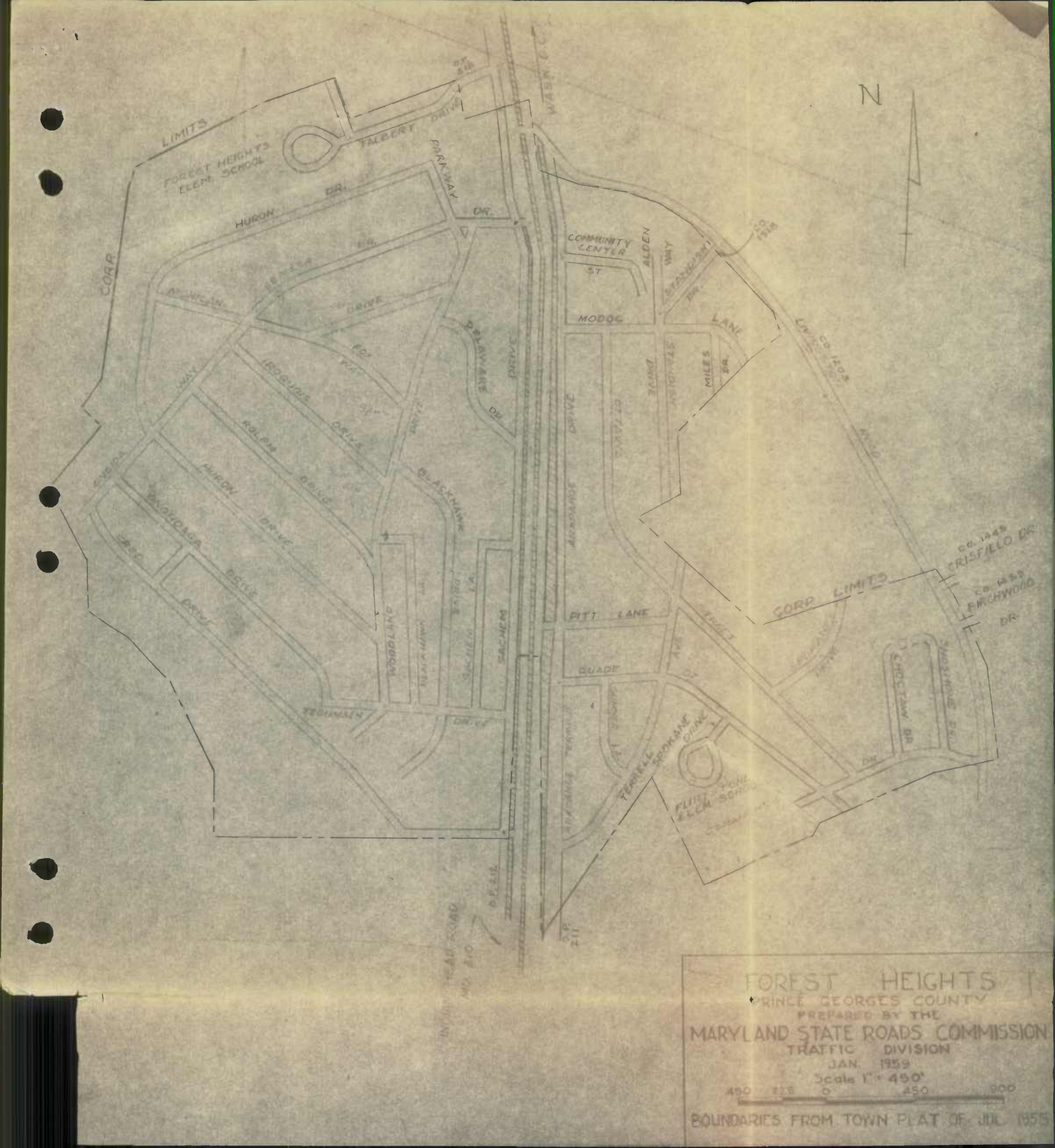
SRC Minutes 11-22-61

As you recall, a Commission inspection was held on November 2, 1962, in which you and other members of the Town Council, as well as Mr. Charles Hesson and myself of the State Roads Commission, participated. At that time the work was found to be satisfactory with the exception of a condition of the paved drainage ditch parallel to Sachem Drive. Since that time this condition has been corrected.

Very truly yours,

W. L. Shook
District Engineer

WLS:emg
cc: Mr. David H. Fisher
Mr. Robert J. Hajzyk
Mr. George Cassell



FOREST HEIGHTS
PRINCE GEORGES COUNTY
PREPARED BY THE
MARYLAND STATE ROADS COMMISSION
TRAFFIC DIVISION
JAN. 1959
Scale 1" = 450'
450 225 0 450 900
BOUNDARIES FROM TOWN PLAT OF JUL. 1955

RECEIVED

PRINCE GEORGES Co.

August 14, 1961

Mr. David H. Fisher
Chief Engineer
State Roads Commission
Baltimore, Maryland

Re: Transfer of Roads and Connections to Prince George's County For Maintenance Contract F-735-1-320

Dear Mr. Fisher:

For the past year discussions have taken place between Mr. John H. Marburger, Jr., Administrator, Department of Public Works, Prince George's County, and myself, concerning the transfer to Prince George's County of certain sections of roads and connections improved under Contract F-735-1-320 (Relocation of Route 4, Dower House Road to the District of Columbia Line).

We are sending to you under separate cover construction plan sheets (shaded red) and the pertaining right of way plats denoting those sections and connections affected. Attached is a copy of Mr. Marburger's letter to the Prince George's County Commissioners containing his recommendations on this transfer. Also enclosed is a copy of the minutes of the meeting of the Prince George's County Commissioners on June 20, 1961, accepting Mr. Marburger's recommendations.

I recommend that the State Roads Commission follow suit and formally negotiate this transfer of improvements to Prince George's County for maintenance.

Following is the list of roads and connections affected by this transfer, with reference being made to the construction plan sheets of Contract F-734-1-310:

See agreement dated 12-15-61

Mr. David H. Fisher
August 14, 1961

	Plan Sheet No.	Description
MD 970-B C.S 16-136	7 thru 13 and 41 Co 2064	Maryland #4 Service Drive (Rt. of Base Line) from Dower House Road to Sta. 78+54.66
TABBED Co 91	13 and 41	Brown Station Road (Westphalia Road) from Sta. 3+00 to Sta. 12+85
TABBED Co 87	16C and 16D	Forestville Road (left spur) from Sta. 15+74.65 to 26+65
TABBED Co 1680	16D	Leona Avenue from Sta. 0+00 to Sta. 5+15.85
TABBED Co 234	43 Co 2065	Access Road from Walters Lane to Sta. 4+10
MD 970-A C.S 16-136	23 and 24 Co 2066	Service Drive (Lt. of Main Line) from Sta. 0+00 to Sta. 13+92.45 (Maryland Ave.)
OP SEC. OF Co 1460	32	Access Road from Porter Street to Lakewood Road
TABBED Co 384	36	Belt Road from Sta. 0+00 to Sta. 6+50
TABBED Co 583	42	Spring Street from Sta. 0+10 to Sta. 1+96
TABBED Co 1042	42	Pumphrey Drive from Sta. 0+10 to Sta. 3+00
TABBED Co 1681	42	Pine Street from Sta. 0+10 to Sta. 2+00
TABBED Co 86	44E	Maryland Ave. from Silver Hill Road to Sta. 2+00
TABBED Co 309	45	Spaulding Avenue from Sta. 4+50 to Sta. 5+83
	45	61st Place (Spaulding Ave.) from Sta. 11+55 to Sta. 13+30
MD 972-C C.S 16-90	44B Co 2068	Old Silver Hill Road from Barricade (Rt. of Way Line) to Sta. ~~36+70~~ 36+70 (600 feet)
MD 972-B 16-90	44A-Rev and 44B Co 2067	Old Silver Hill Road from Sta. 23+51.48 to Barricade (Rt. of Way Line) (495 feet)
MD 4 B.C.S Part of C.S 16-12	16B Co 83	Forestville Road (Rt. Spur) from Sta. 0+30 (Marlboro Rd.) to Sta. 6+91.93
TABBED Co 85	21	Walters Lane (Rt. Spur) Sta. 2+00 to Sta. 3+50

State record corrected

Mr. David H. Fisher
August 14, 1961

	Plan Sheet No.	Description
TABBED Co 85	21 and 43	Walters Lane (Lt. Spur) Sta. 2+49 to Sta. 4+75
TABBED Co 85	24	Maryland Ave. (Rt. Spur) Sta. 0+85 to Sta. 3+12
TABBED Co 85	24	Maryland Ave. (Lt. Spur) Sta. 1+72 to Sta. 3+24
TABBED Co 32	33	Shadyside Ave. (Lt. Spur) Sta. 25+52 to Sta. 28+00
	33	Alton Street (Rt. Spur) Sta. 21+48 to Sta. 20+42
TABBED Co 517	16C	Cul-de-sacs (2) on Old Forestville Road
NOT CARRIED ON Co. NO RECORD	16D	Cul-de-sac (1) on Leona Drive
	17, 18, 30, 32, 33, and 34	Turn-arounds at the ends of Spring Street, Pumphrey Drive (2), Pine Street, duPont Avenue, Gaylord Street, Byers Street, Clark Place, and Valley Road.
Co 245 Co 1069	35 BETWEEN Co 3498 Co 1295	Service Road (Rt. of Main Line) from Sta. 0+00 to Sta. 2+48 (between "G" Street and Harper Street)

The portions of service roads, improved or relocated road connections, cul-de-sacs, and end of road turn-arounds as listed above were constructed as part of the contract for the relocation of Maryland Route 4. The service roads were found necessary because of Relocated Route 4 being designated a controlled access arterial highway. Road connections were improved, reworked, or relocated in order to make safe and proper approach to the main line construction. Cul-de-sacs and end of road turn-arounds were necessitated by the controlled access feature of Route 4, fills, or impossibility of proper connection.

Should further information be necessary, please advise.

Very truly yours,

W. L. Shook
District Engineer

WHM/ehf
Enclosures

SPRING ST (N. SIDE OF MD 4) TABBED ON Co 583
PUMPHREY ST (N.S. OF MD 4) TABBED ON Co. 243
PUMPHREY ST (S.S. OF MD 4) TABBED ON Co 1042
PINE ST (S.S. OF MD 4) TABBED ON Co 1481
DU PONT AVE (S.S. OF MD 4) TABBED ON Co 89
GAYLORD ST (S.S. OF MD 4) TABBED ON Co 274
BYERS ST (N.S. OF MD 4) TABBED ON Co 268
CLARK PL (N.S. OF MD 4) TABBED ON Co. 719
VALLEY RD (N.S. OF MD 4) TABBED ON Co 269

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 9, 1961
***

PRINCE GEORGES Co.

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

WHEREAS, the John Hanson Highway will be opened to traffic within the next several months, and

WHEREAS, the question of route marking has arisen, and

WHEREAS, any U. S. numbering system must be forwarded and approved by AASHO,

NOW, THEREFORE, BE IT RESOLVED:

1. Designate John Hanson Highway from BLUE STAR MEMORIAL AND Robert Crain Highway, U. S. 301 to the District of Columbia Line via New York Avenue as U. S. Route 50

2. Designate the Defense Highway from ~~U. S. 301~~ Md 3 to Alternate U. S. 1 as Maryland Route 450

3. Extend Maryland Route 202 to Alternate U. S. 1 (Bladensburg Road in Bladensburg).

Copy: Mr. A. H. Gordon (2)
Mr. D. H. Fisher
Mr. R. J. Majzyk
Mr. G. W. Cassell
Mr. G. N. Lewis, Jr. (8)
SRC-Prince George's County

PR. GEO. COUNTY

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, JULY 11, 1961

* * *

Chairman and Director Funk confirmed execution July 6, 1961 of consent of the State Roads Commission of Maryland, addressed to the Honorable Judges of the Circuit Court for Prince George's County, in the matter of "the abandonment of that part of Hayes Street extending from George Palmer Highway between Lots numbered Eight (8), Nine (9), Ten (10), and Twelve (12), in Block Nine (9), in the subdivision known as Dixie-Dale, subject however, to its lands, easements, rights and denial of access provisions as shown and/or indicated on State Roads Commission of Maryland Plats Nos. 14147, 16236 and 25645" (Contracts P-722-44-320 and P-737-2-320).

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. C. L. Wannen
Mr. W. L. Shook (2)
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs (4)
Mr. E. Lloyd
Mr. L. C. Moser
Prince George's County Commissioners
SRC-Prince George's County
Contract P-722-44-320
Contract P-737-2-320

Gilbreth

Gilbreth Cotton Skin

100% COTTON

Mr. Cassell

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 15, 1961
***

On recommendation of Planning and Programming Division Chief Hajzyk, for the purpose of correcting an error in the resolution adopted December 7, 1960, the Commission rescinded its action of that date relative to the transfer of section of Md. Route 197 to the Town of Laurel, and, in lieu thereof, adopted the following resolution:

> BE IT RESOLVED, that by request of the Town of Laurel and on recommendation of the Planning and Programming Division, Md. Route 197 from U. S. Route 1, southbound lane in Laurel, to the Laurel Pines Golf Club, an approximate distance of 0.7 mile, is hereby approved for transfer to the Town of Laurel.
>
> This transfer is approved on the basis that the Town of Laurel assumes full jurisdiction for the 0.7 mile section of Md. Route 197, including maintenance.

From South Bound Lane of U.S. 1 to Corp. Limits of Laurel is 0.37 mi.

PRINCE GEORGES COUNTY

Also see letter 12/21/60.

Mr. Cassell

CORRECTED EXCERPT

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 7, 1960

* * *

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

> BE IT RESOLVED, that by request of the Town of Laurel and on recommendation of the Planning and Programming Division, Md. Route 197 from U. S. Route 1, southbound lane in Laurel, to the Laurel Pines Golf Club, an approximate distance of 0.4 mile, is hereby approved for transfer to the Town of Laurel.
>
> This transfer is approved on the basis that the Town of Laurel assumes full jurisdiction for the 0.4 mile section of Md. Route 197, including maintenance.

Feb. 15, 1961

Also see letter 12/21/60.

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. 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. W. L. Shook (2)
Mr. A. L. Grubb (2)
Mr. W. A. Friend
Mr. E. K. Lloyd (2)
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. C. Philpot (2)
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Prince George's County (3)
Secretary's File #18964
Secretary's File
SRC-Twelve Year Program
SRC-Prince George's County

Mr Carroll

MD 4 Bus.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 18, 1961
* * *

Upon motion duly made and seconded, the following resolution submitted by Mr. Hajzyk was adopted by the Commission:

WHEREAS, Section 205A of Article 89B of the Maryland Code (1957 Edition) provides that where a primary highway carrying through traffic is constructed sooner than proposed in the "Yellow Book" or "Green Book," the Commission shall have authority to construct or improve the remaining projects in the "Yellow Book," notwithstanding the mileage limitations provided in Section 205, and

WHEREAS, it has been determined that due to the great increase in the volume of traffic and the hazardous conditions resulting therefrom, Old Maryland Route 4 from Washington D. C. Line to District Heights Line in Prince George's County, Maryland should be constructed immediately, and

WHEREAS, the Commission has determined that the aforesaid Route is a Primary Highway carrying through traffic and that the same should be constructed as soon as possible.

NOW, THEREFORE, BE IT RESOLVED, that in accordance with the requirements of Section 205A of Article 89B, the State Roads Commission of Maryland does hereby declare Old Maryland Route 4 from Washington D. C. Line to District Heights Line in Prince George's County, Maryland as a Primary Highway carrying through traffic and in connection with said project and pursuant to the authority in it vested, does hereby authorize the expenditure of such funds as may be necessary for the construction of said highway.

Mr.George N. Lewis, Jr.

Mr. Cassell

STATE ROADS COMMISSION
DISTRICT 3
LAUREL, MARYLAND

State Roads Commission
TRAFFIC DIVISION
DEC 23 1960
Geo. N. Lewis, Jr.
Director

COPY

Laurel, Maryland
December 21, 1960

Mr. Ernest N. Cory
City Solicitor
900 Montgomery Street
Laurel, Maryland

Route 197 - Town of Laurel
Prince George's County

Dear Mr. Cory:

Reference is made to your letter of September 28, 1960, to Mr. Roland Jones requesting the State Roads Commission to transfer that portion of Route 197, Bowie Road, starting at the southbound lane of US 1 and extending approximately .4 of a mile to the vicinity of the Laurel Pines Golf Club.

At the meeting of the State Roads Commission on Wednesday, December 7, 1960, the State Roads Commission approved this transfer. A copy of the minutes of the meeting is enclosed for your use. In consideration of the agreement dated December 8, 1958, between the Town of Laurel and the State Roads Commission, your request of September 28 on behalf of the Town of Laurel, and Commission action on December 7, 1960, we will assume that this portion of Route 197 referred to above is now under the jurisdiction of the Town of Laurel.

For clarification purposes, the south terminal point of this portion of road that is being transferred is at the south property line of the property owned by Mr. John Williams, dividing his property from Mr. Dorsey's. At that point existing Route 197 will be barricaded when the relocation of Route 602 is constructed. Just north of the barricade, a connection between existing Route 197 and new Route 197 will be constructed.

By copy of this letter to Mr. George N. Lewis, I am requesting

STATE ROADS COMMISSION
DISTRICT 3
LAUREL, MARYLAND

COPY

Route 197 - Town of Laurel
Prince George's County

that he revise the road inventories for the Town of Laurel and the State Roads Commission to reflect this change.

Very truly yours,

W. L. Shook
Acting District Engineer

WLS:emg

cc: Mr. R. E. Jones
Mr. George N. Lewis, Jr.
Mr. J. Paul Smith

Enclosure

Copy: Mr. C. A. Goldeisen
Mr. A. L. Grubb (2)
Mr. E. K. Lloyd
Mr. R. G. Downs
Mr. W. L. Shook (2)
Secretary's File #33198

Mr. J. Cincibus
Mrs. J. Freeman
Contract File (5)
Co. Commrs. of Pr. Geo. Co. (3)
Mr. G. N. Lewis, Jr.
Records & Research Section, R/W Div.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, DECEMBER 14, 1960

* * *

On recommendation of Chief Engineer Fisher, the following final payments were approved:

Final payment of $866.60 for completion of resurfacing of Md. Route 134, Buxton Road, from Falls Road to Bellona Avenue, a distance of 1.118 miles (flexible pavement), our Contract #B-713-1-420, Harry T. Campbell Sons' Corporation, contractor. The contract for this work was awarded on October 7, 1960 and was completed on October 27, 1960. The total amount of this contract is $17,418.71.

Final payment of $4,789.18 for completion of construction of three-span steel beam bridge over Little Pipe Creek on Relocated Md. Route 75, 0.7 mile northwest of New Windsor; spans 24', 58', 30', roadway 39', our Contract #Cl-346-3-720, M. J. Grove Lime Co., contractor. The contract for this work was awarded on March 15, 1960 and was completed on November 2, 1960. The total amount of this contract is $53,712.88.

Final payment of $5,062.43 for completion of resurfacing of Md. Route 6, beginning at intersection of U. S. Route 301 in LaPlata and extending southwesterly through Port Tobacco and McConchie to a point approximately 0.25 mile southwest of McConchie, a distance of 5.194 miles, our Contract #Ch-288-4-520, McGuire & Rolfe, Inc., contractor. The contract for this work was awarded on April 5, 1960 and was completed on November 3, 1960. The total amount of this contract is $108,432.02.

Final payment of $11,690.23 for completion of construction of three-span (spans 29', 60.5', 29') prestressed concrete box girder bridge, 28' roadway, 4' sidewalks 120' long; and grading, drainage and surfacing of 0.36 mile of approach roadway on relocation of Beck Road over Henson Creek near Oxon Hill, our Contract #P-800-317;FAP#S-696(1), Eugene Chaney, contractor. The contract for this work was awarded on July 14, 1959 and was completed on June 10, 1960. The total amount of this contract is $170,451.02. Project remains in County System.

Final payment of $19,902.78 for completion of construction of a highway and extension of a slab bridge along existing alignment of Livingston Road, beginning 250' southeast of intersection of Livingston and Beck Roads and extending northwesterly to intersection of Livingston Road with Indian Head Highway (Md. Route 210) for a distance of 1.27 miles, our Contract #P-810-317;FAP#S-696(2), Regal Construction Company, Inc., contractor. The contract for this work was awarded on July 14, 1959 and was completed on June 22, 1960. The total amount of this contract is $260,695.03. In accordance with Proposal No. 199-1959, Resolution No. 139-1959, adopted by Board of County Commissioners of Prince George's County July 28, 1959, this project reverts to the County for maintenance purposes. According to Traffic Bureau's records, the road is inventoried as a County Road.

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. J. E. Woodford, Jr.
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. W. L. Shook (2)
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. E. K. Lloyd
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot
Mr. A. L. Grubb
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Agricultural Research Service, USDA
Secretary's File
SRC-Prince George's County
Contract P-724-320

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, DECEMBER 14, 1960

* * *

As recommended by Right of Way Division Chief Moser in letter of December 6, 1960, Chairman and Director Funk executed "Revocable Permit" in triplicate, whereby the Agricultural Research Service, United States Department of Agriculture, grants permission to the Maryland State Roads Commission "to assume responsibility for the use, maintenance and/or reconstruction of the existing paved highway known as Edmonston Road for public purposes, passing through, upon and across lands of Agricultural Research Center, Beltsville, Maryland," as more fully described therein and indicated on a map attached thereto, subject to provisions and conditions more fully set forth therein.

PRINCE GEORGES COUNTY

Mr Farrell

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. W. L. Shook (2)
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. E. K. Lloyd
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot
Mr. A. L. Grubb
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Agricultural Research Service, USDA
Secretary's File
SRC-Prince George's County
Contract P-724-320

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, DECEMBER 14, 1960
* * *

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MD 201
1.56 MI.

PRINCE GEORGES COUNTY

Mr Cassell

State Roads Commission
TRAFFIC DIVISION
DEC 13 1960
Geo. N. Lewis, Jr.
Director

INTERDEPARTMENTAL
STATE OF MARYLAND
STATE ROADS COMMISSION

DISTRICT OR
DIVISION 3

Laurel Office
December 12, 1960

TO: Mr. George N. Lewis, Jr., Director
Bureau of Traffic

FROM: W. L. Shook
Acting District Engineer

Route 216 - Main Street
Laurel - Prince George's Co.

Enclosed for your information is a copy of a letter received from Mr. Ernest N. Cory, Jr., Attorney for the Town of Laurel, concerning the transfer of Main Street to the Town.

I assume that you will make the necessary changes in the road inventories being made during this month so that the Town will receive credit for Main Street in their distribution of funds on July 1, 1961.

W. L. Shook

WLS:emg
Enclosure

cc: Mr. R. E. Jones
Mr. J. P. Smith

COPY

STATE ROADS COMMISSION
DISTRICT 3
LAUREL, MARYLAND

3

Laurel Office
December 12, 1960

TO: Mr. George N. Lewis, Jr., Director
Bureau of Traffic

FROM: W. L. Shook
Acting District Engineer

Route 216 - Main Street
Laurel - Prince George's Co.

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WLS:emg
Enclosure

cc: Mr. R. E. Jones
Mr. J. P. Smith

CORY & BOSS
106 FOURTH STREET
LAUREL, MARYLAND

ERNEST N. CORY, JR.
JAMES G. BOSS
FORREST S. HOLMES, JR.

TELEPHONES
PARKWAY 5-1100
TOWER 9-6788

December 7, 1960

Mr. W. L. Shook
State Roads Commission
300 West Preston Street
Baltimore 1, Maryland

Re: Route 216 - Main Street
Laurel, Maryland

Dear Mr. Shook:

I have been authorized by the Mayor and City Council of Laurel to tell you that the effective date of September 26, 1960 for the transfer, as mentioned in your letter of September 21, 1960, is satisfactory with them.

Yours very truly,

ENC, JR.:bmw

LAW OFFICES
CORY & BOSS
106 FOURTH STREET
LAUREL, MARYLAND

ERNEST N. CORY, JR.
JAMES G. BOSS
FORREST S. HOLMES, JR.

TELEPHONES
PARKWAY 5-1100
TOWER 9-6788

December 7, 1960

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State Roads Commission
300 West Preston Street
Baltimore 1, Maryland

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Laurel, Maryland

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Yours very truly,

ENC, JR.:bmw

CORRECTED EXCERPT

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 7, 1960

* * *

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

> BE IT RESOLVED, that by request of the Town of Laurel and on recommendation of the Planning and Programming Division, Md. Route 197 from U. S. Route 1, southbound lane in Laurel, to the Laurel Pines Golf Club, an approximate distance of 0.4 mile, is hereby approved for transfer to the Town of Laurel.
>
> This transfer is approved on the basis that the Town of Laurel assumes full jurisdiction for the 0.4 mile section of Md. Route 197, including maintenance.

Rescinded 2-15-61

Mr Cowell
For your info

Rte 216
PG Co

September 28, 1960

State Roads Commission
TRAFFIC DIVISION
SEP 30 1960
Geo. N. Lewis, Jr.
Director

Mr. Roland Jones
State Roads Commission
300 West Preston Street
Baltimore 1, Maryland

Dear Roland:

Under the existing agreement, the Town of Laurel agrees to take over the maintenance of Main Street.

Please send the necessary formal papers of transfer from the State Roads Commission legal department to me.

Thanks.

Sincerely,

Ernest N. Cory
City Attorney

ENC, JR.:bmw
cc: Mr. Shook

9/29/60

To Mr G.N. Lewis

For your info.

RJ

DISTRICT 3

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
FRIDAY, SEPTEMBER 16, 1960
* * *

Chairman and Director Funk executed for and on behalf of the Commission agreement, in duplicate, dated September 16, 1960, by and between the City of Takoma Park, a municipal corporation of the State of Maryland, therein called "City," party of the first part, and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called "Commission," party of the second part, applicable to the following project in the City of Takoma Park, such project being part of the Federal-aid System approved by the Bureau of Public Roads, the construction or reconstruction of which is to be financed in part with Federal funds under the provisions of the current Federal-aid Highway Act:

Federal-aid Project Number	Name of Road
US-758(1)	Maple Avenue Improvement, Sherman Avenue to Mississippi Avenue

Said agreement stipulates the conditions under which this project is to be constructed and "Upon completion of the construction of this road, and after its acceptance by the said Bureau of Public Roads, the City agrees to maintain the same as a part of its own road system, at its own expense, and in full compliance with all maintenance and other requirements of the Bureau of Public Roads."

Said agreement, which had previously been executed by the City of Takoma Park, had been approved as to form and legal sufficiency by Special Attorney Seymour and recommended for approval by Chief Engineer Fisher.

PR. GEO. CO.

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. G. B. Chaires
Mr. C. A. Goldeisen
Mr. C. S. Linville
Mr. W. L. Shook (2)
Mr. E. K. Lloyd
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr. (8)
Mr. R. E. Jones
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. C. L. Wannen
Mr. C. H. Bowers
Mr. L. C. Moser (2)
City of Takoma Park (3)
Secretary's File
SRC-Montgomery County
SRC-Prince George's County
Contract M-576-315

MEMORANDUM - ACCEPTANCE OF STATE HIGHWAY ROUTE, CITY OF INGLEWOOD
TO CITY COUNCIL - CITY OF INGLEWOOD
FROM: [illegible], JR. - [illegible]
[illegible], 19[illegible]

* * *

Chairman and Director Funk executed for and on behalf of the Commission agreement, in duplicate, dated September 16, 1960, by and between the City of Tahoma Park, a municipal corporation of the State of Maryland, thereinafter called "City," party of the first part, and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, thereinafter called "Commission," party of the second part, applicable to the following project in the City of Tahoma Park, such project being part of the Federal-aid System approved by the Bureau of Public Roads, the construction or reconstruction of which is to be financed in part with Federal funds under the provisions of the current Federal-aid Highway Act:

Federal-aid Project Number	Name of Road
US-720(1)	Maple Avenue Improvement, Sherman Avenue to Mississippi Avenue

Said agreement stipulates the conditions under which this project is to be constructed and "Upon completion of the construction of this road, and after its acceptance by the said Bureau of Public Roads, the City agrees to maintain the same as a part of its own road system, at its own expense, and in full compliance with all authorities and other requirements of the Bureau of Public Roads."

Said agreement, which had previously been executed by the City of Tahoma Park, and been approved as to form and legal sufficiency by Special Attorney Seymour and recommended for approval by Chief Engineer Fisher.

Copy: Mr. D. H. Fisher
Mr. J. C. Hopkins
Mr. J. J. Carter
Mr. C. A. Goldstein
Mr. C. T. Ishmille
Mr. W. L. Shook (2)
Mr. E. E. Lloyd
Mr. F. F. Scrivener
Mr. C. H. Lewis, Jr. (2)
Mr. R. S. Jones
Mr. H. C. Young (4)
Mr. A. L. Grubb (2)
Mr. C. L. Hanson
Mr. C. H. Bowers
Mr. L. C. Hosch (2)
City of Tahoma Park (2)
Secretary's File
STC-Montgomery County
STC-Prince George's County
Contract #-376-113

Mr. Russell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
WEDNESDAY, JULY 27, 1960
* * *

RAILROAD AGREEMENT

Chairman and Director Funk executed duplicate copies of a letter agreement dated June 22, 1960, with The Baltimore and Ohio Railroad Company, relative to the proposed widening of Bridge #16070 (B. & O. #30-A) which carries Md. Route 430 over tracks of The Baltimore and Ohio Railroad at Branchville (Contract P-779-1-320). The said letter agreement supplements the agreement between the State Roads Commission of Maryland and The Baltimore and Ohio Railroad Company dated October 23, 1940, covering the original construction and maintenance of the said bridge, and states the conditions under which The Baltimore and Ohio Railroad Company agrees and consents to such widening, as more fully recited therein.

The letter agreement had previously been signed on behalf of the Railroad by Lloyd W. Baker, Vice President, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

PRINCE GEORGES COUNTY

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. C. L. Wannen
Mr. A. L. Grubb (4)
Mr. M. D. Philpot (2)
Mr. H. G. Downs (4)
Mr. C. S. Linville
Mr. H. C. Bowers
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. W. A. Jordan
Mr. W. L. Shook (2)
Secretary's File (Gr. Elim. Dr.#3)
SRC-Prince George's County
Contract P-779-1-320

July 14, 1960

Mr. Robert J. Hajzyk,
Chief, Planning & Programming
Division

Dear Mr. Hajzyk: Road Exchange

Reference is made to Excerpt from Minutes of Meeting of the State Roads Commission, Wednesday, July 6, 1960, whereby the section of Ager Road from Queens Chapel Road (Md. 500) to East-West Highway (Md. 410) was transferred to the State System of Highways from the County System of Highways of Prince George's County.

Before we make an entry in our records of this change, I would appreciate being advised if the transfer has been made for our handling of the contract through this area involving rights-of-way difficulties, and upon completion of the contract, will the road again be transferred to the County System. This being the case, I would not make any entry into our records cutting off payment of the County for this section of highway.

Your comments will be appreciated.

Very truly yours,

GNLjr-d

Geo. N. Lewis, Jr.,
Chief-Bureau of Traffic

cc: Mr. Geo. W. Cassell

7/15/60

Please withhold any change in records until answer to above is received.

Dale

July 14, 1960

Mr. Robert T. Bailey,
Chief, Planning & Programming
Division

Dear Mr. Bailey: Road Exchange

Reference is made to excerpts from Minutes of Meeting of the State Roads Commission, Wednesday, July 6, 1960, whereby the section of Egg Nog Road from Dunne Chapel Road (Rt. 520) to Zekiah-Mace Highway (Rt. 413) was transferred to the State System of Highways from the County System of Highways of Prince George's County.

Before we make an entry in our records of this change, I would appreciate being advised if the transfer has been made for our handling of the contract covering this area involving right-of-way acquisition, and upon completion of the project, will the road again be transferred to the County System. This being the case, I would not make any entry into our records putting off payment of the County for this section of highway.

Your cooperate will be appreciated.

Very truly yours,

Chas. E. Lockie, Jr.,
Administrator of Traffic

CELjr:d

cc: Mr. Geo. W. Connell

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
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. W. L. Shook (2)
Mr. H. G. Downs (4)
Mr. A. L. Grubb
Mr. W. A. Friend
Mr. J. A. Jordan (2)
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. S. T. Nottingham
Mr. M. D. Philpot (2)
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Prince George's County Commissioners (3)
Secretary's File
SRC-Prince George's County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 6, 1960
* **

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

WHEREAS, the County Commissioners for Prince George's County, in the interest of public safety and welfare, did on June 24, 1960, pass a resolution transferring to the State Roads Commission of Maryland the section of Ager Road from Queen's Chapel Road (Maryland State Route 500) to East-West Highway (Maryland State Route 410), being approximately 7,100 feet in length, and

WHEREAS, by the aforegoing resolution, the Board of County Commissioners of Prince George's County transferred and conveyed the above described section of Ager Road to the State Roads Commission of Maryland; the same henceforth to have the status of a State Road.

NOW, THEREFORE, BE IT RESOLVED, that the State Roads Commission of Maryland hereby formally accepts the transfer and conveyance of the above described section of Ager Road; the same to henceforth have the status of a State Road.

SEE LETTER 7-14-60

Co. 1599

Form-RW-205

Mr Cee H
Please note and
give to Miss A for file
Dr W/Hce

COPY

June 28, 1960

Contract: P 722-8-122
P 721-8-120
P 724-21-220
Capital Beltway and Extension
Zoned Relocation
Re: City of Greenbelt
File No.: 27282

Mr. B. Waverly Webb
Clerk of the Court for Prince George's County
Upper Marlboro, Maryland

Dear Mr. Webb:

Enclosed please find an original copy of a Deed dated June 21, 1960. This deed, executed by Alan Slatter, Mayor of the City of Greenbelt, conveys right of way consisting of approximately 4.00 acres in fee simple, plus various easements consisting of 4.07± acres for slight and drainage, 0.[illegible] acres for storm sewage and 0.11± acres for temporary easement. Included in the conveyance is all right, title and interest of the City of Greenbelt in and to the beds of Hamilton Road, Cherrywood Road, Glenduin Road and Southway. Attached to and made a part of this deed are the plotted right of way plats 13079, 14220, 14221, 14222, 14223, 23429, 23430, 23431 and 23432.

It will be appreciated if you will arrange for the recording of this Deed. Please send your bill for services to me.

Thank you for your cooperation in the recording of this deed.

Very truly yours,

Walter H. Fekler
Chief
Bureau of Government and Public Utility
Right of Way Acquisition

RHFtrk

cc: Mr. LeRoy C. Hunt
Mr. George H. Louis, Jr.
Mr. J. Francis Curran
Mr. Stephen M. Rajanowski
Mr. William L. Shock

Enclosure

STATE ROADS COMMISSION
DISTRICT 3
LAUREL, MARYLAND

COPY

Laurel Office
March 16, 1960

TO: Mr. George W. Cassell
Bureau of Traffic

FROM: W. L. Shook
Acting District Engineer

Road Transfer
City of Greenbelt

Reference is made to your letter of March 2, 1960, along with map section of Greenbelt area showing two sections of road in red that are field posted as State maintained. You state that these sections have never been reported as being part of the State system and ask under what authority they are being maintained by the State Roads Commission.

We are enclosing a copy of a letter dated July 18, 1959, written by Mr. Haines B. Felter, addressed to Chief Engineer Pritchett, which concerns an option with the Town of Greenbelt accepted by the Right of Way Department April 23, 1958, and shows the stipulations. We also enclose a copy of a letter dated April 23, 1959, written by Mr. Charles T. McDonald, City Manager, Town of Greenbelt, and addressed to Mr. Stephen M. Bojanowski, showing the signed accepted option had been returned to the State Roads Commission.

1958

You will note in Mr. Felter's letter that the State Roads Commission will take into its maintenance system the following designated roads immediately upon acceptance of this option. This appears to be the only authority on record we have for maintaining the sections shown in red on the enclosed map from your office. We have checked the right of way plats and find the sections of roads in question are included in the option to be State-maintained. See enclosed large map which we would like returned after it has served its purpose.

If we are in error by assuming the signed options were sufficient authority to maintain these roads, please advise us at once.

Md 430 16-140
Md 201 16-141

STATE ROADS COMMISSION
DISTRICT 3
LAUREL, MARYLAND

COPY

Mr. George W. Cassell
March 16, 1960

Road Transfer - City of Greenbelt

We regret the fact that you were not informed that these sections were being maintained by the State Roads Commission.

Please return the enclosed map with your reply to this letter.

WES/ehf
Enclosures
cc: Mr. J. P. Smith

Md 430-16-140
Md 201-16-141

Mr Cassell

March 2, 1960

Mr. Walter E. Sayers
Asst. District Maintenance Engineer
S.R.C. District Office
Laurel, Maryland

Dear Mr. Sayers: Re: Highway Mileage

In reviewing our recent re-inventory of all roads in Prince Georges County we have noted several instances where our records are not in agreement with the field posting of State highway maintenance.

We are attaching a map section of the Greenbelt Area showing in red, two sections of road that are field posted as State maintained. These sections have never been reported to us as being part of the State system. Would you please advise when and under what authority these two sections were taken into the State system.

Very truly yours,

Geo. N. Lewis, Jr.
Chief, Bureau of Traffic

By:
Geo. W. Cassell
Highway Engineer

GWC/br
Attachment

Md 430 - 16-140
Md 201 - 16-141

Prince George's County
Proposed State Road addition

37805 C.T. of June 10, 1958

See Letter to SAYERS DATED 3-2-1960
SHOOKS REPLY 3-16-60

July 18, 1958

Contract: P-722-8-320
Contract: P-722-46-320
Re: City of Greenbelt
File Number: 37305

Mr. Norman M. Pritchett
Chief Engineer
Office

Dear Mr. Pritchett:

Mr. Moser has informed me that at the District Engineers' meeting last week you requested him to set up a procedure whereby all of the Departments which are notified whenever a section of highway is transferred from the Commission to a Governmental Agency or county, or from a Governmental Agency or county to the Commission, be also notified whenever an option contract taken by this Department involves such transfer of highways.

Complying with these instructions, you are now being advised of the action taken in connection with the transfer in the City of Greenbelt.

On June 10, 1958, this Department accepted an option dated April 23, 1958 from the City of Greenbelt which contained the following stipulations.

"The State Roads Commission will take into its maintenance system the following designated roads immediately upon acceptance of this option:

1. Greenbelt-Glendale Road beginning at the intersection of Edmonston Road, thence continuing eastward along existing Greenbelt-Glendale Road to station 109+00 which is immediately beyond Ramp 'B' Spur, and shown on State Roads Commission's Right of Way Plat No. 16231 and Contract P-722-46-320."

Md 430 - 16-140
Md 201 - 16-141

"2. Edmonston Road beginning at station 1+80 and indicated on State Roads Commission's Right of Way Plat No. 16232 and Contract P-722-8-320, thence continuing southward along existing Edmonston Road and includes the area, as indicated on Right of Way Plat No. 13576, which is the proposed interchange area of the Washington Circumferential Highway and terminating at station 116 on right, as indicated on Right of Way Plat No. 13577.

3. Existing Edmonston Road continuing northward and beginning at station 180, as indicated on Right of Way Plat No. 16232, and continuing northward for approximately 1,000 feet to the northernmost limits of the City of Greenbelt line.

The State Roads Commission will develop and prepare plats for the right of way requirements and/or improvement to Edmonston Road beginning at approximately station 180 said right of way shall be 300 feet in width. The City of Greenbelt, upon completion of plats, will execute the necessary deed or deeds for conveyance of said right of way to be used by the Maryland State Roads Commission."

The sections of road to be taken into the State system in accordance with that option are shown on a large composite plat prepared by this Department. A copy of that plat is attached hereto and is being likewise sent to each of the persons designated to receive a copy of this letter.

The option itself called for plats numbers 13576, 16230, 16231, 16232 and 16233.

Plat number 16231 will be eliminated and a new plat prepared to run only as far as station 109+00 in order to comply with the terms of this option.

Attention is also called to the fact that plat number 16232 which now ends at station 180+00 does not carry as far north as the northernmost limits of Greenbelt, therefore an additional plat will have to be prepared in order that this gap of several hundred feet can be conveyed to the Commission. We understand that the Location Division is in the process of a slight line change throughout this area and until we receive this plat the actual deed conveying the roads to the Commission cannot be executed.

Attention is directed to a letter dated July 3, 1958 addressed by the writer to Mr. George N. Lewis, Jr., copies of which were sent to yourself, Mr. Moser, Mr. McCarl, Mr. Yost and Mr. Clawson. In that letter Mr. Lewis was advised of the terms of this option.

****

As soon as Mr. Dreyer's office prepares the plat of the northern end of

Md 430 - 16-140
Md 201 16-141

Greenbelt, the final plats will be turned over to the Legal Division in order that they can prepare the necessary deed by which these roads will be conveyed by the City of Greenbelt to the State of Maryland, to the use of the State Roads Commission of Maryland. At that time, if there is a substantial difference in the taking, you and the persons designated to receive a copy of this letter will also be advised of those changes.

Very truly yours,

Haines B. Felter

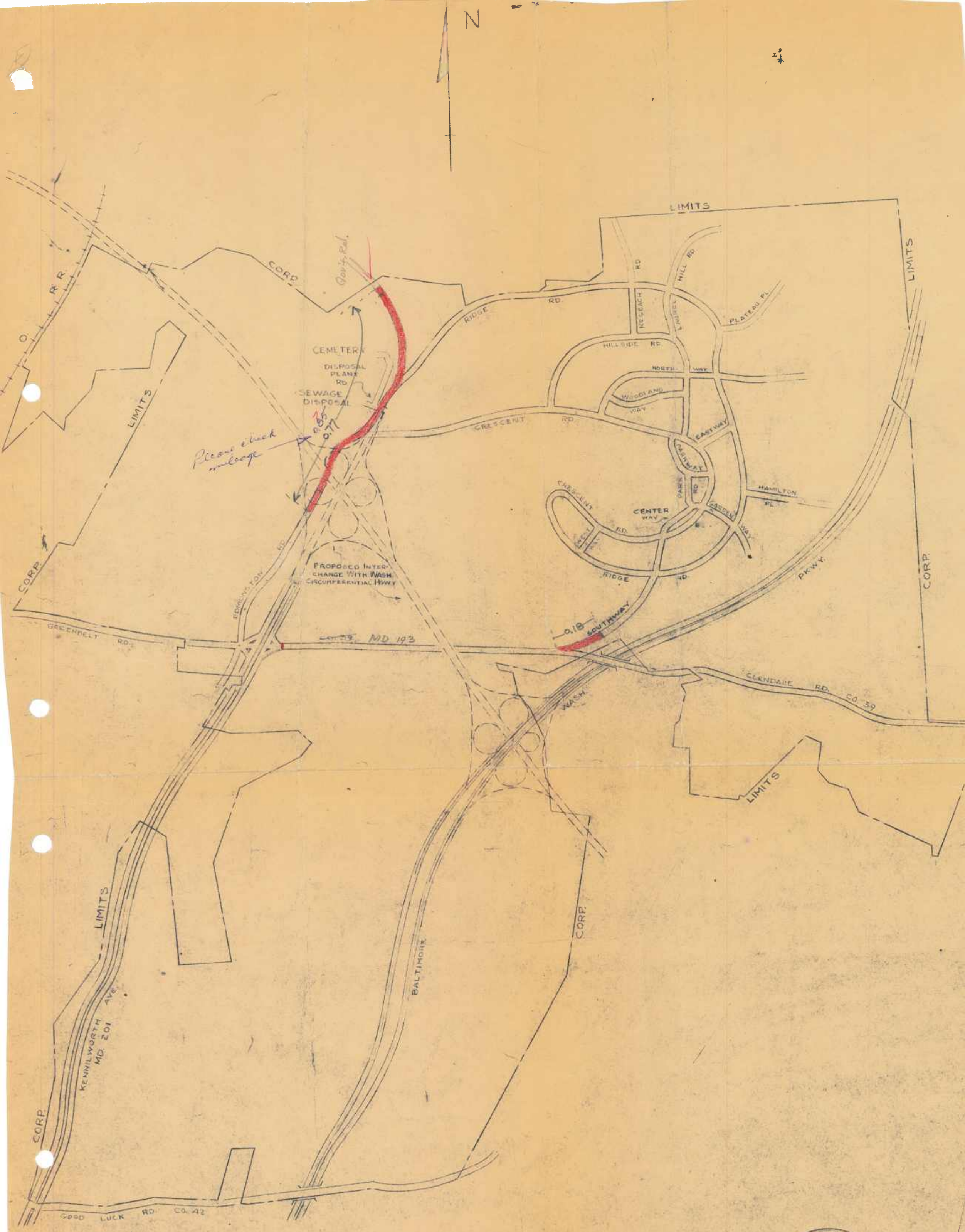
Haines B. Felter
Special Asst. Right of Way Engineer

HBF:ds*

cc: Mr. Robert O. Bonnell - Chairman
Mr. Walter C. Hopkins - Deputy Chief Engineer
Mr. Cordt A. Goldeisen - Director of Highway Construction
Mr. George N. Lewis, Jr. - Director of Traffic Division (8 copies)
Mr. Frank P. Scrivener - Director of Highway Maintenance
Mr. Austin F. Shure - Asst. to Chief Engineer
Mr. Stuart S. Linville - Development Engineer
Mr. W. A. Friend - Road Exchange Section
Mr. C. L. Wannen - Comptroller
Mr. A. F. DiDomenico - Office Engineer
Mr. Frank V. Dreyer - Chief Location Engineer
Mr. C. W. Clawson - Engineer of Road Design (4 copies)
Mr. A. L. Grubb - Engineer of Bridge Design
Mr. LeRoy C. Moser - Chief Right of Way Engineer
Mr. L. E. McCarl - District Engineer - Laurel (2 copies)
Mr. Louis A. Yost, Jr. - District Right of Way Engineer
Research and Record Section - Right of Way Department
Secretary S.R.C. (appropriate county)
S.R.C. Twelve Year Program
Right of Way Department File X-269 Exchange of Roads
Right of Way Department File X-289 Procedures

Attach.

Md 430-16-140
Md 201-16-141



GREENBELT

PRINCE GEORGES COUNTY

PREPARED BY THE

MARYLAND STATE ROADS COMMISSION

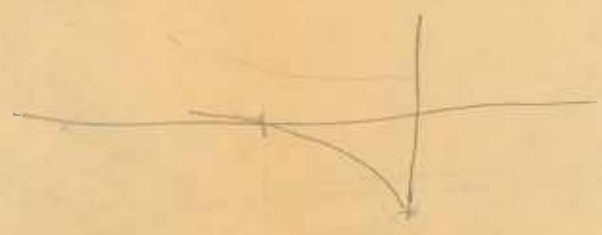
TRAFFIC DIVISION

OCT 1958

Scale 1" = 1200'

1200 600 0 1200 2400

BOUNDARIES BY LAWS OF 1949 CH. 583



PRINCE GEORGES COUNTY

Mr Cassell

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. W. A. Jordan
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. W. L. Shook (2)
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-Prince George's County
Contract P-631-23-24-27-29-320;
FAP#U-495(3)

RAILROAD AGREEMENT

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, MARCH 29, 1960

* * *

Chairman and Director Funk executed agreement in triplicate dated March 29, 1960, by and between The Philadelphia, Baltimore and Washington Railroad Company and The Pennsylvania Railroad Company, operating the railroad and property of The Philadelphia, Baltimore and Washington Railroad Company as Lessee, therein called the "Railroad," party of the first part, and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called the "State," party of the second part, wherein the Railroad, insofar as it has the legal right and its present title permits, extends to said State permission and privilege to construct, maintain, repair, renew and use drainage facilities on Railroad right of way at locations more specifically stated in said agreement, as required in connection with the construction of Contract P-631-23-24-27-29-320; FAP#U-495(3), John Hanson Highway--Palmer Highway to Kenilworth Interchange, under and subject to terms and conditions more fully set forth therein.

The said agreement, which had previously been approved as to form and legal sufficiency by Special Attorney C. C. Seymour, is to be forwarded to the Railroad for execution on its part, following which fully executed copy is to be returned for the Commission's file.

Mr. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 2, 1960
***

PRINCE GEORGES

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

WHEREAS, Interstate Route 495 circles the City of Washington, the nation's capital, and

WHEREAS, the name, Washington Circumferential Highway, is of difficult length for effective signing, arduous to pronounce and unwieldy for popular reference, and

WHEREAS the name, Capitol Beltway more accurately describes the location and function of the highway and simplifies signing and popular reference thereto; and

WHEREAS, it is fitting that the route be named for the building which not only serves as the seat of our nation's government but also is a symbol of democracy for free men everywhere;

THEREFORE BE IT RESOLVED that the State Roads Commission of Maryland officially name the portion of Interstate Route 495 over which it has jurisdiction the "Capitol Beltway," and

A

BE IT FURTHER RESOLVED that a copy of this resolution be sent to the Department of Highways of the State of Virginia and suggest that the portion of Interstate Route 495 over which it has jurisdiction also be named the "Capitol Beltway".

Copy: Mr. A. S. Gordon (2)
Mr. Wm. Jabine
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. W. E. Shook (2)
Mr. R. J. Hajzyk
Mr. H. C. Bowers
Mr. C. L. Wannen
Mr. J. E. Gerick
Mr. Charles Lee
Mr. A. L. Grubb (4)
Mr. H. G. Downs (4)
Mr. W. A. Jordan (2)
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Mr. F. V. Dreyer
Mr. W. A. Friend
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
SRC-Montgomery County
SRC-Prince George's County
SRC-Name Designations
Mr. J. D. Buscher
Mr. W. B. Duckett
Mr. Allan Lee
Mr. C. E. Hesson

DESIGNATED AS CAPITAL BELTWAY BY
MD-NAT. CAP. PARK & PLAN. COMM.
SEE LETTER 6-2860

PRINCE GEORGES COUNTY

STATE ROADS COMMISSION
OF MARYLAND

October 13, 1959

TO: Mr. Geo. W. Cassell

FROM: Mr. Geo. N. Lewis, Jr.

SUBJECT: Road Exchange - Prince George's County

You will receive, probably before this memorandum, a copy of excerpts from minutes of meeting of the State Roads Commission of Wednesday, October 7th, 1959, whereby the Commission has agreed to accept from the County Commissioners of Prince George's County, certain sections of Livingston Road from Bock Road to Indian Head Highway at Forest Heights, as shown within the limits of the right of way lines on SRC Plats No. 22809, 22810, 22811 and 22812.

If this road has been credited to Prince George's County and they are being paid for the mileage, I think we should immediately take it up with the Accounting Department to find our how we can, at this time, delete that mileage from the credit of Prince George's County.

Very truly yours,

Geo. N. Lewis, Jr.

GNLjr-d

No change in maintenance authority of these sections of road. They stay in the county milage account. 10/14/59 WRC

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. A. L. Grubb (2)
Mr. L. E. McCarl (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
Mr. A. S. Gordon
Records & Research Section, R/W Div.
Prince George's County Commissioners (3)
Secretary's File
SRC-Prince George's County

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

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

WHEREAS, the County Commissioners for Prince George's County, in the interest of public safety and welfare did on July 28, 1959, pass a resolution transferring to the State Roads Commission of Maryland certain sections of Livingston Road from Bock Road to Indian Head Highway at Forest Heights and more particularly shown on the Maryland State Roads Commission's Right of Way Plats numbered 22809, 22810, 22811, 22812, and

WHEREAS, the State Roads Commission of Maryland accepted said transfer as of the above mentioned date, but due to inadvertence or otherwise the above mentioned acceptance was not formalized by a resolution of the State Roads Commission of Maryland.

NOW, THEREFORE, BE IT RESOLVED, that the State Roads Commission of Maryland formally accepts the transfer of certain sections of Livingston Road from Bock Road to Indian Head Highway at Forest Heights as shown within the limits of the right of way lines on the Maryland State Roads Commission's Plats numbered 22809, 22810, 22811 and 22812, and the same shall have the status of a State Road, and

BE IT FURTHER RESOLVED, that upon its adoption, this resolution shall be effective nunc pro tunc, as of July 28, 1959.

Copy: Mr. J. C. Pritchett
Mr. J. C. Hopkins
Mr. J. J. Sylvester
Mr. C. H. Fortune
Mr. C. A. Gibbonsen
Mr. L. E. Lamar (2)
Mr. G. T. Lewis, Jr. (2)
Mr. C. T. Linville (2)
Mr. C. L. Slayton
Mr. A. L. Grubb (2)
Mr. L. . Wright (2)

Mr. . . Smith
Mr. H. C. Tenn (2)
Mr. R. H. Pribud
Mr. . . Jordan (2)
Mr. . . Pulliam (2)
Mr. R. T. Thomas
Mr. T. Jordan
Jacksonville Municipal Auditorium
Prince George's County Commissioners (2)
Secretary's File
Prince George's County

BOARDS FROM DISTRICT OF MARYLAND OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 7, 1953

* * *

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

WHEREAS, the County Commissioners for Prince George's County, in the interest of public safety and welfare did on July 20, 1953, pass a resolution transferring to the State Roads Commission of Maryland certain sections of Livingston Road from Rock Hall to Indian Head Highway as Forest Heights and more particularly shown on the Maryland State Roads Commission's plats of Plats numbered 23209, 23210, 23211, 23212, and

WHEREAS, the State Roads Commission of Maryland accepted said transfer as of the above mentioned date, but due to inadvertence or clerical error the above mentioned resolution was not forwarded by a resolution of the State Roads Commission of Maryland;

NOW, THEREFORE, BE IT RESOLVED, that the State Roads Commission of Maryland formally accepts the transfer of certain sections of Livingston Road from Rock Road to Indian Head Highway as Forest Heights as shown within the limits of the right of way lines on the Maryland State Roads Commission's Plats numbered 23209, 23210, 23211 and 23212, and the same shall have the status of a State road, and

BE IT FURTHER RESOLVED, that upon its adoption, this resolution shall be effective nunc pro tunc, as of July 20, 1953.

Pr. Geo. County

File

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, SEPTEMBER 1, 1959
* * *

State Roads Commission
TRAFFIC DIVISION
SEP 10
Geo. N. Lewis, Jr.
Director

On recommendation of A. L. Grubb, Chief, Bureau of Bridges, August 20, 1959, approved by Chief Engineer Pritchett, Chairman and Director Funk authorized posting of a bridge as follows:

Md. Route 211-Prince George's County
Location - Sargent Road over branch of Northwest Branch
Maximum Gross Load 10,000 lbs.
Maximum Speed 15 miles per hour

Just south of Chillum Rd

Copy: Mr. N. M. Pritchett
Mr. A. L. Grubb (2)
Mr. L. E. McCarl (2)
Mr. C. S. Linville
Mr. G. N. Lewis, Jr. (8)
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. Rolph Townshend
Miss A. T. Stickles
Major W. H. Weber (2)
Md. Traffic Safety Comm.
SRC-Prince George's County
SRC-Weight Limitations

PRINCE GEORGES COUNTY

FILE

Copy: Mr. N. M. Pritchett
Mr. J. C. Hopkins
Mr. G. B. Chaires
Mr. F. P. Scrivener
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. L. E. McCarl (2)
Mr. H. G. Downs (4)
Mr. W. A. Friend
Mr. W. A. Jordan (2)
Mr. F. V. Dreyer
Mr. A. L. Grubb
Mr. M. D. Philpot (2)
Mr. A. S. Gordon
Records & Research Section, R/W Div.
Prince George's County Commissioners
Secretary's File
SRC-Prince George's County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 27, 1959

* * *

On recommendation of Chief Engineer Pritchett in letter of July 22, 1959, Chairman and Director Funk executed agreement in quintuplicate dated July 7, 1959, by and between the State Roads Commission of Maryland and the County Commissioners of Prince George's County, Maryland, wherein the parties thereto recite their mutual understanding relative to the conditions under which the State Roads Commission will break the control of access of Maryland Route 5 to permit the extension of Iverson Street to intersect with Maryland Route 5, as more fully set forth therein.

The said agreement had previously been executed by the County Commissioners of Prince George's County and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

PRINCE GEORGE COUNTY

Mr. Lowell

CORRECTED EXCERPT

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 13, 1959
* * *

FILE

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

On recommendation of Chief Engineer Pritchett in letter of May 12, 1959, the Commission authorized the programming of a project covering railroad grade crossing signalization on U. S. Route 301 at the Marlboro Bypass (Contract P-713-3-320), and at Faulkner (Contract Ch-257-20-520) as a Federal Aid Primary project on a 90-10 basis.

Mr. Pritchett states in his letter that the Pennsylvania Railroad has estimated the cost of signals (eight in number at the two crossings) to be $16,930.00, and that the railroad will contribute 10% of the cost.

Copy: Mr. N. M. Pritchett
Mr. G. B. Chaires
Mr. E. D. Reilly
Mr. G. W. Lewis, Jr. (8)
Mr. H. G. Downs
Mr. C. S. Linville
Mr. C. L. Wannen
Major W. H. Weber (2)
Mr. E. G. Duncan (2)
Mr. L. E. McCarl (2)
Secretary's File
SRC-Prince George's County
SRC-Charles County
Contract P-713-3-320
" Ch-257-20-520
Maryland Traffic Safety Comm.

Prince Georges County
Mr Cassell

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. M. Thompson
Mr. F. P. Scrivener
Mr. G. B. Chaires
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. S. Gordon
Mr. W. A. Jordan(2)
Mr. F. V. Dreyer
Mr. A. L. Grubb
Mr. L. C. Moser (2)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. L. E. McCarl (2)
Records & Research Section, R/W Div.
Prince George's County Commissioners
Secretary's File
SRC-Prince George's County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 15, 1959
* * *

MD 4 Bus

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

On recommendation of Chief Engineer Pritchett, by Assistant Location Engineer Thompson in letter of April 15, 1959, the Commission executed Agreement dated April 14, 1959, by and between the State Roads Commission of Maryland, therein referred to as the "Commission," and the County Commissioners of Prince George's County, Maryland, therein referred to as the "County Commissioners," wherein the parties thereto agree as to their respective interests and responsibilities in connection with the "Relocation and widening of Forestville Road - a county road - and the extension and widening of Leona Street, as more particularly set forth in 'red' on a plat thereof designated 'P-735-1-320 - proposed relocation of Route 4 and Forestville Road, dated October 20, 1958,' attached hereto and made a part hereof," as more fully set forth therein. The said agreement had previously been executed by the County Commissioners of Prince George's County and approved as to form and legal sufficiency by Special Attorney Seymour.

#87,738
1206

Agreement states that upon completion the section of the relocation + widening of The Forestville Road and also Leona Street The S.R.C will turn over to The county all R/w's and etc and The county agrees to accept same.

0.24 Mi transferred to county
Effective 2-17-61

G.S 16-12

PR. GEORGE COUNTY
FORESTVILLE RD &
LEONA AVE

THIS AGREEMENT made this 14th day of April, 1959 by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, hereinafter referred to as the "Commission", and the County Commissioners of Prince George's County, Maryland hereinafter referred to as the "County Commissioners".

WHEREAS, in connection with the reconstruction and relocation of that portion of Maryland Route 4, from .6 miles north of Meadows to D.C. line, it is considered advantageous and a public benefit to relocate and widen a portion of Forestville Road and extend and widen a portion of Leona Street. BETWEEN MD 4 (NEW) & MD 4 BUS (OLD MD 4)

hereinafter more particularly described and set forth, and

WHEREAS, the Commission and the County Commissioners are desirous of entering into an agreement for the purpose of setting forth a mutual understanding regarding such relocation and widening of Forestville Road and Leona Street.

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 whereof is hereby acknowledged and in further consideration of the mutual benefits accruing to the parties hereto and to the public generally, said parties hereto mutually, covenant and agree as follows:

1. That the project shall be described as the "Relocation and widening of Forestville Road - a county road - and the extension and widening of Leona Street, as more particularly set forth in "red" on a plat thereof designated 'P-7-5-1-320 proposed relocation of Route 4 and Forestville Road, dated October 20, 1958', attached hereto and made a part hereof".

2. That the Commission shall be responsible and pay for one-half of the total cost of the making of field surveys, preparing plans, acquiring the necessary rights of way and the construction of the relocation and widening of Forestville Road and the extension and widening of Leona Street, including public utility adjustments, as shown on the aforementioned plat.

County reimbursed S.R.C. for its share of the total cost of said project Feb. 17 1961

3. That the design of that portion of the project which will be under the Commission's jurisdiction shall conform to the Commission's standards and the design of that portion of the project which will be under the County Commissioner's jurisdiction shall conform to County road standards.

4. That upon completion of the relocation and widening of Forestville Road and the acceptance thereof from the contractor, the Commission shall transfer to the County Commissioners all rights of way, all rights, titles and appurtenances therein including the road bed for that portion of the relocated Forestville Road which appears in "red" on the aforementioned plat.

5. That upon the completion of the extension and widening of Leona Street and the acceptance thereof from the contractor, the Commission shall transfer to the County Commissioners all rights of way, all rights, titles and appurtenances therein including the road bed as shown in "red" on the aforementioned plat.

6. That the County Commissioners shall pay for one-half of the total cost for the making of field surveys, preparing plans, acquiring the necessary rights of way and the construction of relocating and widening Forestville Road and the extension and widening of Leona Street including public utility adjustments, as shown on the aforementioned plat.

7. That upon the date of transfer to the County Commissioners of those portions of relocated Forestville Road and Leona Street, as extended, as shown in "red" on the aforementioned plat, the County Commissioners shall assume maintenance responsibility of said described sections.

8. That upon the transfer to the County Commissioners of said described sections of rights of way, as mentioned in Item (7), said County Commissioners will henceforth maintain the control of access features as more particularly set forth on the aforementioned plat.

9. That upon the completion of the relocation and widening of Forestville Road, said County Commissioners shall close and barricade existing

Forestville Road where the same now crosses relocated Maryland Route 4, such barricades to be erected on the north and south right of way lines of said relocated Maryland Route 4.

10. That the Petition and such other proceedings as may be necessary for the closing of existing Forestville Road, as above referred to, shall be initiated and completed by the County Commissioners.

11. That upon the completion of this project and the acceptance thereof from the contractor, the County Commissioners shall reimburse the Commission for its share of the total cost of said project within ten days from the presentation of a voucher to said County Commissioners by the Commission.

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year aforesaid.

STATE ROADS COMMISSION OF MARYLAND

By: _____
Chairman

_____
Member

ATTEST:

_____
Secretary

COUNTY COMMISSIONERS OF PRINCE GEORGE'S COUNTY

By: _____
President

_____
Commissioner

_____
Commissioner

_____
Commissioner

_____
Commissioner

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 6th day of April, 1959.

_____
Special Asst. Attorney General of Maryland

Recommended for approval

APR 15 1959
Date

_____
Chief Engineer - State Roads Commission

PRINCE GEORGES COUNTY

Mr. Russell

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

RAILROAD AGREEMENT

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

On recommendation of Chief Engineer Pritchett in letter of February 17, 1959, the Commission executed agreement in triplicate dated January 22, 1959, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said The Philadelphia, Baltimore and Washington Railroad Company, parties of the first part, therein sometimes called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "State," wherein the Railroad grants, subject to the terms, limitations, covenants, and agreements more fully set forth therein, unto the State of Maryland to the use of the State Roads Commission of Maryland, the right, liberty, and privilege of constructing, establishing, maintaining, repairing, and renewing overhead bridges at Highway Station 607+93.35 (Railroad Station 6639+27) near Lanham, in Prince George's County, Maryland, in connection with the State's construction of a new dual express highway to be known as the "Washington Circumferential Highway," Contract P-722-43-320; FAP#I-IG-C95-2(8)10.

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

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. W. A. Jordan
Mr. C. L. Wannen
Mr. A. L. Grubb (4)
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-Prince George's County
Contract P-722-43-320; FAP#I-IG-C95-2(8)10

PRINCE GEORGES COUNTY

RAILROAD AGREEMENT

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JANUARY 22, 1959
* * *

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

On recommendation of Chief Engineer Pritchett in letter of January 21, 1959, the Commission executed agreement, in triplicate, dated December 30, 1958, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said The Philadelphia, Baltimore and Washington Railroad Company, parties of the first part, therein sometimes called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "State," wherein the Railroad grants, subject to the terms, limitations, covenants, and agreements more fully set forth therein, unto the State of Maryland to the use of the State Roads Commission of Maryland, the right, liberty, and privilege of constructing, establishing, maintaining, repairing, and renewing dual highway bridges at Highway Station 403 + 11 ± (Railroad Station 753 + 49), located approximately 2,600 feet south of present grade crossing of Pope's Creek Branch in Upper Marlboro, Prince George's County, Maryland, in connection with the State's improving and relocating its highway, Route No. 4, between Ritchie Road and Wayson's Corner, in Prince George's County, Contract P-735-14-320: FAP #FG-161(9). The said agreement had previously been executed by the Railroad and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. A. F. DeDomenico
Mr. C. L. Wannen
Mr. A. L. Grubb (4)
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-Prince George's County
Contract P-735-14-320; FAP #FG-161(9)

PRINCE GEORGE'S COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JANUARY 15, 1959

* * *

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

The Commission approved submission of petition which had previously been approved as to form and legal sufficiency by Special Assistant Attorney General J. D. Buscher, to the Honorable Commissioners for Prince George's County, Upper Marlboro, Maryland, for the closing and abandonment of sections of the following streets and avenues in Prince George's County, in connection with the relocation of Md. 4, 0.6 mile northwest of Meadows to the District of Columbia Line, Contract P-735-1-320, as more fully recited in said petition executed for and on behalf of the Commission by Robert O. Bonnell, Chairman:

Armstrong Lane 129	Lakewood Road Co 1103
Brown Station Road Co91	U Street Co275-2
Cross Street 262	V Street Co274
Spring Street 583-264	W Street Co266
Pumphrey Drive 1042-263	54th Avenue 828
Pine Street 1681-742	Byers Avenue Co268
Third Avenue	Clark Street Co269
Massachusetts Avenue PROP	Oxon Run Parkway 996
Brooks Street PROP	Clark Place 719
Shaw Avenue PROP	Valley Road 269
Holly Spring Street Co310	Ostend Street
Marshall Avenue PROP	Gough Street
Dupont Avenue Co80	G Street Co267-1
Campbell Drive Co83	Harper Street Co379
Porter Avenue Co50	

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. G. N. Lewis (8)
Mr. H. G. Downs (4)
Mr. F. V. Dreyer
Mr. J. C. Pritchett
Mr. W. A. Friend
Mr. L. C. Moser
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. M. D. Philpot
Secretary's Files (3)
Contract P-735-1-320
SRC-Prince George's County

Thru A to Prince H.

State Roads Commission
TRAFFIC DIVISION
DEC 19 1958
Geo. N. Lewis, Jr.
Director

SRC December 11, 1958
Agreement 12/8/58 Mayor and Town Council of
Laurel and SRC

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. F. P. Scrivener
Mr. C. A. Goldeisen
Mr. C. S. Linville (3)
Mr. W. A. Friend
Mr. G. N. Lewis, Jr. (8)
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Mr. A. F. DiDomenico
Mr. F. V. Dreyer
Mr. A. L. Grubb
Mr. L. C. Moser (2)
Mr. C. W. Clawson (4)
Mr. A. S. Gordon
Mr. R. E. Jones
Mr. H. G. Downs (2)
Mr. L. E. McCarl (2)
Prince George's Co.Commissioners
Town of Laurel
SRC-Prince George's Co.
Secretary's File 18964
Secretary's File
SRC-Twelve Year Program
Records & Research Section, R/W Div.

SEC. FILE No. 32255

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 11, 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 December 10, 1958, the Commission executed agreement in triplicate dated December 8, 1958, between the Mayor and City Council of the Town of Laurel, therein referred to as the "Town," and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein called the "Commission," relative to: (1) relocation of Md. 216, entering the Town from Howard County and connecting to Seventh Street; (2) proposed improvement of Seventh Street from Main Street to Gorman Avenue; (3) improvement of Gorman Avenue and Talbot Avenue; and (4) proposed connection from Md. ~~602~~ 198 to Md. 197, wherein the Town and Commission mutually agree as follows:

"1. That the Commission will acquire the necessary right of way and construct the relocated Md. 216 referred to herein as Item #1, including those items of construction to which reference is made. There is no definite date established for this improvement except that it is contemplated to have the work advertised by the end of the calendar year 1958.

2. If and when, after July 1, 1959, the County Delegation, the Prince George's County Commissioners and the Commission agree upon an improvement within the Town, and adopted as a part of the Twelve Year Program, by substitution for scheduled project, Seventh Street, in the Town, will be improved as outlined in Item #2 herein described.

The Mayor and Town Council of the Town of Laurel agree that upon the complete approval of this agreement, that a building restriction will be enforced along Seventh Street, between Main Street and Gorman Avenue. The building restriction will stipulate that any building, or portion thereof to be erected, shall be at least thirty (30) feet from the centerline of the existing dedication of Seventh Street.

3. The work proposed for the improvement and continuation of Talbot and Gorman Avenues, as outlined under Item #3 to which reference is made, is a part of the 1958 Construction Program and it is contemplated that the work will be placed under construction during the present calendar year.

4. Following the completion of the relocation of Md. 216, the Town will accept Main Street as a part of the Street System of the Town for maintenance from the end of the existing Scaggsville Bridge on existing Md. 216 to its terminus with the southbound lane of Washington Avenue (the Baltimore-Washington Boulevard), a distance of 0.93 mile.

5. That the Commission will resurface Montgomery Road from its point of connection with Talbot and Gorman Avenues extended, and extending into the Town to Montgomery Street, a total distance of approximately 2,800 feet. Following the improvements as contained in Item #3, the town authorities will accept as part of its Street System for maintenance Montgomery Road (existing Md. 198), from its terminus with Gorman and Talbot Avenues into the Town, and by way of Montgomery Road and Montgomery Street to Second Street, which is the northbound lane of the highway commonly known as the Baltimore-Washington Boulevard, a distance of 1.43 miles.

6. Following the completion of the improvements proposed, the Commission will accept as a part of its Highway System, the maintenance of the relocated Maryland Route 216, its extension into the Town to Main Street, Seventh Street (between Main Street and Gorman Avenue), Talbot and Gorman Avenues from Washington Avenue (the southbound lane of the Baltimore-Washington Road) to the western terminus of Talbot and Gorman Avenues with the Montgomery Road just west of the southwest limits of the Town.

7. Upon completion of the new connection between Md. 602 and Md. 197, the Town hereby agrees to accept for maintenance that part of the old Md. 197 starting at the southbound lane of U.S. 1 and extending 0.36 mile to the new Town line, subject to the consummation of the annexation of the new addition by the Town of Laurel. If the annexation of the new addition is not consummated, the Town of Laurel will accept that portion of old Md. 197 from the southbound lane of U.S. 1 and extending to the present Town limits, a distance of 0.22 mile.

8. That such exchange be made on an "As-Is Basis" which pertains to the existing condition of the roads involved unless otherwise specified and will include all appurtenances and bridge structures."

The said agreement had previously been executed on behalf of the Town by its Mayor, Hiram J. Soper and approved as to form and legal sufficiency by Special Attorney J. Thomas Nissel.

THIS AGREEMENT, Made this 8th day of December, 1958, by and Between the Mayor and City Council of the Town of Laurel, hereinafter referred to as the "TOWN", and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, hereinafter called the "COMMISSION", Witnesseth:

WHEREAS, certain streets of the town are to be improved by the Commission. These improvements will extend into the outlying areas all of which are listed hereunder.

1. Maryland Route 216 will be relocated from a point in Howard County north of the existing Scaggsville Bridge and to the east of the present location of the highway, crossing the Patuxent River and making connection with Main Street in Laurel at its intersection with Seventh Street. This improvement will include the removal of the existing Scaggsville Bridge. It will include also the construction of a new bridge across the Patuxent River at the point indicated.

2. Seventh Street, in the town of Laurel, is proposed for improvement from Main Street south to Gorman Avenue.

3. Gorman and Talbot Avenues are proposed for improvement from the southbound lane of Washington Avenue (the Baltimore-Washington Boulevard) to their termini with Seventh Street and they are proposed for an extension therefrom, making a joint connection with the Montgomery Road, Maryland 198, at a point approximately 1100 feet to the west of the southwest corporate limits of the town.

4. A new connection will be constructed by the State Roads Commission from a point opposite Irving Street on Route 602 which will join the Bowie Road, Maryland 197, near the entrance to the Laurel Pines Gulf Course. One thousand feet plus or minus of the connection will be constructed within the town limits of Laurel. It will be maintained by the State Roads Commission and will be known as Route 197.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the premises and the mutual covenants as herein set forth, the parties hereto agree:

1. That the Commission will acquire the necessary right of way and construct the relocated Route 216 referred to herein as Item # 1, including those items of construction to which reference is made. There is no definite

date established for this improvement except that it is contemplated to have the work advertised by the end of the calendar year 1958.

2. If and when, after July 1, 1959, the County Delegation, the Prince George's County Commissioners and the Commission agree upon an improvement within the town, and adopted as a part of the Twelve Year Program, by substitution for scheduled project, Seventh Street, in the town, will be improved as outlined in Item #2 herein described.

The Mayor and Town Council of the Town of Laurel agree, that upon the complete approval of this agreement, that a building restriction will be enforced along Seventh Street, between Main Street and Gorman Avenue. The building restriction will stipulate that any building, or portion thereof to be erected, shall be at least thirty (30) feet from the centerline of the existing dedication of Seventh Street.

3. The work proposed for the improvement and continuation of Talbot and Gorman Avenues, as outlined under Item #3 to which reference is made, is a part of the 1958 Construction Program and it is contemplated that the work will be placed under construction during the present calendar year.

4. Following the completion of the relocation of Maryland Route 216, the town will accept Main Street as a part of the Street System of the town for maintenance from the end of the existing Scaggsville Bridge on existing Maryland Route 216 to its terminus with the southbound lane of Washington Avenue (the Baltimore-Washington Boulevard), a distance of 0.93 miles.

5. That the Commission will resurface Montgomery Road from its point of connection with Talbot and Gorman Avenues extended, and extending into the town to Montgomery Street, a total distance of approximately 2800 feet. Following the improvements as contained in Item #3, the town authorities will accept as a part of its Street System for maintenance Montgomery Road (Existing Md. 198), from its terminus with Gorman and Talbot Avenues into the town, and by way of Montgomery Road and Montgomery Street to Second Street which is the northbound lane of the highway commonly known as the Baltimore-Washington Boulevard, a distance of 1.43 miles.

6. Following the completion of the improvements proposed, the Commission will accept as a part of its Highway System, the maintenance of the relocated Maryland Route 216, its extension into the town to Main Street, Seventh Street (between Main Street and Gorman Avenue), Talbot and Gorman Avenues from Washington Avenue (the southbound lane of the Baltimore-Washington Road) to the western terminus of Talbot and Gorman Avenues with the Montgomery

Road just west of the southwest limits of the town.

7. Upon completion of the new connection between Route 602 and Route 197, the town hereby agrees to accept for maintenance that part of the old Route 197 starting at the southbound lane of U.S. 1 and extending 0.36 mile to the new town line, subject to the consummation of the annexation of the new addition by the Town of Laurel. If the annexation of the new addition is not consummated, the Town of Laurel will accept that portion of Old Route 197 from the southbound lane of U.S. 1 and extending to the present town limits, a distance of 0.22 mile.

8. That such exchange be made on an "As-is Basis" which pertains to the existing condition of the roads involved unless otherwise specified and will include all appurtenances and bridge structures.

In Witness Whereof, the Mayor and City Council of the Town of Laurel have caused this agreement to be executed by the Mayor and the Town of Laurel and the Corporate Seal of the Town to be made unto affixed, duly attested by the Town Clerk, and the State Roads Commission of Maryland has caused the same to be executed by its Chairman and its seal is hereunto affixed, duly attested by the Secretary of the Commission.

MAYOR AND CITY COUNCIL OF LAUREL

By _____
Mayor

Attest:

_____
City Clerk

STATE ROADS COMMISSION OF MARYLAND

By _____
Robert O. Bonnell, Chairman

Attest:

_____
C. R. Pease, Secretary

Approved as to form and legal sufficiency, this 2nd day of September, 1958

_____
Special ~~Assistant~~ Attorney ~~General~~
State Roads Commission

December 1, 1958

Hon. C. R. Davis
Mayor of College Park
4509 Calvert Road
College Park, Maryland

S.R.C. MINUTES SEPT. 5, 1956

Re: Road Exchange
Prince Georges County
College Park, Md.

Dear Mayor Davis:

This is to advise that our records have been adjusted to include in our inventory the 0.53 of a mile of former Md. route #434, (Berwyn Road) from U.S. 1 to B.& O.R.R. tracks, transferred to College Park.

Very truly yours,

Geo. N. Lewis, Jr.
Director, Traffic Division

By:
Walter A. Friend

CC: Mr. Norman M. Pritchett
Mr. L. E. McCarl
Mr. W. A. Friend
Mr. W. H. Hicks

WAF:hfr

Pr Georges

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. L. E. McCarl (2)
Mr. W. A. Friend
Mr. H. G. Downs (2)
SRC-Prince George's County
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
Records & Research Section-R/W Div.
Mr. C. S. Linville (2)
Secretary's File
Contract P-774-315

File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 28, 1958
***

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

On recommendation of Chief Engineer Pritchett in letter dated May 22, 1958, the Commission executed agreement, in quadruplicate, dated April 29, 1958, by and between The Board of County Commissioners for Prince George's County, Maryland, therein referred to as the "County", and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein referred to as the "Commission", previously executed on the part of the County Commissioners of Prince George's County, Maryland by Herbert W. Reichelt, President, approved by Chief Engineer Pritchett, and approved as to form and legal sufficiency by Special Attorney J. T. Nissel, wherein the "County" agrees to accept into its system of roads that portion of existing Maryland Route 373 between Duckett Road and Maryland Route 5 as indicated on plat attached thereto, and the "Commission" agrees to transfer the above described portion of existing Maryland Route 373 to the County under the following conditions and subject to the contingencies hereinafter set forth.

Condition 1. That the Commission secures the necessary right of way for the relocation of Maryland Route 373, the alignment of which is indicated on the above referred to attached plat.

Condition 2. That the "County" is provided, without cost, a minimum of 80 feet of right of way for the relocation of McKendree Road through the Schinmann property beginning at the existing Maryland Route 373 and running to the south property line of the Schinmann tract as delineated on the attached plat.

It is fully understood that in the event the "County" constructs the relocated McKendree Road prior to the relocation of Maryland Route 373, the entire relocated McKendree Road will be maintained by the County. Upon completion of the relocated Maryland Route 373 the Commission will maintain McKendree Road between the outermost limits of the flares on the north and south sides of the connection between relocated Maryland Route 373 and McKendree Road(340 feet + or -).

Upon completion of McKendree Road relocated, that portion of the existing McKendree Road through the Schinmann property shall be closed except where the existing McKendree Road utilizes the same right of way. That por-

tion of the existing McKendree Road between existing Maryland Route 373 and the westernmost boundary of the Schinmann property shall continue to be the responsibility of the County.

It is further distinctly understood by the parties hereto that the transfer of existing Maryland Route 373 as more fully set forth above shall not take place until the relocation of Maryland Route 373 through the Schinmann tract has been completed and opened to public use.

Nothing herein contained shall be construed as a limitation on the right of the "Commission" or the "County" to decide when their respective projects shall be initiated or completed.'

Prince Georges

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 3, 1958
***

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

The Commission executed triplicate copies of agreement, dated February 26, 1958, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said The Philadelphia, Baltimore and Washington Railroad Company, parties of the first part, therein sometimes called "Railroad", and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "State", wherein the Railroad "insofar as it has a legal right and its present title permits, grants subject to the terms, limitattions, covenants, and agreements hereinafter set forth unto the State to the use of right, liberty, and privilege of constructing, establishing, repaving and maintaining, at its sole cost and expense, a public highway, at grade, over and across the right of way and tracks of the Railroad at Valuation Station 419+24±, Popes Creek Branch at Hall, Maryland", in connection with relocation of Md. Route 214 between Hall and U.S. Route 301 in Prince George's County, Contract P-732-3-320, as more fully set forth therein.

The said agreement had previously been executed by the parties of the first part, and approved as to form and legal sufficiency by Special Attorney Earl I. Rosenthal.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. H. G. Downs
Mr. A. L. Grubb (4)
Mr. C. W. Clawson (4)
Mr. A. F. Shure
Mr. H. C. Bowers
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Secretary's File
SRC-Prince George's County
Contract P-732-3-320

Pr. Georges

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 3, 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 19, 1958, the Commission executed duplicate copies of agreement, dated April 3, 1958, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein sometimes called "Commission", and The Baltimore and Ohio Railroad Company, therein sometimes called "Railroad", wherein the parties hereto agree as to their respective rights and responsibilities in connection with the proposed construction of a new highway to be known as the Annapolis-Washington Expressway across the track of the Alexandria Branch of the Baltimore Division of the Railroad, involving a bridge carrying the Baltimore and Ohio Railroad over John Hanson Highway and Tuxedo Road at Beaver Dam, Prince George's County, Maryland, Contract P-724-17-320, as more fully set forth therein.

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

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. H. G. Downs
Mr. A. L. Grubb (4)
Mr. C. W. Clawson (4)
Mr. A. F. Shure
Mr. H. C. Bowers
Mr. L. C. Moser
Mr. G. M. Lewis, Jr. (8)
Secretary's File
SRC-Prince George's County
Contract P-724-17-320

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 3, 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 19, 1958, the Commission executed duplicate copies of agreement, dated April 3, 1958, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein sometimes called "Commission", and The Baltimore and Ohio Railroad Company, therein sometimes called "Railroad", wherein the parties hereto agree as to their respective rights and responsibilities in connection with the proposed construction of a new highway to be known as the Annapolis-Washington Expressway across the track of the Alexandria Branch of the Baltimore Division of the Railroad, involving a bridge carrying the Baltimore and Ohio Railroad over John Hanson Highway and Tuxedo Road at Beaver Dam, Prince George's County, Maryland, Contract P-724-17-320, as more fully set forth therein.

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

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. H. C. Downs
Mr. A. L. Grubb (4)
Mr. C. W. Clawson (4)
Mr. A. F. Shure
Mr. H. C. Bowers
Mr. L. C. Moser
Mr. G. W. Lewis, Jr. (8)
Secretary's File
SRC-Prince George's County
Contract P-724-17-320

No. 29206

COUNTERPART NO. 1 OF 2 COUNTERPARTS

THIS AGREEMENT, executed in duplicate, made and entered into this 3rd day of April, 1958, by and between the STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the State of Maryland, hereinafter sometimes called "Commission" and THE BALTIMORE AND OHIO RAILROAD COMPANY, hereinafter sometimes called "Railroad", witnesseth:

WHEREAS, the Commission desires to construct a new highway to be known as the Annapolis-Washington Expressway across the track of the Alexandria Branch of the Baltimore Division of the Railroad at Beaver Dam, Prince Georges County, Maryland, and

WHEREAS, Tuxedo Road presently crosses at grade the said track of the Railroad at a point only 255 feet northwardly from the proposed crossing of the Annapolis-Washington Expressway, and it is, therefore, deemed advisable to eliminate said grade crossing incident to the construction of the new highway, and

WHEREAS, in order to accomplish the aforesaid new crossing and to eliminate present grade crossing of Tuxedo Road, it is contemplated to construct a highway underpass bridge in and through property of the Railroad, together with highway approaches and appurtenances, so that the aforesaid Annapolis-Washington Expressway and relocated Tuxedo Road will pass under the track of the Railroad at Railroad Valuation Station 146+52.60, being the same as Highway Station 633+55.49, in accordance with the plans and specifications hereinafter referred to, and

WHEREAS, in order to facilitate the work and avoid interference to railroad operation, the Commission will construct, partly on embankment and partly on trestling, a detour for operation of railroad during the construction period, and

WHEREAS, under Sections 62 and 63 of Article 89-B of the Annotated Code of Maryland, 1951 Edition, the Commission is authorized to cooperate with the United States Government, under any Federal law in any manner necessary to secure for the State of Maryland, its share of any Federal appropriation which may be made in the future, and

WHEREAS, the Federal Aid Highway Act of 1916 as amended has become effective in providing funds for part of the construction costs of grade separation projects, such as is contemplated herein, and

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

NOW, THEREFORE, for and in consideration of the mutual covenants hereinafter stipulated to be kept and performed, the parties do hereby agree as follows:

SECTION 1.

(a) The Railroad, insofar as it has a legal right and its present title permits, does grant, subject to the terms, limitations and agreements hereinafter set forth, unto the Commission, the right, liberty and privilege of constructing, establishing, maintaining and renewing a new bridge and highway approaches, as hereinbefore described, under and across the tracks and property of the Railroad.

(b) The Commission will advertise the aforesaid work for construction and will, in accordance with regular Commission procedure, receive bids for same. However, due to the highly specialized nature of the work involved in construction of the proposed underpass structure, both the Railroad and the Commission shall concur in the award of the contract for the said work.

SECTION 2. Detailed Plans and Specifications for the improvement shall be prepared by the Commission, or Consultants hired by the Commission, provided that all of said Plans and Specifications and any changes therein shall be subject to the approval (in writing) of both parties to this Agreement, to the extent that their respective interests are affected thereby.

SECTION 3.

(a) The Railroad, insofar as it has the right to so do, shall quit-claim or cause to be quit-claimed to the Commission without

WHEREAS, the Federal Aid Highway Act of 1916 as amended has become effective in providing funds for part of the construction costs of grade separation projects, such as is contemplated herein, and

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

NOW, THEREFORE, for and in consideration of the mutual covenants hereinafter stipulated to be kept and performed, the parties do hereby agree as follows:

SECTION 1.

(a) The Railroad, insofar as it has a legal right and its present title permits, does grant, subject to the terms, limitations and agreements hereinafter set forth, unto the Commission, the right, liberty and privilege of constructing, establishing, maintaining and renewing a new bridge and highway approaches, as hereinbefore described, under and across the tracks and property of the Railroad.

(b) The Commission will advertise the aforesaid work for construction and will, in accordance with regular Commission procedure, receive bids for same. However, due to the highly specialized nature of the work involved in construction of the proposed underpass structure, both the Railroad and the Commission shall concur in the award of the contract for the said work.

SECTION 2. Detailed Plans and Specifications for the improvement shall be prepared by the Commission, or Consultants hired by the Commission, provided that all of said Plans and Specifications and any changes therein shall be subject to the approval (in writing) of both parties to this Agreement, to the extent that their respective interests are affected thereby.

SECTION 3.

(a) The Railroad, insofar as it has the right to so do, shall quit-claim or cause to be quit-claimed to the Commission without

charge, sufficient easements over and/or under lands owned by it, where the same may be involved, for the construction and maintenance of the improvement, provided metes and bounds descriptions are furnished by the Commission for each parcel so occupied.

(b) The Commission shall acquire, at its sole cost, and make available to the Railroad for the duration of the construction period, temporary right-of-way for the construction, operation, maintenance and removal of the Railroad's detour track.

SECTION 4. All work in accordance with the Plans and Specifications for said improvement shall be performed by the Commission, the Railroad reserving the right to perform or cause to be performed such temporary or permanent alterations of track, tracks, drainage ditches, equipment, fixtures, signals, signal posts, flasherlight crossing protection, telephone, telegraph and other wires and lines, power transmission line or lines, conduits or pipes, devices, accessories and all Railroad appurtenances and facilities of whatever kind, nature or description only insofar as same is made necessary by construction of said improvement. Railroad's work may be performed by its own forces on a force account basis or by contract (awarded by the Railroad, subject to the approval of the Commission), or by a combination of both, and the Commission shall reimburse the Railroad as provided in Section 13 hereof.

SECTION 5. It is agreed that in the construction of said improvement, all necessary falsework, bracing or forms on Railroad property and any other temporary construction and clearances affecting the Railroad, shall be subject to approval of the Railroad's Chief Engineer and The Public Service Commission of Maryland before being used.

SECTION 6. Each party shall in carrying out its work on the improvement provide the necessary engineering and inspection for their respective parts of the work and the Commission shall reimburse the Railroad therefor as provided in Section 13 herein. Structural steel for the underpass bridge shall be subject to inspection at both mill and shop by the Test

Bureau of the Railroad. However, the Commission shall have general charge of the engineering on the improvement.

SECTION 7. Any watchmen or flagmen necessary during the construction period of said improvement to protect or safeguard Railroad's traffic shall be provided by the Railroad, and the Chief Engineer of the Railroad or his authorized representative shall be the sole judge of when such Railroad protection is deemed necessary. The Commission shall provide all necessary watchmen and flagmen to protect highway traffic. The Commission shall reimburse the Railroad for Railroad protection services in accordance with Section 13 hereof. It is agreed, however, that the providing of such watchmen, etc., by the Railroad and other precautionary measures taken either by the Railroad or the Commission, as a consequence of the work of the Contractor or Contractors, shall not relieve said Contractors from the liability for damage arising in connection with their operations.

SECTION 8. All work herein provided to be done by the Commission on Railroad's property shall be done in a manner satisfactory to the Chief Engineer of the Railroad or his authorized representative, and shall be performed at such times and in such a manner so as not to interfere with the movement of trains or traffic upon the tracks of the Railroad. The Commission agrees to require its Contractors to use all reasonable care and precaution in order to avoid accidents, damage or delay to or interference with Railroad's trains or other property.

SECTION 9. The Commission shall require its Contractors, upon completion of the work of such Contractors and before final payment is made, to remove from within the limits of the Railroad's land all machinery, surplus material, falsework, rubbish, or temporary buildings and other property of such Contractors and to leave the said land in a condition satisfactory to the Chief Engineer of the Railroad or his authorized representative.

SECTION 10. Before any work on said improvement is commenced, the Contractor, in addition to his construction bond, shall cause to be executed all insurance required by the Special Provisions of the Proposal.

for the contracts entered into by the Commission for the construction of the said improvement and these contracts are hereby incorporated by reference thereto into this Agreement and made a part hereof.

SECTION 11.

(a) The Railroad shall be responsible for laying all new or temporary tracks, ties and ballast as made necessary by the construction of said underpass structure, it being understood that the Commission will place the embankment and prepare the subgrade for said tracks. The Commission will also place, maintain and at the proper time remove trestle work required for the detour track operation.

(b) The Railroad shall remove all existing and temporary tracks required by the construction of said underpass structure; shall also make any arrangements necessary for such temporary pole line changes as are required by said construction and shall credit Commission with the salvage value of any existing track which is removed by the construction of the said improvement and which is not re-used therein.

SECTION 12.

(a) Upon completion of said improvement, the Railroad shall, at its own cost and expense, repair and maintain its roadbed, tracks, ties, ballast and appurtenant Railroad facilities. The Commission shall, at its own cost and expense, repair and maintain the underpass structure, highway approaches and appurtenances.

(b) The Commission agrees to permit the Railroad, without any charge to the Railroad for said privilege, but subject to approval by the Commission of the plans therefor, the right to attach, at the expense of the Railroad to said underpass structure and approaches, at any time after completion, signals, signal posts, telegraph, telephone and other wires and devices of whatsoever kind, nature and description now used or hereafter to be used in the operation of the Railroad.

SECTION 13.

(a) The Commission will reimburse the Railroad for all costs and expenses of any labor and material which may be required by the Railroad on or in connection with temporary and permanent changes to its pole lines, tracks and roadbed, as well as engineering and inspection, only insofar as such expenses and services are caused solely by the construction of this improvement, and in accordance with Policy and Procedure Memorandum No. 30-3 of the Bureau of Public Roads.

(b) The Commission may, at its election, repay the Railroad directly or may cause its Contractor or Contractors to reimburse the Railroad for the cost and expenses of Railroad watchmen and flagmen necessary for protection services, only insofar as such expenses and services are caused solely by the construction of this improvement. Final settlement with Contractors shall be contingent upon a showing that the Railroad has been reimbursed for such services.

SECTION 14. Upon the completion of the improvement and receipt of proper billing therefor, the Railroad agrees to pay to the Commission, as its sole contribution to the cost of the work, the sum of $9,500.00, it being deemed by the parties hereto that said sum properly meets the Railroad's obligation with respect to the elimination of the grade crossing at Tuxedo Road.

SECTION 15. The Commission shall close and barricade or cause to be closed and barricaded the aforementioned existing grade crossing at Tuxedo Road, when the new undergrade crossing is ready to receive traffic, and the Railroad shall perform the actual removal of said grade crossing. Reimbursement to Railroad for such service shall be in accordance with Section 13 hereof. The Commission shall have vacated as public highway that portion of existing Tuxedo Road within limits of the property of Railroad, and furnish Railroad with evidence of such vacation.

SECTION 16. This Agreement shall inure to and be binding upon the Parties hereto, their successors and assigns.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman

ATTEST:

_____
Secretary

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

ATTEST:

THE BALTIMORE AND OHIO RAILROAD COMPANY

_____
Secretary

By _____
Vice President

Approved as to form and legal sufficiency this 24 day of March, 1958.

_____
Special Attorney General of Maryland

Approved

3/19/58 _____
Chief Engineer

Pr George

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 3, 1958
***

File

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 19, 1958, the Commission executed duplicate copies of agreement, dated April 3, 1958, by and between the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, therein sometimes called "Commission", and The Baltimore and Ohio Railroad Company, therein sometimes called "Railroad", wherein the parties hereto agree as to their respective rights and responsibilities in connection with the proposed construction of a new highway to be known as the Annapolis-Washington Expressway across the track of the Alexandria Branch of the Baltimore Division of the Railroad, involving a bridge carrying the Baltimore and Ohio Railroad over John Hanson Highway and Tuxedo Road at Beaver Dam, Prince George's County, Maryland, Contract P-724-17-320, as more fully set forth therein.

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

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. H. G. Downs
Mr. A. L. Grubb (4)
Mr. C. W. Clawson (4)
Mr. A. F. Shure
Mr. H. C. Bowers
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Secretary's File
SRC-Prince George's County
Contract P-724-17-320

Pr. George

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 3, 1958
***

File

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

The Commission executed triplicate copies of agreement, dated February 26, 1958, by and between The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said The Philadelphia, Baltimore and Washington Railroad Company, parties of the first part, therein sometimes called "Railroad", and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "State", wherein the Railroad "insofar as it has a legal right and its present title permits, grants subject to the terms, limitattions, covenants, and agreements hereinafter set forth unto the State to the use of right, liberty, and privilege of constructing, establishing, repaving and maintaining, at its sole cost and expense, a public highway, at grade, over and across the right of way and tracks of the Railroad at Valuation Station 419+24±, Popes Creek Branch at Hall, Maryland", in connection with relocation of Md. Route 214 between Hall and U.S. Route 301 in Prince George's County, Contract P-732-3-320, as more fully set forth therein.

The said agreement had previously been executed by the parties of the first part, and approved as to form and legal sufficiency by Special Attorney Earl I. Rosenthal.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. H. G. Downs
Mr. A. L. Grubb (4)
Mr. C. W. Clawson (4)
Mr. A. F. Shure
Mr. H. C. Bowers
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Secretary's File
SRC-Prince George's County
Contract P-732-3-320

Prince Georges County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JANUARY 16, 1958
****

File

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

Pursuant to the action at meeting December 16, 1957, in approving in principle the recommendations set forth in a memo from Special Assistant Attorney General Buscher to Chairman Bonnell, dated December 13, 1957, relative to a conference December 6, 1957, when Chairman Bonnell and Mr. Buscher met and conferred with the Chairman of the Washington Suburban Sanitary Commission and its General Counsel concerning mutual problems plaguing the two Commissions as outlined in the agenda for the said December 6 meeting, copy of which was attached to Mr. Buscher's memo, and on recommendation of Mr. Buscher in memo dated January 16, 1958 addressed to Chairman Bonnell, in which he states that this final agreement has again been studied by Chief Engineer Pritchett and Director of Highway Construction Goldeisen and they agree in principle to its terms and provisions, the Commission executed agreement, in duplicate, dated January 1, 1958, by and between the State Roads Commission of Maryland, an agency of the State of Maryland, therein referred to as "the SRC", and the Washington Suburban Sanitary Commission, a municipal corporation, incorporated by Chapter 122 of the Acts of 1918, therein referred to as "the WSSC", wherein, in consideration of the mutual promises and agreements therein set forth, the parties agree on a formula under which the responsibility for the cost of relocation, removal, abandonment, strengthening or other change in WSSC structures made necessary by State highway improvement, which term shall include construction of a highway on a new location, the improvement and widening of an existing highway, and the modification of horizontal and vertical alignment of an existing highway within the right of way owned by the SRC, be determined and paid.

The formula for the payment and/or division of costs, set out in Paragraphs 2 and 3, shall apply to relocations made by the WSSC on or after July 1, 1947, and the agreement is effective and in force as of January 1, 1958 and shall continue until changed by operation of law, or upon mutual consent of the parties.

Said agreement was executed by the Washington Suburban Sanitary Commission on the 14th day of January, 1958, and "approved as to substance, form and legal sufficiency and recommended for execution by the State Roads Commission" by Special Assistant Attorney General Joseph S. Buscher.

Copy: Messrs Pritchett, Hopkins, Goldeisen, Shure, Lewis, Clawson, Grubb, Buscher, McCarl, Wannen, Moser, Downs.
Secretary's File
SRC-Policy

Pr George County
Mr Connell

Excerpt From Minutes of Meeting of the State Roads Commission
Monday, December 16, 1957

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

Chairman Robert O. Bonnell executed for and on behalf of the Commission agreement, in duplicate, dated December 16, 1957, submitted by Right of Way Engineer Moser with his letter of October 4, 1957, by and between the State Roads Commission of Maryland, therein referred to as the "Commission" and James Elmer Richards and Bernice Estelle Richards, his wife, and Pinkney A. Earnshaw, Jr., and Alice L. Earnshaw, his wife, therein referred to as the "Property Owners" relative to the construction, by and at the sole expense of the Property Owners, of certain improvements " in strict conformity with State Roads Commission of Maryland Plats and Plans No. 18051, designated as Burch Road and Maryland Route #5 approaches and channelization in Prince George's County, Maryland, Sheet 1 of 2; 2 of 2" (Contract F-391-18-320) "attached hereto and make a part hereof, under the supervision and control of the Commmission and in accordance with State Roads Commission of Maryland 1957 Specifications", in accordance with the terms and conditions more fully set forth therein.

The said agreement had previously been executed by the Property Owners, approved by Chief Engineer Pritchett, and approved as to form and legal sufficiency by Special Attorney J. T. Nissel.

Copy: Messrs. Pritchett
Moser
McCarl (2)
Lewis
Wannen
Secretary's File
SRC Prince George's Co.
Contract P-391-18-320
Auth. 404-55

Prince Georges County
Road Exchange

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland, on DEC 12 1957, upon motion duly made and seconded, the following resolution was adopted.

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

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

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described section of State Road located in Prince George's County be and is hereby transferred to the County Commissioners of Prince George's County and shall henceforth have the status of a County Road:

Map. No.	Route No.	From	To	Miles
45	Md. 212	US 1 at Beltsville	Dr. Fox Road	0.51

AND NOW, THEREFORE, BE IT FURTHER RESOLVED by the State Roads Commission of Maryland that the following County Road located in Prince George's County, be and is hereby accepted into the State Roads System of the State of Maryland:

Map. No.	Route No.	From	To	Miles
46	County Rd. (Dr. Fox Rd.)	US 1 at Beltsville	Md. 212 Powder Mill Rd.	0.57

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

1. The effective date for such transfer of roads be July 1, 1958.
2. The basis for allocation of funds will include the additional County Road mileage in the allocation to Prince George's County beginning July 1, 1958.
3. That such exchange be made on an "As-is Basis", which pertains to the existing condition of the roads involved.

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

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

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

* *

At the regular meeting of the Governing Body of Prince George's County, Maryland, held at its office on November 22, 1957, upon motion duly made and seconded, the following resolution was adopted.

WHEREAS, the State Roads Commission, at its meeting held on DEC 12 1957, did formally transfer to this County, for maintenance purposes, the State Roads described in the foregoing section of their resolution, bearing the said date, and the Governing Body is willing to accept the aforesaid roads into the County Road System, for maintenance purposes; and

WHEREAS, the State Roads Commission, at its meeting held DEC 12 1957, did formally accept from this County, as part of the State Roads System, the County Roads described in the foregoing section of their resolution, bearing the said date, and the County Commissioners are willing to transfer the aforesaid County Roads to become a part of the State Roads System; NOW THEREFORE,

BE IT RESOLVED by the Governing Body of Prince George's County, Maryland, that the foregoing roads, transferred by the State Roads Commission of Maryland to this County and the foregoing roads, transferred by Prince George's County to the State Roads Commission of Maryland by virtue of the resolution adopted by the State Roads Commission on DEC 12 1957, be, and the exchange of roads, as heretofore outlined, are accepted by Prince George's County.

ATTEST:

COUNTY COMMISSIONERS OF

PRINCE GEORGE'S COUNTY, MARYLAND

(Sgd.) R. Lee Van Horn
Chief Clerk to the Board of
County Commissioners

By (Sgd.) Herbert W. Reichelt
President

NO._____

STATE ROADS COMMISSION

RECEIVED JAN 29 1957

November 28, 1956

See letter reply 3/8/57.

Mr. Arthur W. Tayman, Administrator
Dept. of Public Works of Prince George's Co.
Upper Marlboro, Maryland

Exchange of Roads

Dear Mr. Tayman:

Prior to the construction of the relocated section of the East-West Highway (Md. 410) from Ager Road at 20th Avenue across the old Heurich property to the intersection of Queens Chapel Road and Colesville Road, the County Commissioners for Prince George's County agreed to accept as part of the County system of highways, the following:- Ager Road from new East-West Highway at 20th Avenue to Queens Chapel Road, a distance of 1.37 miles, and Hamilton Street from Ager Road to Queens Chapel Road a distance of 0.22 miles.

Since the new facility has been completed and opened to traffic theState Roads Commission will as of this date discontinue to maintain the sections of Ager Road and Hamilton Street described above.

The total of 1.59 miles will be added to the county road system of Prince George's County, effective December 1, 1956, with the distribution of motor vehicle revenues for this added mileage to become effective July 1, 1957

Very truly yours,

Geo. N. Lewis, Jr.
Director

PRINCE GEORGE'S COUNTY MARYLAND

FACSIMILE
TRANSMISSION COVER SHEET

TO: KEVIN POWERS
LOCATION: MD. SHA
TELEPHONE: (410) 333-1045 (FAX)
(410) 333-1312 (VOICE)

FROM: MARK FOWLER
LOCATION: PG Cty DPW+T
TELEPHONE: (301) 883-5703 (FAX)
(301) 883-5663 (VOICE)

COMMENTS: Kevin - The date at top should be 1956, not 1957. THANKS FOR INFO. I'LL DIG A LITTLE DEEPER AND SEE WHAT I CAN FIND.

DATE: 9/15/94 TIME: 1507 NUMBER OF PAGES INCL. COVER: 2

Abandonments

State Roads Commission
TRAFFIC DIVISION

NOV 1 1957

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 23, 1957
***

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

The Commission approved submission of three petitions, which had previously been approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh and for execution by Chief Engineer Pritchett, to the Honorable Commissioners for Prince George's County, Upper Marlboro, Maryland, for the closing of sections of the following roads in Prince George's County, in connection with the proposed Washington Circumferential Highway, Contracts P-722-13-320, P-722-29-320 and P-722-36-320, as more fully recited in said petitions, executed for and on behalf of the Commission by Robert O. Bonnell, Chairman:

Section of Good Luck Road
Section of Keppler Road
Section of Armand Avenue

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. W. Clawson (4)
Mr. F. V. Dreyer
Mr. J. C. Pritchett
Mr. W. A. Friend
Mr. L. C. Moser
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. H. G. Downs
Secretary's Files (3)
Contract P-722-13-320
" P-722-29-320
" P-722-36-320
SRC-Prince Ge

IS 495 CONTRACT
#5 ?

Abandonments

State Roads Commission
TRAFFIC DIVISION

NOV 1 1957

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 23, 1957

***

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

The Commission approved submission of three petitions, which had previously been approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh and for execution by Chief Engineer Pritchett, to the Honorable Commissioners for Prince George's County, Upper Marlboro, Maryland, for the closing of sections of the following roads in Prince George's County, in connection with the proposed Washington Circumferential Highway, Contracts P-722-13-320, P-722-29-320 and P-722-36-320, as more fully recited in said petitions, executed for and on behalf of the Commission by Robert O. Bonnell, Chairman:

Section of Good Luck Road
Section of Keppler Road
Section of Armand Avenue

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. W. Clawson (4)
Mr. F. V. Dreyer
Mr. J. C. Pritchett
Mr. W. A. Friend
Mr. L. C. Moser
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. H. G. Downs
Secretary's Files (3)
Contract P-722-13-320
" P-722-29-320
" P-722-36-320
SRC-Prince George's County

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
A PORTION OF GOOD LUCK ROAD
IN PRINCE GEORGE'S COUNTY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of the following public road in Prince George's County, that is to say:

For the closing of that part of the public road in Prince George's County commonly called Good Luck Road which is included within the following limits, that is to say:

Beginning at a point on the proposed south Right-Of-Way Line of Good Luck Road, said point being the intersection of the proposed Right-Of-Way Line and existing Right-Of-Way Line of Good Luck Road and also being a point five hundred seventy feet, more or less, (570'+) to the left of proposed Washington Circumferential Highway centerline Station 525+98 and running thence in a southwesterly direction to a point four hundred thirty-eight feet, more or less, (438'+) to the right of proposed Washington Circumferential Highway centerline Station 526+13, said point being also at the intersection of the proposed south Right-Of-Way Line and Existing Right-Of-Way Line of Good Luck Road. The area to be abandoned being all that portion of the Existing Right-Of-Way of Good Luck Road lying to the north of the line herein described.

The portion of Good Luck Road proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission dated May 1957 and titled, "Proposed Closing of Good Luck Road" filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public. Said portion of Good Luck Road is also shown on Maryland State Roads Commission Right-Of-Way Plat No. 13588 under Contract No. P-722-13-320.

WHEREFORE, petitioner respectfully prays that the order of Commissioners for Prince George's County assure authorizing the action requested with respect to the aforegoing public road.

MARYLAND STATE ROADS COMMISSION

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

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

Approved as to form and legal sufficiency

(Sgd.) F. A. Puderbaugh
Special Attorney"

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF

SECTION OF KEPPLER ROAD IN THE VICINITY

OF THE WASHINGTON CIRCUMFERENTIAL HIGHWAY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of that portion of Keppler Road in Prince George's County, Maryland, which is included within the following limits that is to say:

Beginning at a point on the proposed South Right-Of-Way Line of the Washington Circumferential Highway at the center of Keppler Road 150 feet left of Station 676+11 on the surveyed and established Base Line of Right-Of-Way of the aforesaid Washington Circumferential Highway, said point also being approximately 56 feet west of a concrete monument found at the northwest corner of Lot 13, Section 2, of Woodlane Subdivision and recorded among the Land Records of Prince George's County, Maryland, in Plat Book BB-8, Plat No. 70, to a point on the proposed North Right-Of-Way Line of the aforementioned Washington Circumferential Highway at center of Keppler Road 150 feet right of approximate Station 673+94 on the aforesaid Base Line of Right-Of-Way.

The portion of Keppler Road proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission, dated January 23, 1957, entitled "Proposed Closing of Keppler Road", filed in the office of the County Commissioners for Prince George's County and open for inspection of the public. Said portion of Keppler Road is also shown on Maryland State Roads Commission Right-Of-Way Plat No. 17264 under Contract No. P-722-36-320.

A new connection is to be made over Oak Road between Keppler Road and Henderson Road which is approximately six hundred feet long to provide access to Branch Avenue for that portion of Keppler Road south of the Washington Circumferential Highway.

WHEREFORE, petitioner respectfully prays that the orders of the Commissioners for Prince George's County assure authorizing the action requested with respect to the aforegoing portions of the public road.

MARYLAND STATE ROADS COMMISSION

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

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

Approved as to Form and
Legal Sufficiency

(Sgd.) F. A. Puderbaugh
Special Attorney"

To the Honorable Commissioners
for Prince George's County
Upper Marlboro, Maryland

PETITION FOR I'S CLOSING OF
SECTION OF EXISTING ROAD IN THE VICINITY
OF THE PAGES ROAD CLOSURE AGREEMENT

Now comes the Maryland State Roads Commission pursuant to Section 2-2A of Article 25, Annotated Code of Maryland, 1957, and moves that the proper action be taken to authorize the closing of that portion of Angelar Road in Prince Georges County, Maryland, which is included within the following limits, to wit:

Beginning at a point on the proposed North right-of-way line of the Washington Suburban Highway at the center of Angelar Road 120 feet left of Station 679+11 on the surveyed and established base line of right-of-way of the aforesaid Washington Suburban Highway, said point also being approximately 50 feet west of a concrete monument found at the southwest corner of lot 13, Section 2, of Woodlawn Subdivision and recorded among the land records of Prince Georges County, Maryland, in Plat Book WB-6, Plat No. 20, to a point on the proposed North right-of-way line of the aforementioned Washington Suburban Highway at another of Angelar Road 120 feet right of approximate station 679+24, on the aforesaid base line of Highway.

The portion of Angelar Road proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission, dated January 23, 1957, entitled "Proposed Closing of Angelar Road", filed in the office of the County Commissioners for Prince George's County and open for inspection of the public. Said portion of Angelar Road is also shown on Maryland State Roads Commission Right-of-Way Plat No. 12508 on Contract No. 7-123-43-100.

A new connection is to be made over the West Pages Angelar Road and Anderson Road which is approximately six hundred feet long to provide access to Lanham Avenue for that portion of Angelar Road south of the Washington Suburban Highway.

WHEREFORE, petitioner respectfully prays that the order of the Commissioners for Prince George's County authorize the action requested with respect to the aforesaid portion of the public road.

Agent to State Roads Commission

By (Sgd.) Pres. C. Lamond
Robert C. Lamond, Chairman

(Sgd.) C. L. Frame
C. L. Frame, Secretary

Approved as to form and
Legal Sufficiency.

(Sgd.) T. E. Lockington
General Attorney

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
A PORTION OF ARMAND AVENUE
IN PRINCE GEORGE'S COUNTY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of the following public road in Prince George's County that is to say:

For the closing of that part of the public road in Prince George's County commonly called Armand Avenue which is included within the following limits, that is to say:

The area to be abandoned being all that portion of Armand Avenue lying within the Right-Of-Way limits of proposed Washington Circumferential Highway and more particularly described as follows:

Beginning at a point on the south side of Armand Avenue, said point being approximately ten feet (10'±), southwest of the most westerly corner of Lot A, Block "C", Andrews Manor, as per plat recorded among the Land Records of Prince George's County, Maryland, in Plat Book WWW-23, Plat No. 31, and running thence to the north side of Auth Road.

The portion of Armand Avenue proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission dated May 1957 and titled "Proposed Closing of Armand Avenue" filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public. Said portion of Armand Avenue is also shown as Maryland State Roads Commission Right-Of-Way Plat No. 16207 under Contract No. P-722-29-320.

WHEREFORE, petitioner respectfully prays that the order of Commissioners for Prince George's County assure authorizing the action requested with respect to the aforegoing public road.

MARYLAND STATE ROADS COMMISSION

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

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

Approved as to form and legal sufficiency

(Sgd.) Frederick A. Puderbaugh
Special Attorney"

To the Honorable Commissioners
for Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE VACATION OF
A PORTION OF BRANCH AVENUE
IN PRINCE GEORGE'S COUNTY

Let appear the Maryland State Roads Commission pursuant to Section 171, of Article 25, Annotated Code of Maryland, 1957, and prove that it may be deemed to be based to authorize the closing of the following public road in Prince George's County, that is to wit:

The closing of that part of the public road in Prince George's County commonly called Branch Avenue which is included within the following limits, that is to wit:

The area to be abandoned being all that portion of Branch Avenue lying within the lines-of- or limits of property "Allington Shopping Center" which are particularly described as follows:

Beginning at a point on the south side of Branch Avenue and being approximately 1,400 feet (20'±), southwest of the west property corner of lot 4, block "G", Allington Acres, as per plat recorded among the land records of Prince George's County, Maryland, in Liber [illegible], Plat No. 71, and running thence to the north side of said road.

The portion of Branch Avenue herein to be closed is shown on a plat prepared by the Maryland State Roads Commission dated July [illegible] and titled "Proposed Closing of Branch Avenue" filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public. Said portion of Branch Avenue is also shown on a recorded plat entitled "Allington Shopping Center" Plat No. 1020 under Contract No. P-[illegible]-[illegible].

WHEREFORE, petitioner respectfully prays that the order of court be entered for Prince George's County [illegible] authorizing the action requested with respect to the aforesaid public road.

MARYLAND STATE ROADS COMMISSION

By: _____
(Sgd.) Robt. O. Bennett
Robert O. Bennett, Chairman

_____
(Sgd.) O. E. Evans
O. E. Evans, Secretary

Approved as to form and legal sufficiency

_____
(Sgd.) Fred-Lin A. Tuckhorn
Special Attorney

Mrs A

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 23, 1957
***

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

The Commission approved submission of three petitions, which had previously been approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh and for execution by Chief Engineer Pritchett, to the Honorable Commissioners for Prince George's County, Upper Marlboro, Maryland, for the closing of sections of the following roads in Prince George's County, in connection with the proposed Washington Circumferential Highway, Contracts P-722-13-320, P-722-29-320 and P-722-36-320, as more fully recited in said petitions, executed for and on behalf of the Commission by Robert O. Bonnell, Chairman:

Section of Good Luck Road
Section of Keppler Road
Section of Armand Avenue

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. W. Clawson (4)
Mr. F. V. Dreyer
Mr. J. C. Pritchett
Mr. W. A. Friend
Mr. L. C. Moser
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. H. G. Downs
Secretary's Files (3)
Contract P-722-13-320
" P-722-29-320
" P-722-36-320
SRC-Prince George's County

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
A PORTION OF GOOD LUCK ROAD
IN PRINCE GEORGE'S COUNTY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of the following public road in Prince George's County, that is to say:

For the closing of that part of the public road in Prince George's County commonly called Good Luck Road which is included within the following limits, that is to say:

Beginning at a point on the proposed south Right-Of-Way Line of Good Luck Road, said point being the intersection of the proposed Right-Of-Way Line and existing Right-Of-Way Line of Good Luck Road and also being a point five hundred seventy feet, more or less, (570'+) to the left of proposed Washington Circumferential Highway centerline Station 525+98 and running thence in a southwesterly direction to a point four hundred thirty-eight feet, more or less, (438'+) to the right of proposed Washington Circumferential Highway centerline Station 526+13, said point being also at the intersection of the proposed south Right-Of-Way Line and Existing Right-Of-Way Line of Good Luck Road. The area to be abandoned being all that portion of the Existing Right-Of-Way of Good Luck Road lying to the north of the line herein described.

The portion of Good Luck Road proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission dated May 1957 and titled, "Proposed Closing of Good Luck Road" filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public. Said portion of Good Luck Road is also shown on Maryland State Roads Commission Right-Of-Way Flat No. 13588 under Contract No. P-722-13-320.

WHEREFORE, petitioner respectfully prays that the order of Commissioners for Prince George's County assure authorizing the action requested with respect to the aforegoing public road.

MARYLAND STATE ROADS COMMISSION

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

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

Approved as to form and legal sufficiency

(Sgd.) F. A. Puderbaugh
Special Attorney"

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF

SECTION OF KEPPLER ROAD IN THE VICINITY

OF THE WASHINGTON CIRCUMFERENTIAL HIGHWAY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of that portion of Keppler Road in Prince George's County, Maryland, which is included within the following limits that is to say:

Beginning at a point on the proposed South Right-Of-Way Line of the Washington Circumferential Highway at the center of Keppler Road 150 feet left of Station 676+11 on the surveyed and established Base Line of Right-Of-Way of the aforesaid Washington Circumferential Highway, said point also being approximately 56 feet west of a concrete monument found at the northwest corner of Lot 13, Section 2, of Woodlane Subdivision and recorded among the Land Records of Prince George's County, Maryland, in Plat Book EB-8, Plat No. 70, to a point on the proposed North Right-Of-Way Line of the aforementioned Washington Circumferential Highway at center of Keppler Road 150 feet right of approximate Station 673+94 on the aforesaid Base Line of Right-Of-Way.

The portion of Keppler Road proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission, dated January 23, 1957, entitled "Proposed Closing of Keppler Road", filed in the office of the County Commissioners for Prince George's County and open for inspection of the public. Said portion of Keppler Road is also shown on Maryland State Roads Commission Right-Of-Way Plat No. 17264 under Contract No. P-722-36-320.

A new connection is to be made over Oak Road between Keppler Road and Henderson Road which is approximately six hundred feet long to provide access to Branch Avenue for that portion of Keppler Road south of the Washington Circumferential Highway.

WHEREFORE, petitioner respectfully prays that the orders of the Commissioners for Prince George's County assure authorizing the action requested with respect to the aforegoing portions of the public road.

MARYLAND STATE ROADS COMMISSION

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

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

Approved as to Form and
Legal Sufficiency

(Sgd.) F. A. Puderbaugh
Special Attorney"

To the Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR DEDICATION

RELOCATION OF MARLBORO ROAD ON THE EASTERLY
OF THE WASHINGTON SUBURBAN SANITARY DISTRICT

Our course the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Art. Land, 1957, and prior that the proper action be taken by authority the closing of that portion of Marlboro Road in Prince George's County, Maryland, which is included within the following limits that is to wit:

Beginning at a point on the proposed South Right-of-Way line of the Washington Suburban Sanitary Commission at the center of angular point 120 feet left of Station 0+00 on the surveyed and established base line of Right-of-Way of the aforesaid Washington Suburban Sanitary, said point also being approximately 50 feet west of a concrete monument found at the northwest corner of Lot 13, Section 2, of Oakline Subdivision and recorded among the land records of Prince George's County, Maryland, in Plat Book WWW-8, Plat No. 10, to a point on the proposed South Right-of-Way line of the aforementioned Washington Suburban Sanitary at center of angular point 120 feet right of approximate station 0+00 on the aforesaid base line of Right-of-Way.

The portion of Angular Road proposed to be closed is shown on a plat prepared by the Maryland State Roads Commission, dated January 11, 1957, entitled "Proposed Closing of Angular Road", filed in the office of the County Commissioners for Prince George's County and open for inspection of the public. Said portion of Angular Road is also shown on Highway Plat "Road Closing Right-of-Way" File No. 17-01 under Contract No. 7147-23-170.

A new connection is to be made over the land between Angular Road and Landover Road which is approximately six hundred feet long to provide access to Branch Avenue for that portion of Angular Road north of the Washington Suburban Sanitary.

WHEREFORE, petitioner respectfully prays that the order of the Commissioners for Prince George's County be entered authorizing the action proposed with respect to the aforesaid portions of the public road.

MARYLAND STATE ROADS COMMISSION

By (Sgd.) Robt. G. Bennett
Robert G. Bennett, Chairman

(Sgd.) E. L. Grant
E. L. Grant, Secretary

Approved as to form and
Legal Sufficiency

(Sgd.) F. C. Richardson
Special Attorney

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
A PORTION OF ARMAND AVENUE
IN PRINCE GEORGE'S COUNTY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of the following public road in Prince George's County that is to say:

For the closing of that part of the public road in Prince George's County commonly called Armand Avenue which is included within the following limits, that is to say:

The area to be abandoned being all that portion of Armand Avenue lying within the Right-Of-Way limits of proposed Washington Circumferential Highway and more particularly described as follows:

Beginning at a point on the south side of Armand Avenue, said point being approximately ten feet (10'±), southwest of the most westerly corner of Lot A, Block "C", Andrews Manor, as per plat recorded among the Land Records of Prince George's County, Maryland, in Plat Book WWW-23, Plat No. 31, and running thence to the north side of Auth Road.

The portion of Armand Avenue proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission dated May 1957 and titled "Proposed Closing of Armand Avenue" filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public. Said portion of Armand Avenue is also shown as Maryland State Roads Commission Right-Of-Way Plat No. 16207 under Contract No. P-722-29-320.

WHEREFORE, petitioner respectfully prays that the order of Commissioners for Prince George's County assure authorizing the action requested with respect to the aforegoing public road.

MARYLAND STATE ROADS COMMISSION

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

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

Approved as to form and legal sufficiency

(Sgd.) Frederick A. Puderbaugh
Special Attorney"

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, OCTOBER 10, 1957
****

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

On recommendation of Chief Engineer Pritchett, as set forth in his letter of October 4, 1957 to the State Roads Commission, the following final estimate was approved for payment, this bridge to remain in the County System for maintenance by Prince George's County.

Final estimate of $5,199.80 for completion of widening of existing 12' span concrete slab bridge and channel improvements at Captain John's Branch on Riverdale Road, Riverdale, Maryland, our Contract P-740-317; FAP #S-182 (2), Key Construction Co., contractor. The contract for this work was awarded Ja uary 23, 1957, and was completed July 12, 1957. The total amount of this contract is $52,076.72.

Copy: Messrs Pritchett, Hopkins, Goldeisen, Morison, McCarl, DiDomenico, Scrivener, Wannen, Lewis, Grubb, Robins, Bowers, Shure.
Co. Commrs. of Pr. Geo's. Co.
SRC-Prince Geo. Co.
Contract P-740-317; FAP #8-182 (2)

Mrs A

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 18, 1957
***

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

Concurring in recommendation of Chief Engineer Pritchett, by Assistant to Chief Engineer Shure, in letter dated September 4, 1957, the Commission authorized the programming of the construction of Temple Hills Road, including the construction of and approaches to a bridge over Henson Creek, requested by Arthur W. Tayman, Administrator, Department of Public Works of Prince George's County, in letter dated August 19, 1957, with the Bureau of Public Roads as Federal Aid Secondary project in Prince George's County.

Mr. Shure's letter states that costs are estimated at approximately $215,000.00, and that Federal Aid funds will, therefore, participate to the extent of 50% or approximately $107,500.00. He further states that Prince George's County has to its credit Federal Aid unprogrammed Secondary funds in the amount of $175,676.00, which is sufficient in amount to provide the necessary Federal Aid funds for this construction. Upon completion of the work, the project will become a part of the County's Secondary System, and will be maintained by the County authorities.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. A. F. Shure
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser
Mr. H. C. Bowers
Mr. C. L. Wannen
Dept. of Public Wks. of P. G. Co.
SRC-Prince George's County

Mr. Cassell took his copies

BRENTWOOD

PR. GEO. COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 28, 1957
***

MD 207-A

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

In reference to agreement, dated April 12, 1957, between the Mayor and Town Council of Brentwood and the State Roads Commission of Maryland, executed by the Commission at meeting May 1, 1957, covering exchange of roads and agreement by the Commission to resurface Perry Street from 38th Street to Bunker Hill Road, the Commission formalized the transfer of said street from the State Roads System to the Municipal Road System of the Town of Brentwood, in accordance with the following resolution unanimously adopted by the Mayor and Town Council of Brentwood, Maryland, at meeting July 15, 1957:

"WHEREAS, The State Roads Commission of Maryland and the Town of Brentwood entered into an agreement to exchange certain streets in Brentwood and

WHEREAS one of the streets, namely Perry Street from 38th Street to Bunker Hill Road being in bad condition, the State Roads Commission agreed to make repairs and put it in good condition with a resurfacing job and

WHEREAS The State Roads Commission has completed the resurfacing of Perry Street from 38th Street to Bunker Hill Road now therefore

BE IT RESOLVED 'that the Mayor and Town Council of Brentwood accept this section of Perry Street between 38th Street and Bunker Hill Road into their municipal road system'."

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. L. E. McCarl (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
Mr. H. G. Downs
R/W Research & Records Div.
Mayor & Town Council of Brentwood
Secretary's File #26019
SRC-Prince George's County

Mr. Lewis

Mr. D

State Roads Commission
TRAFFIC DIVISION
JUL 22 1957

Pr. GEO Co.

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 17, 1957
***

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

Concurring in recommendation of Chief Engineer Pritchett by Assistant to Chief Engineer Shure in letter dated July 15, 1957, the Commission authorized the programming of the following project, requested by the Department of Public Works of Prince George's County, through its Administrator, Arthur W. Tayman, in letter dated March 28, 1957, with the Bureau of Public Roads as Federal Aid Secondary project in Prince George's County:

Bridge over Henson Creek on Bock Road, together with its approaches, estimated to cost $192,000.

Mr. Shure's letter states in part "The estimated cost of the project is placed at $192,000.00, and Federal funds will participate in the amount of approximately one-half of this amount or $96,000.00. The remainder will be financed by the County authorities.

"Prince George's County has to its credit in Federal Aid Secondary funds an amount of $178,276.00, which is entirely adequate for the proposed improvement."

"The project will, following construction, be maintained by, and at the expense of, the County authorities."

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. P. A. Morison
Mr. L. E. McCarl (2)
Mr. A. F. Shure
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. C. W. Clawson (4)
Mr. A. L. Grubb (4)
Mr. H. C. Bowers
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser
Mr. C. L. Wannen
Dept. of Public Works of Pr. Geo.'s Co.
SRC-Prince George's County

PR. GEO. COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 26, 1957
***

See SRC 10/24/56

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

By resolution adopted May 15, 1957, the Commission transferred to the County Commissioners of Prince George's County section of Old University Lane (Old Md. Route 193), and by resolution adopted May 31, 1957, reading as follows, the County Commissioners of Prince George's County accepted the said transfer:

WHEREAS, at its meeting on 15th of May 1957, the State Roads Commission of Maryland has transferred jurisdiction of the aforegoing section of Old University Lane (Old Md. Rte. 193) to the County Commissioners of Prince George's County, Maryland.

NOW, THEREFORE, BE IT RESOLVED, by the County Commissioners of Prince George's County, Maryland, that the hereinbefore described section of the Old University Lane (Old Md. Rte. 193), approximately 1865 feet in length and running from the west side of Howett Lane (Station 11+25±) to the east side of Colesville Road (Station 29+90 more or less) as shown on Right of Way Plat designated Sheet #1 of Contract P-127, be and is hereby accepted by the County Commissioners of Prince George's County, Maryland, and shall henceforth have the status of a County road.

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. P. A. Morison
Mr. L. E. McCarl (2)
Mr. C. L. Wannen
Mr. F. P. Scrivener
Mr. A. F. Shure
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
Mr. W. A. Friend
Co. Commrs. of Pr. Geo. Co.
Secretary's File
SRC-Prince George's County

Prince George's County

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

University Lane Md 193

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

Pursuant to its action October 24, 1956, the Commission adopted the following resolution and directed that the County Commissioners of Prince George's County be requested to concur in this action by adoption of a resolution accepting the said section of Old University Lane into the Prince George's County System of Roads:

WHEREAS, the State Roads Commission of Maryland and the County Commissioners of Prince George's County, Maryland, under the authority contained in Section 65 of Article 89-B of the annotated Code of Maryland, have agreed to change the status of a section of the Old University Lane (Old Md. Rt. 193) from a State Road to a County Road.

NOW, THEREFORE, BE IT RESOLVED, by the State Roads Commission of Maryland, that a section of the Old University Lane, (Old Md. Rte. 193), approximately 1865 feet in length and running from the west side of Howett Lane (Station 11.25) to the east side of Colesville Road (Station 29-90-) as shown on Right of Way Plat designated Sheet #1 of Contract P-127), be and is hereby transferred to the County Commissioners of Prince George's County, Maryland, and shall henceforth have the status of a County Road.

Copy: Messrs Pritchett, Hopkins, Goldeisen, Morison, Shure, McCarl, Scrivener, DiDomenico, Clawson, Lewis, Moser, Wannen
Secretary's File
SRC-Prince George's County

SEE MINUTES 6-26-57

Copy to: Mr. [illegible]
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. P. A. Morison
Mr. A. F. Shure
Mr. L. E. McCarl (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
Mayor & Town Council of Brentwood
Secretary's File
~~SRC-Prince~~ George's County

Prince George Co.
Brentwood

MD 208
38th ST

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 1, 1957

***

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

On recommendation of Chief Engineer Pritchett in letter dated April 17, 1957, the Commission executed the following agreement between the Mayor and Town Council of Brentwood and the State Roads Commission of Maryland, which had previously been approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh, and executed on behalf of the Mayor and Town Council of Brentwood by W. Howard Smith, Mayor:

"THIS AGREEMENT made this 12th day of April 1957, by and between the Mayor and Town Council of Brentwood, a municipal corporation, created and existing under the Laws of Maryland, party of the first part, and the State Roads Commission, acting for and on behalf of the State of Maryland, party of the second part

WITNESSETH:

1. The party of the first part agrees to relinquish its jurisdiction over and to transfer, and by this instrument does hereby relinquish its jurisdiction over and transfers to the party of the second part all its right, title and interest in and to 38th Street from the inside curb line from Windom Road to Rhode Island Avenue, all within the corporate limits of the party of the first part. 0.57 MI.

2. The party of the second part agrees to, and by this instrument does, hereby relinquish its jurisdiction over and transfers to the party of the first part all its right, title and interest in and to Windom Road from 38th Street to 37th Street; 37th Street from Windom Road to Taylor Street; Taylor Street from 37th Street to Cedar Lane; Perry Street from 38th Street to Bunker Hill Road, all within the corporate limits of the party of the first part.

3. The party of the second part further agrees that the said 38th Street shall not be widened from its present width unless the party of the first part and a majority of abutting property owners on 38th Street petition for same.

4. The party of the second part further agrees at an early date to make a good resurfacing repair job on Perry Street from 38th Street to Bunker Hill Road.

5. The party of the second part further agrees that relocation of "stop" signs on 38th Street will be made only upon mutual agreement between the parties hereto.

IN TESTIMONY HEREOF the party of the first part has caused its corporate name to be subscribed hereto by its Mayor and its corporate seal to be affixed hereto by its Town Clerk, in triplicate, and the party of the second part, acting for and on behalf of the State of Maryland, has caused its name to be subscribed hereto, in triplicate, all as of the date first hereinabove written."

State to Municipal
Municipal to State

PRINCE GEORGES Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 1, 1957
***

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

The Commission approved submission of a petition, which had previously been approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh, to the Board of County Commissioners for Prince George's County, Upper Marlboro, Maryland, for the closing of sections of the following streets and alleys in Maryland Park, Prince George's County, in connection with the relocation of Central Avenue, from East Capitol Street to Addison Chapel Road, Contract P-732-320, as more fully recited in the petition, executed for and on behalf of the Commission by Edgar T. Bennett, Acting for the Chairman:

Sections of Cherry Avenue
Section of an unnamed alley between 66th and 67th Streets
A section of "A" Street
A section of 66th Street
A section of an alley between 65th and 66th Street
A section of "B" Street
A section of Davis Street
A section of 63rd Place
A section of an alley between 63rd Place and Shadyside Avenue
All in the vicinity of Central Avenue.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. L. E. McCarl (2)
Mr. G. N. Lewis, Jr.(4)
Mr. C. W. Clawson (2)
Mr. F. V. Dreyer
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. L. C. Moser
Mr. H. G. Downs
Secretary's File
Contract P-732-320
SRC-Prince George's County

"TO THE HONORABLE COMMISSIONERS
FOR PRINCE GEORGE'S COUNTY,
UPPER MARLBORO

Pr. Geo. County

PETITION FOR THE CLOSING OF
SECTIONS OF CHERRY AVENUE, SECTION OF
AN UNNAMED ALLEY BETWEEN 66TH AND 67TH STREETS,
A SECTION OF "A" STREET, A SECTION OF
66TH STREET, A SECTION OF AN ALLEY
BETWEEN 65TH AND 66TH STREET, A
SECTION OF "B" STREET, A SECTION OF
DAVIS STREET, A SECTION OF 63RD PLACE
AND A SECTION OF AN ALLEY BETWEEN
63RD PLACE AND SHADYSIDE AVENUE.
ALL IN THE VICINITY OF CENTRAL AVENUE

Now comes the Maryland State Roads Commission pursuant to the Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of Sections of Cherry Avenue, Section of an unnamed alley between 66th and 67th Streets, a Section of "A" Street, a Section of 66th Street, a Section of an alley between 65th and 66th Streets, a Section of "B" Street, a Section of Davis Street, a Section of 63rd Place and a section of an alley between 63rd Place and Shadyside Avenue. All in the vicinity of Central Avenue.

(1) CHERRY AVENUE - An undeveloped dedicated 30' street width, running northeast and southwest

This street to be closed for a distance of 210'±.

Reason for Closing: SAFETY AND DESIGN.

To be closed from its intersection with 67th Street to the northeast side of an alley between 66th and 67th Streets. The closed portion of Cherry Avenue will measure 210'± westward, from its centerline intersection with 67th Street. The remaining open portion of Cherry Avenue will be 225'±, measured from the barricade to its centerline intersection with 66th Street.

(2) ALLEY - Between 66th and 67th Street, running northwest and southeast.

This alley to be closed for a distance of 200'±.

Reason for closing: SAFETY.

This alley to be closed at a point 85'±, measured from the centerline intersection with Cherry Avenue in a northwesterly direction. From this point 200'± towards the northwest this alley will be closed, leaving a remainder of 145'± of the alley open, measured to the centerline of "A" Street.

(3) "A" STREET - Running northeast and southwest.

This street to be closed for a distance of 140'±.

Reason for closing: SAFETY.

Pr. Geo. County

This street to be closed at a point 350'±, measured from the centerline intersection of 67th and "A" Street in a southwesterly direction. From this barricaded point for 140'±, "A" Street will be closed, leaving a remainder of 380'± of "A" Street open, measured to the centerline of "A" Street and 65th Street.

"A" STREET - NORTH SIDE OF RELOCATED CENTRAL AVENUE.

TURNAROUND DESCRIPTION

In order to facilitate the movement of traffic in and out of "A" Street, from its intersection with 67th Street, in a southwest and northeast direction, to and from the barricade on the north side of Relocated Central Avenue, the State Roads Commission will construct a turnaround; this turnaround to be located at the north right-of-way line of Relocated Central Avenue, adjacent to the barricade, and to utilize part of Lot 2, Block 4; said lot being located adjacent to, and east of, "A" Street. Being the same lot which our relocated centerline of Central Avenue crosses at Stations 241+97± and 242+60±.

"A" STREET - SOUTH SIDE OF RELOCATED CENTRAL AVENUE.

TURNAROUND DESCRIPTION

In order to facilitate the movement of traffic in and out of "A" Street, from its intersection with 65th Street, in a northeast and southwest direction, to and from the barricade on the south side of Relocated Central Avenue, the State Roads Commission will construct a turnaround. This turnaround to be located at the south right-of-way line of Relocated Central Avenue, adjacent to the barricade, and to utilize a portion of Lot No. 1, Block 3, of Maryland Park; said lot being located adjacent to, and east of, "A" Street, and is improved by a dwelling, which street number is 6505 "A" Street. Being the same lot which property line projections would pass through Stations 241+97± and 242+60± of the relocated centerline stationing of Central Avenue.

(4) 66th STREET - RUNNING NORTHWEST AND SOUTHEAST.

This street to be closed for a distance of 280'±.

Reason for Closing: SAFETY AND GRADES.

This street to be closed at a point 430'±, measured from the centerline intersection of Md. Route 214 and 66th Street in a northwest direction. From this barricaded point for 280'±, 66th Street will be closed, leaving a remainder of 262'± of 66th Street open, measured to the centerline of 66th Street and "B" Street.

66th STREET - SOUTH SIDE OF RELOCATED CENTRAL AVENUE.

TURNAROUND DESCRIPTION

In order to facilitate the movement of traffic in and out of 66th Street from its intersection with Central Avenue in a northwestern and southeastern direction to and from the barricade on the south side of Relocated Central Avenue, the State Roads Commission will construct a turnaround; this turnaround to be located on Lot 6, Block 4, of Maryland Park. This lot will be needed almost in its entirety for the construction of Relocated Central Avenue. The residue lying between the south right-of-way line of Relocated Central Avenue and 66th Street will be utilized to construct the turnaround. Lot No. 6 is crossed by our centerline stations at Stations 240+70± and 241+35±. The area within which the turnaround will be constructed will measure 50' on the base and is of trapezoidal shape, being 15'± on one side and 50'± on the other.

 Pr. Geo. County

(5) ALLEY - BETWEEN 65th AND 66th STREET, RUNNING NORTHWEST AND SOUTHEAST.

This Alley to be closed for a distance of 215'±.

Reason for Closing: SAFETY

This Alley to be closed at a point 235'±, measured from the centerline intersection of "A" Street with the Alley in a northwesterly direction. From this barricaded point for 215'±, this Alley will be closed; the terminus being its intersection with the centerline of "B" Street.

(6) "B" STREET - RUNNING NORTHEAST AND SOUTHWEST.

This Street to be closed for a distance of 170'±.

Reason for Closing: SAFETY AND GRADES.

This Street to be closed at a point 160'±, measured from the centerline intersection of 66th and "B" Street in a southwesterly direction. From this barricaded point for 170'±, "B" Street will be closed, leaving a remainder of 105'± of "B" Street open, measured to the centerline of "B" Street and 65th Street. If the County so desires, this 105'± could be closed also.

"B" STREET - NORTH SIDE OF RELOCATED CENTRAL AVENUE.

TURNAROUND DESCRIPTION

In order to facilitate the movement of traffic in and out of "B" Street, from its intersection with 66th Street, in a southwesterly and northeasterly direction to and from the barricade on the north side of Relocated Central Avenue, the State Roads Commission will construct a turnaround. This turnaround to be located at the north R/W Line of Relocated Central Avenue adjacent to the barricade and to utilize a portion of a lot which is a portion of Lots 1 and 3, of Block 2, Maryland Park; said lot being located adjacent to and east of "B" Street, and is improved by a dwelling, which street Number is 6505 "B" Street.

(7) DAVIS STREET - RUNNING NORTHEAST AND SOUTHWEST.

This Street to be closed for a distance of 170'±.

Reason for Closing: SAFETY.

This Street to be closed at a point 375'±, measured from the centerline intersection of 65th Street and Davis Street, in a southwesterly direction. From this barricaded point for 170'±, Davis Street will be closed, leaving a remainder of 220'± of Davis Street open, measured to the centerline of Davis Street and 63rd Place.

DAVIS STREET - NORTH SIDE OF RELOCATED CENTRAL AVENUE.

TURNAROUND DESCRIPTION

In order to facilitate the movement of traffic in and out of "Davis Street" from its intersection with 65th Street, in a Southwesterly and Northeasterly direction to and from the barricade on the north side of Relocated Central Avenue, the State Roads Commission will construct a turnaround. This turnaround to be located at the north R/W Line of Relocated Central Avenue,

Pr. Geo. County

adjacent to the barricade, and to utilize a portion of a lot which is comprised of Lots 20, 21, 22, and 23, Block 4, of Unsworthville Subdivision; said lots being located adjacent to and east of "Davis Street," and is improved by a dwelling, which street number is '6375 Davis Street'. This house will be in the R/W to be purchased for Relocated Central Avenue. Said turnaround will be constructed in the residue of the lot when the house is removed.

DAVIS STREET - SOUTH SIDE OF RELOCATED CENTRAL AVENUE

TURNAROUND DESCRIPTION

In order to facilitate the movement of traffic in and out of Davis Street from its intersection with 63rd Place, in a northeasterly and southwesterly direction, to and from the barricade on the south side of Relocated Central Avenue the State Roads Commission will construct a turnaround. This turnaround to be located beginning at the south side of the existing bridge headwall on Davis Street. The turnaround will utilize part of Lots 65 and 66, which, now, together with Lots 67 and 68 of Unsworthville Subdivision, support a dwelling. Said lots being located adjacent to and west of Davis Street, and is improved by a dwelling, which street number is "6304 Davis Street".

(8) 63rd PLACE - RUNNING NORTHWEST AND SOUTHEAST.

This Street to be closed for a distance of 220'±.

Reason for Closing: SAFETY AND GRADES.

This street to be closed at a point 245'±, measured from the centerline intersection of Southern Avenue and 63rd Place in a southeasterly direction. From this barricaded point for 220'±, 63rd Place will be closed; the terminus being 63rd Place's intersection with "E" Street.

63rd PLACE - NORTH SIDE OF RELOCATED CENTRAL AVENUE

TURNAROUND DESCRIPTION

In order to facilitate the movement of traffic in and out of 63rd Place, from its intersection with Southern Avenue, in a southeastern and northwestern direction, to and from the barricade on the north side of Relocated Central Avenue the State Roads Commission will construct a turnaround. This turnaround to be located on the south side of 63rd Place, adjacent to the barricade, and to utilize the residue of the property now occupied by dwellings, numbered 512 and 514 63rd Place.

(9) ALLEY - BETWEEN 63rd PLACE AND SHADYSIDE AVENUE, RUNNING NORTHWEST AND SOUTHEAST.

This Alley to be closed for a distance of 305'±.

Reason for Closing: SAFETY AND GRADES.

This Alley to be closed at a point 95'±, measured from the centerline intersection of "E" Street with the Alley, in a northwesterly direction. From this barricaded point for 305'±, this Alley will be closed; the terminus being its intersection with the southeastern boundary of Southern Avenue, or 42'± from the centerline of the intersection of Southern Avenue with the Alley.

Pr. Geo. County

WHEREFORE, your Petitioner respectfully prays that the orders of the Commissioners for Prince George's County issue authorizing the action requested with respect to the aforegoing portions of the public roads.

MARYLAND STATE ROADS COMMISSION

By (Sgd.) Edgar T. Bennett
Acting for Chairman

Approved as to Legal Form

and sufficiency

(Sgd.) Frederick A. Puderbaugh
Special Attorney"

Copy: Mr. N. M. Pritche
Mr. W. C. Hopkins (2)
Mr. C. A. Goldeisen
Mr. P. A. Morison
Mr. L. E. McCarl (2)
Mr. C. L. Wannen
Mr. G. N. Lewis, Jr.(8)
Mr. C. W. Clawson (4)
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. L. C. Moser
Mr. H. G. Downs
Mr. E. L. Reese
Secretary's File
Contract M-485-7-320
SRC-Montgomery County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 17, 1957
***

Abandonment of Roads.

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

The Commission approved submission of the following Petition to the County Council for Montgomery County, Rockville, Maryland, for the closing and abandonment of a short portion of Pyle Road in Montgomery County, Maryland, in connection with Contract M-485-7-320:

"To The County Council
For Montgomery County
Rockville, Maryland

PETITION FOR THE CLOSING AND

ABANDONMENT OF A SHORT PORTION

OF PYLE ROAD

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing and abandonment of a short portion of Pyle Road in Montgomery County, Maryland which is included within the following limits that is to say:

That section of Pyle Road beginning at a point approximately 400'± northeast of its intersection with the existing River Road and extending in a southwesterly direction a distance of 400'± to existing River Road and substituting for said severed road a new road running in a westerly direction from a point on the old road approximately 400' northeast of its intersection with the existing River Road to a point on Relocated River Road opposite the intersection of existing River Road and Braeburn Parkway, a distance of approximately 800'.

Also, substituting for said severed road, a new road running in a westerly direction from a point at the intersection of the old road with the existing River Road to a point of intersection with Braeburn Parkway, a distance of approximately 700'.

WHEREFORE, petitioner respectfully prays that the orders of the County Council for Montgomery County assure authorizing the action requested with respect to the aforegoing portions of the public road.

MARYLAND STATE ROADS COMMISSION

By (Sgd.) Edgar T. Bennett
Acting for Chairman

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

Approved as to Form and
Legal Sufficiency

(Sgd.) Joseph D. Buscher
Joseph D. Buscher, Special Assistant Attorney General"

SRC EXCERPT 3/20/57 - JONES POINT BRIDGE RESOLUTION

Copy: Mr. R. G. Bonnell
Mr. H. M. Pritchett
Mr. H. C. Hopkins
Mr. G. A. Goldeisen
Mr. A. F. Shure
Mr. M. C. Bowers
Mr. A. F. DiDomenico
Mr. A. L. Grubb (2)
Mr. L. R. McCarl (2)
Mr. C. L. Wannen
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr.
Mr. C. W. Clawson
Mr. C. T. LaVinese
Mr. R. F. Gleason (3 Cert.)
Secretary's File
SRC-Prince George's County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 20, 1957

* * * *

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

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

WHEREAS, The Congress of the United States has authorized the construction of a bridge across the Potomac River near Jones Point; and

WHEREAS, The sum of $14,325,000 has been appropriated by the Congress for the construction of said bridge, effective only upon the final consummation of an agreement for the maintenance and operation of the bridge and approaches by the States of Virginia and Maryland, and

WHEREAS, The Bureau of Public Roads has advised that it is ready to proceed with the final design of the bridge for early construction lay-out, upon receipt of advice that the States of Virginia and Maryland are ready to assume equal responsibility for maintenance and operation of the structure, and

WHEREAS, The Board of Commissioners for the District of Columbia has withdrawn its objection, previously registered, to sharing the cost of maintenance and operation of the proposed Woodrow Wilson Bridge over the Potomac River at Jones Point, and has advised that it will support legislation to provide for the District's sharing of the cost of maintenance and operation of said bridge with the State of Maryland and the Commonwealth of Virginia;

NOW THEREFORE BE IT RESOLVED That the State Roads Commission of Maryland hereby declares its intention to enter into an agreement with the Commonwealth of Virginia to share an equal amount of the cost for the maintenance and operation of the Woodrow Wilson Bridge over the Potomac River at Jones Point, and to proceed promptly and take all actions necessary to consummate this agreement, it being understood and agreed

that the Commissioners of the Government of the District of Columbia will support legislation under which the District of Columbia will share with Virginia and Maryland the cost of maintaining and operating said bridge, and that upon the approval of such legislation this agreement will be modified accordingly.

In connection with the construction of the bridge, the State Roads Commission of Maryland will:

(1) Program Interstate Federal-aid Highway Funds for the acquisition of rights of way for the Maryland approach roads to the said bridge, such funds to be made available for expenditure for said rights of way during the fiscal year ending June 30, 1958.

(2) Provide in future programs for the construction of such approach roads, from Federal Interstate and matching funds, in such manner and at such time that they will be completed on or before the completion of the construction of the bridge.

(3) Maintain said approach roads, when constructed, and, in conjunction with the Commonwealth of Virginia, maintain and operate the bridge when completed by the Federal Government, subject to the foregoing understanding.

RESOLVED FURTHER That a copy of this resolution shall be furnished to the Secretary of Commerce through the Commissioner of Public Roads.

Certified as true copy,
[illegible]

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 20, 1957
***

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

In accordance with its resolution adopted March 20, 1957, relative to the proposed Woodrow Wilson Bridge across the Potomac River at or near Jones Point, Virginia, to be constructed by the Secretary of Commerce under "An Act To Authorize And Direct The Construction Of Bridges Over The Potomac River And For Other Purposes" approved August 30, 1954 (68 Stat. 961 seq.) as amended by an act approved May 22, 1956 (70 Stat. 184), the Commission approved and Chairman Robert O. Bonnell executed for and on its behalf five copies of an agreement between the Commonwealth of Virginia, by and through its State Highway Commission, therein called "Virginia", and the State of Maryland, by and through its State Roads Commission, therein called "Maryland", wherein it is mutually agreed by and between the parties thereto that -

"1. Virginia will construct, at its expense, as a part of the Federal-aid Highway System, with Interstate funds, in accordance with the Federal-aid Highway Act of 1956, the approaches to said bridge from the Virginia side of the Potomac, and will maintain same at its expense.

2. Maryland will construct, at its expense, as a part of the Federal-aid Highway System, with interstate funds, in accordance with the Federal-aid Highway Act of 1956, the approaches to said bridge from the Maryland side of the Potomac, and will maintain same at its expense.

3. Virginia and Maryland will maintain and operate the bridge. The cost of such maintenance and operation will be equally shared between Virginia and Maryland."

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. H. C. Bowers
Mr. A. F. DiDomenico
Mr. A. L. Grubb (2)
Mr. L. E. McCarl (2)
Mr. C. L. Wannen
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr. (8) ✓ 1 ✓
Mr. C. W. Clawson
Secretary's File
SRC-Prince George's County

Proposed Woodrow Wilson Bridge

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 20, 1957
***

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

In accordance with its resolution adopted March 20, 1957, relative to the proposed Woodrow Wilson Bridge across the Potomac River at or near Jones Point, Virginia, to be constructed by the Secretary of Commerce under "An Act To Authorize And Direct The Construction Of Bridges Over The Potomac River And For Other Purposes" approved August 30, 1954 (68 Stat. 961 seq.) as amended by an act approved May 22, 1956 (70 Stat. 184), the Commission approved and Chairman Robert O. Bonnell executed for and on its behalf five copies of an agreement between the Commonwealth of Virginia, by and through its State Highway Commission, therein called "Virginia", and the State of Maryland, by and through its State Roads Commission, therein called "Maryland", wherein it is mutually agreed by and between the parties thereto that -

"1. Virginia will construct, at its expense, as a part of the Federal-aid Highway System, with Interstate funds, in accordance with the Federal-aid Highway Act of 1956, the approaches to said bridge from the Virginia side of the Potomac, and will maintain same at its expense.

2. Maryland will construct, at its expense, as a part of the Federal-aid Highway System, with interstate funds, in accordance with the Federal-aid Highway Act of 1956, the approaches to said bridge from the Maryland side of the Potomac, and will maintain same at its expense.

3. Virginia and Maryland will maintain and operate the bridge. The cost of such maintenance and operation will be equally shared between Virginia and Maryland."

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. H. C. Bowers
Mr. A. F. DiDomenico
Mr. A. L. Grubb (2)
Mr. L. E. McCarl (2)
Mr. C. L. Wannen
Mr. F. P. Scrivener
Mr. G. N. Lewis, Jr. (8) ✓ 1 ✓
Mr. C. W. Clawson
Secretary's File
SRC-Prince George's County

AGREEMENT COVERING CONSTRUCTION AND MAINTENANCE OF
APPROACHES TO AND MAINTENANCE AND OPERATION OF
A BRIDGE TO BE CONSTRUCTED ACROSS THE POTOMAC RIVER

This agreement made and entered into this 22 day of March 1957 by and between the Commonwealth of Virginia by and through its State Highway Commission (hereinafter called "Virginia") and the State of Maryland by and through its State Roads Commission (hereinafter called "Maryland");

WHEREAS, under "An Act To Authorize And Direct The Construction Of Bridges Over The Potomac River And For Other Purposes" approved August 30, 1954 (68 Stat. 961 seq.) as amended by an act approved May 22, 1956 (70 Stat. 184) a bridge across the Potomac River is to be constructed by the Secretary of Commerce at or near Jones Point, Virginia; and

WHEREAS, said act, as amended, requires that Virginia and Maryland assure the Secretary of Commerce that Virginia and Maryland will construct and maintain approaches to such bridge as will be reasonably adequate to make possible the full and efficient utilization of such bridge; and

WHEREAS, said act, as amended, required that Virginia and Maryland maintain and operate such bridge; and

WHEREAS, by the "Supplemantary Appropriation Act of 1957" (70 Stat. 678) an appropriation was made by the Congress of the United States for the necessary expenses for the construction of said bridge with a proviso that Virginia and Maryland would agree to maintain and operate said bridge and approaches:

NOW THEREFORE, it is hereby mutually agreed by and between the parties hereto as follows:

1. Virginia will construct, at its expense, as a part of the Federal-aid Highway System, with Interstate funds, in accordance with the Federal-aid Highway Act of 1956, the approaches to said bridge from the Virginia side of the Potomac, and will maintain same at its expense.

2. Maryland will construct, at its expense, as a part of the Federal-aid Highway System, with interstate funds, in accordance with the Federal-aid Highway Act of 1956, the approaches to said bridge from the Maryland side of the Potomac, and will maintain same at its expense.

3. Virginia and Maryland will maintain and operate the bridge. The cost of such maintenance and operation will be equally shared between Virginia and Maryland.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed as of the day and year first above written.

Approved as to form and legal sufficiency
March 22 1957
Assistant Attorney General

Attest:

C. R. Pease, Secretary

STATE OF MARYLAND by and through its STATE ROADS COMMISSION

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

COMMONWEALTH OF VIRGINIA by and through its DEPARTMENT OF HIGHWAYS

By (Sgd.) J. A. Anderson
Commissioner

— PRINCE GEORGES COUNTY —

March 8, 1957

MD 410
AGER RD.

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

Dear Mr. Lewis:

Mr. A. W. Tayman, Administrator, Department of Public Works of Prince George's County, attended a meeting in this office to discuss certain roadway widths and interchange developments in connection with the Washington circumferential route. While he was here I brought up the matter of the acceptance of the Ager Road into the county system concerning which I understand there is some reluctance on the part of the County Commissioners. Mr. Tayman has agreed to the acceptance of the section of the Ager Road in question in accordance with your letter to him of November 28, 1956.

He did request, however, the installation of a traffic signal at the junction of the new East-West route and Ager Road. As we are responsible for the creation of this intersection, I believe it is the Commission's responsibility to pay for the cost of the traffic signal.

If the project has not been closed out , it may be charged to the project. Otherwise, it must come from the emergency fund.

Very truly yours,

Chief Engineer

NMP:HMR

Prince George's County
Mr. Cassell

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A . Goldeisen
Mr. L. E. McCarl (2)
Mr. C. L. Wannen
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. E. L. Reese
Mr. C. W. Clawson
Mr. G. N. Lewis, Jr.(8)
Mr. L. C. Moser
Secretary's File
SRC-Prince George's Co.
Cont. P-722-29-320

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 14, 1957
***

Closing of road

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

The Commission approved submission of the following Petitions to the County Commissioners of Prince George's County, Upper Marlboro, Maryland, for the closing of a section of Keppler Road and Armand Avenue, both in the vicinity of the Washington Circumferential Highway, in connection with Contract P-722-29-320:

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF

SECTION OF KEPPLER ROAD IN THE VICINITY

OF THE WASHINGTON CIRCUMFERENTIAL HIGHWAY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of that portion of Keppler Road in Prince George's County, Maryland, which is included within the following limits that is to say:

1. Approximately one hundred fifty feet each side of the center line of the proposed Washington Circumferential Highway, which point is approximately 1,050 feet north of the proposed intersection of Oak Road and Keppler Road.

The portion of the public road proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission dated January 1957, and titled "Proposed Closing of Keppler Road" filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public.

A new connection is to be made over Oak Road between Keppler Road and Henderson Road which is approximately six hundred feet long to provide access to Branch Avenue for that portion of Keppler Road south of the Washington Circumferential Highway.

WHEREFORE, petitioner respectfully prays that the orders of the Commissioners for Prince George's County assure authorizing the action requested with respect to the aforegoing portions of the public road.

MARYLAND STATE ROADS COMMISSION

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

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

Approved as to Form and
Legal Sufficiency

Joseph D. Buscher (Sgd.)
Joseph D. Buscher, Special Assistant Attorney General"

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
A PORTION OF ARMAND AVENUE
IN PRINCE GEORGE'S COUNTY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of the following public road in Prince George's County that is to say:

For the closing of that part of the public road in Prince George's County commonly called Armand Avenue which is included within the following limits, that is to say:

Beginning at the center line intersection of Armand Avenue and Auth Road and extending along Armand Avenue the distance of two hundred and sixty five (265') feet to be replaced by a new connection over Armand Avenue, Walton Avenue and Barto Avenue to Auth Road.

The portion of the Armand Avenue proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public.

WHEREFORE, petitioner respectfully prays that the order of Commissioners for Prince George's County issue authorizing the action requested with respect to the aforegoing public road.

MARYLAND STATE ROADS COMMISSION

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

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

Approved as to form and legal sufficiency

(Sgd.) Joseph D. Buscher
Joseph D. Buscher, Special Assistant Attorney General"

PRINCE GEO

COPY

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

November 28, 1956

The Mayor and Council of Hyattsville
4334 Farragut St.,
Hyattsville, Md.

Gentlemen: Exchange of Roads

Prior to the construction of the relocated section of the East-West Highway (Md. 410) from Ager Road at 20th Avenue across the old Heurich property to the intersection of Queens Chapel Road and Colesville Road, the Mayor and Council of Hyattsville agreed to accept as part of the municipal street system of Hyattsville that section of Hamilton Street between 38th Avenue and 40th Avenue, a distance of 0.23 mile.

Since the new facility has been completed and opened to traffic the State Roads Commission as of this date will discontinue to maintain this section of Hamilton Street.

The total of 0.23 miles will be added to the municipal street system of Hyattsville as of December 1, 1956 with the distribution of motor vehicle revenues for this added mileage to become effective July 1, 1957.

Very truly yours,

Geo. N. Lewis, Jr.,
Director

d

cc: Mr. N. M. Pritchett
Mr. L. E. McCarl
Mr. E. W. Bunting
Mr. P. Jaworski
Mr. J. L. Mintiens

COPY

STATE ROADS COMMISSION
109 East Lexington Street
BALTIMORE 2, MD.

November 28, 1956

The Mayor and Council of Westminster
4234 Baltimore St.,
Westminster, Md.

Gentlemen: Exchange of Lands

Prior to the construction of the relocated section of the East-West Highway (Rte. 410) from Agee Road at 20th Avenue across the old Hurlock property to the intersection of Greene Street Road and Westminster Road, the Mayor and Commissioners of Westminster agreed to accept as part of the municipal street system of Westminster that section of Hamilton Street between 20th Avenue and 40th Avenue, a distance of 0.72 mile.

Since the new facility has been completed and opened to traffic, the State Roads Commission as of this date will discontinue to maintain this section of Hamilton Street.

The total of 0.72 miles will be added to the municipal street system of Westminster as of December 1, 1956 with the distribution of motor vehicle revenues for this additional mileage to become effective July 1, 1957.

Very truly yours,

THE STATE ROADS COMMISSION,

Director

Mr. H. Director
Mr. R. Mason
Mr. H. Hunter
Mr. J. Dawson
Mr. L. L. Hoffman

PRINCE GEORGE CO.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 24, 1956

See SRC 6/26/57

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

On recommendation of Chief Engineer Pritchett in letter dated October 16, 1956, the Commission approved the rehabilitation of old University Lane (Maryland Route 193) in Prince George's County, total cost of patching and resurfacing estimated to be $21,700.00, and upon its completion, the section from US 1 to limit of the University of Maryland property to be transferred to the University of Maryland, and the section from the University of Maryland property line to Colesville Road to be transferred to the County Commissioners of Prince George's County, for maintenance as part of their respective systems.

The Commission also approved the request of the University, as transmitted by Mr. Pritchett in aforesaid letter, "that when we advertise for bids as a conditional part of the contract we ask for quotations on the cost of rehabilitating approximately 2500 feet of roadways now owned by the University. The University would be responsible for the costs involved and the contract will be so drawn that the University can either have the work performed or omit it as they see fit when the bids are in."

Copy: Messrs. Pritchett
Hopkins
Morison
Goldeisen
Shure
McCarl
Scrivener
Wannen
DiDomenico
Clawson
Lewis
Secty's File
Pr.Geo.Co.

Mr. B. H. Lewis, Jr.
(See SRC 8/22/56)
8-724-10-320

Mrs A
Please file with minutes 8/22/56
Sly 10/17/56

State Roads Commission
TRAFFIC DIVISION
OCT 17 1956
Geo. N. Lewis, Jr.
Director

AGREEMENT, made this 22nd day of August, A. D. 1956, by and between THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY and THE PENNSYLVANIA RAILROAD COMPANY, operating the railroad and property of The Philadelphia, Baltimore and Washington Railroad Company as Lessee, hereinafter called the "Railroad", party of the first part, and STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the State of Maryland, hereinafter called the "State", party of the second part;

WITNESSETH, that the said Railroad, in so far as it has the legal right and its present title permits, hereby extends to the said State permission and privilege to construct, maintain, repair, renew and use four (4) 48-inch R.C.P. pipe lines under and across the right-of-way or property and Magruder Branch tracks of the Railroad, together with the placement of an appropriate concrete head wall, at a point at Mile Post No. 131 plus 700 feet, at Cheverly, in the County of Prince Georges and State of Maryland: the location of said facilities being shown in yellow on that portion marked Exhibit "A" of the plan attached hereto and made a part hereof, and certain details thereof being shown on that portion marked Exhibit "B" of said plan; under and subject to the following terms and conditions, which are agreed and assented to by the State, to wit:

First: If and when from time to time requested, in writing, by Railroad, or its grantee, State shall, at latter's expense, promptly change, revise, strengthen, improve, repair or renew the facilities or any part thereof to permit and accommodate heavier equipment or loads upon the property of Railroad, or additional tracks or other installations, changes of grade or alignment of, and improvements in or renewals, repairs, or additions to, or to correct any interference with, the instrumentalities or property, as they or it may hereafter exist, of Railroad. The facilities of State as so modified from time to time, as well as all work in respect thereto, shall come under this Agreement or permission as if originally mentioned herein.

Second: State, at its sole cost and expense, shall construct or install, keep, maintain, repair, renew, modify, operate and use the facilities in a safe, proper and adequate manner, good order and condition at all times without previous notice from Railroad, so as not to interfere with, impair, endanger or prevent the proper, safe, continuous use and operation of the railroad and property.

Third: Before performing any contemplated work the representative of State shall confer with the Regional Manager of Railroad or his representative to determine if any work will be necessary in respect to the property or instrumentalities of Railroad to accommodate the facilities of State, and also to determine if any part of the work in respect to the facilities of State should, for the better safety of persons, property and rail operations be performed by employes of Railroad.

Fourth: Railroad shall have the right to perform, at the expense of State, any part of the work or furnish any railroad personnel, which in the judgment of Railroad's Regional Manager is deemed reasonably necessary for the better safety of the railroad and the operations thereon.

Fifth: If requested by the Regional Manager of Railroad, or his representative, State shall submit to him or his representative, all plans, together with specifications as to materials and methods proposed to be used in respect

to the facilities and work hereunder, all of which shall be satisfactory to him or his representative. It is understood that Railroad in so approving same does not assume any responsibility as to their adequacy or otherwise.

Sixth: Before commencing any work reasonable advance written notice shall be given to the Regional Manager of Railroad or his representative, which notice shall not, however, be less than forty-eight (48) hours; PROVIDED, in case of an emergency the notice may be given in such manner and at such time as shall be reasonably applicable to the situation. The work shall be performed at such time and in such manner as shall be satisfactory to the Regional Manager of Railroad or his representative.

Seventh: It is understood that all tracks of Railroad, as well as its operations, must remain in service at all times, and in the course of any work, State shall, in addition to any other precautions, furnish any necessary qualified watchmen to warn workmen or other persons in or about the work of the approach of any trains or other moving equipment upon the tracks of Railroad and to keep all workmen or other persons, equipment and materials a safe distance from the tracks (including any power, communication and signal wires), so that there will be no contacts with trains, rolling equipment or wires. If Railroad deems desirable Railroad may also furnish any necessary watchmen and flagmen, as well as other necessary personnel, during the course of any work, and State agrees to pay Railroad the cost thereof.

Eighth: While there shall be no duty resting upon Railroad to inspect the facilities of State or to inform State of the latter's failure to comply with any term or provision hereof, nevertheless in the event of an emergency coming to the attention of Railroad and requiring prompt action in respect to the safety of Railroad's railroad and operations, Railroad may forthwith furnish materials for and perform such emergency work as it deems necessary, but shall immediately give to State notice, in writing, of such emergency, the necessary work involved, and under the circumstances that Railroad is proceeding therewith, and State agrees to pay or reimburse Railroad for the reasonable cost thereof.

Ninth: In the event Railroad performs any work or renders any services in connection with the facilities or work of State, bills of Railroad shall be paid within thirty (30) days after presentation. Bills of Railroad for cost of any work or services shall also include the usual current percentages added by Railroad for overhead when performing work for third persons, plus taxes paid or accrued by employers on wages paid for such labor for railroad retirement, railroad unemployment insurance, and other social security taxes, plus cost of insurance. In the event any work is performed by a Contractor for State, State shall not make final settlement with the Contractor until the bills of Railroad shall have been paid.

Tenth: All cost or expense resulting from any and all loss of life, or property, or injury or damage to the person or property of any person, firm or corporation (including the parties hereto and their respective officers, agents and employes) and any and all claims, demands or actions for such loss, injury or damage, caused by or growing out of the presence or use, or the construction, maintenance, renewal, change or relocation, use, and any subsequent removal, of the facilities of the State caused by or from the joint or

concurring negligence of both parties, their respective employes or agents, hereto shall be borne equally by the parties hereto; if, however, any such loss, injury or damage shall be attributable to the negligence of one of the parties hereto, whether solely or combined with the negligence of any other person or corporation not a party hereto, and without the concurring fault or negligence of the other party hereto, then such party hereto which by its fault or negligence contributed thereto shall indemnify, protect and save harmless the other party hereto therefrom; PROVIDED, however, Railroad shall not be deemed negligent hereunder in respect to any unsafe condition of the facilities of State.

Eleventh: This Agreement shall be binding upon and inure to the benefit of the successors and assigns of the parties hereto; PROVIDED, however, State shall not transfer or assign this Agreement or any of the rights thereunder without the prior written consent of Railroad.

IN WITNESS WHEREOF, the said parties hereto have caused this Agree-

ment to be duly executed the day and year first hereinbefore written.

THE PHILADELPHIA, BALTIMORE AND WASHINGTON RAILROAD COMPANY
By

ATTEST:

Secretary

THE PENNSYLVANIA RAILROAD COMPANY, operating the railroad of The Philadelphia, Baltimore and Washington Railroad Company as Lessee
By

Regional Manager

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND, acting for and on behalf of the State of Maryland
By

Chairman

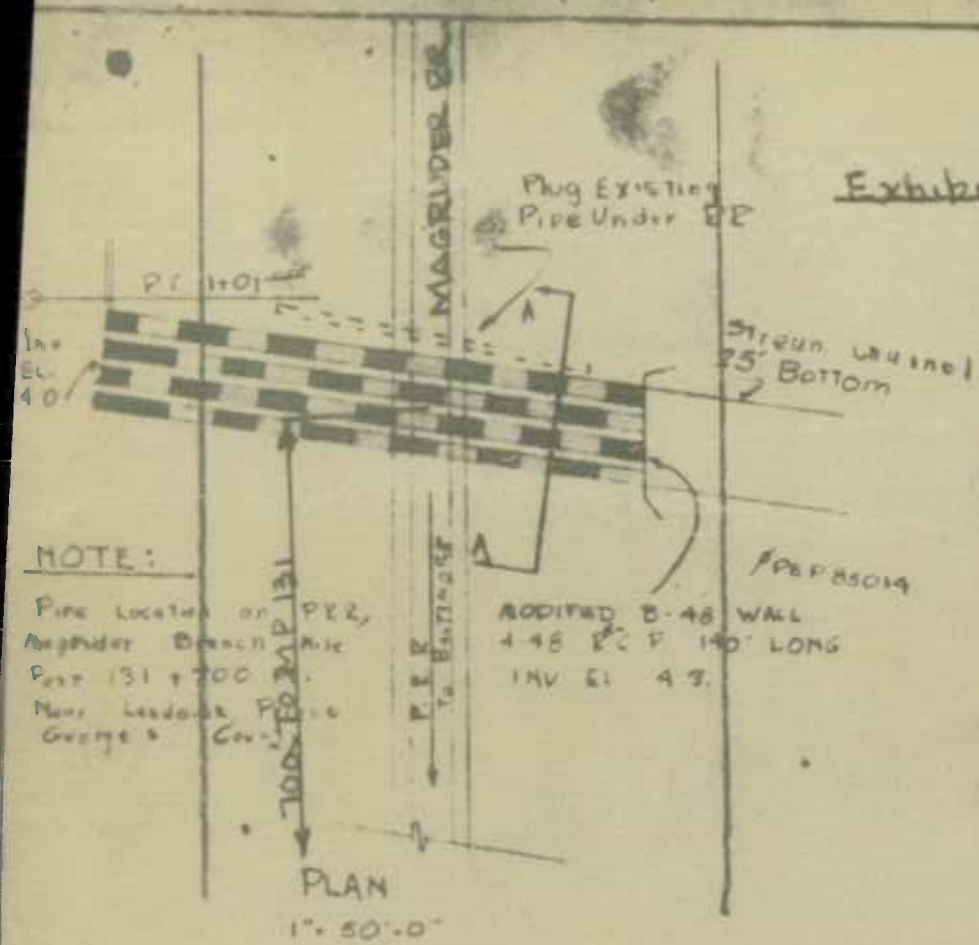
Being all and constituting the State Roads Commission of Maryland, acting for the State of Maryland.

ATTEST:

Secretary

APPROVED AS TO FORM
ATTORNEY GENERAL COUNSEL

Approved as to form
and legal sufficiency
July 3 1946
Special Attorney



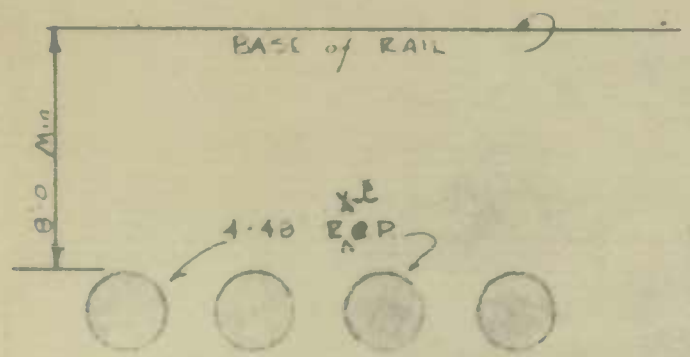


Exhibit "B"

NOTE

This work shall be governed by "State Roads Commission Specifications for Materials, Highways, Bridges and Incidental Structures", date June 1946; Article 2.[illegible]-2, which reads as follows:

Reinforced Concrete Pipe shall conform to the latest editions of the A.A.S.H.O., Designation M-41-49

Table I of the above designation shall govern the design and strength requirements on pipe below 24" in diameter, and the Table II requirements shall apply to pipe 24" and above in diameter.

PIPE BATTERY UNDER P.R.R. AT KEMILWORTH INTERCHANGE	
CONT. NO. D-724-10-320	
SCALE: AS SHOWN	DATE: APRIL [illegible]56

9/27/56
Mr. Hicks
pls see me
about this
EWB

Prince George's County
Brentwood

Special Delivery

September 20, 1956

Road Exchange - Prince George's County
Town of Brentwood

State Roads Commission
TRAFFIC DIVISION
SEP 21 1956
Geo. N. Lewis, Jr.
Director

Mr. H. L. Wohlfarth, Clerk
Mayor and Town Council
3714 Utah Avenue
Brentwood, Maryland

Dear Mr. Wohlfarth:

On September 19 I discussed with Chief Engineer Pritchett the request contained in your letter of September 9, with regard to making repairs to that portion of Perry Street, which is Md 207A, and which it is proposed to transfer from the State Highway System to the Municipal Street System of the Town of Brentwood, a distance of 0.13 mile.

Mr. Pritchett is agreeable to making these repairs, in conformity with our procedure in such matters, provided the Mayor and Town Council will approve the exchange of roads as proposed.

Yours very truly,

Advisory Engineer

WFC/hs

cc Mr. N. M. Pritchett
Mr. L. E. McCarl
Mr. W. A. Friend

PR. GEO. CO.
COLLEGE PARK

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 5, 1956

***

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

On recommendation of Chief Engineer Pritchett in letter dated August 29, 1956, the Commission formally approved the widening and resurfacing and the transfer from the State Roads System to the Municipal Street System of the City of College Park, Maryland, of sections of State Highways set forth in the following resolution adopted June 12, 1956 by the Mayor and Council of the City of College Park, Maryland, executed in triplicate by Chairman Robert O. Bonnell accepting terms of said Resolution on behalf of the Commission:

"RESOLUTION

At a regular meeting of the Mayor and Council of the City of College Park, Maryland, held on June 12, 1956, the following resolution was unanimously adopted:

WHEREAS, the State Roads Commission of Maryland and the Mayor and Council of the City of College Park, 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 the City of College Park from State highways to City streets.

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Council of the City of College Park, Maryland, that upon completion by the State of the widening resurfacing as outlined below, the following State highways located in said City shall be transferred from the State Highway System to the Municipal Street System, subject to formal approval thereof by the State Roads Commission of Maryland, and final approval and acceptance of said widening and resurfacing by the Mayor and Council of the City of College Park:

ACCEPTED — SEE LETTER 12-1-58

Item 5 - Md 43~~3~~4, Berwyn Road from US 1 to the B & O tracks - to be widened to 24 feet and resurfaced	- - -0.530 mi.
Item 12 - Md 203, College Avenue from US 1 to Dartmouth Ave. to be resurfaced from curb to curb	- - -~~0.306~~ 0.43 mi.
Item 12 - Md 203, Dartmouth Avenue from College Ave. to Calvert Rd. to be resurfaced its present width of 23 feet.	- - -0.114 mi.
Total	- - -0.950 mi.

It is understood all the resurfacing will consist of Spec. "B" (asphaltic concrete) two inches in thickness.

AND BE IT FURTHER RESOLVED that the exchange of roads between the State Highway System and the Municipal Street System of the City of College Park, Maryland in all instances shall become officially effective under the

Pr. Geo. Co.
College Park

Statute on July 1, 1957. During this period the usual State highway maintenance shall apply to State highways transferred to the Municipal Street System.

ADOPTED this June 12, 1956 by the Mayor and Council of the City of College Park, Maryland

CITY OF COLLEGE PARK (SEAL)

By: (Sgd.) Chas. R. Davis
Mayor

Attest:

(Sgd.) Mary E. Cherry
Clerk

Terms of the foregoing Resolution are accepted.

STATE ROADS COMMISSION OF MARYLAND

Attest:

By (Sgd.) Robt. O. Bonnell
Chairman

(Sgd.) C. R. Pease
Secretary"

In abovementioned letter Mr. Pritchett states that the resurfacing of a portion of Md. Route 203 is estimated to cost $7,762.50, and the improvement of the remainder of these streets appears in the 12-year program.

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. L. E. McCarl (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
City of College Park (3)
Secretary's File
SRC-Prince George's Co.

PRINCE GEORGES Co.

COUNTY COMMISSIONERS
Prince Georges County
Upper Marlboro, Maryland

June 28, 1956

C
O
P
Y

Mr. Pritchett

Mr. Cordt A. Goldeisen,
Director of Highway Construction
State Roads Commission
108 East Lexington Street
Baltimore 3, Maryland

Dear Mr. Goldeisen:

Reference is made to your letter of June 21, 1956, addressed to Mr. Arthur W. Tayman, Administrator, Department of Public Works, same relating to the acceptance by the County Commissioners for Prince George's County of that section of Ardmore-Ardwick Road that has been relocated under your present construction program. It is my pleasure to advise you that the Board of Commissioners has requested that I write you to the effect that they will accept that portion to which reference is made, as soon as the same has been completed.

Very truly yours,

/s/ R. Lee Van Horn, Clerk,
Board of County Commissioners.

cc: Arthur W. Tayman, Administrator

RLVH:mgb

cc: Mr. Lewis

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 27, 1956

***

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

On request of the County Commissioners for Prince George's County through Mr. Arthur W. Tayman, Administrator of the Department of Public Works of Prince George's County, and on recommendation of Chief Engineer Norman M. Pritchett by Assistant to Chief Engineer Austin F. Shure in letter dated June 22, 1956, the Commission approved programming as a Federal-Aid Secondary Project the reconstruction of a county highway known as the Wheeler Road for its entire length of approximately two (2) miles from the District of Columbia Line to St. Barnabas Road, State Route 414, estimated to cost $410,000.00, and approved the use of available Secondary Funds for this project, amounting to approximately $200,000.00, county authorities, in line with the approval of the Accounting Division, to provide the necessary financing for the remainder of the cost.

Wheeler Road is in the Federal Aid Secondary Road system, and Mr. Shure states in abovementioned letter that upon completion of the improvement the project will remain as a part of the county system and will be maintained at the expense of the county authorities.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Coldeisen
Mr. A. F. Shure
Mr. R. E. Jones
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr.
Mr. C. W. Clawson
Mr. A. L. Grubb
Mr. L. C. Moser
Mr. C. L. Hannen
Mr. H. C. Bowers
Co. Commrs. for Pr. Geo. Co.
SRC-Prince George's County

COTTAGE CITY
PRINCE GEORGES Co.

X

File

See MOA 6/30/60

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 13, 1956
***

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

On recommendation of Chief Engineer Norman M. Pritchett in letter dated June 7, 1956, the Commission formalized the transfer from the State Roads System to the Muncipal Street System of the Town of Cottage City, Inc., Prince George's County, Maryland, of section of State Highway, Md. 207-B, which is Cottage Terrace, from Md. 206 to Bunker Hill Road, a distance of 0.12 mile, in accordance with the following resolution adopted by the Commissioners of the Town of Cottage City at their regular meeting on May 4, 1956:

MD 207-B

"The Commissioners at their regular meeting on May 4, 1956, agreed to accept as a part of the Muncipal Street System of the Town of Cottage City -

the section of State Highway, Md 207-B, which is Cottage Terrace, from Md 206 to Bunker Hill Road, or a distance of 0.12 mile.

It is agreed that the Town of Cottage City will accept this section of State Road upon completion of the improvement as set up in the 12-Year Program of the State Roads Commission, which provides for widening to twenty-four (24) feet and resurfacing.

We assume that the maintenance of this section of State Highway will remain status quo until the allocation of funds to the municipalities for the fiscal year beginning July 1, 1957."

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. R. E. Jones (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
Commissioners of Town of Cottage City
Secretary's File #24125
SRC-Prince George's County

Secretary's File

No. 24125

RECEIVED

JUN 4 1956

W. F. CHILDS, Jr.

Town of Cottage City, Inc.
Prince George's County
Maryland

A Resolution

The Commissioners at their regular meeting on May 4, 1956, agreed to accept as a part of the Municipal Street System of the Town of Cottage City -

> the section of State Highway, Md 207-B, which is Cottage Terrace, from Md 206 to Bunker Hill Road, or a distance of 0.12 mile.

It is agreed that the Town of Cottage City will accept this section of State Road upon completion of the improvement as set up in the 12-Year Program of the State Roads Commission, which provides for widening to twenty-four (24) feet and resurfacing.

We assume that the maintenance of this section of State Highway will remain status quo until the allocation of funds to the municipalities for the fiscal year beginning July 1, 1957.

Signed:

Chairman, Commissioners

Vice-Chairman, Commissioners

Secretary, Commissioners

Commissioner

Commissioner

Clerk-Treasurer, Commissioners

Prince George's Co

X

File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 25, 1956
****

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

On recommendation of Chief Engineer Norman M. Pritchett, as set forth in his letter of January 23, 1956, to the State Roads Commission, the following final estimate was approved for payment, this section of road to remain in the county system for maintenance by Prince George's County.

Final estimate of $23.845.25 for completion of construction of section of Mayhew Road, from Silverhill Road to Fruitland Parkway, for a distance of 1.562 miles, our Contract #P-708-1-317 FAP#S-470(1), C. H. Lawson, Inc., contractor. The contract for this work was awarded on June 9, 1954 and was completed on June 29, 1955. The total amount of this contract is $161,388.67.

COPY: Messrs Pritchett, Hopkins, Morison, Goldeisen, Jones, DiDomenico, Scrivener, Wannen, Clawson, Lewis, Robins
Co. Commrs of P.G. Co.
SRC-P.G. Co.
Cont. P-708-1-217 FAP#S-470(1)

Mayhew Rd
AD 458 to GV119
1.562 miles

Prince Georges Co

X

File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 25, 1956
****

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

On recommendation of Chief Engineer Norman M. Pritchett, as set forth in his letter of January 23, 1956, to the State Roads Commission, the following final estimate was approved for payment, this section of road to remain in the county system for maintenance by Prince George's County.

Final estimate of $23.845.25 for completion of construction of section of Mayhew Road, from Silverhill Road to Fruitland Parkway, for a distance of 1.562 miles, our Contract #P-708-1-317 FAP#S-470(1), C. H. Lawson, Inc., contractor. The contract for this work was awarded on June 9, 1954 and was completed on June 29, 1955. The total amount of this contract is $161,388.67.

COPY: Messrs Pritchett, Hopkins, Morison, Goldeisen, Jones, DiDomenico, Scrivener, Wannen, Clawson, Lewis, Robins
Co. Commrs of P.G. Co.
SRC-P.G. Co.
Cont. P-708-1-217 FAP#S-470(1)

County road mileage in the allocation to St. Mary's County beginning July 1, 1956.

3. That such exchange be made on an "as is basis", which pertains to the present condition of the roads involved.

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

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

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

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

2. The State Roads Commission of Maryland will resurface the section of Maryland 343 from the bridge over Cambridge Creek to the junction of High and Poplar Streets for a distance of 0.15 mile. 12/21/55

At meeting July 28, 1955, the Commission "authorized the Engineering Department to proceed, by the use of prison labor forces, with the planned improvement of Irving Street (Maryland Route 725) in Laurel, with the understanding that upon its completion, it will be taken into the town system of streets by Laurel."

SRC minutes 12/21/55

On recommendation of Chief Engineer Norman M. Pritchett in letter to the Commission dated December 15, 1955, in which he states that the improvement was completed by prison labor forces on November 9, 1955, the Commission formalized the transfer to the Mayor and City Council of Laurel, Maryland, of section of State highway known as Irving Street (Md. Rt. 725), 0.28 mile, in Laurel, in ac-

12/21/55

cordance with the following resolution unanimously adopted by The Mayor and City Council of Laurel, Md. on November 28, 1955:

SRC minutes 12/21/55

"RESOLVED, that the Mayor and City Council of Laurel, Maryland assume the maintenance of and include
IRVING STREET
as a part of the City Street System of Laurel, Md."

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-10-320

Chief Engineer Norman M. Pritchett, by Assistant to Chief Engineer Austin F. Shure, submitted to the Commission with letter dated December 21, 1955 tabulation of bids received December 19, 1955 by the Washington Suburban Sanitary Commission, Office of Chief Engineer Harry B. Shaw, on their Contract No. 1694-S, for the reconstruction of the Beaver Dam Trunk Sewer, which is necessary to permit the construction of the Kenilworth Interchange under Maryland Contract No. P-724-10-320 FAP#U-476(1), and requested concurrence of the Commission in the award of said contract to Intercounty Construction Corporation for Alternate No. 3 at its bid price of $31,112.50.

In reference to payment for this work, the following is quoted from abovementioned letter dated December 21:

"The work to be done is a part of the Washington Suburban Sanitary Commission's sewer system; and, after making a study of the various methods for doing the work, it is believed desirable to have the Washington Suburban Sanitary Commission handle their own work, which is to be paid for by this Commission.

It was agreed that the Commission would pay for the installation of a 24" sewer, together with the necessary contingent items; however, the Sanitary Commission is to place a sewer having a 30" diameter and the additional cost is to be borne by the Sanitary Commission.

In order to arrive at these figures, bids were received on Alternates #1, #2 and #3. The Alternate #1 is for the placing of the 24" sewer, which in accordance with the low bid received amounts to $26,770.50. In addition thereto, the Commission has agreed to pay for the special encasing of the 30" sewer, and this is arrived at by taking the difference between the low bids on Alternates #2 and #3. This figure amounts to $865.00; and, this added to the cost of placing the 24" installation at contract prices, would make the Commission responsible to the extent of $27,635.50.

Incidentally, the Washington Suburban Sanitary Commission will place Alternate #3, the low bid being $31,112.50 and that Commission will pay the additional cost which amounts to $3,477.00. Mr. Shaw, in his letter of December 20, 1955, refers to an additional cost involved covering the materials to be furnished; and, I am advised that this will not be in excess of $12.00 as a total.

In addition to this item, there will be an engineering and administrative overhead charge, which is placed at 20% of the contract price or

Prince George Co

COPY

State Roads Commission
TRAFFIC DIVISION

DEC 16 1955

Geo. N. Lewis, Jr.
Director

Mr Cassell

December 15, 1955

See Minutes 12-21-55

Irving Street - Laurel

State Roads Commission,
Baltimore, Maryland.

Gentlemen:

After several years of negotiation, the City Council of Laurel, by letter dated July 6, 1955, agreed to take into the city system of streets the section of State highway known as Irving Street after certain improvements were made. The Commission formally approved this procedure on July 26, 1955.

The improvement was completed by prison labor forces on November 9, 1955, and the city officials accepted the improvement on November 10, 1955 after a field inspection of the project.

The City Council of Laurel took official action as indicated on the three attached certified copies of the approving resolution of November 28, 1955.

It is recommended that the Commission formally approve the transfer as indicated above and pre-date their action to November 30, 1955, so that the city of Laurel will be entitled to the 0.28 miles involved in the allocation of motor vehicle revenue funds.

Very truly yours,

Chief Engineer.

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

Prince George

Prince Georges Co.

X

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, DECEMBER 13, 1955
****

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

On recommendation of Chief Engineer Norman M. Pritchett, as set forth in his letter of December 5, 1955, to the State Roads Commission, the following final estimate was approved for payment, this section of road to be taken into the County System for maintenance by Prince George's County.

Final estimate of $22,854.87 for completion of construction of section of Mayhew Road, from Suitland Parkway to Meadows Road, for a distance of 1.2385 miles, our Contract #P-706-2-317 FAP#2-470(2), C. H. Lawson, Inc., contractor. The contract for this work was awarded on June 9, 1954 and was completed on June 2, 1955. The total amount of this contract is $144,689.59.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Jones, DiDomenico, Scrivener, Wannen, Clawson, Lewis, Robins.
Co. Commrs. of P.G. Co.
Cont. P-706-2-317 FAP#2-470 (2)
SRC-P.G. County

COPY

Prince George Co

December 12, 1955

To Mr. Roland E. Jones Dist. Engr.

From J. Paul Smith Assistant Engineer 1

Subject Road improvements by state forces in Prince George Co.

Dear Sir :

This is to advise that we have made no widening improvements in the County in excess of 0.1 mile that could be reported on the enclosed forms. We have made no bridge improvement on bridges over 20 feet.

Very truly yours

J. Paul Smith
Assistant Engineer 1

P.M.

State Roads Commission
TRAFFIC DIVISION

DEC 7 1955

Geo. N. Lewis, Jr.
Director

December 6, 1955

Mayor and City Council of Hyattsville
Hyattsville, Maryland

Gentlemen:

Attached are excerpt from minutes of the Commission's meeting November 16, 1955 and deed, dated November 16, 1955, which has been executed by the State Roads Commission and the Board of Public Works, conveying unto the Mayor and City Council of Hyattsville, all that part of Maryland Route #410 lying along Hamilton Street between 38th Avenue and 40th Avenue, in the City of Hyattsville.

Very truly yours,

C. R. Pease
Secretary

CRP:MLK
CC: Mr. N. M. Pritchett
Mr. W. F. Childs, Jr.
Mr. R. E. Jones
Mr. G. N. Lewis, Jr.

Baltimore
Industrial Union Jail
Metro in U.S.A.

State Roads Commission
TRAFFIC DIVISION
DEC 4 1956
Geo. N. Lewis Jr.
Director

December 6, 1956

Mayor and City Council of Hyattsville
Hyattsville, Maryland

Gentlemen:

Attached are excerpts from minutes of the Commission's meeting November 16, 1956 and deed, dated November 16, 1956, which has been executed by the State Roads Commission and the Board of Public Works, conveying unto the Mayor and City Council of Hyattsville, all that part of Maryland Route 410 lying along Queensbury Street between 38th Avenue and 40th Avenue, in the City of Hyattsville.

Very truly yours,

C. E. Foore
Secretary

CEF:MEE
Enc.
cc: Mr. H. E. Pritchett
Mr. W. F. Childs, Jr.
Mr. R. E. Jones
Mr. G. H. Lewis, Jr.

OK Leroy for

This Deed, made this 14th day of November, in the year nineteen hundred and fifty-five, by and between Russell H. McCain, Chairman, Edgar T. Bennett and Bramwell Kelly, constituting the State Roads Commission of Maryland, parties of the first part, Theodore R. McKeldin, Governor of Maryland, J. Millard Tawes, Comptroller of Maryland, and Hooper S. Miles, Treasurer of Maryland, constituting the Board of Public Works of Maryland, parties of the second part, and the Mayor and City Council of Hyattsville, Prince George's County, Maryland, a municipal corporation, party of the third part.

WHEREAS, the State Roads Commission has requested the Mayor and City Council of Hyattsville to accept .022 miles of Maryland Route #410 (along Hamilton Street between 38th Avenue and 40th Avenue) for maintenance, and

WHEREAS, by resolution duly passed by the Mayor and City Council of Hyattsville, it was resolved that the Mayor and City Council of Hyattsville would accept for maintenance the aforesaid part of Maryland Route #410 in consideration of the City of Hyattsville receiving from the State Roads Commission a deed conveying to the City of Hyattsville all right, title and interest of the State of Maryland in and to that part of Maryland Route #410, above described, and,

WHEREAS, under the provisions of Section 9 of Article 89B of the Code of Public General Laws of Maryland, it is necessary for the Board of Public Works to join in the conveyance of any interest in land by the State Roads Commission of Maryland.

NOW, THEREFORE, THIS DEED WITNESSETH: That for and in consideration of the sum of One ($1.00) Dollar and other good and valuable considerations the receipt of which is hereby acknowledged, the said parties of the first and second parts do hereby grant, convey and quitclaim unto the party of the third part, its successors and assigns, all that part of Maryland Route #410 lying along Hamilton Street between 38th Avenue and 40th Avenue, in the City of Hyattsville, and described as follows:

BEGINNING for the same at a point on the east line of 38th Avenue at approximate Station 3+83 on State Roads Commission's Plat No. 3660, which said plat is attached hereto and made a part hereof, and running in a westerly direction to approximate Station 15+60 as shown on the aforesaid plat. It

being the intent hereto to convey to the Mayor and City Council of Hyattsville all of the State of Maryland's right, title and interest which it now owns in and to this Portion of the bed of Hamilton Street as indicated by the right of way line on the aforesaid plat.

TO HAVE AND TO HOLD, the same unto the said Mayor and City Council of Hyattsville, their successors and assigns, in fee simple forever, subject to the easements and reservations hereinbefore set forth.

IN TESTIMONY WHEREOF, Witness the hands and seals of the parties hereto.

Russell H. McCain (SEAL)
Russell H. McCain, Chairman

Witness:

Edgar T. Bennett (SEAL)
Edgar T. Bennett, Member

C. C. Pearce
Secretary

Bramwell Kelly (SEAL)
Bramwell Kelly, Member

Constituting the State Roads Commission of Maryland

(Sgd) Theodore R. McKeldin (SEAL)
Theodore R. McKeldin
Governor of Maryland

Witness:

J. Millard Tawes (SEAL)
J. Millard Tawes
Comptroller of Maryland

(Sgd) Joseph C. McCaskey
Secretary

Hooper S. Miles (SEAL)
Hooper S. Miles
Treasurer of Maryland

Constituting the Board of Public Works of Maryland

STATE OF MARYLAND,

COUNTY OF BALTIMORE, to wit:

I HEREBY CERTIFY, That on this 16th day of December, in the year nineteen hundred and fifty-five, before me the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Russell H. McCain, Chairman, Edgar T. Bennett and Bramwell Kelly, constituting the State Roads Commission of Maryland, and they acknowledged the foregoing deed to be the act of the State Roads Commission of Maryland.

Witness my hand and Notarial Seal.

Hattie F. Freeman
Notary Public

STATE OF MARYLAND

COUNTY OF BALTIMORE, to wit:

I HEREBY CERTIFY, That on this 5th day of December, in the year nineteen hundred and fifty-five, before me the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Theodore R. McKeldin, J. Millard Tawes, and Hooper S. Miles, constituting the Board of Public Works of Maryland, and they acknowledged the foregoing deed to be the act of the Board of Public Works of Maryland.

Witness my hand and Notarial Seal.

(Sd) Joseph C. E. McCusker
Notary Public

Prince Georges Co.
Hyattsville x

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 16, 1955
******

Mr. Cassell

MD 410
HYATTSVILLE

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

In accordance with resolution adopted by the Mayor and City Council of Hyattsville on October 3, 1955, set forth in minutes of meeting of the Commission October 20, 1955, the Commission executed deed, in quadruplicate, dated November 16, 1955, by which it conveys, subject to approval of the Board of Public Works of Maryland, unto the Mayor and City Council of Hyattsville, Prince George's County, Maryland, all that part of Maryland Route #410 lying along Hamilton Street between 38th Avenue and 40th Avenue, in the City of Hyattsville, more fully described in said deed. Said deed had been approved as to form and legal sufficiency by Special Attorney Robert S. Rothenhoefer.

SEE LETTER 11-28-56

Copy: Messrs Pritchett, Childs, Hopkins, Morison, Goldeisen, Shure, Jones, Scrivener, Wannen, DiDomenico, Clawson, Lewis Buscher
Mayor & City Council of Hyattsville
Secretary's File
SRC- Prince George's Co.

F.A.P.

O M Leary Jr

This Deed, made this 14th day of November, in the year nineteen hundred and fifty-five, by and between Russell H. McCain, Chairman, Edgar T. Bennett and Brasewell Kelly, constituting the State Roads Commission of Maryland, parties of the first part, Theodore R. McKeldin, Governor of Maryland, J. Millard Tawes, Comptroller of Maryland, and Hooper S. Miles, Treasurer of Maryland, constituting the Board of Public Works of Maryland, parties of the second part, and the Mayor and City Council of Hyattsville, Prince George's County, Maryland, a municipal corporation, party of the third part.

WHEREAS, the State Roads Commission has requested the Mayor and City Council of Hyattsville to accept .022 miles of Maryland Route #410 (along Hamilton Street between 38th Avenue and 40th Avenue) for maintenance, and

WHEREAS, by resolution duly passed by the Mayor and City Council of Hyattsville, it was resolved that the Mayor and City Council of Hyattsville would accept for maintenance the aforesaid part of Maryland Route #410 in consideration of the City of Hyattsville receiving from the State Roads Commission a deed conveying to the City of Hyattsville all right, title and interest of the State of Maryland in and to that part of Maryland Route #410, above described, and,

WHEREAS, under the provisions of Section 9 of Article 89B of the Code of Public General Laws of Maryland, it is necessary for the Board of Public Works to join in the conveyance of any interest in land by the State Roads Commission of Maryland.

NOW, THEREFORE, THIS DEED WITNESSETH: That for and in consideration of the sum of One ($1.00) Dollar and other good and valuable considerations the receipt of which is hereby acknowledged, the said parties of the first and second parts do hereby grant, convey and quitclaim unto the party of the third part, its successors and assigns, all that part of Maryland Route #410 lying along Hamilton Street between 38th Avenue and 40th Avenue, in the City of Hyattsville, and described as follows:

BEGINNING for the same at a point on the east line of 38th Avenue at approximate Station 3+83 on State Roads Commission's Plat No. 3660, which said plat is attached hereto and made a part hereof, and running in a westerly direction to approximate Station 15+60 as shown on the aforesaid plat. It

being the intent hereto to convey to the Mayor and City Council of Hyattsville all of the State of Maryland's right, title and interest which it now owns in and to this Portion of the bed of Hamilton Street as indicated by the right of way line on the aforesaid plat.

TO HAVE AND TO HOLD, the same unto the said Mayor and City Council of Hyattsville, their successors and assigns, in fee simple forever, subject to the easements and reservations hereinbefore set forth.

IN WITNESS WHEREOF, witness the hands and seals of the parties hereto.

Bennett H. Mountain, Chairman (SEAL)

Witness:

Edgar T. Bennett, Member (SEAL)

Secretary

Bramwell Kelly, Member (SEAL)

Constituting the State Roads Commission of Maryland

Theodore R. McKeldin (SEAL)
Governor of Maryland

Witness:

J. Millard Tawes (SEAL)
Comptroller of Maryland

Secretary

Hooper S. Miles (SEAL)
Treasurer of Maryland

Constituting the Board of Public Works of Maryland

STATE OF MARYLAND,

COUNTY OF BALTIMORE, to wit:

I HEREBY CERTIFY, That on this 16th day of December, in the year nineteen hundred and fifty-five, before me the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Russell M. McCain, Chairman, Edgar T. Bennett and Bramwell Kelly, constituting the State Roads Commission of Maryland, and they acknowledged the foregoing deed to be the act of the State Roads Commission of Maryland.

Witness my hand and Notarial Seal.

Notary Public

STATE OF MARYLAND

COUNTY OF BALTIMORE, to wit:

I HEREBY CERTIFY, That on this 5th day of December, in the year nineteen hundred and fifty-five, before me the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Theodore R. McKeldin, J. Millard Tawes, and Hooper S. Miles, constituting the Board of Public Works of Maryland, and they acknowledged the foregoing deed to be the act of the Board of Public Works of Maryland.

Witness my hand and Notarial Seal.

(Sd) Joseph C. G. McCurdy

Mr. Cassell

MD 410
Hyattsville

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, OCTOBER 20, 1955
****

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

On recommendation of Chief Engineer Norman W. Pritchett in letter to the Commission dated October 20, 1955, the Commission formalized the transfer of that part of Md. Route 410 (0.20 miles along Hamilton Street between 38th and 40th Avenues) to the City of Hyattsville, Maryland, in accordance with resolution adopted by the Mayor and City Council of Hyattsville, October 3, 1955, reading as follows:

" WHEREAS, the Maryland State Roads Commission has requested the Mayor and City Council of Hyattsville to accept 0.20 miles of Maryland Route #410 (along Hamilton Street between 38th and 40th Avenues) for maintenance; and

SEE MINUTES 11-16-55

WHEREAS, the Mayor and City Council of Hyattsville have considered this offer and are willing to accept this section of Route #410 for maintenance at such time as a deed is executed by the Chairman of the State Roads Commission and by the Maryland Board of Public Works conveying to the City of Hyattsville all the right, title, and interest the State may have in and to the section of road hereinbefore described;

THEREFORE, BE IT RESOLVED by the Mayor and City Council of Hyattsville in regular session assembled, that the Mayor and City Council of Hyattsville will accept for maintenance that part of Maryland Route #410 (0.20 miles along Hamilton Street between 38th and 40th Avenues) in consideration of the City receiving from the Maryland State Roads Commission a deed executed by the Chairman of the State Roads Commission and the Maryland Board of Public Works conveying to the City of Hyattsville all right, title, and interest of the State of Maryland to that part of Maryland Route #410 above described.

AND BE IT FURTHER RESOLVED that a true copy of this resolution be sent to the State Roads Commission".

Copy: Messrs Pritchett, Hopkins, Goldeisen, Jones, Wannen, Clawson, Buscher, Childs, Morison, Shure, Scrivener, DiDomenico, Lewis.
Mayor & City Council of Hyattsville
SRC-Prince George's Co.
Secretary's File

P. J.

State Roads Commission
TRAFFIC DIVISION

OCT 7 1955

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 27, 1955
***

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

The following Ordinance adopted by the Mayor and Town Council of Edmonston, Maryland, September 12, 1955, is quoted for the purpose of record:

"ORDINANCE

BE IT ORDAINED BY THE MAYOR AND TOWN COUNCIL OF EDMONSTON, MARYLAND, That Crittenden Street be and it is hereby closed at the intersection with the New Edmonston Road, thus making Crittenden Street a "dead-end" at this point, in order that it can be left on its present grade, with no approach to the New Edmonston Road, and that the State Roads Commission of Maryland, be notified of the adoption of this Ordinance, and that this Ordinance take effect immediately upon its passage."

Copy: Mr. N. M. Pritchett
Mr. C. A. Goldeisen
Mr. R. E. Jones
Mr. G. N. Lewis, Jr.
Mr. C. W. Clawson
Secretary's File
SRC-Prince George's Co.

Copy: Messrs. Pritchett, Hopkins, Morison, Wannen, Jones, Scrivener, Goldeisen, DiDomenico, Clawson, Lewis, Moser
Secretary's File
SRC-Prince George's Co.

Mr Beall

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 27, 1955
***

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

The Commission approved the submission of the following Petition to the County Commissioners of Prince George's County, for the closing of a section of Ardwick-Ardmore Road in the vicinity of the Palmer Highway and the closing of the Pennsylvania Railroad crossing in Prince George's County:

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
SECTION OF ARDWICK-ARDMORE ROAD IN THE VICINITY
OF THE PALMER HIGHWAY
AND THE CLOSING OF THE PENNSYLVANIA RAILROAD CROSSING

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of those portions of Ardmore-Ardwick Road in Prince George's County, Maryland, which are included within the following limits that is to say:

1 - From fifty feet west of Jefferson Street to thirty feet east of Madison Street. AT CAPITAL BELT & MD 704

2 - From Ardwick Avenue to two hundred feet west of Ardwick Avenue.

3 - From one hundred twenty-five feet west of the centerline of the Pennsylvania Railroad to nine hundred feet east of the centerline of the Pennsylvania Railroad. AT JOHN HANSON & ARDMORE-ARDWICK RD

The porticns of the public road proposed to be closed are shown on a plat prepared by the said Maryland State Roads Commission dated August 9, 1955, and titled "Proposed Relocation of Ardwick Road" filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public.

The portions of Ardwick-Ardmore Road to be closed are to be replaced by a relocation which would cross the Palmer Highway, approximately six hundred (600) feet southwesterly of the existing crossing, with a channelized connection; thence, shall proceed along First Street, with a bridge over the Washington Circumferential Highway, joining the existing Ardwick-Ardmore Road.

WHEREFORE, petitioner respectfully prays that the orders of the Commissioners for Prince George's County assure authorizing the action requested with respect to the aforegoing portions of the public road.

MARYLAND STATE ROADS COMMISSION

By /S/ Russell H. McCain
Russell H. McCain, Chairman

/S/ C. R. Pease
C. R. Pease, Secretary

Approved as to form and
legal sufficiency

/S/ J. Howard Holzer
J. Howard Holzer, Special Attorney

P.M.

Copy: Messrs. Pritchett, Hopkins, Grafton, Mattson, Jones, Scrivener, Dalgleish,
McDonald, Clemson, Lewis, Moser
Secretary's File
Mr. Prince George's Co.

EXTRACT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 27, 1955

Present: Mr. Russell H. Mochin, Chairman, and Mr. Francis Kelly.

The Commission approved the submission of the following petition to the County Commissioners of Prince George's County, for the closing of a section of Arbrick-Ardmore Road in the vicinity of the Palmer Highway and the closing of the Pennsylvania Railroad crossing in Prince George's County:

"To the Honorable Commissioners
for Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
SECTION OF ARBRICK-ARDMORE ROAD IN THE VICINITY
OF THE PALMER HIGHWAY
AND THE CROSSING OF THE PENNSYLVANIA RAILROAD CROSSING

Now comes the Maryland State Roads Commission pursuant to Section 12B of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of those portions of Arbrick-Ardmore Road in Prince George's County, Maryland, which are included within the following limits that is to say:

1 - From fifty feet west of Jefferson Street to thirty feet east of Madison Street.

2 - From Arbrick Avenue to two hundred feet west of Arbrick Avenue.

3 - From one hundred twenty-five feet west of the centerline of the Pennsylvania Railroad to nine hundred feet east of the centerline of the Pennsylvania Railroad.

The portions of the public road proposed to be closed are shown on a plat prepared by the said Maryland State Roads Commission dated August 5, 1955, and titled "Proposed Relocation of Arbrick Road" filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public.

The portions of Arbrick-Ardmore Road to be closed are to be replaced by a relocation which would cross the Palmer Highway, approximately six hundred (600) feet southwesterly of the existing crossing, with a channelized connection; thence, small crossed along First Street, with a bridge over the Washington Circumferential Highway, joining the existing Arbrick-Ardmore Road.

WHEREFORE, petitioner respectfully prays that the orders of the Commissioners for Prince George's County assume authority the action requested with respect to the affecting portions of the public road.

MARYLAND STATE ROADS COMMISSION

By /S/ Russell H. Mochin
Russell H. Mochin, Chairman

/S/ C. R. Pease
C. R. Pease, Secretary

Approved as to form and
legal sufficiency

/S/ J. Howard Holmes
J. Howard Holmes, Special Attorney

J. Gorsuch

Mr. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 28, 1955
*****

See letter 12-15-55 & Minutes 12-21-55

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

As recommended by Chief Engineer Norman M. Pritchett, in letter dated July 15, 1955, the Commission, in consideration of letter from Mayor and City Council of Laurel, Maryland, addressed to Mr. R. E. Jones, District Engineer, dated July 6, 1955, reading,

> "Your letter of May 24, 1955, to the Mayor and Council in regard to the Town taking Irving Street from the State Roads Commission System, after certain improvements have been made, as outlined in your letter, was read and approved at the last meeting of the Mayor and Council,"

authorized the Engineering Department to proceed, by the use of prison labor forces, with the planned improvement of Irving Street (Maryland Route 725) in Laurel, with the understanding that upon its completion, it will be taken into the town system of streets by Laurel.

Copy: Messrs McCain, Pritchett, Morison, Goldeisen, Lewis, Jones.
SRC* Prince Geo. Co.

C
O
P
Y

cc Mr. [illegible] Friend

Pr. Geo. Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

THURSDAY, JUNE 23, 1955

MD 208

- - - - - - - - - - - - - - - - -

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

On Recommendation of Chief Engineer Norman M. Pritchett in letter to the Commission dated June 10, 1955, the Commission formalized the transfer of 34th Street, from Rhode Island Avenue to Taylor Street, to the City of Mt. Rainier, in accordance with letter dated May 18, 1955, from the Mayor and City Council of Mt. Rainier, Maryland, which states in part:

"At a Regular Meeting of the Mayor and City Council held May 17th, 1955 it was unanimously agreed that the City of Mt. Rainier accept from the State Roads Commission the maintenance of 34th Street from Rhode Island Avenue to Taylor Street." + 0.02 mi on TAYLOR ST FROM 34th ST TO CEDAR LA. (CORP. LMTS. OF BRENTWOOD)

Rec'd. 12-6-56 URH.

Copy: Messrs Pritchett, Jones, Clawson, Hopkins, Scrivener, Lewis, Morison, Goldeisen, Moser, Wannen, DiDomenico; Secretary's File; SRC-Prince Geo. Co.

Mr Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 17, 1955
*****

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

The Commission approved the submission of the following Petition to the County Commissioners of Prince George's County, for the closing of a portion of the Old Landover Road, Oak Street, and Maryland Avenue in Prince George's County:

"To The Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
A PORTION OF OLD LANDOVER ROAD, OAK STREET, AND MARYLAND AVENUE
IN PRINCE GEORGE'S COUNTY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of the following public roads in Prince George's County that is to say:

For the closing of that part of the public roads in Prince George's County commonly called Old Landover Road, Oak Street, and Maryland Avenue which is included within the following limits, that is to say:

0.085 mi

Beginning at the present road block of Old Landover Road on the west side of the Pennsylvania Railroad and extending westerly across the Annapolis-Washington Expressway as presently planned for a distance of four hundred fifty (450) feet; beginning at the present termination of Oak Street on the west side of the Pennsylvania Railroad and extending westerly across the Annapolis-Washington Expressway as planned for a distance of six hundred (600) feet; beginning at the intersection of New Landover Road and Maryland Avenue and extending northerly for a distance of one hundred fifty (150) feet. The portion of Maryland Avenue closed to be replaced by extending the present Magruder Avenue northerly from New Landover Road to Old Landover Road a distance of three hundred (300) feet.

0.057 mi 0.028 mi 0.114 mi

The portion of the public roads proposed to be closed are shown ona plat prepared by the said Maryland State Roads Commission filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public.

WHEREFORE, Petitioner respectfully prays that the orders of Commissioners for Prince George's County issue authorizing the action requested with respect to the aforegoing public road.

MARYLAND STATE ROADS COMMISSION

By /s/ Russell H. McCain
Russell H. McCain, Chairman

/s/ C. R. Pease
C. R. Pease, Secretary

Approved as to form and
legal sufficiency
/s/ Joseph D. Buscher
Joseph D. Buscher, Special Ass't. Attorney General"

Copy to T. Keane.
3/1/55

MD 210

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 3, 1955
*****

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

In reference to action of the Commission at meeting Thursday, December 2, 1954, authorizing acceptance into the State Roads System of Maryland of the section of the Indian Head Military Road, from the District of Columbia Line to the Bryan's Road, approximately 14.85 miles in length, from the Federal Government, upon the final clearance of two items as follows:

(1) Dedication of the right of way from the Federal Government to the State Roads Commission in fee simple without any permits, licenses or agreements; and

(2) Completion of "work necessary to place this road for its entire distance in a condition acceptable to this Commission and assumption on the part of the Bureau of Public Roads of the cost of this work",

Mr. E. F. Gleason, District Engineer of the Bureau of Public Roads, delivered to the Commission a deed, in duplicate, dated November 16, 1954, by and between the United States of America, acting by and through the Secretary of Commerce, party of the first part, and the State of Maryland for the use of the State Roads Commission of Maryland, acting by and through the Chairman of the State Roads Commission, party of the second part, wherein the party of the first part, as authorized and directed by law, and upon the condition that the party of the second part will accept the same and will maintain the access road constructed thereon as thereinabove described, preserve its controlled access features and prevent encroachments upon the right-of-way thereof, and permit no new direct entrances to the main traveled portion of said road or crossings thereof at grade except where required for new public roads established by and under the jurisdiction of the party of the second part, does thereby grant and convey to the party of the second part, its successors and assigns, all the right, title and interest of the party of the first part in and to the parcels of land situated in the Counties of Charles and Prince George's, State of Maryland, more particularly set forth therein.

In compliance with the conditions set forth in said deed, which had been approved as to form and legal sufficiency by Special Attorney Robert S. Rothenhoefer, Chairman Russell H. McCain, acting for and on behalf of the State Roads Commission, State of Maryland, executed the deed in duplicate.

In reference to Item 2 of the minutes of December 2, 1954, Mr. Gleason indicated that the work necessary to place the road in an acceptable condition has been awarded to McGuire and Rolfe, Inc.

Copy: Messrs Pritchett, Morison, Jones, DiDomenico, Spelman, Childs, Jr., Goldeisen, Scrivener, Clawson, Gleason, Hopkins, Shure, Wannen, Lewis, Moser
Secretary's File
SRC-Pr.Geo. Co.

PG.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 3, 1955

****

Present: Mr. Russell H. Jackson, Chairman, Senator Edgar T. Lemmett and Mr. Brassell Kelly.

In reference to action of the Commission at meeting Thursday, December 2, 1954, authorizing acceptance into the State Roads System of property of the Section of the Indian Head Military Road, from the Maryland of Columbia line to the Oxon's Road, approximately 10.85 miles in length, from the Federal Government, upon the final clearance of two items as follows:

(1) Indication of the right of the Federal Government to the State Roads Commission in fee simple without any permits, licenses or agreements; and

(2) Completion of "work" necessary to place this road for its entire distance in a condition acceptable to the Commission and assumption on the part of the Bureau of Public Roads of the cost of this work".

Mr. E. F. Weaver, District Engineer of the Bureau of Public Roads, delivered to the Commission a deed, in duplicate, dated November 19, 1954, by and between the United States of America, acting by and through the Secretary of Commerce, party of the first part, and the State of Maryland for the use of the State Roads Commission of Maryland, acting by and through the Chairman of the State Roads Commission, party of the second part, wherein the party of the first part, as authorized and directed by law, and upon the condition that the party of the second part will accept the same and will maintain the access road constructed thereon as hereinafter described, preserve its controlled access features and prevent encroachments upon its right-of-way thereof, and permit no new direct entrances to the main traveled portion of said road or crossings thereof at grade except where required for new public roads established by and under the jurisdiction of the party of the second part, does hereby grant and convey to the party of the second part, its successors and assigns, all the right, title and interest of the party of the first part in and to the parcels of land situated in the counties of Charles and Prince George's, State of Maryland, more particularly set forth therein.

In compliance with the conditions set forth in said deed, which had been approved as to form and legal sufficiency by Special Attorney Robert S. Rothhorsfer, Chairman Russell H. Jackson, acting for and on behalf of the State Roads Commission, State of Maryland, executed the deed in duplicate.

In reference to Item 2 of the minutes of December 2, 1954, Mr. Chairman indicated that the work necessary to place the road in an acceptable condition has been awarded to Robins and Rolle, Inc.

Copy: Messrs Fritchett, Grimes, Moore, Dillenbeck, Shelton, Collins, Mr. Middleton, Fortunato, Gleason, Gibson, Hoffine, Shore, Hanson, Lewis, Mr. Masters, file
SHO-Br.Geo. Co.

Not Issued

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 3, 1955
*****

MD 210

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

In reference to action of the Commission at meeting Thursday, December 2, 1954, authorizing acceptance into the State Roads System of Maryland of the section of the Indian Head Military Road, from the District of Columbia Line to the Bryan's Road, approximately 14.85 miles in length, from the Federal Government, upon the final clearance of two items as follows:

(1) Dedication of the right of way from the Federal Government to the State Roads Commission in fee simple without any permits, licenses or agreements; and

(2) Completion of "work necessary to place this road for its entire distance in a condition acceptable to this Commission and assumption on the part of the Bureau of Public Roads of the cost of this work",

Mr. E. F. Gleason, District Engineer of the Bureau of Public Roads, delivered to the Commission a deed, in duplicate, dated November 16, 1954, by and between the United States of America, acting by and through the Secretary of Commerce, party of the first part, and the State of Maryland for the use of the State Roads Commission of Maryland, acting by and through the Chairman of the State Roads Commission, party of the second part, wherein the party of the first part, as authorized and directed by law, and upon the condition that the party of the second part will accept the same and will maintain the access road constructed thereon as thereinabove described, preserve its controlled access features and prevent encroachments upon the right-of-way thereof, and permit no new direct entrances to the main traveled portion of said road or crossings thereof at grade except where required for new public roads established by and under the jurisdiction of the party of the second part, does thereby grant and convey to the party of the second part, its successors and assigns, all the right, title and interest of the party of the first part in and to the parcels of land situated in the Counties of Charles and Prince George's, State of Maryland, more particularly set forth therein.

In compliance with the conditions set forth in said deed, which had been approved as to form and legal sufficiency by Special Attorney Robert S. Rothenhoefer, Chairman Russell H. McCain, acting for and on behalf of the State Roads Commission, State of Maryland, executed the deed in duplicate.

In reference to Item 2 of the minutes of December 2, 1954, Mr. Gleason indicated that the work necessary to place the road in an acceptable condition has been awarded to McGuire and Rolfe, Inc.

Copy: Messrs Pritchett, Morison, Jones, DiDomenico, Spelman, Childs, Jr., Goldeisen, Scrivener, Clawson, Gleason, Hopkins, Shure, Wannen, Lewis, Moser
Secretary's File
SRC-Pr.Geo. Co.

PG.

MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 2, 1926

Present: Mr. Russell H. Jackson, Chairman, Senator Edgar Y. Bennett and Mr. Brewster Kelly.

In reference to action of the Commission at meeting Thursday, December 2, 1926, authorizing acceptance into the State Roads System of Maryland of the Secretary of the Indian Head Military Road, from the District of Columbia line to the Bryan's Road, approximately 16.85 miles in length, from the Federal Government, upon the final clearance of two items as follows:

(1) Definitely the right of way from the Federal Government to the State Roads Commission in fee simple without any permits, licenses or easements; and

(2) Completion of work necessary to place this road for its entire distance in a condition acceptable to this Commission and assumption on the part of the Bureau of Public Roads of the cost of this work".

Mr. L. F. Gibson, District Engineer of the Bureau of Public Roads, delivered to the Commission a deed, in duplicate, dated November 19, 1926, by and between the United States of America, acting by and through the Secretary of Commerce, party of the first part, and the State of Maryland for the use of the State Roads Commission of Maryland, acting by and through the Chairman of the State Roads Commission, party of the second part, wherein the party of the first part, as authorized and directed by law, and upon the condition that the party of the second part will accept the same and will maintain the access road constructed thereon as thereinabove described, preserve its controlled access feature and prevent encroachments upon the right-of-way thereof, and permit no new direct entrances to the main traveled portion of said road or crossings thereof at grade except where required for new public road entrances and under the jurisdiction of the party of the second part, does thereby grant and convey to the party of the second part, its successors and assigns, all the right, title and interest of the party of the first part in and to the parcels of land situated in the counties of Charles and Prince George's, State of Maryland, more particularly set forth therein.

In compliance with the conditions set forth in said deed, which had been approved as to form and legal sufficiency by Special Attorney Robert S. Rothenberger, Chairman Russell H. Jackson, acting for and on behalf of the State Roads Commission, State of Maryland, executed the deed in duplicate.

In reference to Item 2 of the minutes of December 2, 1926, Mr. Gibson indicated that the work necessary to place the road in an acceptable condition has been assumed by Robins and Rolle, Inc.

Copy issues Friedrich, Carlson, Jones, Dickerson, Bullard, Collins, Mr. Holdsten, Kurtzmer, Gibson, Fisher, Hopkins, Shaw, Mooney, Lewis, Other Secretary's file
SBO-Fr.Sec. to.

Trans. Cancel

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, JANUARY 21, 1955
*****

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

As requested by Chief Engineer Norman M. Pritchett in letter dated January 18, 1955, the following letter dated August 19, 1954 from Mr. Thomas F. Hicks, Clerk, Board of County Commissioners for Prince George's County, Maryland, to Mr. Russell H. McCain, Chairman, is recorded for the purpose of record.

"The following is a certified copy of an order passed by the Board of County Commissioners at their regular meeting August 13, 1954:

See letter from Chief Engr 3-9-55

"It was Ordered, that the State Roads Commission be advised, that in accordance with the recommendation of the Administrator of the Department of Public Works for Prince George's County, upon the completion of the East-West Highway, from in the vicinity of Riggs Road on a new route southeasterly to the intersection of Colesville Road and Queens Chapel Road, the Board of County Commissioners for Prince George's County, will accept into the county road system for future maintenance, Ager Road from the terminus of the new extension of the East-West Highway, to the Hyattsville Town Line."

Copy: Messrs McCain, Pritchett, Morison, Jones, Lewis, Jr., Hopkins, Goldeisen, Shure, DiDomenico, Scrivener, Wannen, Clawson
SRC-Prince George's County
Co. Commrs. of Pr. Geo. Co.

Tom:
Please show John where this is located
Jewel.

Received 11/26/56 W.R. Hicks

P.G.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, JANUARY 21, 1955

*****

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

As requested by Chief Engineer Morgan M. Pritchett in letter dated January 19, 1955, the following letter dated August 15, 1954 from Mr. Thomas F. Hicks, Clerk, Board of County Commissioners for Prince George's County, Maryland, to Mr. Russell H. McCain, Chairman, is reported for the purpose of record.

The following is a certified copy of an order passed by the Board of County Commissioners at their regular meeting August 13, 1954:

"It was ordered, that the State Roads Commission be advised, that in accordance with the recommendation of the Administrator of the Department of Public Works for Prince George's County, upon the acquisition of the Lake-Fort Slocum Way, lots in the vicinity of Silver Lake on a new route recommended by the Department of Public Works and Queens Chapel Road, the Board of County Commissioners for Prince George's County, will accept in lieu the county roads, plans for future maintenance, after [illegible] from the Department of the new extension of the State Roads Highway, to the Kyeteyville Town Line."

Copy: James McCain, Pritchett, Morrison, Doran, Lewis, Jr., Hopkins, Goldstein, Shire, Bittenbind, Sorlumer, Barnes, Elkins
Sec-Prince George's County
Co. Comm. of Pu. Wks.

Tom:
Please show where this is located
Paul

Tom: See me regarding this Subcommittee 12/20/54 PR. GEO. Co.

At the regular meeting of the State Roads Commission of Maryland held at the office of the said Commission on the 26th day of November, 1954, the following resolution was duly moved, seconded and adopted:

WHEREAS, the State Roads Commission and the County Commissioners of Prince George's 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 Prince George's County from State Roads to County Roads and certain other roads from County Roads to State Roads.

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

SRC No.	Road	From	To	Mileage	Width
Md 197 Ext. 16-115 39	Millbranch (Collington) Rd.	U.S. 301	U.S. 50 & Md. 197	3.12	14' to 16'
Md 556 Ext. 16-116 40	Buchheister Road	Md. 214 & Md. 556	Md. 202	2.20	14' to 18'
Md 223 Ext. 16-117 41	Woodyard Road	Md. 4 at Mellwood	Md. 5 at Clinton	5.55	18'
Md 223 Ext. 16-69 42	Piscataway Road	Md. 224	N. to Md. 223	1.92	18'
Md 382 Ext. 16-118 43	Davis Shop Rd. & River Rd.	Charles Co. Line	N. to Md. 383	6.04	16'
Md 381 Ext. 16-119 44	T.B.-Accokeek Road	Md. 224 at Bealle	E. to Md. 5 at T.B.	~~7.15~~ 7.42	18'
				25.98	

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

SRC No.	Road	Route No.	From	To	Mileage	Width
16-102 2	Cook Road	Md. 694	Md. 212	Old Balto. Pike	0.17	18'
16-104 6	Bowie Race Track Rd.	Md. 703	U.S. 50	Bowie Race Tr. Rd.	1.69	38'
16-52 8	Ray Road	Md. 204	Md. 212	Takoma Pk. Line	~~1.05~~ 0.975	22' to 23'
16-83 9	Hamilton Street	Md. 410	Queens Chapel Rd.	Ager Rd.	0.35	24' to 54'
[illegible]	[illegible]	Md. 207	Dartmouth Road	B & O RR	0.26	22'
14	Glendale Rd.	Md. 199	U.S. 50	Glendale Rd.	0.75	14'
18	Old Landover Rd.	Md. 716	Md. 202	Md. 202 at Kent Village	1.14	22'
19	Addison Road	Md. 695	D.C. Line	Cheverly Manor Easterly	0.24	30'
20	65th Street	Md. 492	D.C. Line	Md. 214	0.51	24'

PR. GEO. Co.

SRC No.	Road	Route No.	From	To	Mileage	Width	
21.	Addison Road	Md. 389	Md. 704	Md. 214	0.82	24'	Co 366
22.	57th Avenue	Md. 200	Md. 4	Md. 214	1.05	28'	Co 178
23.	Forestville-Ritchie Road	Md. 534	Md. 4 at Forestville	Md. 221 Ritchie-Marlboro Rd.	2.36	15'	Co. 1206
24.	Ritchie-Marlboro Rd.	Md. 221	Md. 214	Md. 4	7.53	17'	Co. 974
25.	Old Marlboro Pike	Md. 714	Md. 4	Dower House Rd.	0.49	18'	Co. 1209
26.	Crain Highway, Sec. 1	Md. 761	Md. 4 at Wells Corner	U.S. 301	1.49	24'	Co 1213
27.	Crain Highway, Sec. 2	Md. 761	U.S. 301	Md. 4	2.36	22' to 36'	Co 1212
28.	Oxon Hill Road	Md. 414	Indianhead Res. Rd.	Oxon Hill Road	0.53	16'	Co 114
29.	Livingston Rd., Sec. 1	Md. 224	Indianhead Res. Rd.	Indianhead Res. Rd.	3.06	18' to 21'	
30.	Livingston Rd., Sec. 2	Md. 224	Indianhead Res. Rd.	Indianhead Res. Rd.	3.07	18'	
31.	Livingston Rd., Sec. 3	Md. 224	Indianhead Res. Rd.	Piscataway Road	2.45	18'	
31A.	Livingston Rd., Sec. 4	Md. 224	Piscataway Road	T.B. Accokeek Rd.	2.20	18'	
32.	Livingston Rd., Sec. 5	Md. 224	Indianhead Res. Rd.	Charles Co. Line	3.88	18'	
33.	Ft. Washington Rd.	Md. 549	Livingston Road	Ft. Wash. Res.	3.02	16'	Co. 416
34.	Crescent	Md. 761	U.S. 301	U.S. 301	0.36	24'	Co. 1211
35.	Croome Airport Rd.	Md. 705	Md. 382	Columbia Airport	3.03	16'	Co. 1208
					43.86		

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

1. That the exchange be made on an "as is basis" and that there be no monetary or other consideration involved in making the exchange on the part of either agency.

2. That the transfer of roads will in no way jeopardize the County's full participation in the State's 12-year Improvement Program in Prince George's County as to the mileage of road to be improved.

3. That the State will immediately undertake the reconstruction of the bridge over the Piscataway Road.

4. That they recognize that this is the commencement of a new policy of road exchange between the State and the County and such plan be a flexible one whereas the matter of further road exchange will be restudied and reevaluated periodically by the two (2) jurisdictions.

ADOPTED THIS 26th DAY OF NOVEMBER, 1954

STATE ROADS COMMISSION OF MARYLAND

By_____
Russell H. McCain, Chairman

Attest:

_____
C. E. Case, Secretary

December 17, 1954

To: Mr. Cassell

From: Mr. Lewis

Subject: S.R.C. Minutes

Attached are copies of Excerpt from minutes of meeting of the Commission on December 2, 1954, at which time the Commission authorized acceptance in the State Roads System of Maryland of the section of Indian Head Military Road, from the District of Columbia Line to the Bryan's Road.....

Please correct your records accordingly.

Very truly yours,

Geo. N. Lewis, Jr.,
Director

c
cc:-
Co. Rd. Projects - Prince George's Co.
Rds. Accepted Into ~~Co.~~ System

St.

Prince George County

December 17, 1954

Mr. Bassett

Dear Mr. Bassett:

Enclosed are copies of Resolution Nos. adopted by Portland City Council on December 15, 1954, at which time the Council in authorized acceptance in the State Park Department of easements on the section of Indian Head Military Road, from the Lightlet of Columbia Line to the Airport Road.....

Please correct your records accordingly.

Very truly yours,

Geo. H. Lewis, Jr.,
Director

cc:-
Co. Ad. Projects - Prince Rupert's Co.
File. Accepted into Sec. Series

Jno Crosell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSIOJ
THURSDAY, DECEMBER 2, 1954
******

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

In accordance with recommendation in letter of November 30, 195 from Wm. F. Childs, Jr., Advisory Engineer, the Commission authorized acceptance into the State Roads System of Maryland of the section of Indian Head Military Road, from the District of Columbia Line to the Bryan's Ro approximately 14.85 miles in length, from the Federal Government in accordance with agreement reached as a result of conference January 22, 1953 participated in by Messrs. H. J. Spelman, S.L. Taylor, E. F. Gleason and E. L. Tarwater of the Bureau of Public Roads, and Messrs W. F. Childs, Jr., P.A. Morison, E. G. Duncan and W. E. Sayers of the State Roads Commission, upon the final clearance of two items as follows:

(1) Dedication of the right of way from the Federal Government to the State Roads Commission in fee simple without any permits, licenses or agreements; and

(2) Completion of "work necessary to place this road for its entire distance in a condition acceptable to this Commission and assumption on the part of the Bureau of Public Roads of the cost of this work."

Copy: Messrs Pritchett, Childs, Jr., Hopkins, Morison, Goldeisen, Shure, Jones, Scrivener, Wannen, DiDomenico, Clawson, Lewis, Spelman, Gleason.
SRC-Prince George's County

12/20/54

P.S. This will not be accepted until the two contingent factors are complied with
GNL Jr

MD 210

EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD CONFERENCE,
THURSDAY, NOVEMBER 6, 1958.

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

In accordance with recommendation in letter of November 10, 1958 from Mr. T. Phillips, Jr., Advisory Engineer, the Commission authorized approaches into the State Park System of Maryland on the section of Indian Head Military Road, from the District of Columbia line to the Maryland approximately 10.55 miles in length, from the Federal government to accordance with agreement reached as a result of conference January 22, 1957 participated in by Mesdames [illegible], Cleland, [illegible] Taylor, E. F. Dawson and A. L. [illegible], Messrs. [illegible] Director of the State Park Commission, and [illegible] Director of the State Roads Commission, and [illegible] the final clearance of the items as follows:

(1) Dedication of the right of way from the Federal Government to the State Roads Commission in the State without any [illegible], licenses or easements.

(2) Construction of road [illegible] to place it in use for the [illegible] driving in a manner acceptable to this Commission and approval on the part of the Bureau of Public Roads of the scope of improvements.

Copy: Mesdames Fitzpatrick, Cleland, [illegible], Dorsey, Dulaney, Shore, [illegible], Scrivener, Thomas, Underwood, Glover, [illegible], Sessions, Mesdames Office-Office Secretary's Board

Jew Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSIOJ
THURSDAY, DECEMBER 2, 1954
******

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

In accordance with recommendation in letter of November 30, 1954 from Wm. F. Childs, Jr., Advisory Engineer, the Commission authorized acceptance into the State Roads System of Maryland of the section of Indian Head Military Road, from the District of Columbia Line to the Bryan's Road, approximately 14.85 miles in length, from the Federal Government in accordance with agreement reached as a result of conference January 22, 1953 participated in by Messrs. H. J. Spelman, S.L. Taylor, E. F. Gleason and E. L. Tarwater of the Bureau of Public Roads, and Messrs W. F. Childs, Jr., P.A. Morison, E. G. Duncan and W. E. Sayers of the State Roads Commission, upon the final clearance of two items as follows:

(1) Dedication of the right of way from the Federal Government to the State Roads Commission in fee simple without any permits, licenses or agreements; and

(2) Completion of "work necessary to place this road for its entire distance in a condition acceptable to this Commission and assumption on the part of the Bureau of Public Roads of the cost of this work."

Copy: Messrs Pritchett, Childs, Jr., Hopkins, Morison, Goldeisen, Shure, Jones, Scrivener, Wannen, DiDomenico, Clawson, Lewis, Spelman, Gleason. SRC-Prince George's County

12/20/54
P.S. This will not be accepted until the two contingent factors are complied with
GNL Jr

Prince George

At the regular meeting of the State Roads Commission of Maryland held at the office of the said Commission on the 26th day of November, 1954, the following resolution was duly moved, seconded and adopted:

WHEREAS, the State Roads Commission and the County Commissioners of Prince George's 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 Prince George's County from State Roads to County Roads and certain other roads from County Roads to State Roads.

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

SRC No.	Road	From	To	Mileage	Width
39	Millbranch (Collington) Rd. MD 197 Ext.	U.S. 301	U.S. 50 & Md. 197	3.12	14' to 16'
40	Buchheister Road MD 556 Ext	Md. 214 & 556	Md. 202	2.20	14' to 18'
41	Woodyard Road MD 223 Ext	Md. 4 at Mellwood	Md. 5 at Clinton	5.55	18'
42	Piscataway Road MD 223 Ext.	Md. 224	N. to Md. 223	1.92	18'
43	Davis Shop Rd. & River Rd. MD 382	Charles Co. Line to Md. 381	N. to Md. 383	6.04	16'
44	T.B.-Accokeek Road MD 373	Md. 224 at Bealle	E. to Md. 5 at T.B.	7.15	18'
				25.98	

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

SRC No.	Road	Route No.	From	To	Mileage	Width
2	Cook Road	Md. 694	Md. 212	Old Balto. Pike	0.17	18'
6	Bowie Race Track Rd.	Md. 703	U.S. 50	Bowie Race Tr. Rd.	1.69	38'
8	Ray Road	Md. 204	Md. 212	Takoma Pk. Line	1.05	22' to 23'
9	Hamilton Street	Md. 410	Queens Chapel Rd.	Ager Rd.	0.35	24' to 54'
12	Calvert Road	Md. 203	Dartmouth Road	B & O RR	0.26	22'
14	Glendale Rd.	Md. 199	U.S. 50	Glendale Rd.	0.75	14'
18	Old Landover Rd.	Md. 716	Md. 202 Kent Village	Md. 202 at Cheverly Manor	1.14	22'
19	Addison Road	Md. 695	D.C. Line	Easterly	0.24	30'
20	65th Street	Md. 492	D.C. Line	Md. 214	0.51	24'
21	Addison Road	Md. 389	Md. 704	Md. 214	0.82	24'
22	57th Avenue	Md. 200	Md. 4	Md. 214	1.05	28'
23	Forestville-Ritchie Road	Md. 534	Md. 4 at Forestville	Md. 221 Ritchie-Marlboro Rd.	2.36	15'
24	Ritchie-Marlboro Rd.	Md. 221	Md. 214	Md. 4	7.53	17'
25	Old Marlboro Pike	Md. 714	Md. 4	Dower House Rd.	0.49	18'
26	Crain Highway, Sec. 1	Md. 761	Md. 4 at Wells Corner	U.S. 301	1.49	24'
27	Crain Highway, Sec. 2	Md. 761	U.S. 301	Md. 4	2.36	22' to 36'
28	Oxon Hill Road	Md. 414	Indianhead Res. Rd.	Oxon Hill Road	0.53	16'
29	Livingston Rd. Sec. 1	Md. 224	Indianhead Res. Rd.	Indianhead Res. Rd.	3.06	18' to 21'
30	Livingston Rd. Sec.2	Md. 224	Indianhead Res. Rd.	Indianhead Res. Rd.	3.07	18'
31	Livingston Rd. Sec. 3	Md. 224	Indianhead Res. Rd.	Piscataway Road	2.45	18'
31A	Livingston Rd. Sec. 4	Md. 224	Piscataway Road	U.S. Accokeek Rd.	2.20	18'
32	Livingston Rd. Sec. 5	Md. 224	Indianhead Res. Rd.	Charles Co. Lines	3.88	18'
33	Ft. Washington Rd.	Md. 549	Livingston Road	Ft. Wash. Res.	3.02	16'
34	Crescent	Md. 761	U.S. 301	U.S. 301	0.36	24'
35	Croome Airport Rd.	Md. 705	Md. 382	Columbia Airport	3.03	16'
					43.86	

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

1. That the exchange be made on an "as is basis" and that there be no monetary or other consideration involved in making the exchange on the part of either agency.

2. That the transfer of roads will in no way jeopardize the County's full participation in the State's 12-year Improvement Program in Prince George's County as to the mileage of road to be improved.

3. That the State will immediately undertake the reconstruction of the bridge over the Piscataway Road.

4. That they recognize that this is the commencement of a new policy of road exchange between the State and the County and such plan be a flexible one whereas the matter of further road exchange will be restudied and reevaluated periodically by the two (2) jurisdictions.

ADOPTED THIS 26th DAY OF NOVEMBER, 1954

STATE ROADS COMMISSION OF MARYLAND

By_____
Russell H. McCain, Chairman

Attest:

_____
C.R. Pease, Secretary

EAGLE-A

Common Onion Skin

PRINTED IN U.S.A.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, OCTOBER 7, 1954
*****

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 October 6, 1954 to the State Roads Commission, the following final estimate was approved for payment, this culvert and approach road to remain in the county system for maintenance by Prince George's County:

Final estimate of $6,790.54 for completion of construction of a double 8' x 8' box culvert to carry Brookland Branch Road over Walker Branch near Laurel, and grading, drainage and gravel surfacing of approach roadway for a distance of 0.209 mile, our Contract #P-704-1-517 FAP#S-468 (1), Kesting Contracting Company, Inc., contractor. The contract for this work was awarded on January 14, 1953 and was completed on April 26, 1954. The total amount of this contract is $73,624.34. Due to enforcement of liquidated damages for 19 days @ $40.00 per day, or $760.00, the total amount paid the contractor, including the amount of this final estimate if $72,864.34.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Jones, DiDomenico, Scrivener, Wannen, Clawson, Grubb, Lewis, Robins.
Co. Commrs. of Pr. Geo. Co.
SRC-Prince George's County
CONT. #P-704-1-517 FAP#S-468 (1)

P.G.

EXCERPT FROM MINUTES OF MEETING OF THE STATE HIGHWAY COMMISSION
THURSDAY, OCTOBER 7, 1954

Present: Mr. Burrell L. Nelson, Chairman, Senator Oliver S. Bennett and Mr. Brassell Hall.

On recommendation of Chief Engineer Herman M. Fitzsimmons, as set forth in his letter of October 1, 1954, to the State Highway Commission, the following final estimate was approved for payment, bids opened and approach road to remain in the county system for maintenance by Franklin County's county:

Final estimate of $6,720.34 for completion of construction of a double 8' x 8' box culvert to carry Jonathan Creek road over Walker Branch near Laurel, and grading, drainage and gravel surfacing of approximately 1/4 mile of approaches of 0.309 mile, on Contract No. W-7Ah-1-517 PR-F-4-4-4 (1), Keeling Construction Company, Inc., Contractor. The contract for this work was awarded on January 11, 1952 and was completed on April 26, 1954. The total amount of this contract is $[illegible]. Due to a deficiency of [illegible] working days, a $[illegible] per day, or $[illegible], the total amount paid the contractor, including the amount of this final estimate is $[illegible].

Copy: Bowen Pritchett, Wilkins, Nordan, Fuldaman, Jones, Dillingham, Sawyer, Hughes, Clemmons, Grubb, Lewis, Rouse, Co. Commr. of Pub. Wks.
Sec-Treas Georgia Lumber
Com. PR-7Ah-1-517 PR-F-4-4-4 (1)

Mr Cassell Bridge over Hanson Creek County

EXCERPT FROM THE MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, SEPTEMBER 17, 1954
******

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

On recommendation of Chief Engineer Pritchett, as set forth in his letter of September 14, 1954, to the State Roads Commission, the following final estimate was approved for payment, this section of road and bridge to remain in the County system for maintenance by Prince George's County. 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 $13,102.57 for completion of construction of a double span (35' -35') steel beam bridge with concrete deck supported by concrete pier and pedestal abutments on timber piles over Hanson Creek on Brinkley Road (a county road) between Bergdoff Road and Temple Mill Road near Camp Springs in Prince George's County, including slope protection and grading drainage, and gravel surfacing of 0.64 mile of relocated approach roadway, our Contract #P-705-1-317 FAP#S-469 (1), C. H. Lawson, contractor. The contract for this work was awarded on April 16, 1953 and was completed on December 11, 1953. The total amount of this contract is $97,418.11. Due to deduction in amount of $15.41 for material borrowed from the State Roads Commission, the total amount paid the contractor, including the amount of this final estimate, is $97,402.70.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Jones, DiDomenico, Scrivener, Wannen, Grubb, Clawson, Lewis, Robins.
Co. Commrs. of P.G.Co.
Contract No. P-705-1-317
SRC-Prince George's Co.

Copy: Messrs Pritchett, Jones, Clawson, Hopkins, Scrivener, Lewis, Morison, Wannen, Moser, Goldeisen, DiDomenico.
Secretary's File
SRC-Pr. George's Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 4, 1954
******

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

The Commission approved the submission of the following Petition to the County Commissioners of Prince George's County, for the closing of a portion of Buena Vista Road, in Prince George's County.

"To the Honorable Commissioners
For Prince George's County
Upper Marlboro, Maryland

PETITION FOR THE CLOSING OF
A PORTION OF BUENA VISTA ROAD
IN PRINCE GEORGE'S COUNTY

Now comes the Maryland State Roads Commission pursuant to Section 124 of Article 25, Annotated Code of Maryland, 1951, and prays that the proper action be taken to authorize the closing of the following public road in Prince George's County that is to say:

For the closing of that part of the public road in Prince George's County commonly called Buena Vista Road which is included within the following limits, that is to say:

Beginning at a point twenty-four hundred (2400') feet westerly from Enterprise Road and extending across the Washington-Annapolis Expressway as presently planned for a distance of six hundred (600') feet, to be replaced by a new road beginning at Enterprise Road approximately nineteen hundred and fifty (1950') feet north of the present intersection with Buena Vista Road and running westerly approximately twenty seven hundred (2700') feet to meet the existing road.

The portion of the Buena Vista Road proposed to be closed is shown on a plat prepared by the said Maryland State Roads Commission filed in the office of the County Commissioners for Prince George's County and open for the inspection of the public.

WHEREFORE, petitioner respectfully prays that the order of Commissioners for Prince George's County issue authorizing the action requested with respect to the aforegoing public road.

MARYLAND STATE ROADS COMMISSION

By /s/ Russell H. McCain
Russell H. McCain, Chairman

/s/ C. H. Pease
C. H. Pease, Secretary

Approved as to form and
legal sufficiency
/s/ Joseph D. Buscher, Ass't. Attorney General

p.6.

GN Lewis Jr

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, APRIL 27, 1954

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

On recommendation of Chief Engineer Norman M. Pritchett, the Commission formally accepted the conditions contained in permit, dated March 30, 1954, from the United States Department of the Interior, National Park Service, National Capital Parks, Washington, 25, D. C., granting permission to the State Roads Commission to construct parts of the roadways included in the River Road Relocation project, Contract No. P-724-5-315, including the ramp connection to the southbound lane of the Baltimore-Washington Parkway, within the Baltimore-Washington Parkway right of way as shown on their drawings No. NCP 123-203-1 to 11 and to occupy such park land for the above purposes, subject to the following conditions:

"1. During construction of the roadways all necessary precautions (i.e. barricades, lights, danger signals, etc.) shall be taken for the safety of the public and the United States Government shall be protected from any loss, damage, claim, or liability by reason of the work performed.

"2. Precautions shall be taken to protect park property and to complete the work with the least possible injury to the landscape features. No trees or shrubs shall be cut without prior permission from this office. Any cut trees or shrubs shall be removed from park property. All disturbed areas shall be restored and where necessary shall be seeded or sodded as directed.

"3. The State Roads Commission shall notify the Division Engineer, Bureau of Public Roads, 1440 Columbia Pike, Arlington, Virginia, when construction is to begin. Upon completion of the work, a joint inspection shall be made by the State Roads Commission and the Bureau of Public Roads. All work performed shall be to the satisfaction of National Capital Parks and the Bureau of Public Roads.

"4. The parts of the roadways on park property shall be properly maintained at all times at the State Roads Commission's expense.

Pr GEO Co

"5. Trucks will be prohibited on the southbound ramp connection from River Road shown on your sheet 6 (File No. NCP 123-203-6) and National Capital Parks signs may be erected at the entrance to assure compliance with this regulation.

"6. Should any changes become necessary in the construction of these roads, which will deviate from the plans as submitted, further permission from this office shall be obtained.

"7. Permission for the continued occupancy of park property for these roads under this letter of authorization shall continue until such time as authority has been secured from the Congress authorizing the Federal Government authority to grant to the State of Maryland, to the use of the State Roads Commission, its successors and assigns, easements in perpetuity for highway purposes.

"The authorization hereby granted will become effective upon acceptance of the conditions outlined herein and the return of the enclosed copy of this permit with acceptance noted."

Copy: Mr. N. M. Pritchett
Mr. C. A. Goldeisen
Mr. A.F. Shure
Mr. R. E. Jones
Mr. C. W. Clawson
Mr. W.B. Duckett
Mr. G. N.Lewis, Jr.
Mr. L. G. Moser
Contract P-724-5-315
Secretary's File

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 23, 1953
***

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

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of December 21, 1953 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. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $1,127.25 for completion of construction of screenings foundation layer, macadam base course and penetration macadam surfacing on the Clopper Road, beginning at a point approximately 0.5 mile southeast of the intersection of State Routes #117 and 118, in Old Germantown, and extending southeasterly to Clopper for a distance of 1.870 miles, our Contract #M-464-317 FAP#S-200 (1), Richard F. Kline, contractor. The contract for this work was awarded on November 29, 1950 and was completed on December 17, 1951. The total amount of this contract is $250,558.32.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeison
Mr. R. E. Jones
Mr. A. F. DiDomenico
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. W. A. Friend
Mr. W. O. Robins
Mrs. G. S. Rice
Co. Commrs. of Montgomery Co.
Cont. #M-464-317 FAP#S-200(1)

December 15, 1953

Mr. William F. Childs, Jr.
Chief Engineer
State Roads Commission
Baltimore 3, Maryland

Dear Mr. Childs:

Reference is made to your letter of December 8, which requested certain information on design features of the Baltimore-Washington Parkway and the Suitland Parkway. Your inquiry also referred to Mr. H. J. Spelman, Division Engineer in charge of these projects and we are attaching for your information two sheets on which the 8 specific questions asked have been answered for each of these two parkways. Also attached are typical section and detail sheets from the plans of the two parkways.

If you desire any further information on this matter, we will be happy to get it for you.

Very truly yours,

H. L. Hill
for E. F. Gleason
District Engineer

Encl.

C
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BALTIMORE-WASHINGTON PARKWAY
(U. S. GOVERNMENT SECTION)

1. The right of way width is variable, minimum width 400', maximum width 1,200', average width 600'.

2. The width of median is variable, minimum width 15' (except on Anacostia River Bridge where 6'), maximum width 400', average width 120'. The median is depressed.

3. The parkway pavement to date is all of reinforced concrete. It is expected that the remainder will be also, except in the immediate vicinity of the Anacostia River Bridge, where bituminous pavement is contemplated. For the latter the detailed design has not been fully developed.

4. For typical cross section see print herewith of Sheet 2 of Project 1B5-C4.

5. The pavement on the south-bound and north-bound roads is in each case 24' in width, with provision in the grading and on the structures for a third 12' lane, on each of the roads, on the median. The only exception is between Defense Highway and the connections to Kenilworth Avenue, where it is planned to pave the full 36' of each road initially.

6. The sub-base under the concrete pavement is 11 inches thick, of sand-gravel with not more than 35% passing a No. 200 sieve, and with a liquid limit not over 40 and a plasticity index not over 6. A bituminous prime coat was applied to the sub-base before the pavement was constructed.

7. The expansion joints are at 600' intervals, with planes of weakness at 50' intervals between. The designs of the joints are shown on the print of Sheet 2 for Project 1B5-C4.

8. No guardrail has been included in the work as yet. Because of the general flat slopes and wide shoulders, there are only a few places where it will be required.

C
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P
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BALTIMORE-WASHINGTON PARKWAY
(U. S. GOVERNMENT SECTION)

1. The right of way width is variable, minimum width 400', maximum width 1,200', average width 600'.

2. The width of median is variable, minimum width 15' (except on Anacostia River Bridge where 6'), maximum width 400', average width 120'. The median is depressed.

3. The parkway pavement to date is all of reinforced concrete. It is expected that the remainder will be also, except in the immediate vicinity of the Anacostia River Bridge, where bituminous pavement is contemplated. For the latter the detailed design has not been fully developed.

4. For typical cross section see print herewith of Sheet 2 of Project 1B5-C4.

5. The pavement on the south-bound and north-bound roads is in each case 24' in width, with provision in the grading and on the structures for a third 12' lane, on each of the roads, on the median. The only exception is between Defense Highway and the connections to Kenilworth Avenue, where it is planned to pave the full 36' of each road initially.

6. The sub-base under the concrete pavement is 11 inches thick, of sand-gravel with not more than 35% passing a No. 200 sieve, and with a liquid limit not over 40 and a plasticity index not over 6. A bituminous prime coat was applied to the sub-base before the pavement was constructed.

7. The expansion joints are at 600' intervals, with planes of weakness at 50' intervals between. The designs of the joints are shown on the print of Sheet 2 for Project 1B5-C4.

8. No guardrail has been included in the work as yet. Because of the general flat slopes and wide shoulders, there are only a few places where it will be required.

HAINSBORO-MANCHESTER PARKWAY
(U. S. Government section)

1. The right of way above is variable, minimum width 100', maximum width 1,200', average width 600'.

2. The width of roadway is variable, minimum width 24' (except on Lamoncha Bridge Bridge where 61'), maximum width 1000', average width 220'. The median is depressed.

3. The roadway pavement is done in all of reinforced concrete. It is expected that the remainder will be also, except in the immediate vicinity of the Lamoncha River Bridge, where bituminous pavement is contemplated. For the latter the detailed design has not been fully developed.

4. The typical cross section and grade are given herein of Sheet 1 of Project 12B-2A.

5. The pavement on the south-bound and north-bound roads is 24 each one 61' in width, with provision in the grading and on the structures for a third 12' lane, on each of the roads, on the median. The only connection in between Hainsboro Highway and the overpasses is Hainsboro Avenue, which is planned to pass the full 36' of each road [illegible].

6. The sub-base under the concrete pavement is 12 inches thick, of sand-gravel with not more than 15% passing a No. 200 sieve, and with a liquid limit not over 30 and a plasticity index not over 6. A bituminous prime coat was applied to the sub-base before the pavement was constructed.

7. The expansion joints are at 600' intervals, with spaces of varying 20' intervals between. The dowels of the joints are dowel to the grade of about 2 (or twelfth 12B-2A).

8. No quantities has been tabulated in the work as yet. Because of the numerous side slopes and side approaches, there are only a few places where it will be required.

Balto. Wash. Parkway
U.S Gov.
Sec

February 24, 1954.

Mr. R. H. McCain, Chairman,
State Roads Commission.

Dear Mr. McCain:

By letter dated December 4 of last year, you requested that I look into and advise the Commission with regard to the State Roads Commission taking over the section of the Baltimore-Washington Parkway from the Jessup Road to the D. C. Line, and also the Suitland Parkway. This report shall deal only with the Baltimore-Washington Parkway.

Upon receipt of your letter I immediately contacted the Bureau of Public Roads to obtain from them the geometrics of design for both of these parkways, which information was received promptly from Mr. F. F. Gleason.

At the same time I requested the Construction Division to review both of these projects, with particular attention to the shoulders, longitudinal drainage, slope design and guard rail. I thought that this information should be obtained by a field inspection made by Mr. T. M. Linthicum in conjunction with the District Engineer. Because of the pressure of other work, the field inspection has not been made, and, therefore, the results not reported.

In the case of the Baltimore-Washington Parkway, I shall deal only with those items of design which, in my opinion, are deficient as compared to the section built by the Commission. On the Parkway there are two 24 ft. 8 in. reinforced concrete pavements separated by a median divider, and designed so that the third lane in each direction may be constructed when required in the parkway. This design obtains at all locations except between the Defense Highway and the connection to the Kenilworth interchange, where it is planned to construct two 36 ft. driveways initially.

In the case of the Maryland section, there are two 24 ft. 10 in. reinforced concrete pavements separated by a parkway so designed that when traffic demands, a third lane may be constructed in each direction in the parkway.

In both cases the concrete pavement is laid on a selected sub-base of a sand-gravel nature. In the case of the Maryland section, the selected sub-base is 12 inches in depth at all locations except in fills where the fills were made using a material A-3 or better. On the Government section the selected sub-base is 11 inches in depth.

Mr. R. H. McCain 2-24-54.

When discussing pavement design with the Government engineers, we made every effort to have them adopt a 10 inch thickness, which was used on the Maryland section, and if not, a thickness of at least 9 inches on a selected sub-base material. It was the opinion of the Engineering Department then, as it is now, that a 9 inch reinforced portland cement concrete pavement on a properly designed selected sub-base would be ample to provide for the traffic that would be potential to this highway. On this basis, I can only say that I feel that insofar as the pavement on the Maryland section is concerned, it is over-designed, and that on the Federal section is under-designed.

It is my understanding, not confirmed, that the original estimate made by the Government engineers was low, and rather than change the estimate which had been presented to Congress, some changes were made in the design so as to construct the road within the estimated cost.

It is my opinion that with other conditions existing along the section of the Government highway that the existing pavement will serve truck traffic for several years, but will eventually have to be reinforced with a flexible type pavement.

In this connection I would call the attention of the Commission to the fact that the section of U.S. Route 40, now known as the Baltimore National Pike, from the Baltimore City Line to Oak Orchard, which was constructed prior to 1947, is a 9:7:9 concrete pavement, and not too much attention was paid to the sub-grade.

A proper design for the pavement on the Federal section of the Parkway would have been a 9 inch reinforced concrete pavement on a selected sub-base, having a minimum depth of 10 inches. To obtain its equivalent with the pavement as constructed will require, in my opinion, the placing of a flexible type pavement having a depth of 3½ inches on existing concrete pavement in about five years after the road is opened to commercial vehicles. The placing of a flexible type pavement will also require the bringing up of the shoulders.

Other deficiencies on the Federal section of the Parkway are:

(1) The shoulders are not stabilized;

(2) The ramps are not designed as well as those on the Maryland section and may be the source of accidents;

(3) From my personal observation, it appears that the sub-surface drainage is not good and springs are apparent;

(4) The longitudinal drainage is not in accordance with our designs;

(5) There is no guard rail on the entire length of the Government section, and in some cases the lack of the guard rail is indicated by the insecure feeling of the driver of a car over some of the fills, which are extremely deep, and the slopes are such that guard rail is warranted in a number of cases.

#3.

Mr. R. H. McCain 2-24-54.

The maintenance of this highway will be extremely costly, and I would estimate would cost from $5,000 to $3,500 per mile, which would be an added load upon our maintenance funds.

For the reasons given above, I do not now recommend that the Commission take over as a State highway the section of the Baltimore-Washington Parkway built by the Federal Government from the Josiup Road to the D. C. Line.

There is attached copy of the information supplied by Mr. Gleason.

Very truly yours,

Advisory Engineer.

WPC:HJR.
CC: Mr. H. M. Pritchett,
Mr. C. A. Goldeison.

Mr. Cassell

Bridge over Mattawoman Creek.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, DECEMBER 15, 1953
*****

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

On recommendation of Chief Engineer W.F. Childs, Jr., as set forth in his letter of December 15, 1953 to the State Roads Commission, the following final estimate was approved for payment, this bridge to remain in the County Roads System and be maintained jointly by Charles and Prince George's Counties. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $2,680.95 for completion of construction of a triple span (25' - 30' - 25') steel beam bridge with timber deck supported on timber pile bents, over Mattawoman Creek on County Road from Berry in Charles County to Sharperville in Prince George's County, our Contract #CH-274-1-517; P-694-1-317 FAP#S-478 (1). The John D. Sheets Construction Company, contractor. The contract for this work was awarded on April 9, 1953 and was completed on August 4, 1953. The total amount of this contract is $26,051.99.

Copies:- Messrs Childs, Jr.
Hopkins,
Morison,
Goldeisen,
Duncan
DiDomenico
Scrivener
Wannen
Allan Lee
Grubb
Lewis, Jr.,
Friend
Robins
Rice
Co.Commrs. of Charles Co.
Co. Commrs of Pr. Geo. Co.
Contract #CH-274-1-517;P-694-1-317
PAP#S-478 (1)

S.R.C. Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 25, 1953
***

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

On recommendation of Chief Engineer W. F. Childs, Jr. in letter dated November 23, 1953, the Commission executed standard form of agreement, in quintuplicate, dated October 30, 1953, by and between Annie Gritz, Aron Bran and wife, Anna Bran, Ben Bran, and wife, Rose Bran, and Abraham Gritz and wife, Lilly Gritz, owners of part of a tract of land known as "Sitka Farm", situate, lying and being in Montgomery County, Maryland, and described in two (2) parcels in accordance with a survey made by Seybolt & George, dated February 7, 1950, and State Roads Commission of Maryland, relative to construction of a place of business upon the aforesaid land and construction of pavement, curbing and islands lying in part within the right-of-way reserved to the Commission for highway purposes, in accordance with the plan attached to said agreement and upon conditions set forth therein.

This agreement, which had previously been executed by the owners, has been approved as to legal sufficiency by Special Attorney Murray W. Weight.

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. G. N. Lewis, Jr.
Mr. R. H. Jones
Mr. L. C. Moser
Secretary's File
SRC-Montgomery County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, NOVEMBER 5, 1953
***

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

On recommendation of Mr. George N. Lewis, Jr., Director of the Traffic Division, concurred in by Chief Engineer W. F. Childs, Jr., the Commission authorized the Bureau of Public Roads to erect and maintain the necessary directional signs on State highways approaching the Government section of the Baltimore-Washington Parkway, for the purpose of guiding traffic to and from the Parkway, and also signs barring trucks.

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison (2)
Mr. E. G. Duncan
Mr. R. E. Jones
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
SRC-Anne Arundel Co.
SRC-Prince George's Co.

SRC. Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 16, 1953
***

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

In a letter to the Commission, dated June 22, Chief Engineer W. F. Childs, Jr. refers to encroachments upon the highway protective easement area, as well as the fee simple right of way, required in connection with the construction of the Marlboro by-pass, P-519-1, and cites the need for a definite and specific policy with respect to encroachments now prevailing, as well as requests for future permits.

In this connection, Mr. Childs reports on a conference held in his office May 4, participated in by a representative group of the Engineering Staff, as the result of which Mr. L. C. Moser, Right of Way Engineer, prepared a report dated May 20, together with a draft of "Agreement and Grant of Permission", copies of which were submitted to the Commission by Mr. Childs with request that the Commission give favorable consideration to the matters of policy set forth in Mr. Moser's report.

Following due consideration, the Commission approved the policy as outlined in Mr. Moser's report, as well as the form of "Agreement and Grant of Permission", and directed that the utmost diplomacy be exercised in handling of retroactive cases of encroachment.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. J. D. Buscher
Mr. A. F. Shure
Mr. E. G. Duncan
Mr. K. O. Webb
Mr. Allan Lee
Mr. N. M. Pritchett
Mr. G. N. Lewis, Jr.
Mr. L. C. Moser
Mr. R. D. Wooten
Contract P-519-1
SRC-Prince George's Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE BOARD COMMISSION
THURSDAY, MAY 15, 1952

Present: Mr. Russell R. McGlain, Chairman, and Mr. Avery T. Hall.

In a letter to the Commission, dated June 22, Hall Engineer W. F. Childs, Jr. refers to encroachments upon the highway protective easement area, as well as the free single right of way, required in connection with the construction of the Harlem Bypass, F-318-1, and states the need for a definite and specific policy with respect to encroachments now pending, as well as requests for future permits.

In this connection, Mr. Childs reports on a conference held in his office May 6, participated in by a representative group of the Engineering Staff, as the result of which Mr. L. C. Moser, right of way Engineer, prepared a report dated May 20, together with a draft of "Agreement and Grant of Permission", copies of which were submitted to the Commission by Mr. Childs with request that the Commission give favorable consideration to the matters of policy set forth in Mr. Moser's report.

Following due consideration, the Commission approved the policy as outlined in Mr. Moser's report, as well as the form of "Agreement and Grant of Permission", and directed that the attorney division be authorized in handling of retroactive cases of encroachment.

Copy: Mr. W. T. Childs, Jr.
Mr. C. D. Burdine
Mr. F. J. Keefe
Mr. C. E. Goldstein
Mr. L. D. Dawson
Mr. A. T. Hall
Mr. S. G. Duncan
Mr. T. C. Cobb
Mr. Allen Lee
Mr. E. E. Pritchett
Mr. R. E. Lewis, Jr.
Mr. L. C. Moser
Mr. E. D. Moore
Contract F-318-1
BRD-Frank Harris Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 6, 1953
***

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

The following resolution was proposed and unanimously passed by the Commission:

WHEREAS, Senate Bill 469, as finally enacted by the General Assembly at the 1953 session, provided that US Route 301 in its entirety would not embrace any control of access features, and provided further that Md. Route 5 from Woods Corner to the point of its intersection with US Route 301 would also not embrace any control of access features, and

WHEREAS, considerable right of way has heretofore been purchased along the proposed relocation of Md. Route 5 from Woods Corner to the point of its intersection with US Route 301, and

WHEREAS, if this bill is signed and enacted into law, the taxpayers of the State of Maryland, because of the prior purchase of right of way along Md. Route 5 between Woods Corner and US Route 301 with control of access features, will lose a considerable sum of money, and

WHEREAS, it is the unanimous opinion of the State Roads Commission that Md. Route 5 from the D. C. line to the point of its intersection with US Route 301 should, in the interest of traffic safety, embrace certain controlled access features, and

WHEREAS, the Commission is willing to and does hereby agree, if Senate Bill 469 is vetoed by the Executive, to give assurance that US Route 301 and certain sections of Md. Route 5 will not contain any control of access features;

NOW THEREFORE BE IT RESOLVED that notwithstanding anything to the contrary in Article 89B of the Annotated Code of Maryland (1951 Edition) the State Roads Commission shall not designate as a "controlled access arterial highway" or as an "expressway" as said terms are defined in said article, any part of US Route 301, commonly called and known as the Crain Highway, between Ritchie Highway and the Potomac River Bridge, including the by-pass around Waldorf, except for reasonable distances along said highway at intersecting roads in order to provide unobstructed sight distances, and at ramps or cloverleafs built in conjunction with intersecting highways that cross or might cross said US Route 301;

AND BE IT FURTHER RESOLVED that notwithstanding anything to the contrary in Article 89B of the Annotated Code of Maryland (1951 Edition) the State Roads Commission shall not at any time designate

as a "controlled access arterial highway" or as an "expressway" any section of Md. Route 5 from a point at or near its intersection with US Route 301 to its terminus at Point Lookout; and further, the State Roads Commission agrees that on that portion of Md. Route 5 between Woods Corner and the point where said highway intersects US Route 301 there will be no control of access on the portions of said road that are not constructed on new location, except such reasonable distances as are necessary to provide unobstructed sight distances at intersections;

AND BE IT FURTHER RESOLVED that this resolution be and is hereby declared to be irrevocable until all of the right of way necessary for the presently-contemplated improvement of Routes US 301 and Md. 5 is acquired.

PR GEO. Co.

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

January 17, 1952.

To: Mr. Cassell

From: Mr. Lewis,

Subject: S.R.C. Minutes

We are transmitting two copies of excerpts of minutes of meeting of the Commission on Jan. 8, 1952, at which time the Commission approved recommendation for inclusion in the next supplemental Federal Aid Secondary program several projects in Prince Georges County.....

Very truly yours,

Geo. N. Lewis, Jr.,
Director

d

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 20, 1951
***

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

In accordance with recommendation in letter of December 13, 1951 from Chief Engineer W. F. Childs, Jr., the Commission approved the programming as a Federal Aid Secondary Project to the Bureau of Public Roads of the improvement of the River Road, in Montgomery County, from the end of the present improved section (Contract M-398) to Md. Route 112, near Seneca, a distance of 2.6 miles, including the construction of a bridge over Muddy Creek, with the understanding that upon completion the road is to remain in the County System.

The estimated cost is placed at $371,000.00, and County Director of Public Works Butcher, Montgomery County, has indicated that the County will provide the necessary matching funds, estimated at $204,050.00.

In his letter, Mr. Childs states: "The county authorities will acquire the necessary right of way and prepare the plans, to be submitted to the Commission for approval, advertising and award of contract."

Copy: Mr. R. H. McCain
Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. E. G. Duncan
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mr. A. L. Grubb
Mr. C. L. Wannen
Mr. H. C. Bowers
Mrs. G. S. Rice
Montgomery County Council

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 20, 1951
***

Present: Mr. Burnell H. Mason, Chairman, Roger. Perry W. Hall and David M. Mancole.

In accordance with recommendation in letter of December 17, 1951 from Chief Engineer W. P. Phillips, Jr., the Commission approved the programming as a Federal Aid Secondary Project to the Bureau of Public Roads of the improvement of the River Road, in Montgomery County, from the end of the present improved section (Contract M-328) to Md. State 111, near Dawson, a distance of 2.6 miles, including the construction of a bridge over Muddy Creek, with the understanding that upon completion the road is to remain in the County System.

The estimated cost is placed at $175,000.00, and County Director of Public Works Benjamin Lutkemeyer, County, has indicated that the County will provide the necessary matching funds, estimated at $120,000.00.

In his letter, Mr. Phillips states: "The county authorities will ensure the necessary rights of way and prepare the plans, to be submitted to the Commission for approval, advertising and award of contract."

Copy: Mr. M. E. McCain
Mr. W. P. Phillips, Jr.
Mr. H. C. Hopkins
Mr. P. A. Morrison
Mr. C. A. Gadelson
Mr. A. T. Shure
Mr. E. G. Duncan
Mr. F. P. Bortlemar
Mr. A. F. Gilmanmice
Mr. G. E. Davis, Jr.
Mr. Allan Lee
Mr. A. L. Webb
Mr. C. I. Duncan
Mr. E. C. Dorsey
Mrs. G. G. Sims
Montgomery County Council

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 28, 1951
***

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

On request of Mr. O. K. Anderson, Chief of the Traffic Engineering Division of Montgomery County, for erection of STOP signs along intersecting roads on Md. #192, known as the Forest Glen Road, the Traffic Division made a traffic study and recommend as follows:

Declare Md. #192 a boulevard, beginning at U.S. #29, extending westwardly for a distance of 0.41 mile, at which point is the beginning of a county maintained section of this route 0.52 mile in length, the boulevard to begin again at the western end of the county section and extend to Md. #193 in Kensington;

Erect STOP signs on Md. #192 at its intersection with Georgia Avenue, Md. #97, giving right of way to Georgia Avenue, Md. #97.

These recommendations were concurred in by Assistant Chief Engineer P. A. Morison in letter dated November 23, and approved by the Commission.

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison (2)
Mr. E. G. Duncan
Mr. G. M. Lewis, Jr. ✓
Mr. Allan Lee
Mr. O. K. Anderson
Major E. M. Ridgely (2)

MoWTG

Route No -

EXCERPT FROM MINUTES OF MEETING OF THE STATE
ROADS COMMISSION - WEDNESDAY, September 26, 1951

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

On recommendation of Mr. George N. Lewis, Jr., Director of the Traffic Division, concurred in by Chief Engineer W. F. Childs, Jr., in letter dated September 25, the Commission designated the Rockville By-pass as U.S. Route 240, and existing U. S. 240 through Rockville as Alternate U. S. Route 240, until such time as the new Frederick-Washington Expressway is completed and authorized the installation of traffic signals at the intersection of Viers Mill Road with the Rockville Pike and Rockville By-pass, as such signalization was planned in connection with the channelization at this intersection

Copy: Messrs. Childs,
Morison
Duncan
Lewis
Lee
Md. Traffic Safety Commission
Maj. R. M. Ridgely

EXCERPT FROM MINUTES OF MEETING OF THE STATE
ROADS COMMISSION - WEDNESDAY, September 26, 1951

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

On recommendation of Mr. George R. Lewis, Jr., Director of the Traffic Division, concurred in by Chief Engineer W. F. Uhlig, Jr., in letter dated September 25, the Commission designated the Roanville by-pass as U.S. Route 240, and existing U. S. 240 through Roanville as Alternate U. S. Route 240, until such time as the new Frederick-Washington Expressway is completed and authorized the installation of traffic signals at the intersection of There will Road with the Roanville Pike and Roanville By-pass, as such signalization was planned in connection with the channelization at this intersection

Copy: Messrs. Uhlig,
Morrison
Duncan
Lewis
Lee
Mr. Traffic Safety Commission
Mr. R. M. Ridgely

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

***

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

The Commission executed standard form of agreement, in quadruplicate, dated May 8, 1951, by and between Charlotte Boyle and Elinor Jones, owners of land situated at the Northeast corner of intersection of U.S. 1 and Branchville Road, and State Roads Commission of Maryland, covering construction by said owners of an automobile filling station and garage upon the aforesaid land, and construction of pavement, curbing and islands lying wholly or in part within the rights-of-way reserved or proposed for highway purposes for or by the Commission, in accordance with plan attached to said agreement and upon conditions therein set forth.

This agreement, which had previously been executed by Charlotte M. Boyle and Elinor M. Jones, was approved as to legal sufficiency and submitted by Special Assistant Attorney General Joseph D. Buscher.

Copy: Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. G. N. Lewis, Jr.
Mr. J. D. Buscher
Mr. L. C. Moser
Secretary's File

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 16, 1951
***

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

On recommendation of Mr. George N. Lewis, Jr., Director of the Traffic Division, concurred in by Chief Engineer W. F. Childs, Jr. in letter dated August 10, the Commission executed standard form of agreement, in triplicate, dated August 8, 1951, by and between William J. Hines and Elsie Hines, his wife, owners of land situated at corner of Colesville Road (U.S. Route 29) and Gladwyn Street, Cloverly, Maryland, and State Roads Commission of Maryland, covering construction of a gasoline service station upon the aforesaid land, and construction of pavement, curbing and islands lying in part within the right-of-way reserved to the Commission for highway purposes, in accordance with plan attached to said agreement and upon conditions therein set forth.

This agreement, which had previously been executed by William J. Hines and Elsie C. Hines, His wife, was approved as to legal sufficiency by Special Attorney Andrew W. Starratt, Jr.

Copy: Messrs. Childs, Duncan, Lewis, Moser, Starratt, and Secretary's file.

Montg.

SRC minutes

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

***

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

In a letter dated August 8, Chief Engineer W. F. Childs, Jr. refers to letter of September 27, 1950 from the Mayor and City Council of Laurel, requesting that the State Roads Commission grant to the Mayor and Council of Laurel sufficient right of way through the dividing strip between the northbound and southbound lanes of the Baltimore-Washington Boulevard to permit of the extension of Wilson Avenue.

The Commission approved the recommendation by Mr. Childs that the request by the Mayor and Council of Laurel be granted, but with the understanding that if traffic control signals are to be required either now or in the future, their installation and maintenance shall be at the sole expense of the Town of Laurel.

Copy: Mr. A. S. Gordon
Mr. W. F. Childs, Jr.
Mr. Joseph Chaney
Mr. P. A. Morison
Mr. G. N. Lewis, Jr. ✓
Mr. L. C. Moser
Secretary's File
Mayor & City Council of Laurel, Md.

PR. GEO

File: SRC Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, JULY 6, 1951
***

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

The Commission executed standard form of agreement, in triplicate, dated June 15, 1951, by and between Lee A. and Naomi E. Cohee, owners of land situated at Baltimore Avenue and Hartwick Road, College Park, Maryland, and State Roads Commission of Maryland, covering construction by said owners of an automobile service station upon the aforesaid land, and construction of pavement, curbing and islands lying wholly or in part within the rights-of-way reserved or proposed for highway purposes for or by the Commission, in accordance with plan attached to said agreement and upon conditions therein set forth.

This agreement, which had previously been executed by Lee A. Cohee and Naomi E. Cohee, was approved as to legal sufficiency and submitted by Special Attorney Edwin T. Steffy, Jr.

Copy: Mr. W. P. Childs, Jr.
Mr. Joseph Chaney
Mr. G. N. Lewis, Jr.
Mr. L. C. Moser
Mr. Edwin T. Steffy, Jr.
Secretary's File

Copy: Mr. W. F. Childs, Jr.
Mr. [illegible] N. Lewis, Jr.
Mr. L. W. Kern
Mr. Joseph Chaney
Secretary's File

630
1614

L.R.C. Moorle

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 5, 1951
***

Present: Mr. Russell H. McCain, Chairman, and Mr. Leonard E. Kolmer.

On recommendation of Chief Engineer W. F. Childs, Jr. in letter dated April 4, the Commission executed three copies of the following agreement which had previously been executed by Robert R. Hottel and Hazel N. Hottel, his wife, and approved as to legal sufficiency by Special Attorney Andrew W. Starratt, Jr., for construction of pavement, curbing and islands lying in part within the right of way reserved to the Commission for highway purposes, in connection with the construction of a gasoline service station:

"THIS AGREEMENT made this 27th day of March, 1951, by and between ROBERT R. HOTTEL and HAZEL N. HOTTEL, his wife, owners of land situated at the southeast corner of Bladensburg Road and 41st Avenue, Colmar Manor, Maryland (hereinafter called the 'Owner') and STATE ROADS COMMISSION OF MARYLAND, an agency of the State of Maryland (hereinafter called the 'Commission) witnesseth:

WHEREAS the Owner intends to construct a gasoline service station upon the aforesaid land in accordance with plans attached hereto, and to construct pavement, curbing and islands lying in part within the right-of-way reserved to the Commission for highway purposes, all as shown on the plan attached to this Agreement; and

WHEREAS the Commission is willing to permit such construction, but only upon the conditions herein set forth;

NOW, THEREFORE, in consideration of the mutual promises of the parties hereto, and of the sum of One Dollar ($1.00) paid by each of the parties to ther other, receipt whereof is hereby acknowledged, it is mutually promised and agreed as follows:

(1) The Commission hereby grants permission for such improvements to be constructed by the Owner and to remain as shown on the attached plans until the Commission shall give notice to the Owner as hereinafter stated.

(2) The Owner agrees that construction of any improvements within the right-of-way of the Commission, or upon any land which at the date of this Agreement may have been dedicated to public use and which land so dedicated at the date of this Agreement shall hereafter become a part of the Commission's right-of-way, shall be subject to the obligation of the Owner to remove the said improvements, in whole or part as the Commission shall direct, upon notice from the Commission that such removal is necessary. The Owner further agrees that such removal shall be accomplished without expense to the Commission

Present: Mr. Russell L. Brown, Chairman, and Mr. Leonard E. Kinney.

On recommendation of Chief Engineer C. T. Dillon, Jr., in letter dated April 4, the Commission examined three copies of the following agreement which had previously been executed by Robert R. Potter and Axel G. Potter, his wife, and approved as to legal sufficiency by Special Attorney Andrew H. Dunbrett, Jr., for construction of pavement, curbing and sidewalk lying in part within the right of way required to the Commission for highway purposes, to commence with the construction of a repaction service station:

"THIS AGREEMENT made this 27th day of March, 1961, by and between ROBERT R. POTTER and ADELE W. POTTER, his wife, owners of land situated at the southwest corner of Indianapolis Road and Hill Avenue, College Park, Prince George's County, Maryland (hereinafter collectively the 'Owner') and STATE OF MARYLAND DEPARTMENT OF HIGHWAYS, an agency of the State of Maryland (hereinafter called the 'State Highway') witnesseth:

WHEREAS the Owner intends to construct a repaction service station upon the aforesaid land in conjunction with plans submitted herewith, and to dedicate pavement, curbing and sidewalk lying in part within the right-of-way required to the Commission for highway purposes, all as shown on the plan attached to this Agreement; and

WHEREAS the Commission is willing to permit such construction, but only upon the conditions herein set forth;

NOW, THEREFORE, in consideration of the mutual promises of the parties hereto, and of the use of the easing (sic) [illegible] land by each of the Owners for some other, [illegible] hereby mutually covenanted, it is mutually provided and agreed as follows:

(1) The Commission hereby grants permission for such improvements to be constructed by the Owner, and to remain at such time as the proposed highway shall be opened, and gives notice to the Owner as hereinafter stated.

(2) The Owner agrees that construction of any improvements within the right-of-way of the Commission, or upon land within six months of the date of this Agreement may have been dedicated to public use and which land is indicated on the plan of this Agreement, shall hereafter become a part of the Commission's right-of-way, shall be subject to the jurisdiction of the Commission to remove the same improvements, in whole or part as the Commission shall direct, upon notice from the Commission that such removal is necessary. The Owner further agrees that such removal shall be accomplished without expense to the Commission

[illegible]

and will be completed at the time fixed by the Commission for such removal in such notice, but such time shall not be less than ninety (90) days from the date of such notice.

(3) This Agreement shall inure to the benefit of, and shall be binding upon, the parties hereto and their heirs, personal representatives, successors, grantees and assigns."

S.R.C. Minutes

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

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

In a letter dated October 9 from H. J. Spelman, Division Engineer, Bureau of Public Roads, to Chief Engineer William F. Childs, Jr., request was made for permission to close a section of the old Laurel-Fort Meade Road where it crosses the new Baltimore-Washington Expressway.

In a letter to the Commission, dated October 23, relative to this matter, Chief Engineer Childs states:

"There are five houses in the area, as indicated in red on the attached print, that would be affected by the closing of the road. These properties would not be affected from the point of view of access to Laurel, but would have a more circuitous route to enter the new Laurel-Fort Meade Road and destinations toward Fort Meade.

Mr. Goldeisen has suggested that a connection be made from the other public road outlined in red to the new Laurel-Fort Meade Road, as indicated by the double dash red line, and estimates the cost at $5,000.

It is recommended that the Commission give consideration to the closing of the road by the Bureau of Public Roads on the following conditions:

(1) That the Bureau of Public Roads obtain a statement from the property owners involved that they are agreeable to the closing.

(2) That they at their own expense make a connection from the public road to the new Laurel-Fort Meade Road as indicated by dashed red line on the attached print and estimated to cost $5,000."

Following consideration, the Commission voted approval of the recommendation as made.

Copy: Mr. W. F. Childs, Jr. (2)
Mr. E. G. Duncan
Mr. C. A. Goldeisen
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mr. C. L. Wannen

PR GEO

EXCERPT FROM MINUTES OF MEETING OF THE CT IN ROADS COMMISSION
WEDNESDAY, OCTOBER 22, 1930

***

Present: Mr. Robert M. Hutchins, Chairman, and Mr. Russell C. Walker.

In a letter dated October 8 from L. A. Pelton, District Engineer, Bureau of Public Roads, to Chief Engineer William T. Shields, request was made for permission to close a section of the Lincoln Park Roads Road where it crosses the Baltimore-Washington Parkway.

In a letter to the Committee, dated October 20, relative to this matter, Chief Engineer Shields writes:

"There are five houses in the area, as indicated in red on the attached print, that would be affected by the closing of the road. These properties would derive benefit from the closing of the road, inasmuch as a more direct route to Washington from new Laurel-Fort Meade Road and Baltimore toward Fort Meade.

Mr. Pelton has suggested that a connection be made from the other public road outlined in red in the Laurel-Fort Meade Road, as indicated by the double dash red line, and estimates the cost at $8,000.

It is recommended that the Commission give consideration to the closing of the road by the Bureau of Public Roads on the following conditions:

(1) That the Bureau of Public Roads obtain a statement from the property owners involved that they are agreeable to the closing.

(2) That they at their own expense make a connection from the public road to the new Laurel-Fort Meade Road as indicated by dashed red line on the attached print and estimated to cost $8,000."

Following consideration, the Commission voted approval of the recommendation as made.

Copy: Mr. E. F. Smith, Jr. (2)
Mr. E. O. Duncan
Mr. L. A. Pelton
Mr. O. H. Leedy, Jr.
Mr. Allen Lee
Mr. S. L. Mason

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 4, 1950
***

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

The following Ordinance, which supersedes action of The Mayor and City Council of Laurel, Maryland on the 26th day of June, 1950 and of the Commission on July 12, 1950, enacted by The Mayor and City Council of Laurel, Maryland on the 25th day of September, 1950, and signed by Merrill L. Harrison, Mayor, attested by J. Everett Marton, Clerk, was, on recommendation of Chief Engineer W. F. Childs, Jr., formally accepted by the Commission, and acceptance so indicated on copy of the said Ordinance by the signature of Robert M. Reindollar, Chairman, duly attested by C. H. Pease, Secretary. The said Ordinance was approved as to form and legal sufficiency by Special Attorney Clarke Murphy, Jr. on the 4th day of October, 1950. The Commission directed that the original and one copy of the Ordinance be returned to Mayor Merrill L. Harrison for record of the Town of Laurel.

(Copy of Ordinance attached)

Copy: Mr. A. S. Gordon
Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mayor & Council of Laurel
Co. Commrs. of Pr. Geo. Co.

Secretary's File

No. 14164

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 the so-called Laurel By-Pass and its appurtenances (to become U. S. Rt. No. 1 North) and the existing Washington Boulevard (to become U. S. Rt. No. 1 South) and Main Street, between Second ~~Avenue~~ Street and the Washington Boulevard, in the Town of Laurel, Maryland, to the full extent of the rights, interests, powers and title thereto now vested in The Mayor and City Council of Laurel, a municipal corporation of the State of Maryland, insofar as may be necessary for public thoroughfares over said streets, relinquishing to the State of Maryland, to the use of the State Roads Commission of Maryland, the jurisdiction, control and title over said streets 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 Laurel By-Pass and its appurtenances and Washington Boulevard and Main Street between Second ~~Avenue~~ Street and the Washington Boulevard, in the Town of Laurel, in its 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 streets, to the full extent of the rights, interests, powers and title thereto which is now vested in The Mayor and City Council of Laurel, 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 City Council of Laurel shall relinquish to the State of Maryland to the use of the State Roads Commission of Maryland, jurisdiction, control over and title to the said bed of said Laurel By-Pass and its appurtenances, the Washington

Boulevard and the aforesaid Main 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 of, and with title vested in the State Roads Commission of Mar land, its successors and 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, the State Roads Commission has agreed to erect and maintain one traffic light on the Laurel By-Pass at Bowie Road and one traffic light at Main Street and Second Street and modernize and maintain the existing traffic light at the intersection of Main Street and the Washington Boulevard; and

WHEREAS, The Mayor and City Council of Laurel and the State Roads Commission have agreed to comply in full with the requests aforesaid and deem the same desirable.

SECTION1. NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE MAYOR AND CITY COUNCIL OF LAUREL, That the public easement in the bed of so-called Laurel By-Pass and its appurtenances (to become U. S. Rt. No. 1 North) and Washington Boulevard (to become U. S. Rt. No. 1 South) and Main Street between Second ~~Avenue~~ Street and the Washington Boulevard, in Laurel, Maryland, to the full extent of the rights, interests, powers and title thereto now vested in The Mayor and City Council of Laurel, be and the same is hereby granted to the State of Maryland, to the use of the State Roads Commission of Maryland, its successors and 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 City Council of Laurel do hereby transfer to the State of Maryland, to the use of the State Roads Commission of Maryland jurisdiction and control over and title to the bed of Laurel By-Pass and Washington Boulevard, and the above described Main Street 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 and title vested in 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.

Sec. 2. Nothing in this Ordinance contained shall be taken or construed to deprive The Mayor and City Council of Laurel of the right to exercise police powers over said streets within the corporate limits of the Town of Laurel 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 City 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 withott notice, provided notice is given immediately to said State Roads Commission, so that it shall have the opportunity to inspect and approve said work.

Sec. 3. AND BE IT FURTHER ENACTED AND ORDAINED, That the aforegoing part is passed in conjunction with and on condition that the State Roads Commission will erect and maintain one traffic light on the Laurel By-Pass at its intersection with Bowie Road and one traffic light at Main Street and Second Street and modernize and maintain the existing traffic light at the intersection of Main Street and the Washington Boulevard.

Sec. 4. ALL Ordinances or parts of Ordinances inconsistent with the provisions of this Ordinance are hereby repealed to the extent of such inconsistency.

Sec. 5. THAT this Ordinance shall not take effect until there has been filed with The Mayor and City Council of Laurel, 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 the event said State Roads Commission of Maryland shall fail to file said notice of acceptance as aforesaid within ninety (90) days from the date of passage of same by The Mayor and City Council of Laurel, 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 Laurel and the State Roads Commission of Maryland.

ORDAINED and enacted into an Ordinance this 25th day of September, 1950.

Attest:

THE MAYOR AND CITY COUNCIL OF LAUREL, MARYLAND

Everett Martin
Clerk

By _____
Mayor

Accepted this 4th day of October, 1950.

Attest:

STATE ROADS COMMISSION OF MARYLAND

_____
Secretary

By _____
Chairman

Recommended for Approval

10/4/50
Date

_____
Chief Engineer

Approved as to form and legal sufficiency

4 October 1950

_____
Special Attorney

Secretary file

US 1
&
MAIN ST.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 12, 1950
***

Present: Senator Joseph M. George and Mr. Russell H. McCain.

The following Ordinance enacted by The Mayor and City Council of Laurel, Maryland, on the 26th day of June, 1950, and signed by Merrill L. Harrison, Mayor, attested by W. Everett Morton, Clerk, was, on recommendation of Chief Engineer W. P. Childs, Jr., formally accepted by the Commission, and acceptance so indicated on copy of the said Ordinance by the signature of Joseph M. George, Acting for Chairman, duly attested by C. R. Pease, Secretary. The said Ordinance was approved as to form and legal sufficiency by Special Attorney Clarke Murphy, Jr. on the 12th day of July, 1950. The Commission directed that the original copy of the Ordinance be returned to Mayor Merrill L. Harrison for record of the Town of Laurel.

(Copy of Ordinance attached)

Copy: Mr. A. S. Gordon
Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Joseph Chaney
Mr. F. P. Scrivener
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. A. F. DiDomenico
Mr. C. L. Wannen
M. & C. of Laurel
Co. Commrs. of Pr. Geo. Co.

VOID

SEE MINUTES
10-4-50

Prince Georges

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 4, 1949.

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

By appropriate action, the Commission adopted name designations for certain sections of highway as indicated.

The new limited access divided highway between Baltimore and Washington: "Baltimore-Washington Expressway";

The new limited access highway between Annapolis and Washington: "Annapolis-Washington Expressway";

The new limited access highway between Baltimore and the Pennsylvania State Line along the general location of the present York Road: "Baltimore-Harrisburg Expressway";

The highway between Baltimore and Frederick: "Baltimore National Pike".

The highway from Frederick to Washington; "Washington National Pike".

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. G. S. Rinehart
Mr. A. F. Shure
Mr. Allan Lee
Mr. A. L. Grubb
Mr. G. N. Lewis, Jr.
Mr. C. L. Wannen
District Engineers

Mr Du Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 22, 1948

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

Agreement of even date, by and between the State Roads Commission of Maryland, acting for the State of Maryland, party of the first part, and the Baltimore and Ohio Railroad Company, a corporation duly incorporated under the laws of the State of Maryland, party of the second part, to provide for the erection of flashing light signals and crossing gates of the automatic electric type at B. & O. R.R. Crossing No. 247, located on the Queensburg Road in Riverdale, Prince George's County, Federal Project No. FAGS-182-(1), was executed in duplicate by the Commission. (S.R.C. 10/6/48).

Said agreement, which bears the approval of Special Assistant Attorney General Robert E. Clapp, Jr., had previously been executed by the Baltimore & Ohio Railroad Company.

CC: Mr. R. M. Reindollar
Mr. W. F. Childs, Jr.
Mr. P. A. Morison (2)
Mr. Joseph Chaney
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mr. Wm. H. Bishop, Jr.
Capt. R. M. Ridgely
Mr. H. C. Bowers
Mr. C. L. Wannen

File with Minutes
Change Hazard Rating when Completed.

New R.R. # 247
old " " 17
NTS " 55
Queensburg Rd (Muni's)
FAS 404
See Md. 412 For Inv

P.G. Co.

MINUTES FOR MEETING OF MEETING ON THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 22, 1948

Present: Mr. Robert S. Reinholler, Chairman, Governor Joseph M. George and Mr. Russell H. Mohain.

Agreement of even date, by and between the State Roads Commission of Maryland, acting for the State of Maryland, party of the first part, and the Baltimore and Ohio Railroad Company, a corporation only incorporated under the laws of the State of Maryland, party of the second part, to provide for the erection of flashing light signals and crossing gates at the automatic electric type on B. & O. R.R. Crossing No. 241, located on the Quaintance Road in Riverdale, Prince George's County, Federal Project No. BRS-183-(1), was executed in duplicate by the Commission. (S.R.C. 10/6/48).

Said agreement, which bears the approval of Special Assistant Attorney General Robert S. Clapp, Jr., has previously been executed by the Baltimore & Ohio Railroad Company.

Co: Mr. R. S. Reinholler
Mr. W. F. Childs, Jr.
Mr. F. W. Morton (2)
Mr. Joseph Cheney
Mr. C. M. Keefe, Jr.
Mr. Allen Lee
Mr. Wm. H. Plumer, Jr.
Capt. H. W. Hidgely
Mr. E. C. Moore
Mr. C. L. Wagner

Bender
Pa. Dec.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 26, 1948

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

Following investigation by the Traffic Division, the Commission, upon the recommendation of Assistant Chief Engineer P. A. Morison, approved the establishment of a "NO PARKING" zone on both sides of the Scaggsville Road (Md. #216), starting at Main Street just south of the Patuxent River Bridge in Laurel, and extending in a northerly direction for a distance of 0.25 of a mile.

CC: Mr. Childs
Mr. Morison
Mr. Duncan
Mr. Lewis
Mr. Mintiens
Mr. Lee
Capt. Ridgely

Mr. G. W. Carroll

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 15, 1946

MD 251

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

During the year 1942 the Commission, by agreement with the Baltimore and Ohio Railroad Company, eliminated the railroad grade crossing on the Berwyn Road upon completion of the new Branchville overhead grade elimination structure, and subsequently the residents of Berwyn requested that a connecting link be constructed between Routes Nos. 434 and 430 and it was decided by the Engineering Department that 58th Street, in Berwyn Heights, would be the most logical place to made this connection. This location met with the approval of the Board of County Commissioners of Prince George's County. However, since the county funds were somewhat limited at that time, the State Roads Commission undertook this improvement, and subsequently in 1945, out of the "Reconstruction Fund", graded, graveled and surface treated this 58th Street connection between the two aforesaid routes, which is a distance of 0.42 mile, and has since maintained this section as a part of the state Roads System without formal action on the part of the Commission.

Chief Engineer Wilson T. Ballard, under date of October 10, addressed a letter to the State Roads Commission, calling attention to this matter and requesting "formal action of the Commission in accepting the highway into the State system." He states in part:

> "This connection was built at the request of the local residents, primarily because of closing the Branchville grade crossing over the B. & O. railroad.
>
> District Engineer Chaney advises that a 40' dedication of right of way has been recorded in the land records of Prince George's County. The highway has been given Route No. 251, its construction was paid for from reconstruction funds and its maintenance has been charged to State maintenance since its completion."

In view of the facts as above submitted, and based on the recommention of Chief Engineer Ballard, the Commission, upon motion duly made and seconded, voted its approval for the inclusion of 58th Street between Routes Nos. 434 and 430, for a distance of 0.42 mile, in the State Highway System, to be maintained as a part of the said system.

Copy: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs
County Commissioners

EXTRACT FROM MINUTES OF MEETING OF THE STATE BOARD (CONTINUED)
TUESDAY, OCTOBER 15, 1940

Present: Mr. Robert E. Bridgeman, Chairman, Presiding. Mr. Watson Babb and Mr. Russell H. Redden.

During the year 1937 the Commission, by a contract with the Baltimore and Ohio Railroad Company, eliminated the railroad grade crossing on the Berryville road upon completion of the new Kensinville overhead grade elimination structure, and subsequently the residents of Berryville expressed their a considerable desire for a certified covered stone bar. 23 and 230 and it was decided by the Commission that the construction of the Berryville Heights, which is the most logical place to make this connection. This location was within the approval of the Board of County Commissioners of Prince George's County. However, since the county funds were somewhat limited at that time, the State Roads Commission undertook this improvement, and subsequently in 1940, out of the "discretionary fund", grading and surface treated this 2500 foot connection between the two aforesaid routes, which is a distance of 0.42 mile, and has since maintained this portion as a part of the state Roads system without formal action on the part of the Commission.

Chief Engineer William T. Pullman, under date of October 10, addressed a letter to the State Roads Commission, calling attention to this matter and requesting "formal action of the Commission in accepting the highway into the State system." He states in part:

"This connection was built at the request of the Local residents, particularly because of closing the dangerous grade crossing over the B. & O. railroad.

District Engineer Cheney advises that a 40' dedication of right of way has been recorded in the land records of Prince George's County. The highway has been given route No. 201, the designation was paid for from reconstruction funds and its maintenance has been charged to State maintenance since its completion."

In view of the facts as above stated, and based on the recommendation of Chief Engineer Pullman, the Commission, upon motion duly made and seconded, voted its approval to the inclusion of the connection between Route No. 23 and Route 230, for a distance of 0.42 mile, in the State Highway System, to be maintained as a part of the state system.

Copy: Mr. [illegible]
Mr. [illegible] Chaney
Mr. [illegible] Hardesty
Mr. [illegible] Cook
Mr. [illegible] Fahs
Mr. [illegible] Shipley
County Commissioners

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION _____

File

September 24, 1946.

To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

For your information, there is transmitted herewith copy of excerpt from minutes of meeting of the State Roads Commission on Tuesday, August 13, 1946, concerning a substitution in the Prince Georges County secondary program as approved by the Commission under date of March 13, 1946.

Wm. F. Childs, Jr.

Wm. F. Childs, Jr.,
Director

jf

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 13, 1946
***

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

Chief Engineer Ballard, under date of August 7, 1946, addressed the Commission as follows:

"Under date of June 17, 1946, Mr. Arthur W. Tayman, County Engineer for Prince George's County, requested on behalf of the Board of County Commissioners of Prince George's County that a substantiation be made in the County's secondary program as approved by the Commission under date of March 13, 1946.

The County Commissioners desire that Project No. 5 in the first year's recommendation - known as the Bryan's Point Road and estimated to cost $13,400.00 - be withdrawn and the Wheeler Road, one mile in length, be substituted therefor.

According to the estimate as prepared by the Department of Plans and Surveys, and submitted to me under date of July 31, 1946, the Wheeler Road will cost $38,600.00, thereby increasing the total estimated cost for Prince George County's first year construction program from $117,300.00 to $142,500.00, or an increase in the cost of the three-year program from $350,100.00 to $375,300.00.

I am advised by the Traffic Division that the Wheeler Road has been included in the proposed Federal-aid secondary System and is eligible for Federal funds. Its consideration, therefore, by the Commission as a substitute for the Bryan's Point Road is in order."

Following discussion, the Commission, upon motion duly made and seconded, approved the request of the Board of County Commissioners of Prince George's County, and voted to amend the County's secondary program as approved at its meeting of March 13, 1946 by substituting for Project No. 5 in the first year's recommendation, known as the Bryan's Point Road and estimated to cost $13,400.00, the Wheeler Road, one mile in length, which is estimated to cost $38,600.00.

C
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Copy: Mr. R. M. Reinhollar
Mr. W. T. Hallard
Mr. J. A. Morrison
Mr. A. F. Shore
Mr. Joe. Chaney
Mr. W. F. Childs, Jr.
Mr. L. A. Eaton
Mr. W. C. Hopkins
Mr. W. A. Dodd
County Commissioners
Mrs. Hice

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROAD COMMISSION
TUESDAY, AUGUST 13, 1946
***

Present: Mr. Robert M. Reinhollar, Chairman, Messrs. F. Watson Webb and Burnell H. McCain.

Chief Engineer Hallard, under date of August 7, 1946, addressed the Commission as follows:

"Under date of June 17, 1946, Mr. Arthur W. Tayman, County Engineer for Prince George's County, requested on behalf of the Board of County Commissioners of Prince George's County that a substitution be made in the County's secondary program as approved by the Commission under date of March 13, 1946.

The County Commissioners desire that Project No. 5 in the first year's recommendation - known as the Bryan's Point Road and estimated to cost $13,400.00 - be withdrawn and the Wheeler Road, one mile in length, be substituted therefor.

According to the estimate as prepared by the Department of Plans and Surveys, and submitted to me under date of July 31, 1946, the Wheeler Road will cost $38,600.00, thereby increasing the total estimated cost for Prince George's County's first year construction program from $117,300.00 to $142,500.00, or an increase in the cost of the three-year program from $350,100.00 to $375,300.00.

I am advised by the Traffic Division that the Wheeler Road has been included in the proposed Federal-aid secondary system and is eligible for Federal funds. Its consideration, therefore, by the Commission as a substitute for the Bryan's Point Road is in order."

Following discussion, the Commission, upon motion duly made and seconded, approved the request of the Board of County Commissioners of Prince George's County, and voted to amend the County's secondary program as approved at its meeting of March 13, 1946 by substituting for Project No. 5 in the first year's recommendation, known as the Bryan's Point Road and estimated to cost $13,400.00, the Wheeler Road, one mile in length, which is estimated to cost $38,600.00.

C
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INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION_____

April 25, 1946.

To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

For your information, there is transmitted herewith copy of excerpt from minutes of meeting of the State Roads Commission on Tuesday, April 9, 1946, at which time they approved a resolution passed by the Board of County Commissioners of Prince Georges County in reference to financing the highway construction program in this county.

Wm. F. Childs, Jr.

Wm. F. Childs, Jr.,
Director

jw

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, APRIL 9, 1946
***

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

The Commission considered and formally accepted the following certified copy of Resolution passed by the Board of County Commissioners of Prince George's County at their meeting of April 2, 1946, this Resolution being spread on the minutes of this meeting as a matter of reference.

"Upon Motion duly made, seconded and carried, the following resolution was passed:

WHEREAS, a program has been adopted for highway construction in this County from funds from the Federal Aid Highway Account of 1944, plus matching funds from the County necessary to make the federal funds available, and

WHEREAS, the roads selected are to remain a part of the County system of highways, and this program is satisfactory to the Maryland State Roads Commission, and

WHEREAS, through a ruling of the Attorney General the work on the said highways must be done by contract to be advertised and awarded by the State Roads Commission,

NOW, THEREFORE, BE IT RESOLVED, that the Board of County Commissioners of Prince George's County, agree to finance the said program and to place, in the hands of the State Roads Commission, funds equal to one-half of the construction cost on each project in the program, plus engineering and right-of-way costs, as these funds shall be called for from this Board by the State Roads Commission, and

BE IT FURTHER RESOLVED, that a certified copy of this resolution be sent to the State Roads Commission.

GIVEN under my hand and the Official Seal of the County Commissioners of Prince George's County, Maryland, this 3rd day of April, 1946.

(SEAL)

(Sgd.) Linden Briscoe
Linden Briscoe, Clerk

c
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p
y

Copy: Mr. L. S. Mellquiter Mr. Joe. Kinney Mr. [illegible] Stanton
Mr. W. T. Pelland Mr. E. W. Tullis, Jr. Mr. [illegible] Pool
Mr. A. V. Shupe Mr. L. A. Tuna Co. Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE BOARD OF COUNTY COMMISSIONERS
MONDAY, APRIL 9, 1956

Present: Mr. Albert E. Mellquiter, Chairman, Messrs. [illegible] and Russell E. Stanley.

The Commission considered and formally adopted the following certified copy of resolution passed by the Board of County Commissioners of Prince George's County at their meeting of April 4, 1956, this resolution being spread on the minutes of this meeting as a matter of reference.

"Upon motion duly made, seconded and carried, the following resolution was passed:

WHEREAS, a program has been adopted for highway construction in this County from funds from the Federal Aid Highway Act of 1954, plus matching funds from the County necessary to make the Federal funds available, and

WHEREAS, the roads selected are to remain a part of the County system of highways, and this program is satisfactory to the Bureau of State Roads Commission, and

WHEREAS, although a waiver of the Attorney General's opinion on the land acquisition must be done by contract to be determined and executed by the State Roads Commission,

NOW, THEREFORE, BE IT RESOLVED, that the Board of County Commissioners of Prince George's County, agree to finance the said program and do plans, in the behalf of the State Roads Commission, funds equal to one-half of the construction cost on such projects in the program, plus engineering and right-of-way costs, matching funds shall be called for from this Board to the State Roads Commission, and

[illegible] be sent to the State Roads Commission.

Given under my hand and the official seal of the County Commissioners of Prince George's County, Maryland, this 3rd day of April, 1956.

(SEAL) (Sgd.) James Belanger
Clerk

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR
DIVISION_____

April 3, 1946.

To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

For your information, there is transmitted herewith copy of excerpt from minutes of meeting of the State Roads Commission on Wednesday, March 13, 1946, at which time the approved the revised program for secondary construction in Prince Georges County with the provision listed. . . .

Wm. F. Childs, Jr.
jw

Wm. F. Childs, Jr.,
Director

jw

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 13, 1946
***

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

Chief Engineer Wilson T. Ballard, in a letter dated March 8, 1946 addressed to the State Roads Commission, submitted "the revised program for secondary construction in Prince George's County as presented by Mr. Arthur W. Tayman, County Engineer, under date of February 4, 1946."

This revised program was submitted in accordance with conclusions reached by the Commission and certain representatives of Prince George's County at a meeting held in this office January 22, 1946. There were likewise other meetings, according to Mr. Ballard's letter, and "as a result of these meetings, an opinion has been rendered by the Attorney General whereunder we have been advised that it becomes mandatory to have all work, in which State and Federal funds will participate, done by contract."

Mr. Ballard submitted a map, on which had been indicated by number the several projects comprising the revised program, and with respect thereto Mr. Ballard further states: "All of the projects in the revised program are in the proposed secondary system for Prince George County, and the estimates have been reviewed by the Department of Plans and Surveys, resulting in a revision in the cost of two projects, and the corrections will be noted herein."

The following is the program now proposed by the County Commissioners of Prince George's County:

Recommendation - First Year	Mileage	Estimated Cost
1 - Woodyard-Rosaryville Road	2.80	$ 36,100.00
2 - Gunpowder Road	2.25	30,100.00
3 - Woodyard Road	1.45	19,500.00
4 - Colesville Road	1.35	18,200.00
5 - Bryan's Point Road	1.00	13,400.00
		$117,300.00

Recommendation - Second Year		
6 - Springfield Road	2.00	$ 26,500.00
7 - Naylor-Baden Road	1.10	14,700.00
8 - Telegraph Road	1.00	13,400.00
9 - Swann Road	1.40	24,400.00
10 - Dr. Fox's Road	0.50	6,700.00
11 - Greenbrier Road	0.35	4,700.00
12 - Hopkins Farm Road	0.40	5,400.00
13 - Nottingham Road	1.25	16,700.00
		$112,500.00

Copy: Mr. R. A. Leinhoffer Mr. Joseph Barry Mr. R. F. Wooding
Mr. W. T. Bradford Mr. T. Chilton, Jr. Mr. R. C. Hoe
Mr. R. F. Adams Mr. L. A. Fuhs Judge Douglas Gray

EXTRACT FROM MINUTES OF THE BOARD OF SUPERVISORS
MONDAY, MARCH 17, 1942

***

Present: Mr. Robert A. Leinhoffer, Chairman, Messrs. T. Bryan Webb and Thomas H. Moseley.

Chief Engineer Allen T. Bellard, in a letter dated March 9, 1942 addressed to the State Roads Commission, submitted "the revised program for secondary construction in Prince George County" as presented by Mr. Arthur R. Ingram, County Engineer, under date of February 4, 1942.

This revised program was submitted in accordance with conditions reached by the Commission and certain representatives of Prince George's County, as a meeting held in this office January 7, 1942. Many very liberal other readings, according to Mr. Leinhoffer's letter, and as a result of some meetings, on January 8th have been rendered by the Attorney General wherein we have been advised that it because necessary to pay all work, in which other and recent funds will participate, done by contract."

Mr. Bellard outlined a map, on which had been indicated by number the several projects embracing the revised program, and with respect thereto Mr. Bellard furnished advised: "All of the projects in the revised program are in the proposed secondary system for Prince George County, and the estimates have been prepared by the Department of Highways and Surveys, modified in a revised in the work of the Department, and the corrections will be noted herein."

The following is the program now proposed by the County Commissioners of Prince George's County:

Recommendation - Fiscal Year	Mileage	Estimated Cost
1 - Hopewell-Jamesville Road	4.00	$ 36,100.00
2 - Dunlopdale Road	2.25	20,100.00
3 - Moody Hill Road	1.45	12,900.00
4 - Coleraville Road	1.35	12,000.00
5 - Bryant's Point Road	1.00	12,000.00
		$112,100.00

Recommendation - Second Year	Mileage	Estimated Cost
6 - Scottsfield Road	2.00	$ 20,500.00
7 - Bacon Hole-Baden Road	1.15	14,700.00
8 - Telegraph Road	1.00	12,000.00
9 - Queen Road	1.50	22,000.00
10 - Mr. Tucker Road	0.50	6,000.00
11 - Greenwaller Road	0.35	4,700.00
12 - Hopkins Farm Road	0.60	[illegible]
13 - Wetherburn Road	1.25	9,700.00
		$[illegible]

Recommendation - Third Year

14 - T.B.-Accokeek Road	3.0	$39,000.00
15 - Good Luck Road	2.8	36,100.00
16 - North Keys - Old Brandywine Road	1.9	25,400.00
17 - Cool Spring Road	1.06	19,800.00
		$120,300.00

Summary

First Year - -	$117,300.00
Second Year - -	112,500.00
Third Year - -	120,300.00
TOTAL - -	$350,100.00

Concerning the financial status of this County, we quote from Mr. Ballard's letter:

"Prince George's County will receive from the 1944 Federal-aid Act $57,121.13 annually for a period of three years, which, when matched with a like amount, will provide a total of $342,726.78. The program as proposed by the County Commissioners will amount to $350,100.00, or $7,373.22 in excess of the amount actually required of the County to match the funds made available by the Federal Government.

In the disposition of the preliminary engineering work, the Prince George County Commissioners advise in the County Engineer's report that it is the intention of the County to provide engineering assistance in the making of any necessary surveys, in the preparation of the plans, the project statements, and in the engineering work generally during the preliminary stage and during construction. These, however, are details that can be worked out following the Commission's action on the program as presented."

This program was given due consideration by the Commission, as well as the references made by Mr. Ballard to the several projects comprising this revised program, and the method of financing same, with the result that the Commission voted its approval of this program for adoption, subject, however, to the receipt of definite assurance that the said Board of County Commissioners will finance this entire program and place in the Commission's hands, before the award of a contract for each project, funds equal to one-half the construction cost, plus engineering and rights of way costs, in order that the Commission will have sufficient funds to finance the work as it progresses.

Recommendation - Third Year

14 - T.E.-Hookerk Road	3.0	$39,000.00
15 - Ross Lake Road	4.5	58,500.00
16 - North Bays - Old Brandywine Road	1.9	25,400.00
17 - Cool Spring Road	1.08	14,800.00
		$140,300.00

Summary

First Year	-	$117,200.00
Second Year	-	112,500.00
Third Year	-	140,300.00
TOTAL	-	$370,000.00

Concerning the financial status of this County, we quote from Mr. Pallett's letter:

"Fulton County's County will receive from the 1964 Federal-Aid Act $97,121.12 annually for a period of three years, which, when matched with a like amount, will provide a total of $582,726.72. The program as proposed by the County Commissioners will amount to $370,100.00, or $7,379.28 in excess of the amount actually required of the County to match the funds made available by the Federal Government.

In the disposition of the preliminary engineering work, the Fulton County County Commissioners advise in the County Engineer's report that it is the intention of the County to provide engineering assistance in the making of any necessary surveys, in the preparation of the plans, the project statements, and in the engineering work generally during the preliminary stage and during construction. These, however, are details that can be worked out following the Commission's action on the program as presented."

This program was given due consideration by the Commission, as well as the recommendations made by Mr. Pallett to the several projects comprising this revised program, and the method of financing them, with the result that the Commission voted its approval of this program for adoption, subject, however, to the receipt of definite assurance that the Board of County Commissioners will finance this entire program and place in the Commission's hands, before the award of a contract for each project, funds equal to one-half the construction cost, plus engineering and rights of way costs, in order that the Commission will have sufficient funds to finance the work as it progresses.

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR DIVISION May 16, 1945.

To: Mr. Gorsuch

From: Mr. Childs

Subject: S.R.C. Minutes

We are transmitting herewith for your information and guidance copy of excerpt from minutes of the State Roads Commission - May 8, 1945 regarding the acceptance as a part of the County road system of Prince Georges County section of road running from New Marlboro Pike to Old Marlboro Pike, in Electron District Spaulding #6, a length of 0.20 mile,...

Road Condition Survey Report is in my binder.

Tab. 1945

Very truly yours,

Wm. F. Childs, Jr.,
Director

d

cc; Road Inventory Revision Data
Acceptance into County Rd. System
County Road Projects - Prince Georges Co.

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

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

Upon recommendation of Chief Engineer Wilson T. Ballard, as set forth in his letter dated May 4, 1945, addressed to the State Roads Commission, the Commission voted to improve section of road known as Armstrong Lane, running from New Marlboro Pike to Old Marlboro Pike, in Election District Spaulding #6, Prince Georges County, a length of 0.20 mile, "with a 20 foot bank run gravel course, including bituminous surface treatment at an estimated cost of $600.00."

This section of road, which is to be maintained as a part of the County Road System of Prince Georges County, "forms a very desirable connection between old State Route No. 4, the Marlboro Pike, and the relocation thereof, in the vicinity of the main entrance to Andrews Field, First Fighter Command Air-Base in the Camp Springs-Meadows Area."

"...acceptance of this road into the county highway system is the result of our efforts to obtain a connection between old and relocated Route 4 in this vicinity for the convenience of local movement, including the Forestville Fire Department."

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

Noted in 1945 Road imp Folder

(COPY)

EXCERPT FROM MINUTES OF MEETING OF NEW STATE ROADS
COMMISSION - TUESDAY, MAY 4, 1965.

Present: Mr. Ben S. Whitman, Chairman, and Mr. W. Frank Tenney

Upon recommendation of Chief Engineer Wilson T. Ballard, as set forth in his letter dated May 4, 1965, addressed to the State Roads Commission, the Commission voted to improve section of road known as Armstrong Lane, running from New Marlboro Pike to Old Marlboro Pike, in Election District Seventeen, Prince Georges County, a length of 0.20 mile, with a 22 foot sand and gravel course, including bituminous surface treatment at an estimated cost of $500.00."

"The section of road, which is to be maintained as a part of the County Road System of Prince Georges County, forms a very desirable connection between old State Route 4, the Marlboro Pike, and the relocation thereof, in the vicinity of the main entrance to Andrews Field, First Fighter Command Air-Base in the Camp Springs-Andrews Area."

"...acceptance of this road into the county highway system is the result of our efforts to obtain a connection between old and relocated Route 4 in this vicinity for the convenience of local movement, including the Forestville Fire Department."

Copy: Mr. W. T. Ballard
Mr. Lee. Cheney
Mr. W. A. Todd
Mr. L. A. Kahn
Mr. W. Y. Collins, Jr.
County Commissioners

(COPY)

xxxxxxxxxxxxxxxxxxxxxxx

xxxxxxxxxxxxxxxxxxxxx

December 6, 1944

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

Dear Mr. Steuart: re: Government Reservation Roads

Since writing Mr. Joseph Chaney on September 9 transmitting table prepared showing roads transferred to the Federal Government in each of the counties of District 5, we have not heard from him. As a matter of fact, we don't know that he even got the letter as there was no acknowledgement.

This is in reply to your inquiry of this morning.

Very truly yours,

Wm. F. Childs, Jr.,
Director

WFCjr:jw

cc: Mr. J. T. Gorsuch
S.R. C. Minutes

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MADE IN U.S.A.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 10, 1944
***

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

On recommendation of Chief Engineer Wilson T. Ballard, set forth in his letter addressed to the State Roads Commission under date of October 10, 1944, the Commission voted to accept for maintenance as a part of the County Road System of Prince George's County, the following three sections of road:

1. Reed Street Extended, in Election District Seat Pleasant 18, running from Addison Chapel Road to 57th Street, a distance of .22 mile. Inv requested 11/1/44

2. "H" Street, in Election District Seat Pleasant 18, from 64th Avenue to George Palmer Highway, 0.45 mile. Inv #352 requested 11/1/44

3. Road, in Election District Melwood #15, from Ritchie Road to Browns Station Road, 1.50 miles. Inv #428 requested 11/1/44

This action by the Commission in the acceptance of these roads for maintenance as a part of the Prince George's County System, was the result of recommendations made by the County Commissioners of said County.

The Condition Survey Reports, submitted by District Engineer Joseph Chaney, carry the following recommendations for the improvement of these roads in the order as above set forth:

1. Recommend grading to 30' and surfacing with 8" of bank run gravel.

2. Recommend grading to 30' wide and surfacing with bank gravel 18' wide and 8" deep. Estimated cost $1500.00.

3. Recommend widening to about 16' and spot gravelling where necessary. Estimated cost, $900.00.

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

Tab 1944

MINUTES OF MEETING OF MEETING OF THE STATE WAGE BOARD BY.
TUESDAY, OCTOBER 10, 1944.

Present: Mr. Earl S. Mulkey, Chairman, Wayne. P. Mason
Hale and F. Frank Thomas.

On recommendation of Chief Engineer William E. Mulkey, and for the letter submitted to the State Road Commission under date of October 10, 1944, the Commission voted to accept for maintenance as a part of the County Road System of Putnam County, the following have mentioned of roads:

1. Road Street Extended, in Hurricane District near Pleasant Ln, running from Addison Chapel Road to 5th Street, a distance of .25 mile.

2. Par avenue, in Hurricane District near Platform 12, from 6th Avenue to Cabin Fork R.Road, 0.25 mile.

3. Road, in Scarlet District leading off, from Nitrate Road to Brown Station Road, 1.50 miles.

This action by the Commission is the acceptance of roads for maintenance as a part of the Putnam County's County System, and the result of recommendations made by the County Commissioners of said County.

The Condition Survey Reports, submitted by District Engineer Joseph Clancy, carry the following recommendations for the improvement of these roads in the order in which are noted:

1. Recommend grading to 20' and surfacing with 9' of bituminous gravel.

2. Recommend grading to 30' wide and surfacing with base gravel 18' wide and 8" deep. Estimated cost $1500.00.

3. Recommend grading to about 1.5 miles of 20' wide and surface construction. Estimated cost $3000.00.

Engineer: Mr. W. T. Patterson
Mr. Joe. Gaddy
Mr. L. A. Flatt
Mr. W. F. Dailey, Jr.
Mr. H. L. Lude

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 29, 1944
***

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

Under date of April 8, 1943, the County Commissioners of Prince George's County recommended to the Commission that the following road be taken over as part of the County Road System for maintenance as such:

> Pineway in College Heights, Clagett Pineway in College Heights and University Park, and Clagett Road and Wells Parkway in College Heights Estate.

No action was taken by the Commission at that time.

The Commission received another letter, dated July 26, 1944, calling attention to their letter of April 8, 1943, advising that this particular road is now badly in need of repairs, and asking that the Commission give consideration to its previous request that this road be taken into the County Road System for maintenance.

The matter was discussed by the Commission, and inasmuch as District Engineer Joseph Chaney concurs in the recommendation of the County Commissioners of Prince George's County, the Commission, upon motion duly made and seconded, voted to take over for maintenance as a part of the County Road System of Prince George's County, the Pineway-Wells Parkway Road from the Washington - Baltimore Boulevard to Colesville Road, a distance of 1.10 miles, and based on the recommendation of District Engineer Chaney as set forth in the Condition Survey Report, authorized an expenditure of $750.00, chargeable to the Maintenance Account of Prince George's County, for scarifying, reshaping, and surface treating said road.

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

Inv. By Gorsuch + Wilkerson 8/29/44.

Tab 1944

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION, TUESDAY, July 11, 1944.

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

Acting on the recommendation of the County Commissioners of Prince George's County in a letter dated April 12, 1944, supported by the recommendation of Chief Engineer Wilson T. Ballard, the Commission voted to take over for maintenance as a part of the County Road System of said County, Guilford Road, from the Washington - Baltimore Boulevard to Dartmouth Avenue, Election District Berwyn #21, a length of 0.35 mile, and also approved the recommendation of Chief Engineer Ballard that approximately $900.00 be spent from the said County's share of the Lateral Gasoline Tax to place this section of road in an acceptable condition.

Road Condition Survey Report, prepared by District Engineer Joseph Chaney, was submitted to the Commission by Chief Engineer Ballard with his letter of recommendation, dated July 5.

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

Tab 1944

cc: County Road Projects - Pr.Geo. Co.
Additions to State highway system
Road Inventory Revision Data
Mr. J. T. Gorsuch

February 2, 1944.

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

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

Mr. J. C. Wilkerson, Resident Maintenance Engineer, in reporting improvements to roads of the County road system in Prince George's County in 1943 showed that the County road from Davis Shop road to the Nottingham Airport, a distance of 1.3 miles, was improved with gravel surfacing to a width of 30 feet and changed from the private road system to the State system.

We have no official record of any action on this road by the State Roads Commission and we advised Mr. Wilkerson that while this road was improved with Federal defense access money we had no record that it had been accepted into the State system. This letter was written to Mr. Wilkerson on January 25th.

Under date of January 31st Mr. Wilkerson advises that this was formerly a private road and that the rights-of-way were secured by the State Roads Commission and deeded to the State Roads Commission; that the County Commissioners of Prince George's County did not ask for the road and that they had never accepted it or voted on it and that they do not consider it a County road.

SEE MINUTES 3-13-44 NOTTINGHAM ROAD IN COUNTY SYSTEM

In my letter to Mr. Wilkerson I also questioned the road from Croom to the Naval airport, a distance of 3.2 miles, which he reported had been improved in 1943 from untreated gravel to treated gravel road, to a width of 30 feet. This was formerly unimproved County road but was improved with Federal defense access funds in 1942 and surface treated in 1943 but we have no official record that it was accepted by the State Roads Commission as a part of the State highway system.

Mr. Wilkerson in his letter of January 31st advises that this road was transferred from the County to the State system in 1942 and was assigned State route number 705. - TRANS. TO COUNTY 10-26-54

On the attached sketch of map of Prince George's County the Nottingham Airport road is shown in red crayon and the Croom - Naval airport road is shown in blue crayon.

There seems to be quite a difference of opinion with regard to the system to which these roads belong and I believe that some official action should be taken with regard to each.

Very truly yours,

wfcjr-d

Wm.F.Childs,Jr.,Director

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR DIVISION Traffic

September 14, 1943.

To: Mr. J. T. Gorsuch

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

Subject: S.R.C. Minutes

There is attached copy of excerpts of minutes of meeting of the State Roads Commission of September 1, 1943 at which the Commission accepted as a part of the County system of Prince George's County the following two roads:

Inv. 1/7/1944 by WFCh Jr. NOV. 1943

Maryland Avenue, Election District Kent, #13, beginning at the intersection of the W.B. & A. Right of Way at East Columbia Park and running westerly along a private road a distance of approximately 800 feet to its intersection with Columbia Park - Tuxedo Cheverly road.

Inv. 1/7/1944 by WFCh Jr. NOV 1943

Cedar Lane, Election District # 1, from Powder Mill or Odell Road to Armiger or Montgomery Road, about 3200 feet, leading directly to Beltsville School.

I am also attaching copy of letter of Sept. 10th from Mr. L. A. Kahn together with the two sections of maps referred to.

Please make the necessary corrections to the records and maps.

Tab 1943

Wm. F. Childs, Jr.,
Director

WFCjr-d

cc: Road Inventory Revision Data
County Road Projects - Prince George's Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 1, 1943.

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

Acting on the recommendation of the County Commissioners of Prince George's County, which recommendation was concurred in by Chief Engineer Wilson T. Ballard, the Commission accepted for maintenance as a part of the County Road System of said County, the following two roads:

Inv. 1/7/1944 by WFC to Atty Forms to S.T.C. 1/10/44

Maryland Avenue, Electron District Kent #13, beginning at the intersection of the W. B. & A. Right of Way at East Columbia Park and running westerly along a private road a distance of approximately 800 ft. to its intersection with the Columbia Park - Tuxedo Cheverly road.

Cedar Lane, Election District # 1, from Powder Mill or Odell Road to Armiger or Montgomery Road, about 3200 feet, leading directly to Beltsville School.

According to Condition Survey Reports submitted through the District Engineer's Office, the approximate cost of putting Maryland Ave. in good condition is given as $150,000, and the approximate cost of putting Cedar Lane in condition for maintenance is given as $75.00, with an estimated cost of permanent repairs as $1,172,00, made up as follows:

Pipe	$272.00
Grading	300.00
Graveling	600.00

Feb 1943

(COPY)

April 29, 1943.

Mr. Jos. Chaney, District Engineer,
State Roads Commission
Upper Marlboro, Maryland.

Dear Mr. Chaney: re: County Road Projects -
Prince George's County

With further reference to my letter of February 26th, copy of which is attached, with regard to the acceptance for maintenance by the State Roads Commission as part of the County highway system 1200 feet of road extending from Landover in Cheverly to the new County hospital site, we would advise that we have not received the data we requested from you.

We will greatly appreciate it if you would furnish us with this information at your earliest convenience.

Very truly yours,

Wm. F. Childs, Jr.,
Director

d

cc: S.R.C. Minutes
Road Inventory Revision Data
Mr. E. W. Bunting

Feb 1943

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MARCH 30, 1943

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

In Calvert, Charles, Prince George's and St. Mary's Counties, the Federal Government has established certain war activities which embrace certain portions of State and County roads which will hereafter, or at least for the duration of the war, cease to be under the control of the State Roads Commission, and for the purpose of adjusting the records of the Commission accordingly, the roads affected are herein listed:

CALVERT COUNTY

1 - State Route 504 -	Dowells Road	Tab 1942	0.1 mile
2 - County Road	Dowells Road		0.4 "
3 " "	Point Patience	Tab 1942	1.1 "

CHARLES COUNTY

1 - State Route 563 -	Chicamuxen toward Riverside		1.6 miles
2 - County Road	Trappe Br. to Smith Pt.		1.7 "
3 - " "	Cedar Point Neck Road	Tab 1942	0.5 "

PRINCE GEORGE'S COUNTY

1 - State Route 4 -	Marlboro Pike	Tab 1942	1.40 miles
2 - " "3 37 -	Meadows- Camp Springs	Tab 1942	2.12 "
3 - County Road	Dr. Stewart Road	Tab 1942	.95 "
4 - " "	Mayhew Road	Tab 1942	.45 "
5 - " "	Dower House Road	Tab 1942	.50 "

ST. MARY'S COUNTY

1 - State Route 46 -	Jarboesville to Millstone Landing		2.5 miles
2 - " " 248	Pearson - Cedar Point		2.5 "
3 - County Road	Mill Hill Road	Tab 1942	.9 "
4 - " "	Holly Shores Road		.75 "
5 - " "	Millstone Road		.9 "
6 - " "	Mill Hill Road (Extended)	Tab 1942	.55 "
7 - " "	Pearson - Chesapeake Bay Road	Tab 1942	1.5 "
8 - " "	St. Ignatius to Villa Road	Tab 1942	.5 "
9 - " "	Compton Road		.4 "
10 - " "	Piney Point Road		.4 "

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

xxxxxxxxxxxxxxxxxxxxxxxxx

108 East Lexington Street xxxxxxxxxxxxxxxxxxxxxxxxx

February 26, 1943.

Mr. Jos. Chaney, District Engineer,
State Roads Commission
Upper Marlboro, Maryland.

Dear Mr. Chaney:

re: County Roads Projects - Prince George's County

I am today in receipt of excerpts of minutes of meeting of the State Roads Commission of February 16, 1943 in which they agreed to accept for maintenance as part of the County highway system 1,200 feet of road extending from Landover in Cheverly to the new County hospital site. Acceptance of this road is contingent upon the fact that all costs involved in constructing the road will be financed from the Federal appropriation allocated to the hospital project and which cost is estimated to be approximately $20,000.

We enclose an inventory sheet, two forms HPS 3- Revised, and two forms HPS 5- Revised together with a section of map of Prince George's County and request that the location of this road be put on the map and these forms filled in so that our records may be kept correctly and up to date.

The inventory should start from a point that will tie in with the roads appearing on the map and each house, building, church, etc., located by speedometer readings and note whether to the right or the left of the road. Also there should be shown any pipes, culverts, bridges, sidewalks, etc. by speedometer readings.

We would also thank you to advise us if and when the condition precedent is ~~made~~ met by the County Commissioners.

Very truly yours,

Wm. F. Childs, Jr.,
Director

WFCjr-
D

cc: S.R.C. Minutes
Rd. Inv. Rev. Data
Mr. E.W.Bunting

February 26, 1953.

Mr. Joe. Cheney, District Engineer,
State Roads Commission
Upper Marlboro, Maryland.

Dear Mr. Cheney:

For County Roads Projects - Prince
Georges County.

I am happy to receive of excerpts of minutes of meeting of the State Roads Commission of February 10, 1953 in which time agreed to accept for maintenance as part of the County Secondary system 1,000 feet of road extending from Lanham in Cheverly to the new County hospital site. Acceptance of this road is contingent upon the fact that all costs involved in constructing the road will be financed from the Federal appropriation allocated to this County for projects and which cost is estimated to be approximately $10,000.

In analyzing an inventory sheet, two forms HM 3- Revised, and two forms HM 3- Revised together with a section of map of Prince Georges County and request that the location of this road be put on the map and these forms filled in so that our records may be kept correct, and up to date.

The inventory should state from a point that will tie in with the roads appearing on the map and such notes, bridges, culvert, etc., located by speedometer readings and note whether on the right or the left of the road. Also there should be given any rivers, streams, bridges, culverts, etc. by speedometer readings.

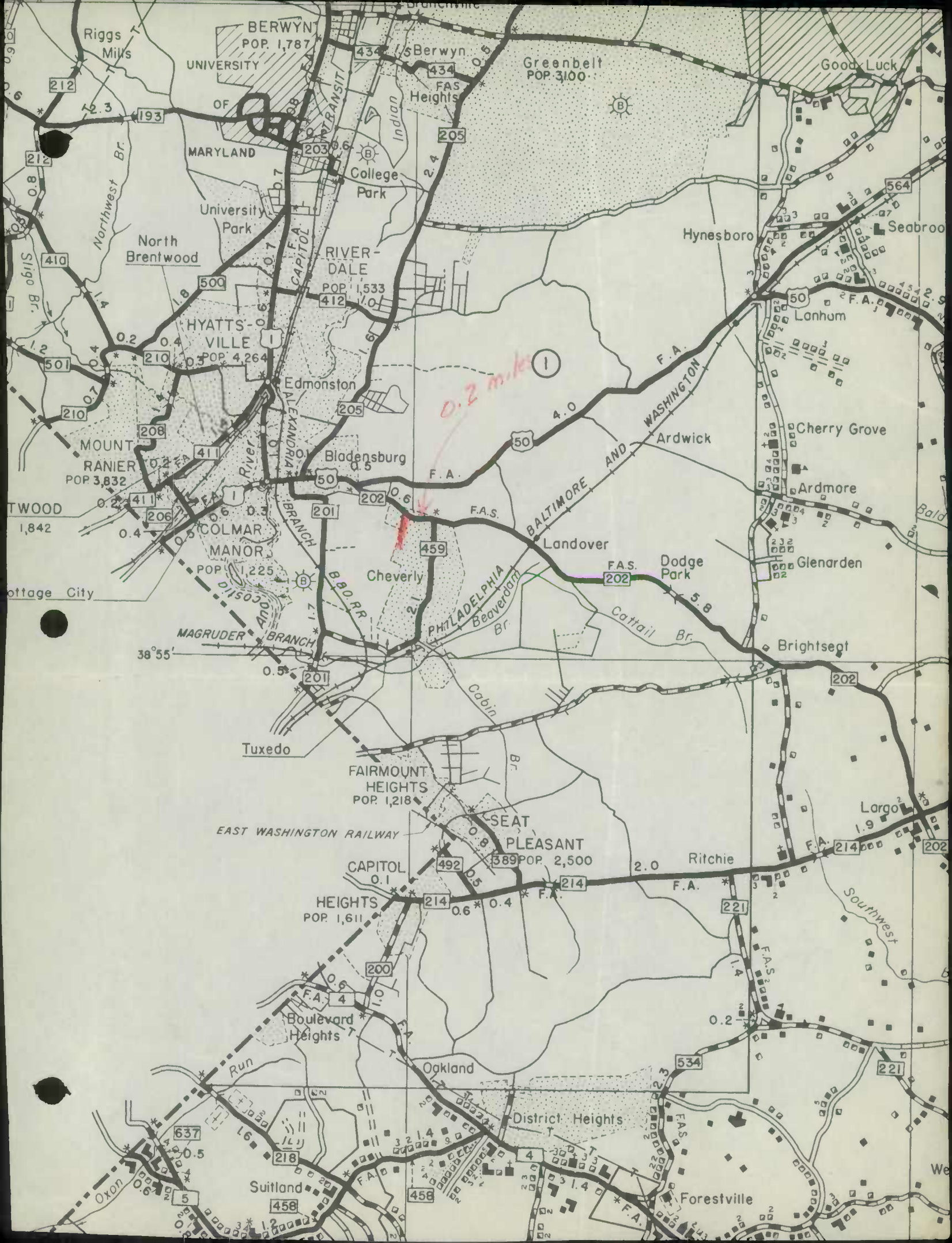
We could also thank you to advise us if and when the condition precedent is met by the County Commissioners.

Very truly yours,

Wm. G. Guise, Jr.,
Director

Wm. G. Guise, Jr.,
Director

cc: S. J. Hughes
Mr. Jos. Cain
Mr. R. M. Bunting


Riggs Mills
BERWYN
POP. 1,787
UNIVERSITY
OF
MARYLAND
Berwyn
FAS
Heights
Greenbelt
POP. 3,100
Good Luck
College Park
University Park
North Brentwood
RIVER-DALE
POP. 1,533
HYATTS-VILLE
POP. 4,264
Edmonston
MOUNT RANIER
POP. 3,832
Bladensburg
COLMAR MANOR
POP. 1,225
Cheverly
Landover
Dodge Park
Hynesboro
Seabrook
Lanham
Cherry Grove
Ardwick
Ardmore
Glenarden
Brightseat
Tuxedo
FAIRMOUNT HEIGHTS
POP. 1,218
EAST WASHINGTON RAILWAY
SEAT PLEASANT
POP. 2,500
CAPITOL HEIGHTS
POP. 1,611
Ritchie
Largo
Boulevard Heights
Ogkland
District Heights
Suitland
Forestville
Northwest Br.
Sligo Br.
Indian
Cabin Br.
Cattail Br.
Southwest
Oxon
Run
BALTIMORE AND WASHINGTON
PHILADELPHIA
B.&O. RR
MAGRUDER BRANCH
COSTIN BRANCH
ALEXANDRIA
CAPITOL TRANSIT
F.A.
F.A.S.
38°55'
0.2 mile

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 15, 1943
***

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

On the recommendation of the County Commissioners of Prince George's County, set forth in their letter of February 3, the Commission, acting upon the concurrence in the said recommendation by Chief Engineer Ballard, voted to accept for maintenance as a part of the County Highway System of Prince George's County "the road extending from the Landover Road in Cheverly, Maryland, to the new County hospital site, a distance of approximately 1200 feet," with the provision that the said road "is accepted into the County Highway System with the understanding that all costs involved in constructing the road will be financed from the Federal appropriation allocated to the hospital project and will not be charged against the County's construction fund."

According to the Chief Engineer, it is estimated "that to construct a suitable highway of bituminous bound gravel type with curb and gutter will cost approximately $20,000."

Before taking any further action in this matter, the Commission will await advise from the said County Commissioners that arrangements have been completed for financing the project, and when this is received the Commission will prepare the necessary plans and put the work under contract.

Pr. George's

COPY

9.5.21.

EXCERPT FROM MINUTES OF MEETING OF STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 30, 1942

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

Upon motion of Mr. Thomas, seconded by Mr. Webb, the following Resolution was adopted:

WHEREAS, under an Agreement dated the 23rd day of October, 1940, by and between the State Roads Commission and The Baltimore and Ohio Railroad Company, provision was made for the elimination of grade crossings at Branchville and Berwyn, in Prince George's County, Maryland, and a substitution therefor of an overhead crossing and approaches to carry the highway traffic over the railroad tracks, pursuant to the terms of said Agreement, and

WHEREAS the work called for in the said Agreement has now been fully completed and the new structure opened to traffic,

BE IT THEREFORE RESOLVED That pursuant to the matters and facts above set forth and the terms of the Agreement above referred to, that the grade crossings which previously existed across the right of way and tracks of The Baltimore and Ohio Railroad at Branchville and at Berwyn be and the same are hereby ordered to be legally vacated, abandoned and closed as at the respective dates of September 2, 1942 and September 16, 1942, and the engineers of the Commission are directed to physically close and obstruct the same.

COPY

OCT 22 1941

(41)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, OCTOBER 16, 1941
***

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

The minutes of the meeting of October 7 make reference to communication between representatives of the Southern Maryland Agricultural Association and the Commission with respect to the improvement of County road in Prince George's County leading from the Defense Highway to the Bowie Race Track. No action was taken at that meeting pending the receipt of a letter from the County Commissioners of Prince George's County with respect to the road in question, as this particular road is a county road and prior to any improvement by the State Roads Commission the assent of the County Commissioners of the said County was thought advisable.

Action taken at this meeting was to approve and formally accept the following letter, dated October 7, 1941, received from the County Commissioners of Prince George's County:

"Owing to traffic conditions and other like causes, the County Commissioners of Prince George's County would like very much for your body to improve and take over as a State Highway the present road leading from the Defense Highway to the Bowie Race Track at its main entrance and continue around the unimproved county road, intersecting the improved county road on the back stretch of the race track; provided of course, and with the understanding that all costs of improvement and the acquisition as a State Highway does not in any way affect the allocation of any fund which Prince George's County receives from the 1¾¢ gasoline tax now allocated to Prince George's County.

By order of the Board of County Commissioners of Prince George's County this 7th day of October, 1941.

(SEAL) (Sgd.) William A. Carson
President

(Sgd.) Linden Briscoe
Deputy Clerk."

In view of this action by the said County Board, the State Roads Commission did, on October 14, formally advertise for bids for improvement of the said road, which bids are to be received on October 28, 1941. The said road will be constructed and improved out of funds in the hands of the Commission plus $20,000.00 contribution to be made by the Southern Maryland Agricultural Association, and upon its completion will be maintained as a State Highway. No cost of this improvement will be charged against the County Road Funds allocated to Prince George's County.

Copies: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

Copy made for S.R.C. minutes file

~~Balto~~ Pr. Georges.

HIGHWAY PLANNING SURVEY

INTEROFFICE CORRESPONDENCE

To Mr. G. W. Cassell, October 22, 1941.

From Mr. Wm. F. Childs, Jr.

Subject S. R. C. Minutes

We transmit herewith excerpts from minutes of meetings of the State Roads Commission of Thursday, October 16, and Tuesday, October 7, 1941:

"By formal action of the Commission, it was voted that Rolling Road from Frederick Road to Liberty Road, in Baltimore County, be designated as a Thru Highway or Boulevard....."

"Agreeable to the recommendation of the County Commissioners of Talbot County, the Commission approved the acceptance of the Plain Dealing Creek Road, from Royal Oak-Bellevue Road to Plain Dealing Creek, a distance of 1.0 mile, as a County road for maintenance as a part of the County Road system of said County...."

"The minutes of the meeting of October 7 make reference to communication between representatives of the Southern Maryland Agricultural Association and the Commission with respect to the improvement of County road in Prince George's County leading from the Defense Highway to the Bowie Race Track....."

Wm. F. Childs, Jr.,
Director.

D
cc: Road Inv. Revision

OCT 22 1941

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 7, 1941
***

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

Sometime past, representatives of the Southern Maryland Agricultural Association, operators of the Bowie Race Track, have been in communication with the State Roads Commission with reference to the widening and improvement of the existing County road running from the Defense Highway to the brick entrance to the Bowie Race Track, approximately 1.1 miles, and from the brick entrance around the old County road intersecting the present road to the back parking lot of the Southern Maryland Agricultural Association, approximately .6 of a mile, the said Association having offered to contribute the sum of $20,000.00 toward the improvement of the said roads.

As the State Roads Commission is desirous of improving the said roads for the benefit of the general public, and is willing to accept the contribution in the amount of $20,000.00 from the Southern Maryland Agricultural Association, this information was transmitted to the County Commissioners of Prince George's County, since the road in question is a County Road, suggesting that the County Authorities, by appropriate action, turn over to the State Roads Commission the said County road or roads, in order that it might be improved and subsequently maintained as a State highway.

Further action on this matter will be taken by the State Roads Commission upon receipt of letter from the Board of County Commissioners of Prince George's County, indicating their action in the matter.

Copies: Mr. W. T. Ballard
Mr. Jos. Chaney
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

SEE MINUTES 10-16-41

Copy made for S.R.C. minute file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 11, 1941
****

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

The Commission executed in triplicate, supplemental agreement, of even date, by and between the State Roads Commission of Maryland, acting for the State of Maryland, and The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, The Pennsylvania Railroad Company, a body corporate, for itself and as lessee of The Philadelphia, Baltimore and Washington Railroad Company, redrafting and/or amending Section 9 of the original agreement for the elimination of grade crossings at Landover, in Prince Georges County.

COPY

J.A.A.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 23, 1940
****

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

The Commission executed in triplicate an agreement, of even date, between the State Roads Commission of Maryland and The Baltimore and Ohio Railroad Company, with regard to grade elimination project No. F.A.G.S.-54-A.", to carry the highway over the right of way and tracks of the Railroad's Washington Branch now crossed at grade at Berwyn and Branchville.

COPY

SUMMARY FROM MINUTES OF MEETING OF THE STATE BOARD CONSERVATION
WEDNESDAY, OCTOBER 27, 1965

Present: Mr. Earl E. Sullivan, Chairman, Messrs. P. Adams Cobb and E. Frank Jones.

The Commission executed in triplicate an agreement, or step date, between the State Roads Commission of Maryland and the Baltimore and Ohio Railroad Company, with regard to grade elimination project No. F.A.U.S.-Md-4, to carry the highway over the right of way and tracks of the railroad's Washington Branch near Berwyn at Berwyn and Greenville.

END

HIGHWAY PLANNING SURVEY

INTEROFFICE CORRESPONDENCE

To Mr. G. W. Cassell Date Aug. 12, 1940

From Mr. W. F. Childs, Jr.

Subject: S. R. C. Minutes

We hand you herewith excerpt of minutes of meeting of the State Roads Commission of Thursday, July 25, 1940.

"By letter dated April 27, 1940, the Clerk to the Board of County Commissioners of Prince George's Co. addressed to Mr. Ezra B. Whitman, Chairman, setting forth in said letter the following action taken by the County Board at their regular meeting of February 20, 1940 ---

'Ordered, that the road leading from Stanley Avenue, S.E. Bradbury Heights, beginning at Southern Ave. S.E. to Fulton Ave., a distance about 2,100 feet, be accepted and maintained as a County Road as recommended by the Road Examiners January 12, 1940.....' "

We also hand you herewith excerpt of minutes of meeting of the State Roads Commission of Thursday, July 25, 1940 as follows:

'Agreeable to the recommendation of the County Commissioners of Kent County, the Commission voted to take over for maintenance as a part of the County Road System of said County, the Hynson Rogers' Road, from the St. Paul's Church - Hynson Chapel Rd. to Public Landing, a distance of 1.10 miles. Condition Survey Report was submitted by District Engineer Rolph Townshend, together with his recommendation that the road be accepted into the County System.

Wm. F. Childs, Jr.

Wm. F. Childs, Jr.,
State Manager.

D

cc: Road Inv. Rev. Data

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 25, 1940
****

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

By letter dated April 27, 1940, the Clerk to the Board of County Commissioners of Prince George's County addressed to Mr. Ezra B. Whitman, Chairman, setting forth in the said letter the following action taken by the County Board at their regular meeting of February 20, 1940:

> "Ordered, that the road leading from Stanley Avenue, S. E., Bradbury Heights, beginning at Southern Avenue S. E. to Fulton Avenue, distance about 2,100 feet, be accepted and maintained as a County Road as recommended by the Road Examiners January 13, 1940."

This letter was referred to the Engineering Department, and under date of May 20, 1940, District Engineer Joseph Chaney addressed Mr. Wilson T. Ballard, Chief Engineer, attaching to his letter Condition Report "on Stanley Avenue in Bradbury Heights."

According to a letter dated July 12, from the Clerk to the Board of County Commissioners of Prince George's County, which was received by the Chairman, said County Commissioners, at their regular meeting held on July 9, passed the following order, which it will be noted covered their recommendation made in their action of February 20:

> "Ordered, that the Clerk to the Board write to the State Roads Commission again recommending that Stanley Avenue, from Southern Avenue to Fulton Avenue, Bradbury Heights, a distance of about 2100 feet, be accepted and maintained as a county road."

The principal cause of delay by the Commission in the acceptance of this road for maintenance as part of the Prince George's County Road System was the lack of funds for County Road Maintenance, and since at this time certain payments have been made by the said Board of County Commissioners to the State Roads Commission against the overdraft in their account, it was at this meeting decided to comply with the request of the said Board, and on motion duly made and seconded, Stanley Avenue, from Southern Avenue at the D. C. Line, to Fulton Avenue, a distance of approximately .4 of a mile, was accepted for maintenance as a part of the County Road System of Prince George's Co.

CC: W. T. Ballard
W. A. Codd
A. F. Shure
W. F. Childs, Jr.
Jos. Chaney

Copy made for S.B.C. minute file

DR. WM. KOLLIGS

ACCIDENT

ACCIDENT UNDER MINUTES OF MEETING BY THE COUNTY ROADS SUPERVISORS
TUESDAY, JULY 26, 1949

****

Present: Mr. Wm. E. Williams, Chairman, and Mr. T. Nelson Kelly.

By letter dated April 27, 1949, was direct to the Board of County Commissioners of Bryan County, Georgia, addressed to Mr. Wm. E. Williams, Chairman, setting forth in the said letter the following action taken by the County Board at their regular meeting of February 8th, 1949:

"Ordered, that the road leading from Stanley Lane, S. W., Arthur Hodges, Supervisor of Section Number 5, to Pulaski Avenue, distance approx. 2,180 feet, be accepted and maintained as a County road as recommended by the Road Commission, January 14, 1949."

This letter was referred to the Highway Department, and under date of May 20, 1949, Charles Brinkley Engineer, Georgia Highway Department, Wilson T. Daniels, Chief Engineer, attending to his bottom Condition Report "on Secondary Roads in Brinkley District."

According to a letter dated July 12, from the Clerk to the Board of County Commissioners of Bryan County, which was required by the Chairman, Hugh Tarver Commissioner, as early as for meeting held on July 5, regarding the following order, which it will be seen contained their recommendation upon the Chairman's request, February 1st:

"Ordered, that the Clerk to the Board write to the State Highway Department Radio Commission that Stanley Avenue, from Southern Avenue to Pulaski Avenue, Brinkley District, a distance of about 2180 feet, be accepted and maintained as a County road."

The original minute of letter by the Commission in the meeting of July 5th and for reconsideration of the Pulaski Avenue County Road Project was the work of Mr. Tarver, for County Road Maintenance, and also at this time certain questions were put down by the said Board of County Commissioners to the Bryan County Commission which overwhelm in their answers. It was at this meeting included in minutes the request of the said Board, and of course, only was accepted. Stanley Avenue, from Southern Avenue to Mr. E. Hall, in Pulaski Avenue, a distance of approximately 2.4 of a mile, was accepted for maintenance as a part of the County Road System of Bryan County.

Mr. W. T. Kelly
E. A. Reed
A. F. Sears
H. T. Collins, Jr.
Joe. Tarver

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 25, 1940
****

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

By letter dated April 27, 1940, the Clerk to the Board of County Commissioners of Prince George's County addressed to Mr. Ezra B. Whitman, Chairman, setting forth in the said letter the following action taken by the County Board at their regular meeting of February 20, 1940:

> "Ordered, that the road leading from Stanley Avenue, S. E., Bradbury Heights, beginning at Southern Avenue S. E. to Fulton Avenue, distance about 2,100 feet, be accepted and maintained as a County Road as recommended by the Road Examiners January 13, 1940."

This letter was referred to the Engineering Department, and under date of May 20, 1940, District Engineer Joseph Chaney addressed Mr. Wilson T. Ballard, Chief Engineer, attaching to his letter Condition Report "on Stanley Avenue in Bradbury Heights."

According to a letter dated July 12, from the Clerk to the Board of County Commissioners of Prince George's County, which was received by the Chairman, said County Commissioners, at their regular meeting held on July 9, passed the following order, which it will be noted covered their recommendation made in their action of February 20:

> "Ordered, that the Clerk to the Board write to the State Roads Commission again recommending that Stanley Avenue, from Southern Avenue to Fulton Avenue, Bradbury Heights, a distance of about 2100 feet, be accepted and maintained as a county road."

The principal cause of delay by the Commission in the acceptance of this road for maintenance as part of the Prince George's County Road System was the lack of funds for County Road Maintenance, and since at this time certain payments have been made by the said Board of County Commissioners to the State Roads Commission against the overdraft in their account, it was at this meeting decided to comply with the request of the said Board, and on motion duly made and seconded, Stanley Avenue, from Southern Avenue at the D. C. Line, to Fulton Avenue, a distance of approximately .4 of a mile, was accepted for maintenance as a part of the County Road System of Prince George's Co.

CC: W. T. Ballard
W. A. Codd
A. F. Shure
W. F. Childs, Jr.
Jos. Chaney

Copy made for file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 7, 1939
***

Present: Mr. Ezra B. Whitman, Chairman, Mr. P. Watson Webb and Senator J. Glenn Beall.

The following Resolution was offered by Mr. P. Watson Webb and seconded by Senator J. Glenn Beall:

WHEREAS, under an Agreement dated September 23, 1936, by and between the State Roads Commission and The Baltimore and Ohio Railroad Company, provision was made for the elimination of a grade crossing at Beltsville in Prince George's County, Maryland, and a substitution therefor of an overhead crossing and approaches to carry the highway traffic over the railroad tracks, pursuant to the terms of said Agreement, and

WHEREAS the work called for in the said Agreement has now been fully completed and the new structure opened to traffic,

BE IT THEREFORE RESOLVED That pursuant to the matters and facts above set forth and the terms of the Agreement above referred to, that the grade crossing of the State Highway which previously existed across the right of way and tracks of The Baltimore and Ohio Railroad at Beltsville, be and the same is hereby ordered to be legally vacated, abandoned and closed June 9, 1939, and the engineers of the Commission are directed to physically close and obstruct the same.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 7, 1939
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WHEREAS the work called for in the said Agreement has now been fully completed and the new structure opened to traffic,

BE IT THEREFORE RESOLVED That pursuant to the matters and facts above set forth and the terms of the Agreement above referred to, that the grade crossing of the State Highway which previously existed across the right of way and tracks of The Baltimore and Ohio Railroad at Beltsville, be and the same is hereby ordered to be legally vacated, abandoned and closed June 9, 1939, and the engineers of the Commission are directed to physically close and obstruct the same.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 28, 1939
***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

The Commission executed in triplicate an agreement, dated February 28, 1939, between the State Roads Commission of Maryland, The Philadelphia, Baltimore and Washington Railroad Company, a body corporate, The Pennsylvania Railroad Company, a body corporate, for itself and as lessee of The Philadelphia, Baltimore and Washington Railroad Company, for the construction of railroad grade elimination at a point near Landover, in Prince George's County, Maryland, by means of an overhead bridge and approaches to carry highway traffic above the railroad tracks.

Copy

P. a.

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Copy

P. G.

37

Mr. Magyar

Jan. 17, 1939

Mr. Childs, Jr.

Road Inventory

Attached hereto is a copy of excerpt of minutes of meeting of the State Roads Commission on January 3, taking into the County Road System of Prince George's County the Milligan Road from Woodyard toward Cheltenham, a distance of approximately 2 miles.

If this road was inventoried by us and shown on the County Base Map, it will be permitted to remain as of status shown on the map until later revision is made.

A copy of this letter and minutes of meeting are being sent to Mr. Cassell for his information in tabulating. Please note on minutes disposition made, notifying Mr. Cassell of same, and return to me.

W. F. Childs, Jr.
Inventory Manager

C
Attachment
cc Mr. Cassell

Jan. 17, 1939

Mr. Magyar

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W. F. Childs, Jr.
Inventory Manager

G
Attachment
cc Mr. Cassell

JAN 17 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 3, 1939
***

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George P. Obrecht, Sr.

A letter from Chief Engineer Smith, addressed to the Commission under date of December 28, advises that the County Commissioners of Prince George's County, under date of November 14, have requested that the Milligan Road from Woodyard toward Cheltenham be taken over for maintenance as a part of the County system for a distance of approximately two miles. The condition report submitted by District Engineer Chaney shows that 1.4 miles of this road are open, but barely passable and the remaining distance will be entirely a new route. To recondition the 1.4 miles would cost $600 and to extend it for the remaining distance will involve an expenditure of an additional $5100.

Mr. Smith further states that he has been advised by the County Commissioners, under date of December 16, that they wish the Commission to take over and maintain the portion which is now open to traffic and have authorized the expenditure of not to exceed $600 for this purpose. His recommendation to the Commission is that it comply with the request of the County Commissioners of December 16 and take over for maintenance as part of the County system the 1.4 mile section of this road and improve same at an expenditure not to exceed $600. This recommendation was approved by the Commission and it was so ordered.

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

JAN 17 1939

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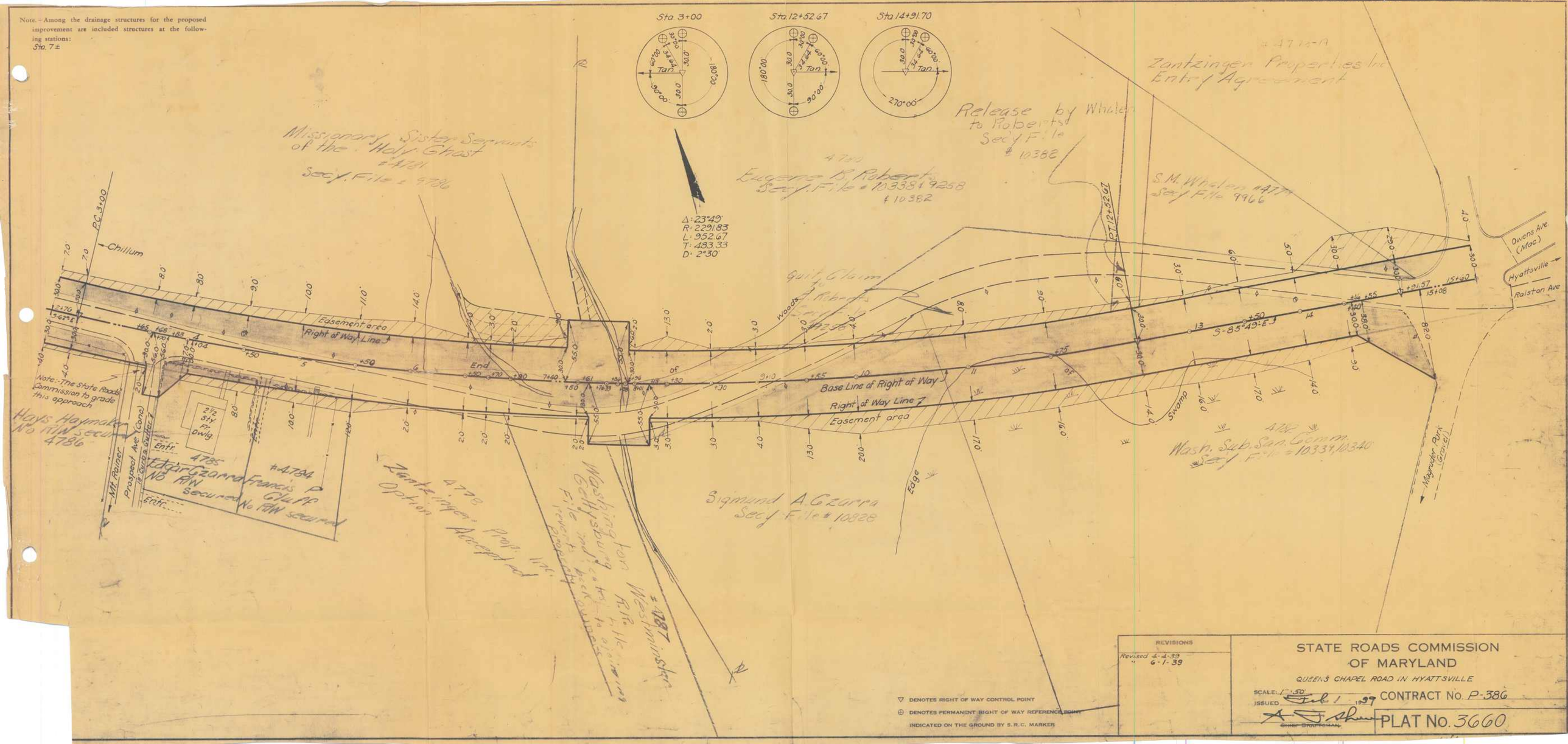
Copy to: Mr. N. L. Smith
Mr. W. A. Codd
Mr. A. F. Shure
Mr. W. F. Childs, Jr.

Note.—Among the drainage structures for the proposed improvement are included structures at the following stations:
Sta. 7±



▽ DENOTES RIGHT OF WAY CONTROL POINT

⊕ DENOTES PERMANENT RIGHT OF WAY REFERENCE POINT INDICATED ON THE GROUND BY S.R.C. MARKER

REVISIONS
Revised 4-4-39
" 6-1-39

STATE ROADS COMMISSION
OF MARYLAND

QUEENS CHAPEL ROAD IN HYATTSVILLE

SCALE: 1"=50'

ISSUED Feb. 1 1939 CONTRACT No. P-386

CHIEF DRAFTSMAN

PLAT No. 3660

Mr. Magyar

Nov. 30, 1938

Mr. Childs, Jr.

Road Inventory

I attach copy of excerpt of minutes of meeting of the State Roads Commission on November 15, taking into the County Road System of Prince George's County, Baker Avenue by way of Mitchell, Hopkins, and Taft Avenues to Marlboro Pike, a distance of approximately one-half mile.

If this road was inventoried by us and shown on the County Base Map, it will be permitted to remain as of status shown on the map until later revision is made.

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W. F. Childs, Jr.
Inventory Manager

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W. F. Childs, Jr.
Inventory Manager

G
Attachment
cc Mr. Cassell

NOV 30 1938

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

TUESDAY, NOVEMBER 15, 1938

***

Present: Senator J. Glenn Beall, Chairman, and Mr. Frank F. Luthardt.

On recommendation of the Board of County Commissioners of Prince George's County, based on information submitted to the Commission by District Engineer Chaney through Chief Engineer Smith, the Commission voted to take over for maintenance as part of the County Road System of said County, Baker Avenue by way of Mitchell, Hopkins, and Taft Avenues to Marlboro Pike, a distance of approximately one-half mile, and, with the approval of the County Commissioners of said County, as indicated by their letter of November 3, 1938, voted to expend $750.00 on the improvement of this road.

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

(38)

NOV 30 1938

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

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See item 4 FCO 6/11/0

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

Place on permit on Baker Ave. off Md. Rte. 4 C 9/11/3
Int by Mitchell & Pour Avenues 5/29/37
Also Baker Hop except Taft Ave
Shown on G.H. - Relinquishment