S.R.C. MINUTES

DISTRICT NO. 1

SOMERSET COUNTY

19. SOMERSET

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

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

From: Michael Baxter MB
Assistant Division Chief
Highway Information Services Division

Date: March 19, 1999

Subject: Route Designation – MD 822
Somerset County

As a project in the final design phase, the proposed construction of an access road to the University of Maryland Eastern Shore (UMES) in Somerset County must be assigned a route number.

The available numbers were reviewed and three numbers were selected as possible candidates; MD 724, MD 744 and MD 822. After considering the choices, MD 822 is proposed as the route number for the UMES access road . A map is attached outlining the proposed change.

Please review this proposal and return your comments to this office for finalization.

Should you have any questions or need additional information, please contact me.

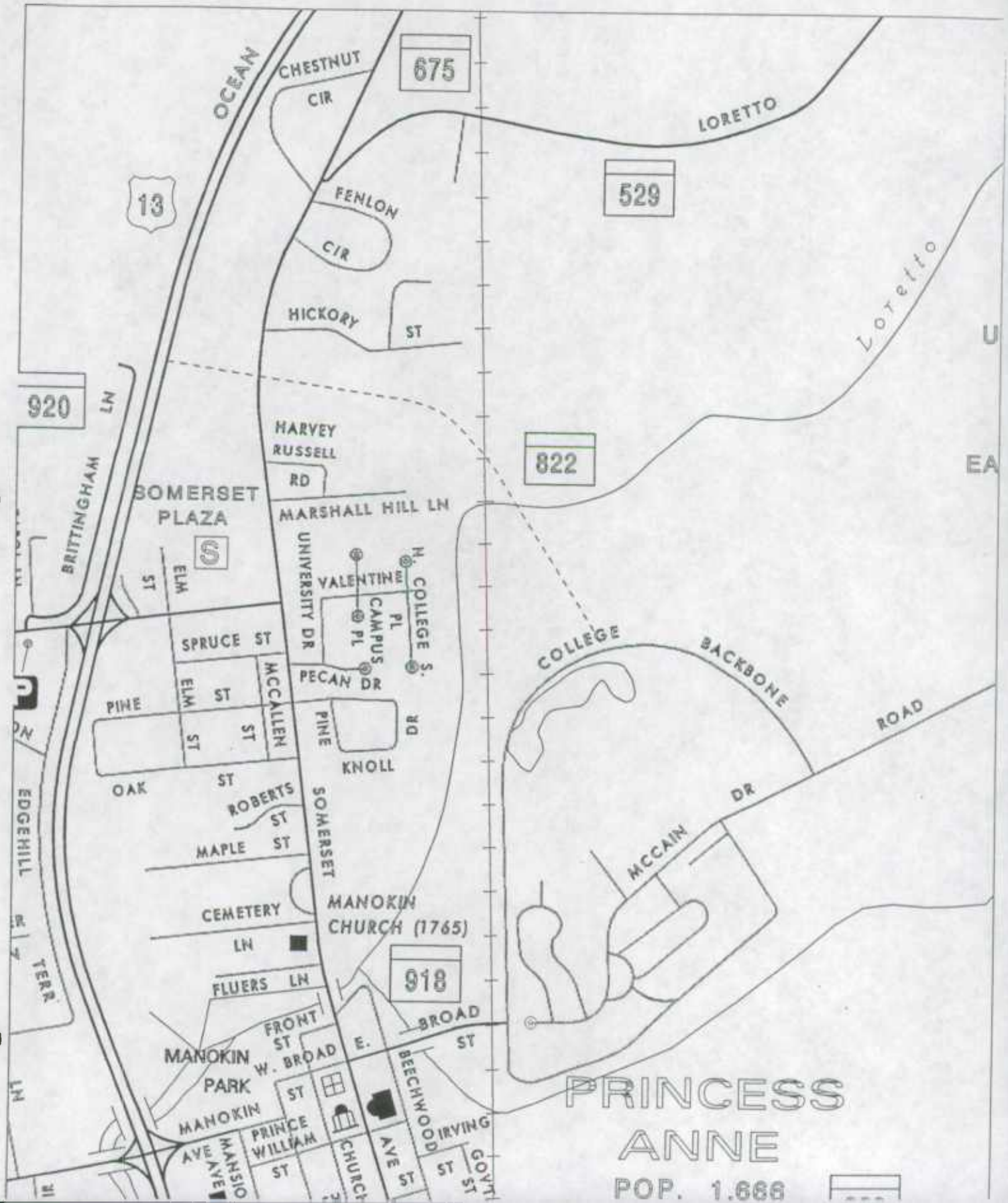
Enclosures

cc: Mr. William L. Walsek, Chief, Highway Information Services Division
Mr. Alan Lijewski, Highway Information Services Division
Mr. Karl Hess, Highway Information Services Division

My telephone number is _____

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

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


OCEAN
CHESTNUT
CIR
675
LORETTO
529
13
FENLON
CIR
HICKORY
ST
Loretto
920
LN
HARVEY
RUSSELL
RD
822
SOMERSET
PLAZA
MARSHALL HILL LN
BRITTINGHAM
UNIVERSITY DR
VALENTINE
PL
CAMPUS
PL
COLLEGE S.
ELM
ST
SPRUCE ST
MCCALLEN
PECAN DR
PINE
ELM
ST
ST
ST
PINE
RD
KNOLL
OAK
ST
ROBERTS
ST
MAPLE
ST
SOMERSET
EDGEHILL
TERR
COLLEGE
BACKBONE
ROAD
DR
MCCAIN
CEMETERY
LN
MANOKIN
CHURCH (1765)
FLUERS LN
918
FRONT
ST
BROAD
ST
MANOKIN
PARK
W. BROAD
E.
ST
BEECHWOOD
MANOKIN
PRINCE
WILLIAM
ST
AVE
MANSIO
AVE
CHURCH
AVE
ST
IRVING
ST
GOVT
ST
PRINCESS
ANNE
POP. 1,666

Somerset

NJP
5/5/94

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

May 4, 1994

Director Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number redesignation for MD 675A and a portion of MD 364 from US 13 in Worcester County, through Pocomoke City, to US 13 at MD 364 in Somerset County.

The redesignation for this section of roadway is US 13 Business.

This redesignation was reviewed and approved by AASHTO on April 15, 1994 and will be effective immediately.

A map indicating the affected roadways is attached.

Attachment

Distribution List

Mr. C. B. Adams
Ms. M. J. Allender
Mr. P. D. Armstrong
Mr. M. R. Baxter
Mr. T. W. Beaulieu
Mr. D. A. Bochenek
Mr. G. Courtney
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Mr. D. L. Drewer
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Mr. R. J. Finck
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Ms. L. Garliauskas
Mr. B. Grey
Mr. E. S. Harris
Mr. C. R. Harrison
Mr. T. Hicks
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Mr. R. J. Houst
Ms. L. Kalinowski
Mr. H. Kassoff
Mr. J. F. Kelly
Mr. E. H. Meehan
Mr. S. R. Miller
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Mr. C. R. Olsen
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Mr. C. E. Pyers
Mr. D. Ramsey
Mr. D. Rose
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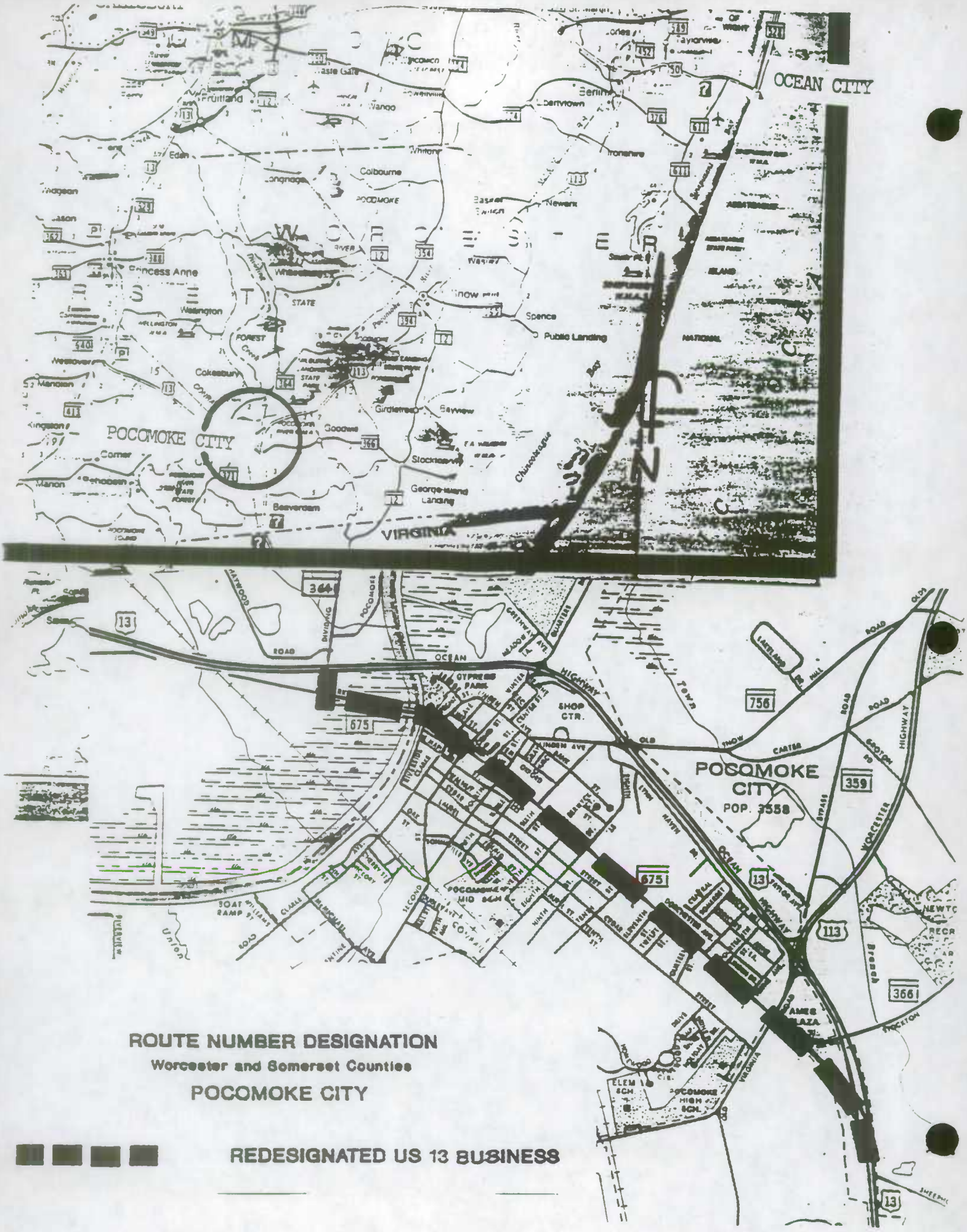
Ms. G. M. Seward
Mr. D. H. Simmons
Ms. C. Simpson
Mr. J. Smith
Mr. L. B. Swift
Mr. J. E. Thompson
Mr. G. Walton
Mr. R. E. Weber
Mr. J. L. Wynn

Mr. Melvin A. Cusick, Director
Somerset County Roads Dept.

Mr. E. Victor Smullen
County Roads Engineer
Worcester County Roads

Planning and Zoning Commission
Somerset County
Worcester Counties

Mr. Curt Lippoldt
Mayor of Pocomoke City



ROUTE NUMBER DESIGNATION

Worcester and Somerset Counties

POCOMOKE CITY

■■■■ **REDESIGNATED US 13 BUSINESS**

American Association of
State Highway and
Transportation Officials

STATE HIGHWAY ADMIN.
94 APR 19 PM 3:38
ADMINISTRATOR'S OFFICE

Howard Yerusalim, President
Secretary of the
Pennsylvania Department
of Transportation

Francis B. Francois
Executive Director

RECEIVED
APR 22 1994
HIGHWAY INFORMATION
SERVICES DIVISION

April 15, 1994

Hal Kassoff
Administrator
State Highway Administration
Maryland Department of Transportation
707 North Calvert Street
Baltimore, MD 21202

Dear ~~Mr. Kassoff~~ Hal:

This is to inform you that the AASHTO Special Committee on U.S. Route Numbering and the Standing Committee on Highways at their recent meetings on April 9 and 10, respectively, have approved your application for the recognition of a Business Route on U.S. Route 13 in Pocomoke City.

A copy of the application is enclosed for your files.

Very truly yours,

Francis B. Francois
Executive Director

FBF:DJT:djt
Enclosure

Executive Office: 444 N. Capitol St., N.W., Suite 249, Washington D.C. 20001
Telephone (202) 624-5800 Telefax (202) 624-5806 Telex 4900009580 HTO

Working To Connect America

AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS

INTERSTATE 00

U S 00

AN APPLICATION
FROM THE STATE HIGHWAY OR TRANSPORTATION
DEPARTMENT OF

MARYLAND

FOR

- ☐ the Elimination of a U.S. (I) Route .....
- ☐ the Establishment of a U.S. (I) Route .....
- *☐ the Establishment of a U.S. Bike Route .....
- ☐ the Relocation of U.S. (I) Route .....
- *☐ the Establishment of a U.S. Bike Route .....
- ☐ the Extension of U.S. (I) Route .....
- ☐ the Establishment of an Alternate U.S. Route .....
- ☐ the Establishment of a Temporary U.S. Route .....
- *☒ the Recognition of a Business Route on U.S. (I) Route ..13..
- **☐ the Recognition of a By-pass Route on U.S. Route .....

BETWEEN

N. of Pocomoke City and S. of Pocomoke City

The Following
State or States are
Involved:

Maryland

Date Received	3-11-94
Date application acknowledged	3-23-94
Date to Route Number Committee	4-9-94
Date considered by ~~Executive Committee~~ SCOH	4-10-94
Action of ~~Executive Committee~~ SCOH	Approved
Member Department Notified	4-15-94

(This block to be completed by AASHTO General Office.)

Date Submitted:

March 1, 19 94

*Attach map to page 3. Obtain signatures, page 6. Other sections not applicable.

**A local vicinity map needed on Page 3. On Page 5 a short statement to the effect that there are no deficiencies on proposed routing, if true, will suffice. If there are deficiencies, they should be so indicated in accordance with Page 4 instructions.

SUBMIT SIX COPIES

The purpose of the U. S. Numbering and Marking is to facilitate movement along the general direction of desire lines of travel over the shortest and best available roads, and a route should form continuity of available facilities through two or more States that accommodate the most important and heaviest motor traffic flow in the area.

The system was established in 1926 and the U. S. Route System has reached the point of review, revision, consolidation, and perfecting, rather than continuous expansion. Therefore, any proposed alteration in the established system should be extremely meritorious and thoroughly, though concisely, explained in order that the Route Numbering Committee and the Executive Committee of the Association may give prompt and proper consideration to each and every request made by a Member Department.

Explanation and Reasons for the Request: (Keep Concise and Pertinent)

The US 13 Business designation fits with growth plans for Pocomoke City. By providing an option to the US 13 bypass, it is felt that travelers will be encouraged to visit the downtown area.

Date facility available to traffic Currently.

Does the petition propose a new routing over a portion of an existing U.S. Route No ? If so, where:

Does the petition propose a new routing over a portion of an existing Interstate Route No ? If so, where:

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

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

Paste Here
and
Fold to Size

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

The State agrees and pledges in good faith that it will not erect, remove, or change any U.S. or Interstate Route

INSTRUCTIONS FOR PREPARATION OF PAGE NO. 5

Column 1: *Control Points and Mileage.* Top of column is one terminus of road. Indicate control points by identical number as shown on map on page 3. Show mileage between control points in miles and tenths.

Column 2: *Pavement Type.*

	Code
High type, heavy duty	H
Intermediate type	I
Low type, dustless	L (Show in red)
Not paved	N (Show in red)

Column 3: *Pavement Condition.*

	Code
Excellent	E
Good	G
Fair	F (Show in red)
Poor	P (Show in red)

NOTE: In columns 2 and 3, where pavement types and conditions change, the location of the change shall be indicated by a short horizontal line at the proper place opposite the mileage log and the proper code letter (shown above) shall be entered in the respective column between the locations so indicated.

Column 4: *Traffic.* Indicate average daily traffic volumes in this column. Points of changes in these data to be indicated by short horizontal lines opposite the appropriate mileage point on the mileage log. Any existing main line rail crossing that is not separated shall be indicated at the appropriate mileage point by "X"—Black if signalized—Red if not protected by signals.

Columns 5 & 6: *Pavement Width and Shoulder Width.* These columns to be completed by comparing standards of highway involved with applicable AASHTO Standards. Entries that fall to the right of the tolerance line (dashed), should be shaded in red. If there are no deficiencies indicate by use of the word "NONE".

Columns 7 & 8: *Major Structures.* Show in these columns those structures that do not meet AASHTO Standards. Show by horizontal line sufficiently long to indicate percentage of deficiency. Portion on right of tolerance line shall be shown in red. Indicate length of structure in feet immediately under the line. Any sub-standard highway underpass structure shall be shown opposite the appropriate mileage point by the designation *LP* with the vertical clearance in feet following and shown in red. If there are no deficiencies indicate by use of the word "NONE".

Column 9: *Vertical Sight Distance.* Items to be shown in this column as a horizontal line, the length of which will indicate the deficiency as determined in accordance with comparisons with comparable AASHTO Standards. Portion of line past the tolerance line shall be shown in red.

Column 10: *Horizontal Curvature.* Curves in excess of AASHTO applicable Standards to be shown in this column by a short horizontal line with degree of curve shown immediately above the line. To be shown in red.

Column 11: *Percent Grades.* Show by horizontal lines opposite proper mileage point on mileage log. Show percent of grade above the line and length of grade in feet immediately below. To be shown in red.

MILEAGE	CONTROL POINTS AND MILEAGE	PAVEMENT TYPE	PAVEMENT CONDITION	TRAFFIC ADT	PAVEMENT WIDTH DEFICIENCY (PERCENT 10 20 30 40)	SHOULDER WIDTH DEFICIENCY (PERCENT 20 40 60 80)	MAJOR STRUCTURES: ROADWAY WIDTH DEFICIENCY (PERCENT 10 20 30 40)	MAJOR STRUCTURES: H-LOADING DEFICIENCY (PERCENT 20 40 60 80)	VERTICAL SIGHT DISTANCE DEFICIENCY (PERCENT 20 40 60 80)	SHOW WHEN IN EXCESS OF STANDARD: HORIZONTAL CURVATURE (DEGREE)	SHOW WHEN IN EXCESS OF STANDARD: PERCENT GRADE (LENGTH)
	*** THERE ARE NO DEFICIENCIES ON THIS PROPOSED ROUTE.										
20											
	*** Bridge over Roanoke River is posted at 25 Ton										
40											
60											
80											
100											
120											
140											
160											

ATTACH ADDITIONAL SHEET HERE IF NECESSARY

[illegible] will not erect, remove, or change any U.S. or Interstate Route

The State agrees and pledges its good faith that it will not erect, remove, or change any U.S. or Interstate Route Markers on any road without the authorization, consent, or approval of the Executive Committee of the American Association of State Highway and Transportation Officials, not withstanding the fact that the changes proposed are entirely within this State.

The weighted average daily traffic volume along the proposed route, as shown on the map on page 3, is 6,000 as compared to 21,000 for the year 1992 for all other U.S. Numbered routes in the State.

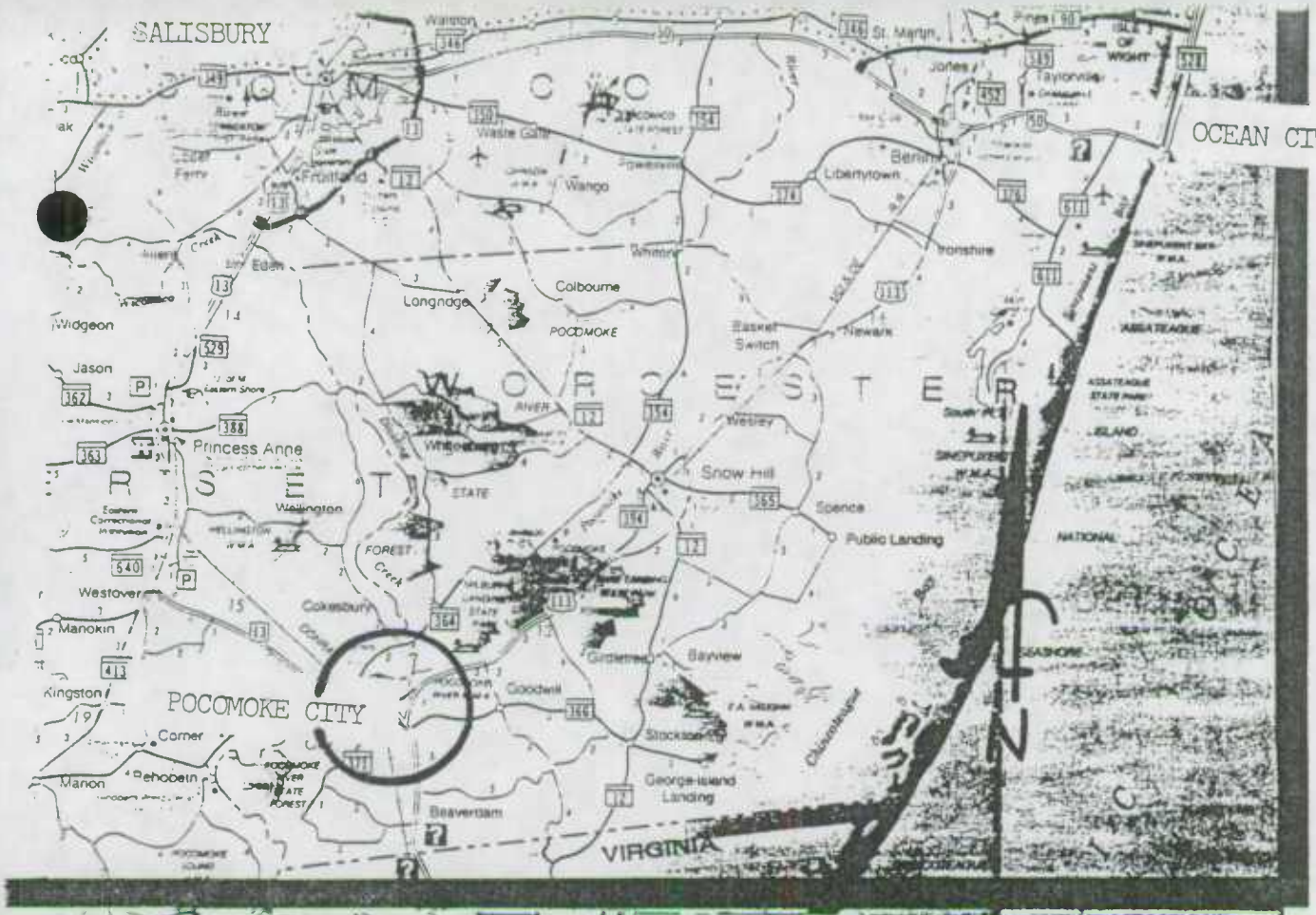
The "Purpose and Policy in the Establishment and Development of United States Numbered Highways, as Revised September 15, 1970" or the "Purpose and Policy in the Establishment of a Marking System of the Routes Comprising the National System of Interstate and Defense Highways" as revised August 10, 1973 has been read and is accepted.

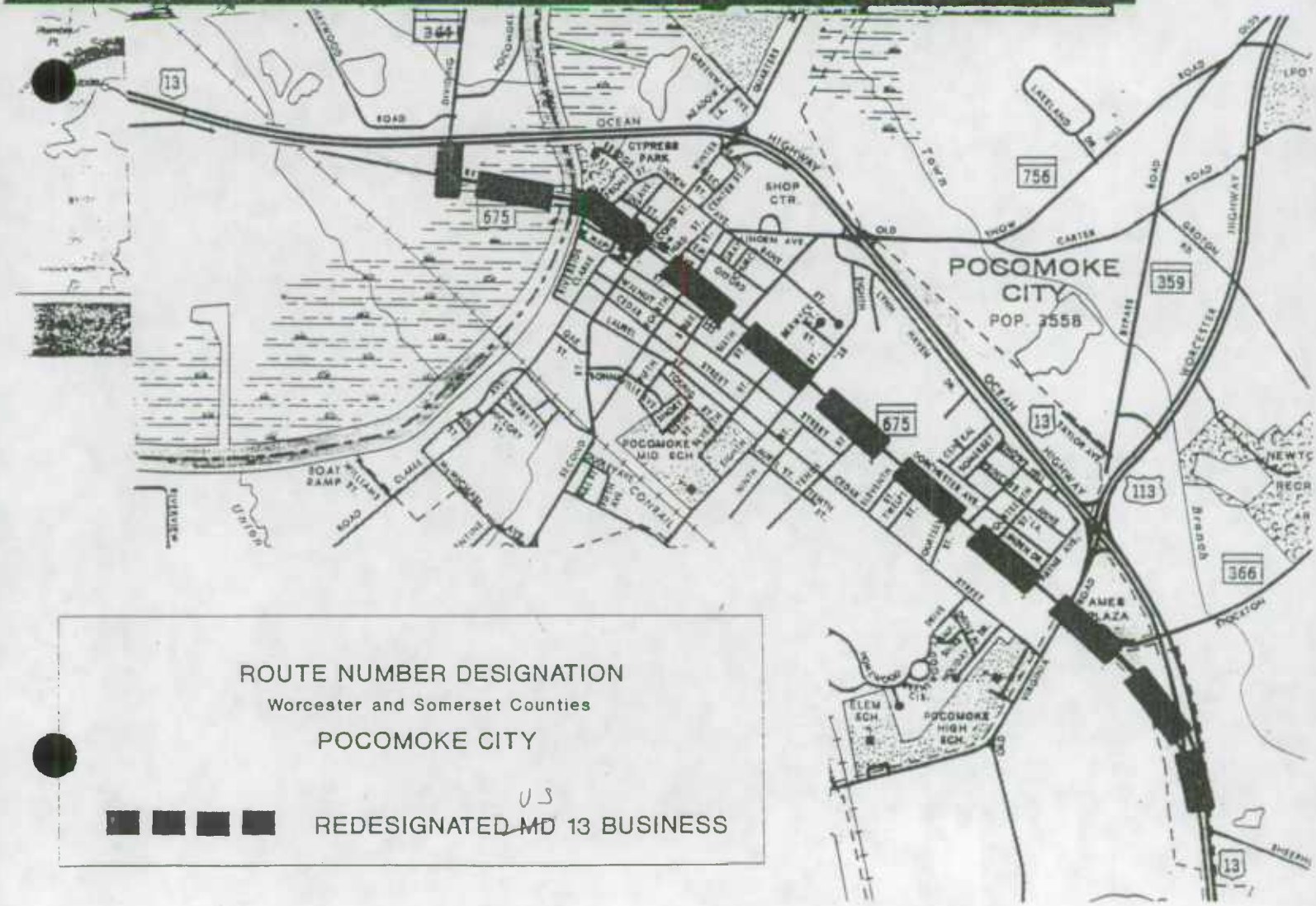
In our opinion, this petition complies with the above applicable policy:

(Signature)

Chief Administrative Official, Maryland DOT, State Highway Admin.
(Member Department)

This petition is authorized by official action of .....
under date of ..... as follows: (Copy excerpt from Minutes)





ROUTE NUMBER DESIGNATION

Worcester and Somerset Counties

POCOMOKE CITY

REDESIGNATED ~~MD~~ US 13 BUSINESS

see MOA 4-12-90

Jim

Maryland Department of Transportation
State Highway Administration

O. James Lighthizer
Secretary
Hal Kassoff
Administrator

CERTIFIED MAIL NUMBER 236-841

June 23, 1993

Road Conveyance of MD Rte. 357
to Somerset County
Item No.: 72376-B/85434

RECEIVED
JUN 24 1993
HIGHWAY INFORMATION
SERVICES DIVISION

Board of County Commissioners
of Somerset County
P.O. Box 37
Princess Anne, Maryland 21853

Attention: Mr. Charles Massey
County Administrator

Dear Mr. Massey:

In accordance with the attached copy of an agreement dated April 9, 1990, we are presenting a deed executed by the State Highway Administration and the Board of Public Works, conveying the subject right of way to Somerset County.

Please record this deed promptly and advise this office by using the enclosed stamped self-addressed post card of the date of recordation and the liber and folio.

Sincerely,

Kurt Oelmann, Chief
Easement and Road Conveyance Section

By: Robert M. Pontier, Sr.
Robert M. Pontier, Sr.
Right of Way Coordinator

KO:RMP:cej

Enclosure: Agreement and Deed with Plat
and self-addressed post card

cc: John Neukam
Donnie Drewer
Jonathan Willis
James Mahorney
David Clifford

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

My telephone number is 333-1626

Maryland Relay Service for Impaired Hearing or Speech
1-800-735-2258 Statewide Toll Free
707 North Calvert Street, Baltimore, Maryland 21202

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

January 6, 1992

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective January 6, 1992, between the State Highway Administration and the Town of Princess Anne, located in Somerset County, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to the Town of Princess Anne

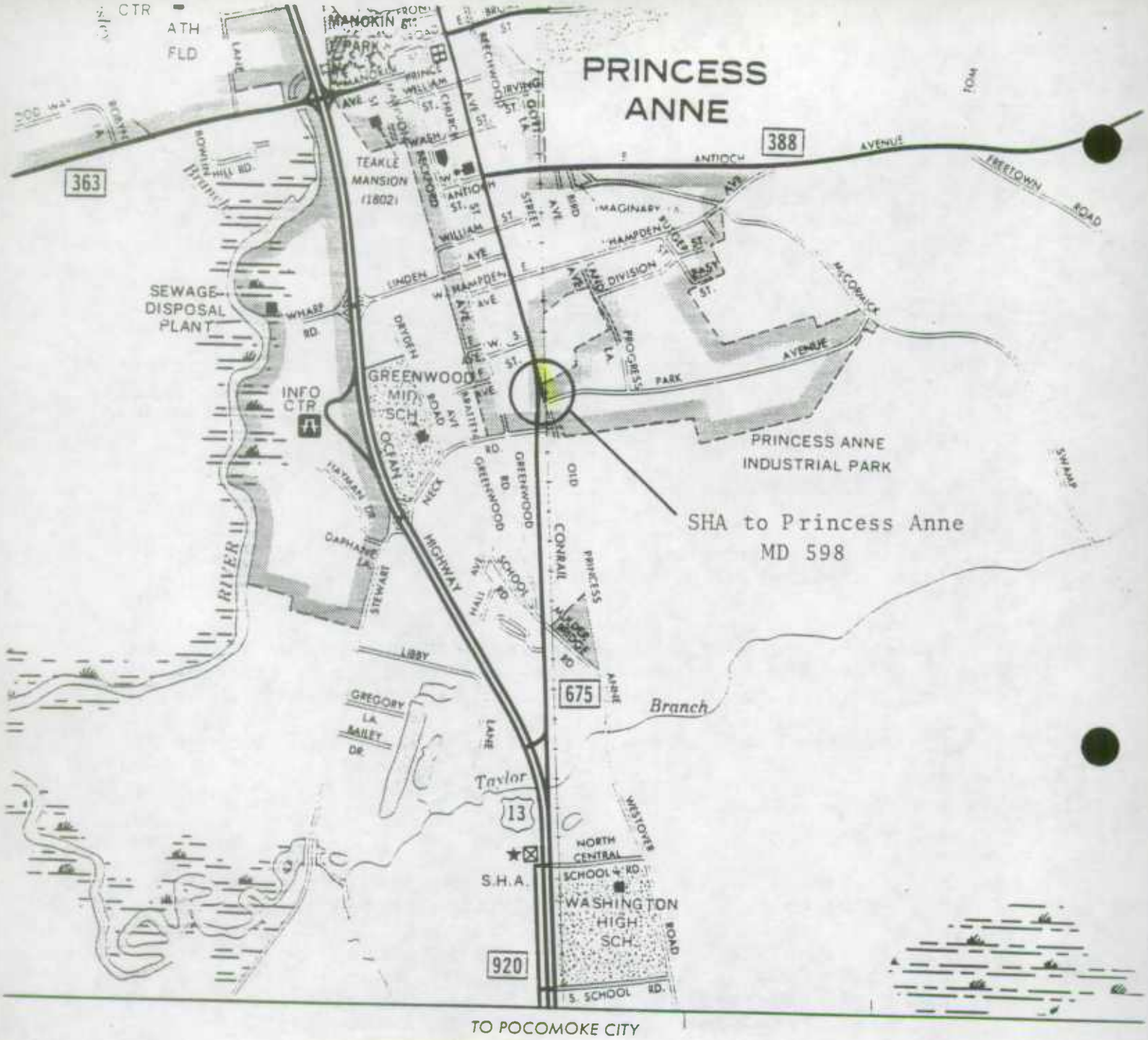
MU 0252 MD 598 (Old Princess Anne - Westover Road) from the south limits of Princess Anne, at County Route #86, to MD 675, a total distance of 0.04± miles.

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

A map indicating the road being transferred is attached.

JH:jel
Attachment

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. R. Olsen
Mr. J. M. Welsh
Mr. R. D. Douglas
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. D. L. Drewer
Mr. J. R. Wright
Mr. G. L. Evans
Mr. J. G. Willis
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. D. J. Strausser
Mr. W. E. Ensor
Mr. J. Miller
Mr. D. A. Clifford
Mr. J. Contestabile
Mr. A. M. Capizzi
Mr. R. Lipps
Mr. M. Shah
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. G. Gray
Mr. P. Stout
Mr. J. S. Koehn
Mr. W. Brauer
Mr. R. A. Kochen
Mr. K. Oelmann
Mr. G. S. Janetti
Mr. J. Thompson
Mr. L. Schultz
President & Town Commission, Princess Anne
Public Works Supervisor, Princess Anne
Planning & Zoning Commission, Somerset County
Roads Director, Somerset County


PRINCESS ANNE
MANOKIN ST.
PARK
TEAKLE MANSION (1802)
363
388
ANTIOCH
AVENUE
FREETOWN ROAD
IMAGINARY
HAMPDEN
WILLIAM
LINDEN
DIVISION
SEWAGE DISPOSAL PLANT
WHARF RD.
GREENWOOD MID. SCH.
INFO CTR
OCEAN HIGHWAY
PROGRESS
PARK
AVENUE
PRINCESS ANNE INDUSTRIAL PARK
SHA to Princess Anne
MD 598
RIVER
CONRAIL
PRINCESS ANNE
675
Branch
Taylor
13
S.H.A.
NORTH CENTRAL SCHOOL RD.
WASHINGTON HIGH SCH.
920
S. SCHOOL RD.
TO POCOMOKE CITY

Maryland Department of Transportation
State Highway Administration

Richard H. Trainor
Secretary
Hal Kassoff
Administrator

May 29, 1990

M E M O R A N D U M

TO: Mr. Donnie Drewer
Highway District Engineer

FROM: John T. Neukam, Division Chief
Highway Information Services Division

SUBJECT: MD 357 and Revell's Neck Road
Somerset County

In the recent Memorandum of Action on the subject road transfer, we overlooked including the route designation reserved for the portion of Revell's Neck Road which provides access to the Eastern Correctional Facility. Revell's Neck Road should be designated MD 640.

By copy of this memorandum, we are also informing the Cartographic Section of this route designation so that it may be incorporated into appropriate maps.

Should you have any questions or a need for additional information, please contact this office.

By: Jim Helm
Jim Helm, Assistant Chief
Highway Information Services Division

cc: Robert C. Davison
Michael R. Baxter

My telephone number is (301)_____

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

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

April 12, 1990

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective April 9, 1990, between the State Highway Administration and Somerset County, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Somerset County

C119 MD 357 (Charles Cannon Road), from Charles Cannon Road (Co. 119) southerly to Irene Whittington Road (Co. 166), a total distance of 1.57± miles.

Somerset County to State Highway Administration

MD 640 Revell's Neck Road (Co. 87), from US 13 westerly to second entrance to the Eastern Correctional Facility, a total distance of 0.~~60~~+ miles. 58

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

Maps indicating the roads being transferred are attached.

JH:jel
Attachment

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. R. D. Douglas
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
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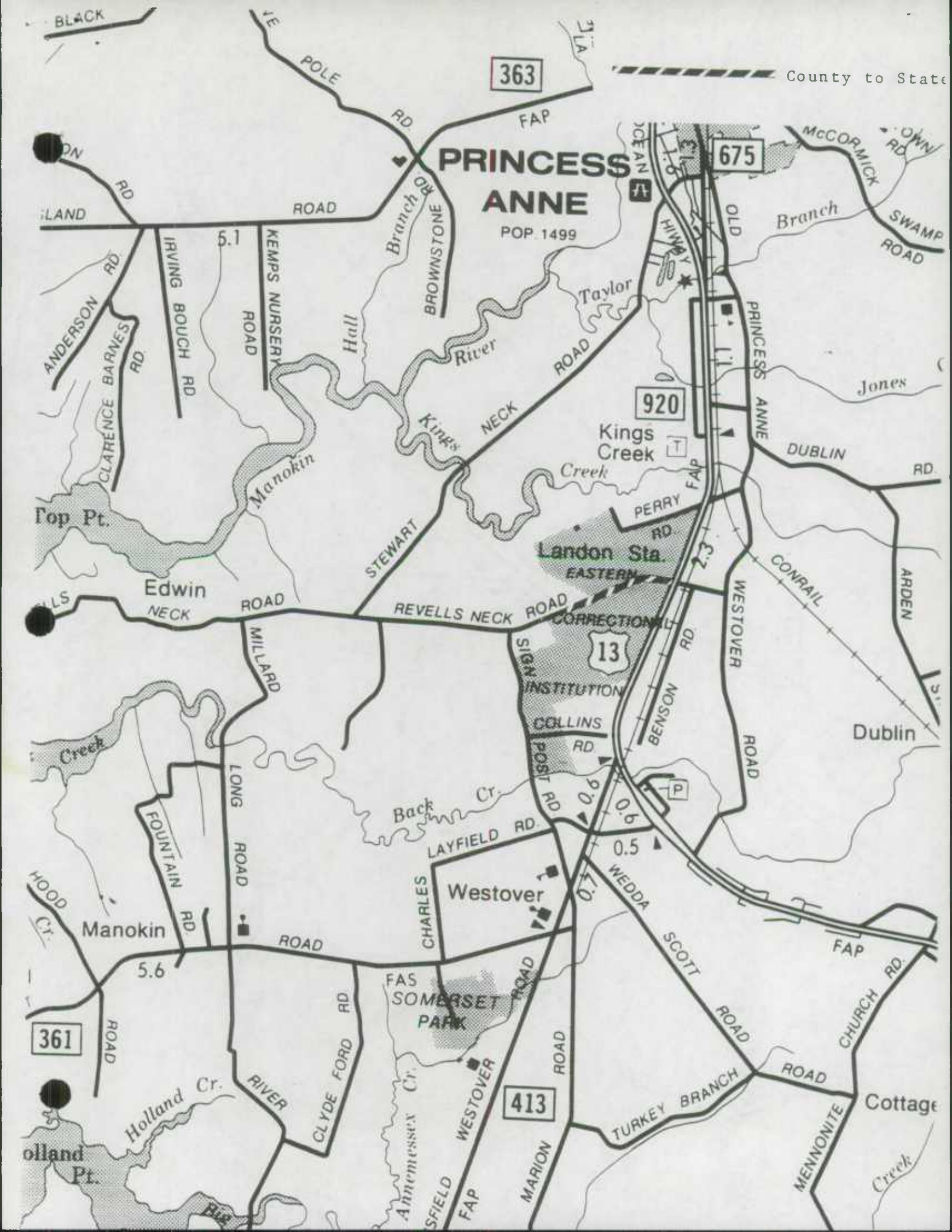
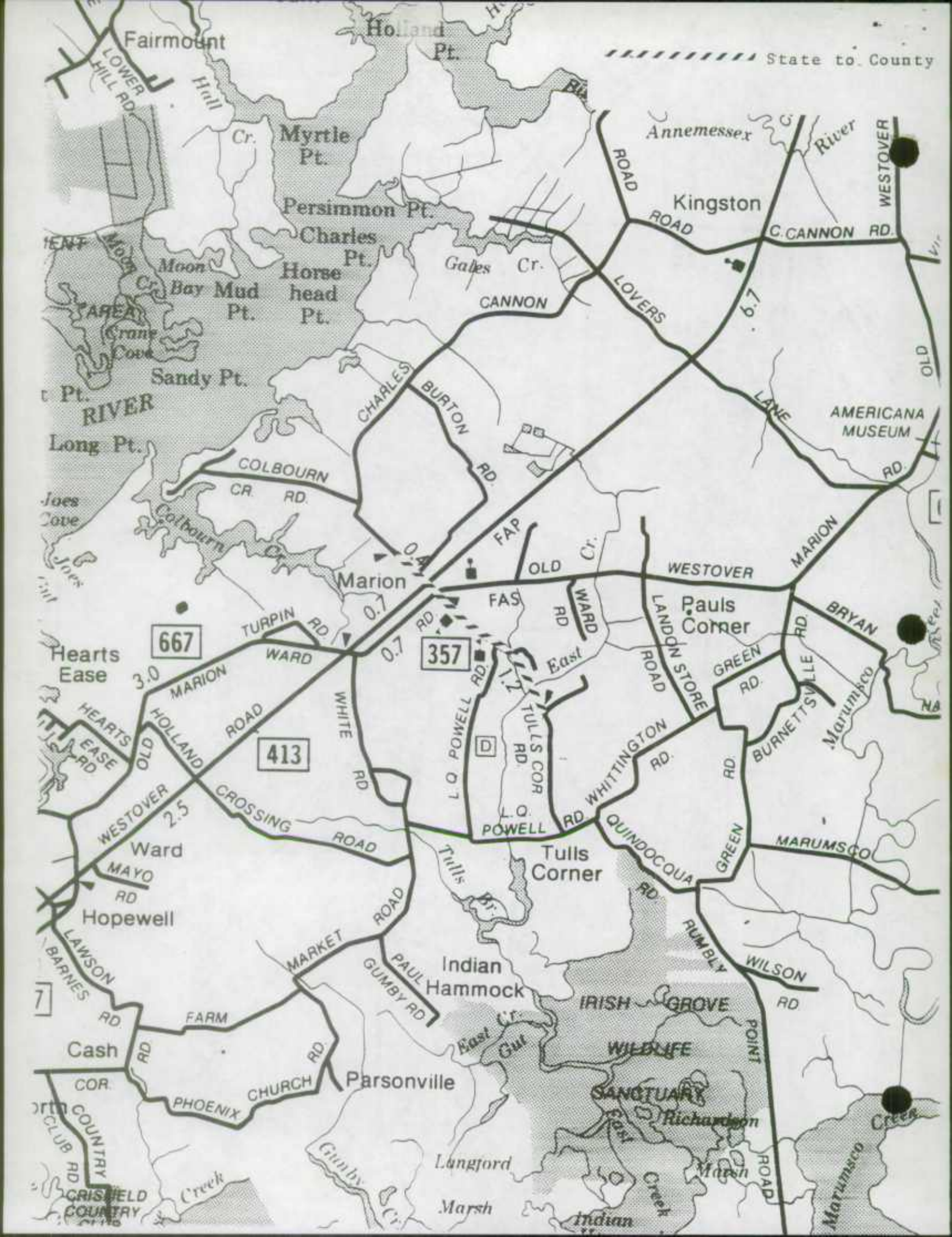
Mr. J. G. Willis
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. G. V. Kolberg
Mr. D. Clifford
Mr. C. Rose
Mr. A. M. Capizzi
Mr. T. Watts
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. R. C. Pazourek
Mr. P. Stout
Mr. J. S. Koehn
Mr. J. Shea
Mr. J. Weisner
Mr. K. Oelmann
Mr. W. R. Smith
Mr. J. Thompson
Mr. L. Schultz
Planning and Zoning Commission, Somerset County
Roads Director, Somerset County


County to State
PRINCESS ANNE
POP. 1499
363
675
920
13
361
413
POLE RD
FAP
ROAD
IRVING BOUCH RD
KEMPS NURSERY ROAD
BROWNSTONE RD
Branch
Hall
River
Taylor
Kings NECK ROAD
Kings Creek
Manokin
Top Pt.
Edwin
ANDERSON RD
CLARENCE BARNES RD
STEWART
REVELLS NECK ROAD
MILLARD
Landon Sta.
EASTERN CORRECTIONAL INSTITUTION
SIGN POST RD
COLLINS RD
BENSON RD
WESTOVER ROAD
CONRAIL
ARDEN
Dublin
PERRY RD
PRINCESS ANNE
DUBLIN RD
OLD HIGHWAY
McCORMICK RD
SWAMP ROAD
Jones
Back Cr.
LAYFIELD RD
LONG ROAD
FOUNTAIN RD
HOOD Cr.
Manokin
CHARLES
Westover
WEDDA
SCOTT ROAD
FAS
SOMERSET PARK
CLYDE FORD RD
RIVER
Holland Cr.
olland Pt.
Annemessex Cr.
WESTOVER ROAD
MARION
TURKEY BRANCH ROAD
CHURCH RD
MENNONITE
Cottage
Creek
5.1
5.6
2.3
0.9
0.6
0.5
0.7


State to County
Fairmount
Holland Pt.
LOWER HILL RD.
Hall Cr.
Myrtle Pt.
Persimmon Pt.
Charles Pt.
Horse head Pt.
Moon Bay
Mud Pt.
Crane Cove
Sandy Pt.
RIVER
Long Pt.
Joes Cove
Colbourn Cr.
Annemessex River
Kingston
WESTOVER
ROAD
C. CANNON RD.
Gales Cr.
CANNON
LOVERS
LANE
OLD
AMERICANA MUSEUM
CHARLES
BURTON RD.
COLBOURN CR. RD.
Marion
FAP
OLD
WESTOVER
MARION
FAS
WARD RD.
Pauls Corner
BRYAN
LANDON STORE ROAD
GREEN RD.
BURNETTSVILLE RD.
Marumsco
667
TURPIN RD.
WARD
Hearts Ease
3.0
MARION
357
East
L. O. POWELL RD.
TULLS COR. RD.
WHITTINGTON RD.
HEARTS EASE RD.
OLD HOLLAND ROAD
413
WHITE RD.
WESTOVER
2.5
CROSSING ROAD
L. O. POWELL RD.
QUINDOCQUA GREEN RD.
MARUMSCO
Ward
MAYO RD.
Hopewell
Tulls Corner
Tulls Br.
MARKET ROAD
LAWSON
BARNES RD.
PAUL GUMBY RD.
Indian Hammock
RUMBLY
WILSON RD.
IRISH GROVE
WILDLIFE
SANCTUARY
POINT
FARM
Cash
CHURCH RD.
Parsonville
PHOENIX
COR.
COUNTRY CLUB RD.
CRISFIELD COUNTRY
Gumby Cr.
Langford Marsh
Richardson Marsh
Indian Creek
Marumsco Creek

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

September 29, 1988

Director Pedersen, Office of Plannning and Preliminary Engineering executed a road transfer agreement dated September 27, 1988, between the State Highway Administration and Somerset County, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to Somerset County

G380 MD 863 (Richard Webster Road relocated) from MD 363 north to end of State maintenance, a total distance of 0.15± miles.

G381 Old MD 363 from existing Richard Webster Road southerly to relocated Richard Webster Road, a total distance of 0.08± miles. (Portion of former roadbed)

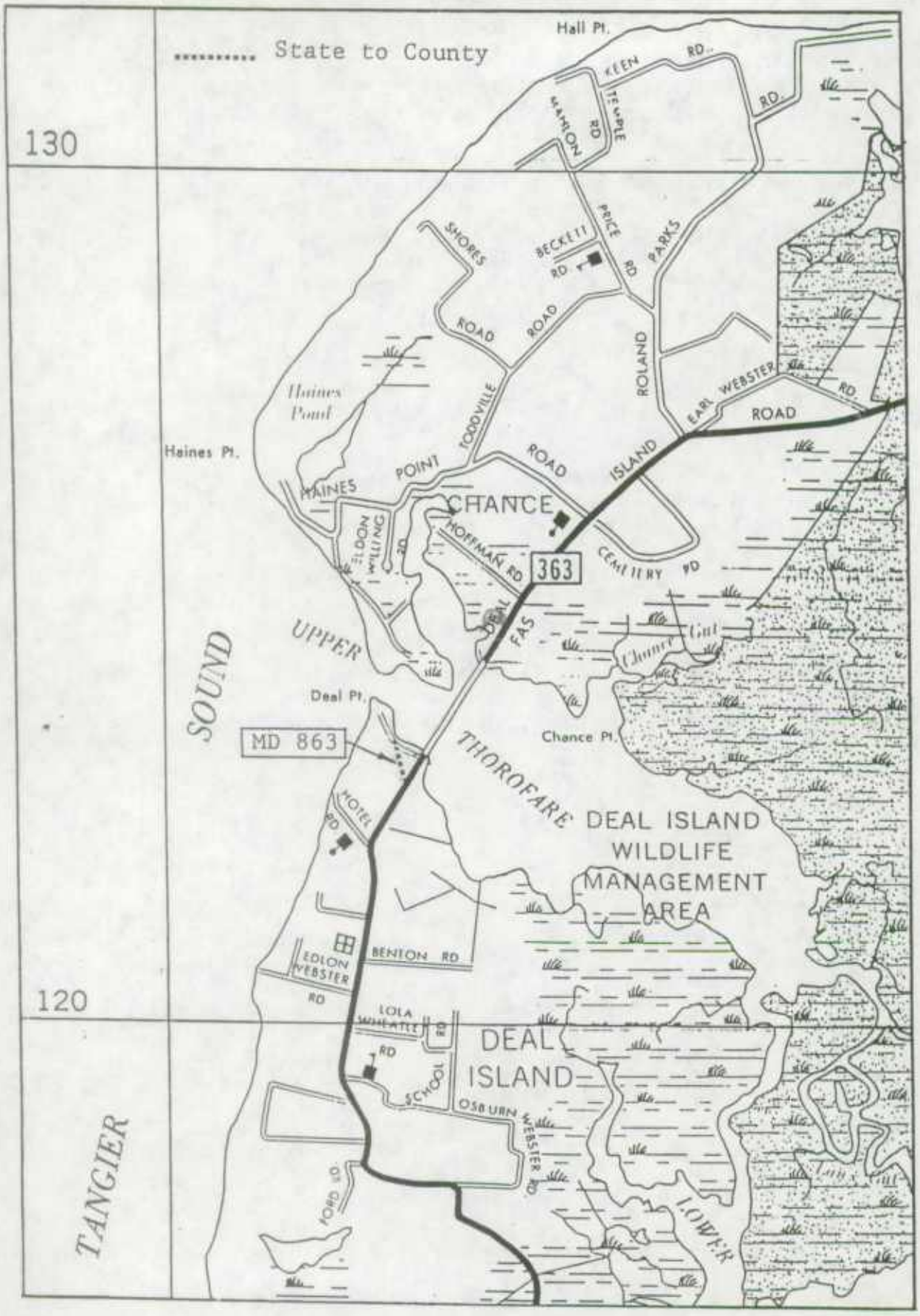
This transfer is a result of the replacement of structure #19006 carrying MD 363 onto Deal Island, contract S-336-501-171, and is effective September 27, 1988.

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

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

Roads Director, Somerset County
Planning & Zoning Commission, Somerset County

DEAL ISLAND


State to County
130
120
Hall Pt.
KEEN RD.
TEMPLE RD
MAHLON
RD.
PRICE RD
PARKS
BECKETT RD.
SHORES
ROAD
ROAD
ROLAND
EARL WEBSTER RD
ROAD
Haines Pond
Haines Pt.
TODDVILLE
POINT
ROAD
ISLAND
HAINES
CHANCE
EDDON MILLING RD
HOFFMAN RD
363
CEMETERY RD
DEAL
FAS
Chance Cut
UPPER
SOUND
Deal Pt.
MD 863
Chance Pt.
THOROFARE
HOTEL RD
DEAL ISLAND
WILDLIFE
MANAGEMENT
AREA
BENTON RD
EDLON WEBSTER RD
LOLA WHEATLEY RD
RD
SCHOOL
DEAL
ISLAND
OSBURN
WEBSTER RD
FORD RD
LOWER
TANGIER

Somerset Co - Coach Transfer

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
FRIDAY, AUGUST 3, 1973
* * *

Administrator Evans executed agreement dated August 3, 1973, between the State Highway Administration and the County Commissioners of Somerset County, relative to transfer by the Administration 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. 358 - From Southeast Corporate Limits of Crisfield to Md. Rte. 380, for a distance of 0.56 miles.

Md. 360 - From Md. 358 Southwesterly to end of SHA maintenance south of Sackertown, for a distance of 0.68 miles.

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

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

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BUREAU OF HIGHWAY STATISTICS

Pp. H. H. Boone

THIS AGREEMENT made this 3RD day of AUGUST, 1973 by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and Somerset County, Maryland, hereinafter referred to as "County," party of the second part, Witnesseth:

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

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

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

Md. 358 - From Southeast Corporate Limits of Crisfield to Md. Route 380, for a distance of 0.56 miles.

Md. 360 - From Md. 358 Southwesterly to end of SHA maintenance south of Sackertown, for a distance of 0.68 miles.

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

1. The aforegoing mileage will be included in the inventory as of December 1, of the year following completion of the resurfacing of the roadways with two inches of bituminous concrete by the "Highway Administration."

2. The basis for the allocation of funds will include the additional 1.24 miles in the allocation to the "County" beginning July 1, of the year following the year and date set forth in Item 1, hereof.

3. The effective date for the transfer of these sections is upon completion of the indicated improvement by the "Highway Administration" set forth in Item 1, hereof.

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 includes Item 3, above.

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

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

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

Approved as to form and legal sufficiency this 20th day of July, 1973.

APPROVED:

Chief Engineer

Administrative Special Attorney

ATTEST:

BOARD OF COUNTY COMMISSIONERS
SOMERSET COUNTY, MARYLAND

County Clerk

By: President

APPROVED:

Approved as to form and legal sufficiency this 20th day of July, 1973.

County Attorney

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

On motion duly made and seconded, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated April 8, 1970, between the State Roads Commission and Somerset 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 920 I

Service Road I - On the east side of U.S. 13 at Greenhill as constructed under Contract S-212-13-178, for a total distance of 0.24± mile.

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

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HIGHWAY STATISTICS

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. W. K. Lee III
Mr. W. L. Shook
Mr. L. A. Yost, Jr.
Mr. G. N. Lewis, Jr.
Mr. T. Hicks
Mr. Wm. Jabine
Mr. P. R. Miller
Mr. G. W. Cassell
Mr. E. K. Lloyd
Mr. R. M. Thompson
Mr. Charles Lee
Office of Special Services
Miss D. J. Sinners
Co. Commrs. of Somerset County
Secretary's File
SRC-Somerset County
Contract S-212-13-178

THIS AGREEMENT made this 8TH day of APRIL, 1970 by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Somerset County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

Service Road I - On east side of US 13, at Greenhill as constructed under Contract S 212-13-178, for a total distance of 0.24± mile.

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

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

2. The aforegoing mileage will be included in the inventory as of December 1, 1970.

3. The basis for the allocation of funds will include the additional 0.17± miles in the allocation to the County beginning July 1, 1971.

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

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

Secretary

By _____
Chairman and Director of Highways

Approved as to form and legal sufficiency this 23rd day of March 1970

APPROVED:

Chief Engineer

Special Attorney

ATTEST

Clerk
Somerset County Maryland

COUNTY COMMISSIONERS, SOMERSET COUNTY, MARYLAND

By _____
President

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

County Attorney

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
THURSDAY, JANUARY 2, 1969
* * *

Chairman-Director Wolff executed triplicate copies of agreement dated December 12, 1968, between the Penndel Company, Penn Central Company, operating the Penndel Company, as lessee, and the Commission, wherein the Railroad grants to the Commission the necessary easements over and across its tracks and right of way for the widening and improvement of Broad Street - College Road from Somerset Avenue to Maryland State College in Princess Anne (Contract S-248-1-176), Somerset County, as more fully set forth in the agreement, at the sole cost and expense of the Commission.

Said agreement had been executed previously on behalf of the Railroad, 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. M. D. Philpot (2)
Mr. W. J. Addison
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. W. L. Shook
Mr. M. M. Brodsky
Mr. W. K. Lee, III (2)
Mr. P. R. Miller
Mr. H. H. Bowers (2)
Mr. A. L. Grubb
Mr. H. B. Felter
Mr. W. B. Duckett (2)
Mr. L. A. Yost, Jr. (3)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Somerset County
Contract S-248-1-176

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JAN 8 1969
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HIGHWAY STATISTICS

MEMORANDUM TO: MEMBER OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR THOMAS H. MOLOY
MONDAY, JANUARY 7, 1963

* * *

Chairman-Director Moloy executed triplicate copies of agreement dated December 12, 1962, between the Pennsylvania Company, Penn Central Company, operating the Pennsylvania Company, as lessee, and the Commission, wherein the Railroad grants to the Commission the necessary easements over and across its tracks and right of way for the widening and improvement of Broad Street - College Road from Constant Avenue to Maryland State College in Princess Anne (Contract S-249-1-176), Somerset County, as more fully set forth in the agreement, at the sole cost and expense of the Commission.

Said agreement has been executed previously on behalf of the Railroad, approved by Deputy Director-Chief Engineer Bigger and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. R. E. Flater
Mr. H. D. Whitpot (2)
Mr. V. J. Addison
Mr. H. O. Towns
Mr. L. S. McCord
Mr. H. L. Snook
Mr. H. M. Brodsky
Mr. W. E. Lee, III (4)
Mr. F. E. Miller
Mr. H. H. Bowers (2)
Mr. A. L. Grubb
Mr. H. H. Slater
Mr. H. D. Duckett (2)
Mr. L. A. Tome, Jr. (2)
Mr. G. E. Lewis, Jr. (3)
Mr. G. M. Cassell
Mr. C. S. Lanville
Mr. R. C. Lloyd
Secretary's File
SRC-Somerset County
Contract S-249-1-176

THIS AGREEMENT, executed in triplicate, made and entered into this 17th day of December, 196[illegible], by and between the PENNDEL COMPANY and the PENN CENTRAL COMPANY, operating the Penndel Company, as lessee, hereinafter sometimes called "Railroad", parties of the first part, and the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, hereinafter sometimes called "Commission", party of the second part, witnesseth:

WHEREAS, the Commission proposes to widen and improve Broad Street-College Road from Somerset Avenue to Maryland State College in Princess Anne, Somerset County, Maryland, and

WHEREAS, Broad Street - College Road crosses the Railroad at grade at Railroad Valuation Station 988+24, 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 the benefit to the Railroad from the construction is zero, and the cost to the Railroad is zero, and

WHEREAS, the Railroad is willing to perform necessary changes to said grade crossing and protection upon terms and conditions as hereinafter set forth.

NOW, THEREFORE, this agreement witnesseth, that for and in consideration of the premises and the sum of One Dollar ($1.00) paid by each party to the other, receipt whereof is hereby acknowledged, and of the mutual covenants and agreements herein contained, the parties hereto agree as follows:

1. Railroad does hereby grant unto the Commission insofar as it has the legal right and its present title permits and subject to the terms, limitations and agreements hereinafter set forth, the right, liberty and

privilege of widening, maintaining and renewing, at its sole cost and expense, the existing crossing at grade, over and across the tracks and right of way of the Railroad for the improvement of Broad Street - College Road in Princess Anne, Maryland.

2. Detailed plans and specifications for the Project shall be prepared by the Commission, and identified as Commission's Contract No. S-248-1-176, said Project to be paid for by the Commission and as further provided in Section 12 hereof. Said plans and specifications and any subsequent changes therein shall be subject to the approval (in writing) of all parties to this agreement to the extent that their respective interests are affected thereby, and when approved, shall become a part of this agreement by reference.

3. Railroad, insofar as it has the right so to do, hereby grants to the Commission, without monetary consideration, necessary easements to permit the widening of the present grade crossing for the improvement of Broad Street - College Road, as shown on Commission's Plat No. 37597, a print of which is attached hereto and made a part hereof.

4. Railroad, at Commission's expense, shall prepare its tracks for the proposed widening of the present grade crossing, which work shall, in general, involve renewing, if necessary, the ties and rails; installing standard railroad highway crossing; cribbing out the ballast between and under ties and substituting stone ballast from 18 inches below the ties to top of the ties; and surfacing track through the crossing, all preparatory to the paving by the Commission in vicinity of the rails, and shall also, at Commission's expense, relocate, change or alter such telephone, telegraph and signal lines, flashlight signals, as well as other Railroad facilities, as may be necessary to accomodate the Project, the Commission to reimburse

the Railroad as provided in Section 12 hereof. Railroad, at its expense, shall thereafter maintain, repair and renew its said facilities.

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

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

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

8. In the course of any work performed by Commission or its contractor, Commission shall, in addition to any necessary and appropriate precautions, furnish or cause contractor to furnish any necessary qualified watchmen to warn workmen or other persons about the work of the approach of any train or moving equipment upon the 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 contact with trains, rolling equipment or wires. Railroad may furnish any watchmen, flagmen, track foreman, or such other employees as may be deemed necessary, in the judgement of the General Manager, to insure the safety of the Railroad during work by the contractor at the crossing, and the Commission shall reimburse the Railroad therefor as provided in Section 12 herein.

9. Each party shall in carrying out the work provide the necessary engineering and inspection. Commission shall reimburse the Railroad for all such cost incurred by it, as provided in Section 12 herein.

10. Before any work on the Project is commenced, the Commission agrees to require its Contractor to procure the following kinds and amounts of insurance and keep same in full force and effect until all work required for the construction of the Project has been completed and accepted:

INSURANCE

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

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

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

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

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

Limits not less than $250,000/500,000 for Bodily Injury and $250,000/500,000 for Property Damage. This policy shall name the PENN CENTRAL COMPANY and PENNDEL COMPANY, as "The Insured" to comply with the standard Uniform Policy for Railroad Protective Liability and Property Damage Liability Insurance developed and adopted in 1958 by the A.A.S.H.O. - A.A.R. and amendments thereto by current Policy and Procedure Memorandum 20-12 of the Bureau of Public Roads.

If any future maintenance or repair work is performed by a Contractor, similar insurance protection will be provided.

The original of Policy (C) and certificates of (A) and (B) must be furnished to and approved by the Railroad. Contractor will not be permitted on Railroad property until insurance policy(s) have been approved. Policies,

Certificates of Insurance, Notice of Insurance, Notice of Cancellation, or change, etc., are to be sent by the Contractor's Insurer direct to the Engineering Officer of the Railroad and to the Commission's Engineer. The Contractor and his insurance representative must reconcile all policy requirements to the satisfaction of the Railroad and the Commission's Engineer.

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

12. (a) The Commission will reimburse the Railroad for all costs and expenses for work and services performed hereunder by the Railroad growing out of or in connection with the project covered hereby in accordance with Federal rules and regulations set forth in the Bureau of Public Roads Policy and Procedure Memorandum 30-3 and amendments thereto. It is understood and agreed between the parties hereto that in the event any costs incurred by Railroad, with the approval of the Commission, in connection with the project herein contemplated are not reimbursable under the rules, regulations and administration of the Bureau of Public Roads, then, and in that event, the Commission shall reimburse the Railroad for all such cost.

(b) The Commission shall reimburse the Railroad monthly for the actual cost of the work performed by the Railroad. The Railroad's claim for reimbursement from the Commission for the work performed by the Railroad during any month shall be filed with the Commission not later than the twenty-fifth day of the succeeding month, and shall be paid by the Commission within thirty (30) days thereafter.

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

14. If work is not commenced within two (2) years or completed insofar as Railroad's interests are affected within three (3) years from the effective date of this agreement, this agreement shall terminate, providing the time may be extended by written agreement of the parties.

15. Any work not specifically provided for herein shall be done by one of the parties hereto as may be mutually agreed upon from time to time during progress of the work.

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 triplicate, by their proper officers thereunto duly authorized, the day and year first above written.

ATTEST:

ASSISTANT SECRETARY

PENNDEL COMPANY

By

President

ATTEST:

ASSISTANT TO THE SECRETARY

PENN CENTRAL COMPANY

By

ASST. General Manager

Operating the Railroad of the Penndel Company.

ATTEST:

Secretary

STATE ROADS COMMISSION OF MARYLAND

By

Chairman and Director of Highways for the State of Maryland.

APPROVED:

Deputy Director - Chief Engineer
State Roads Commission

Approved as to form and legal sufficiency this 26th day of December, 1968.

Special Attorney

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF PHILADELPHIA) ss.:

I HEREBY CERTIFY that on this 12th day of December 1968, before me, the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County aforesaid, personally appeared R. W. LODER, ~~Vice~~ President, of the PENNDEL COMPANY, and acknowledged the aforegoing Agreement to be the corporate act and deed of the said Penndel Company.

AS WITNESS my hand and Notarial Seal.

Carol Ann Connell
Notary Public

My Commission Expires:

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF PHILADELPHIA) ss.:

I HEREBY CERTIFY that on this 12th day of December, 1968, before me, the subscriber, a Notary Public of the Commonwealth of Pennsylvania, in and for the County aforesaid, personally appeared E. L. King Asst General Manager, of the PENN CENTRAL COMPANY, and acknowledged the aforegoing Agreement to be the corporate act and deed of the said Penn Central Company.

AS WITNESS my hand and Notarial Seal.

Carol Ann Connell
Notary Public

My Commission Expires

STATE OF MARYLAND)
CITY OF BALTIMORE) ss.:

I HEREBY CERTIFY that on this 12th day of December 1968, before me, the subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared Jerome B. Wolff, Chairman and Director of Highways, for the STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and acknowledged the aforegoing Agreement to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland.

AS WITNESS my hand and Notarial Seal.

Notary Public

My Commission Expires

July 1, 1969

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SEP 17 1968
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HIGHWAY STATISTICS

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
FRIDAY, SEPTEMBER 6, 1968

* * *

Chairman-Director Wolff executed duplicate copies of agreement dated September 6, 1968, between the State Roads Commission and the President and Commissioners of the Town of Princess Anne, Somerset County, Maryland, relative to transfer by the Commission to the Town for maintenance purposes as part of the Town Street System, of the following described sections of State constructed roads:

10-14 Md. 363 (Mansion Ave.) - From Manokin Ave. to Prince William St., a distance of 0.06 mile

10-14 Md. 363 (Prince William St.) - From Mansion Ave. to Somerset Ave. (Md. 675) a distance of 0.16 mile

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

C.S. 19-41 Md 918 Broad St. - From Md. 675 (Somerset Ave.) to the East Corporate Limits of Princess Anne, a distance of 0.10 mile

The above transfers are subject to the conditions more fully set forth in the agreement and are effective upon its complete approval.

Said agreement had previously been executed by A. Norris Dashiell, President of the Town Commissioners of Princess Anne, 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. K. Lee III (2)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. P. R. Miller (2)
Mr. M. D. Philpot (2)
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
President, Town Commissioners of Princess Anne (2)
Secretary's File
SRC - Somerset County

MEMORANDUM OF ACTION OF STATE HIGHWAY COMMISSION OF ARKANSAS
BY CHAIRMAN AND DIRECTOR GEORGE E. WOLFE
FRIDAY, [illegible] 6, 1966

* * * *

Chairman-Director will execute duplicate copies of agreement dated September 6, 1966, between the State Highway Commission and the President and Commissioners of the Town of Pulaski-Acres, Pulaski County, Arkansas, relative to transfer by the Commission to the Town, for maintenance purposes as part of the Town Street System, of the following described sections of State constructed roadway:

Job. 313 (Lendon Ave.) - From Lendon Ave. to Prince William St., a distance of 0.06 mile

Job. 353 (Prince William St.) - From Lendon Ave. to Governor Ave. (Job. 675) a distance of 0.15 mile

Also, it is agreed that the Town will transfer to the State as part of the State Roads System the following described sections of Town Streets:

(1) Broad St. - From Job. 675 (Governor Ave.) to the East corporate limits of Pulaski Acres, a distance of 0.10 mile

The above transfers are subject to the conditions more fully set forth in the agreement and are effective upon the complete approval.

Said agreement has previously been executed by A. Harris Dunbar, President of the Town Commissioners of Pulaski Acres, approved by Legal Director-Chief Engineer Flanagan, and approved as to form and legal sufficiency by Special Attorney Rogers.

Copy: Mr. D. L. Fraker
Mr. G. A. Hare
Mr. L. E. Goodwin, Jr.
Mr. L. C. Addison
Mr. H. W. Evans
Mr. L. M. McCord
Mr. A. G. Fronsky
Mr. W. W. Lee III (2)
Mr. J. F. Berryman
Mr. E. C. Hunter (2)
Mr. O. H. Lands, Jr. (8)
Mr. P. M. Miller (2)
Mr. M. D. Fulton (2)
Mr. R. H. Bowers
Mr. G. E. Jones
Mr. E. W. Connell
Mr. W. E. Lloyd
Mr. W. A. Thompson
Mr. O. H. Henry
Mr. Charles Lee
Mr. R. D. Reilly
Miss Jean Dickens
President, Town Commissioners of Pulaski Acres (2)
Secretary's File
Auc - Sebastian County

THIS AGREEMENT made this 6 day of Sept., 1968, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and the President and Commissioners of the Town of Princess Anne, Somerset 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 the Governing Bodies of the several Counties and/or Towns of Maryland are empowered to transfer County roads and/or Town Streets, or portions thereof, to the State Roads Commission of Maryland, for maintenance purposes,and

WHEREAS, the"Commission", party of the first part, has agreed to transfer the following described sections of roads, constructed by the Commission, to the "Town Commissioners" party of the second part, and the "Town Commissioners" has agreed to accept same for maintenance purposes as part of the Town Street System:

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the "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 sections of State constructed roads for maintenance purposes, as part of the Town Street System:

Md. 363 (Mansion Ave.) - From Manokin Ave. to Prince William St., a distance of 0.06 miles.

Md. 363 (Prince William St.) - From Mansion Ave. to Somerset Ave. (Md. 675) a distance of 0.16 miles

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The aforegoing mileage will be included in the inventory as of December 1, 1968.
3. The basis for the allocation of funds will include the addtional 0.22 miles in the allocation to the "Town Commissioners" beginning July 1, 1969.
4. The transfer of said Roads is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Roads involved, including all appurtenances and bridge structures.

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

Broad St. - From Md. 675 (Somerset Ave.) to the East Corporate Limits of Princess Anne, a distance of 0.10 miles. } Mid 9/8 Per MB

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

1. The effective date of transfer shall be upon complete approval of this agreement.
2. The mileage respecting the aforesaid section of Town Street will be excluded from the inventory as of December 1, 1968.
3. The basis for the allocation of funds will exclude the 0.10 miles of Town Street mileage in the allocation to the "Town Commissioners", beginning July 1, 1969.
4. That such transfer is made on an "As-Is-Basis" which pertains to the existing Rights of Way and to the Existing condition of the Road involved including all appurtenances and bridge structures at the time of acceptance for State maintenance.

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

STATE ROADS COMMISSION OF MARYLAND

ATTEST

BY _____
Chairman and Director of Highways

_____
Secretary

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

APPROVED:

_____
Special Attorney

_____
Deputy Director-Chief Engineer

TOWN COMMISSIONERS OF PRINCESS ANNE
SOMERSET COUNTY, MARYLAND

APPROVED:

BY _____
President

_____
Town Manager

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

ATTEST:

_____
Clerk

TRANSFER COUNTY TO STATE AGREEMENT OF 8-22-68

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

* * *

Chairman-Director Wolff executed duplicate copies of agreement dated August 22, 1968, between the State Roads Commission and Somerset 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:

19-10-S

Md. 359 - From Md. 380 to end of State maintenance, a distance of 0.49 mile. 19-10-S

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

ASSIGN Md 918 CS 19-41

Co. Rd. 31 (College Backbone Rd.) - From East Corporate Limits of Princess Anne to beginning of University of Maryland property, a distance of 0.12 mile.

The above transfers are subject to the conditions more fully set forth in the agreement and are effective upon its complete approval.

Said agreement had previously been executed by Robert W. Long, President of the Somerset County Commissioners, 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. K. Lee III (2)
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. P. R. Miller (2)
Mr. M. D. Philpot (2)
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
Somerset County Commissioners (2)
Secretary's File
SRC-Somerset County

RECEIVED
AUG 27 1968
BUREAU OF
HIGHWAY STATISTICS

22 AUGUST

THIS AGREEMENT made this _____ day of _____, 1968, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Somerset County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

WHEREAS, the "Commission", party of the first part, has agreed to transfer the following described 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 WITHNESSETH 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. 350 - From Md. 380 to End State Roads Commission Maintenance, a distance of 0.49 miles. CONTROL SECTION NO. 19-10-S

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

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

2. The aforegoing mileage will be included in the inventory as of December 1, 1968.

3. The basis for the allocation of funds will include the additional 0.49 miles of county Highway Mileage in the allocation to the "County" beginning July 1, 1969.

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

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

Co. Rd. 31 (College Backbone Rd.) - From East Corporate Limits of Princess Anne to beginning of University of Maryland property, a distance of 0.12 miles.

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

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

2. The mileage respecting the aforesaid section of County Highway will be excluded from the inventory as of December 1, 1968.

3. The basis for the allocation of funds will exclude the 0.12 miles of County Highway mileage in the allocation to Somerset County, Maryland, beginning July 1, 1969.

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

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

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

APPROVED:

_____
Deputy Director-Chief Engineer

_____
Special Attorney

ATTEST:

_____
Clerk
Somerset County Maryland

COUNTY COMMISSIONERS, SOMERSET COUNTY, MARYLAND

By _____
President

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

_____
County Attorney

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 (2)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. C. A. Skirven (2)
Mr. H. G. Downs (4)
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
Mr. M. D. Philpot (2)
Records & Research Section, R/W Div.
Somerset County Commissioners (3)
Secretary's File
SRC-Somerset County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 28, 1964
* * *

The Commission approved and Chairman and Director Funk executed for and on its behalf duplicate copies of the following agreement dated October 20, 1964, by and between the State Roads Commission, therein referred to as "Commission," party of the first part, and the County Commissioners of Somerset County, Maryland, therein referred to as "County Commissioners," party of the second part, providing for transfer to the County Commissioners for maintenance purposes of portions of Service Road #1 and Service Road #2, as indicated. Said agreement had been executed previously for the County Commissioners of Somerset County by Harold E. Massey, President; approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Seymour.

"THIS AGREEMENT, made this 20th day of October 1964, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Somerset 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, have agreed to transfer the following described sections of service roads, constructed by the Commission at the estimated cost of $28,020.00, 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, do hereby transfer to the County Commissioners, and the County Commissioners, parties of the second part, do hereby accept from the Commission the following described sections of State constructed service roads for maintenance purposes, as part of the County Highway System:

Service Road # 1 Assigned Co Rd ~~227~~ 228
Service Road # 2 Assigned Co Rd ~~238~~ 96

364

S-195-10-120

Service Road #1 would be approximately 1.13 miles long, north 26 degrees, 50 minutes east from existing right of way through Elwood Collins property, contiguous to the east side of the right of way of the Pennsylvania Railroad, Crisfield Branch, continuing to Somerset County road known as Peach Blossom or Revells Neck Road at Station 1-40 on spur left off C/L Station 800 plus 35.

1.17 MILES INVENTORY 9-1-64

Service Road #2, approximately 0.31 miles long, running in a straight line from an existing right of way on the Collins property or whatsoever name it may be known, to a point on the existing County road, which runs from Westover to Revells Neck Road and sometimes known as Sign Post Road, about 1600 feet north of the southwestern corner of the W. W. Perry land, approximately 1800 feet right of Station 852 plus 50.

0.32 MILES INVENTORY 9-1-64

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

1. The effective date for the transfer of these sections of roads 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 roads is made on an 'As-Is-Basis,' which pertains to the existing rights of way and to the existing condition of the roads involved, including all appurtenances and bridge structures.

IN WITNESS WHEREOF, the parties have caused these presents to be executed in duplicate 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. R. J. Hajzyk
Mr. W. E. Woodford, Jr.
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (3)
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. H. G. Downs (4)
Mr. H. C. Bowers
Mr. E. K. Lloyd
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Mr. E. D. Reilly
Mr. G. W. Cassell
Mr. R. M. Thompson
Mr. Charles Lee
Mr. J. E. Gerick
Mr. C. A. Skirven (2)
Records & Research Section, R/W Div.
Somerset County Commissioners (3)
Secretary's File #18964
" "
SRC-Somerset County
SRC-Twelve Year Program

RECEIVED
AUG 16 1963
PLANNING & PROGRAMING

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 14, 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 the written request of a majority of the members of such governing body and a majority of the members of such legislative delegation, substitute a project not included in either the 'Yellow Book' or the 'Green Book,' for a project included in the 'Yellow Book,' provided any such rescheduling is within the mileage limitations provided in said Section, and

WHEREAS, the requirements of the aforesaid Section having been fully met, it is desired to substitute certain projects in Somerset 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:

1. That portion of Md. Route 361 beginning at Fairmount, toward Westover, a distance of 3.8 miles

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

1. Md. Route 667 from Marion to Hudsons Corner, a distance of 3.8 miles"

SOMERSET Co
MD 460
HALL HWY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 13, 1963
* * *

On motion of Mr. Kay, seconded by Mr. Owings, the Commission further amended its resolution adopted March 15, 1961 (amended January 16, 1963 to read 0.69 mile) relative to acceptance into the State highway system for future maintenance of Hall Highway in Crisfield to read, in the first and last paragraphs thereof, 0.75 mile instead of 0.47 mile.

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. A. L. Grubb
Mr. C. A. Skirven (2)
Mr. E. K. Lloyd
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot
Mr. J. E. Gerick
Records & Research Section, R/W
Secretary's File #36383
SRC-Somerset County

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

On motion of Mr. Kay, seconded by Mr. Owings, the Commission amended its resolution adopted March 15, 1961, relative to acceptance into the State Highway System for future maintenance of Hall Highway MD 460 in Crisfield to read, in the first and last paragraphs thereof, 0.69 mile instead of 0.47 mile.

~~AMENDED~~
AMENDED

SEE MINUTES
3-13-63

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. L. E. McCarl
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. A. L. Grubb
Mr. C. A. Skirven (2)
Mr. E. K. Lloyd
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Secretary's File #36383
SRC-Somerset County

December 20, 1962

Re: Hall Highway - City of Crisfield

Hon. John S. Catlin, Mayor
City of Crisfield
City Hall
Crisfield, Maryland

Dear Mayor Catlin:

Please be advised that the State Roads Commission has taken necessary action to correct the error in the resolution passed by the Commission on March 15, ~~1962~~ 1961 transferring Hall Highway from the City Maintenance System to the State Maintenance System to read as follows:

". . . for a distance of 0.69 mile"
instead of 0.47 mile.

This is the entire length of Hall Highway within the corporate limits of City of Crisfield as shown in our official municipal mileage records in the Division of Planning and Programming.

Very truly yours,

Resolution of 3-15-61
amended to read 0.69 mi
S.R.C Minutes 1-16-63

Robert J. Hajsyk, Chief
Division of Planning & Programming

RJH:ag

cc: Mr. G. Cassell, Planning Survey
Mr. J. B. Funk, Chairman-Director

REQUESTED COPY

RECD NOV 21 1962

CITY OF CRISFIELD

JOHN S. CATLIN
MAYOR

WADE D. WARD
CITY SOLICITOR

CITY HALL

CRISFIELD, MARYLAND

CITY COUNCIL
JOHN S HOLLAND
ALFRED J. LAWSON
J LOREN STERLING

November 14, 1962

Mr. John D. Funk
Chairman-Director
State Roads Commission
P. O. Box 717
Baltimore 3, Maryland

Dear Mr. Funk:

This is in reference to the resolution made by your commission, passed and dated Wednesday, March 15, 1962, concerning the Hall Highway. 1961

The distances appearing in said resolution are in error and should be corrected as follows: In the last line of the first paragraph, it appears, "0.47", should be, "0.75". In the last line of the last paragraph, it appears, "0.47", should be, "0.75".

Early action, by your commission, in correcting this error would be greatly appreciated by the Mayor and Council of Crisfield.

Hoping to have a report from you at an early date with a correction in this resolution, I am, with kindest regards and best wishes

Very truly yours,

John S. Catlin

John S. Catlin, Mayor
City of Crisfield
Crisfield, Maryland

Resolution of 3-15-61
amended to read 0.69 mi
SRC minutes 1-16-63

JSC/mt

RECEIVED

NOV 26 1962

PLANNING & PROGRAMING

SOMERSET Co.

April 21, 1961

S- Bridge over Branch of
Little Annemessex River
Hall Highway betw. Md. 413 &
McCready Memorial Hospital

TO: Mr. R. J. Rajzyk
Bureau of Planning & Programming

FROM: Mr. L. W. Carr
Bureau of Bridges

Confirming your verbal instructions of April 20 in your office, we are not including the 3-span concrete arch bridge over the Branch of the Little Annemessex River at the end of Hall Highway between Md. 413 and the McCready Memorial Hospital in the State System.

Minutes of 1-16-63 extended MD 460
Bridge now in state system
Assigned BRIDGE # 19013

LWC/hs

cc A. L. Grubb
L. E. McCarl
C. A. Skirven
Geo. Cassell
Paul Blackman

INTERDEPARTMENTAL MEMORANDUM

STATE ROADS COMMISSION
300 W. PRESTON STREET
BALTIMORE 1, MARYLAND

TO Mr. A. L.Grubb FROM Mr. P.A. Kempter DATE April 5, 1961

S- City of Crisfield
Hall Highway

The City limits of Hall Highway is shown on attached plat, and is the centerline of a bridge across Daughertys Creek Cove. It appears that higher authority could clarify the status of the bridge.

PAK/hs

Attachment

STATE ROADS COMMISSION OF MARYLAND

BUREAU OF BRIDGES

MEMORANDUM

DATE 4-6-61

TIME

Mr. PaulA. Kempter:

Kindly ascertain the status of road leading to the hospital, which is outside of the City of Crisfield.

ALG

MEMORANDUM

DATE 3-27-61

TIME

Mr. Kempter:

Are any bridges on this street?

ALG

SOMERSET Co.

Mr Gassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 15, 1961
* * *

Ammended
S.R.C MINUTES 1-16-63
3-13-63

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

WHEREAS, the Mayor and Council of Crisfield has petitioned the Maryland State Roads Commission to accept and make a part of the State Highway System the highway in said City known as Hall Highway, from its intersection with Maryland Avenue to the end of said highway, a distance of approximately 0.47 mile, and

~~0.51~~ 0.69 0.75

WHEREAS, this petition is supported by the physicians and surgical staff of the McCready Memorial Hospital, and

WHEREAS, the principals of the Crisfield High School and Crisfield Elementary School No. 3 support this petition, and

WHEREAS, this is the only road leading to the McCready Memorial Hospital, and

WHEREAS, it would be in the best interests of the residents of Somerset and Wicomico Counties that Hall Highway be included as part of the State Highway System, and

WHEREAS, it is recommended by the Division of Planning and Programming that this transfer be made,

NOW, THEREFORE, BE IT RESOLVED that the Maryland State Roads Commission incorporate into its highway system for future maintenance, the existing City-maintained road in Crisfield known as Hall Highway, from its intersection with Maryland Avenue to the end of said Highway, a distance of approximately 0.47 mile.

EFFECTIVE JULY 1, 1961

0.51
0.69 0.75

See letter from Mr Hajzyk to Mayor of Crisfield dated 12-20-62

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. J. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs
Mr. A. L. Grubb
Mr. C. A. Skirven (2)
Mr. Rolph Townshend
Mr. W. A. Friend
Mr. E. K. Lloyd
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Mayor & Council of Crisfield (3)
Secretary's File
SRC-Somerset County

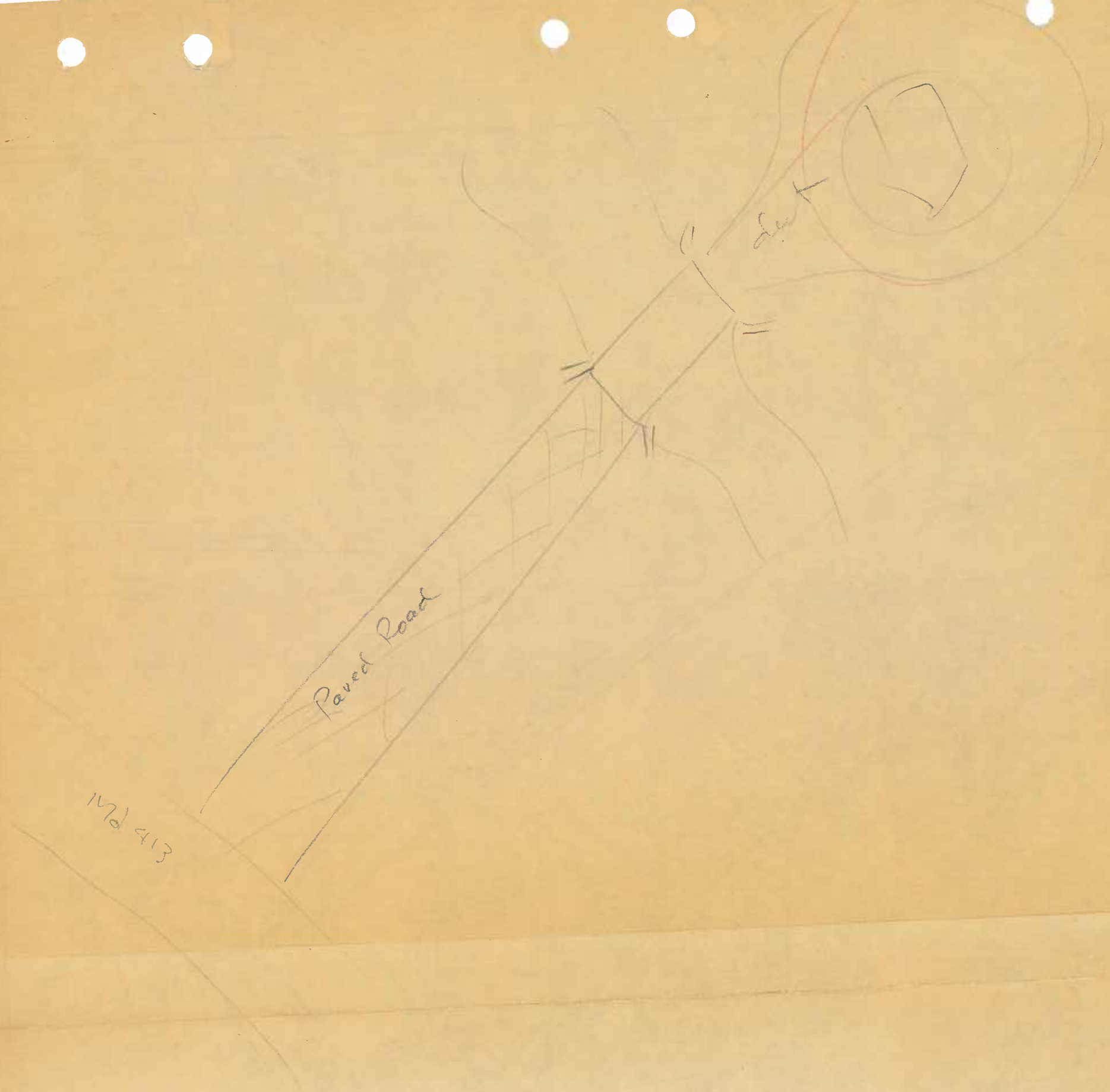
Formerly Md 460
CON. SECT. 19-21
HALL HIGHWAY
RE-INSTATED AS
SAME —

1/8/63 Mileage changed to 0.69. According to legal dept. the description of said road is legal. Mileage can be changed without revising the resolution

3/27/67 PLAT IN MR HAJZYK'S FILE SHOWS LIMITS ARE AT HOSPITAL BRIDGE

G.W.C.

CITY OF CRISFIELD
SOMERSET COUNTY
PREPARED BY THE
MARYLAND STATE ROADS COMMISSION
TRAFFIC DIVISION
FEB. 1958
Scale 1" = 1100'
1100 550 0 1100 2200
BOUNDARIES BY LAWS OF 1953 CH. 738


Paved Road
Md 413

Wicomico Co.

STATE OF MARYLAND
STATE ROADS COMMISSION
BALTIMORE 3, MD.

December 11, 1957

Mr. John T. Gorsuch
Supervisor - Mapping
State Roads Commission
Baltimore, Maryland

Dear Sir:

Returned herewith is a map of Wicomico County on which is outlined the limits of the section of Maryland 529 between Somerset County line and Salisbury, which is maintained by the State Roads Commission. This section of the route running from south limits of Salisbury north to South Boulevard in Salisbury, a distance of approximately 0.55 miles, is now owned and maintained by the City of Salisbury.

WICOMICO COUNTY

You will find noted on the returned map of Crisfield that Maryland 360 from Maryland 413 in Crisfield is now owned and maintained by the town of Crisfield including the bridge over West Creek.

SOMERSET

Also included is a print of the plot showing the boundry extension of Crisfield, which include the Hospital boundry limits. This being the same area conveyed according to Chapter 738, Acts of 1953.

COUNTY

Very truly yours,

C. Albert Skirven
District Engineer

Clarence W. Taylor
Acting Asst. Dist. Engr.
Maintenance

CWT:bh
Enclosure

Mr. Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 21, 1960
* * *

On recommendation of Traffic Bureau Chief Lewis in letter of September 20, 1960, the Commission authorized the renumbering of Md. 406, from its junction with Md. 667 to its junction with U.S. 13, as Md. 667, in Somerset County, thus providing a continuous route of one number from Marion at Md. 413 to U.S. 13 just north of Pocomoke.

C-S 19-20

Copy: Mr. D. H. Fisher
Mr. G. N. Lewis, Jr. (8)
Mr. H. G. Downs
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. S. Pfarr
Mr. C. A. Skirven (2)
Mr. Rolph Townshend
Major G. E. Davidson (2)
SRC-Somerset County

State Roads Commission
TRAFFIC DIVISION
MAR 10 1960
Geo. N. Lewis, Jr.
Director

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

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

SOMERSET COUNTY

The Commission approved and Chairman and Director Funk executed for and on its behalf the following agreement, in triplicate, dated December 1, 1959, with the County Commissioners of Somerset County, Maryland, covering the transfer of 18.29 miles of State owned highways to the County for maintenance purposes. Said agreement, previously approved as to form and legal sufficiency by Special Attorney C. C. Seymour and approved by Regional Member Thomas N. Kay and Chief Engineer Pritchett, is to be forwarded to the County Commissioners of Somerset County for execution on its part.

"THIS AGREEMENT, made this 1st day of December 1959, by and between State Roads Commission of Maryland hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Somerset County, Maryland, hereinafter referred to as 'County Commissioners,' party of the second part.

WHEREAS, under the authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), 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 County Commissioners of Somerset County, Maryland, at their meeting of November 27, 1959 by resolution duly adopted agreed to accept for maintenance purposes the roads or portions of roads hereinafter more particularly described,

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

Map No.	Route No.	From	To	Miles
New Co 229 4	Md. 598	U.S. 13 S. Limit Princess Anne at Westover	U.S. 13 Co 229	5.15
		NOTE: 0.04 MI WITHIN PRINCESS ANNE NOT TRANSFERRED		
New Co 230 7	Md. 673 B	U.S. 13 at Greenhill, Westerly	U.S. 13 Co 230	0.78
New Co 231 8	Md. 673 C	U.S. 13 NW of Costen	U.S. 13 SE of Costen	2.79
9	Md. 673 C	U.S. 13 SE of Costen	U.S. 13 W. of Pocomoke	1.00
ADDED TO Co 107 11	Md. 667	Md. 413 at Westover	Md. 406 Co 107	4.90
ADDED TO Co 129 12	Md. 356	Md. 413 at Kingston	Md. 667 Co 129	0.97
NEW Co 228 26	Md. 529	Wicomico County Line	U.S. 13 Co 228	2.70
			TOTAL	~~18.29~~ 18.71

3.79 + 4.2 = 4.21 DUE TO REINV. 0.27 TO Co 232

WAS MD 673D Co 232

IN CONSIDERATION of the aforegoing, the 'County Commissioners' by the execution of these presents do hereby accept the aforesaid roads, or sections of 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.'

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

(1) The effective date for the transfer of the above described roads or portions of roads shall be December 1, 1959, the date of this Agreement.

(2) The additional mileage will be included in the inventory as of December 1, 1959.

(3) The basis for the allocation of funds will include the additional county mileage in the allocation to Somerset County beginning July 1, 1960.

(4) The transfer of said roads or portions of roads is made on an 'As-Is Basis' which pertains to the existing condition of the roads or portions of roads involved and will include all appurtenances and bridge structures.

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."

Map No.	Route No.	Item	In	Size
4	Rt. 270	U.S. 12 S. Lake Wisconsin road to Waunakee	U.S. 12	5.15
7	Rt. 272	U.S. 12 at Cambridge, Westerly	U.S. 12	0.18
8	Rt. 273	U.S. 12 at Dekorra	U.S. 12 at Portage	2.79
9	Rt. 275	U.S. 12 at Portage	U.S. 12 N. of Poynette	1.20
11	Rt. 277	Rt. 113 at Lodi	Rt. 188	0.80
17	U. 278	Rt. 113 at Lodi	Rt. 188	0.07
26	Rt. 279	Viroqua County line	U.S. 12	2.34
			TOTAL	12.59

IT IS HEREBY ORDERED by the Highway Commission, the County Commissioners of the counties of those projects to hereby accept the aforesaid roads, or sections of roads, into the County Aid System, for maintenance purposes, subject to the restrictions in effect at the commencement of review which may have heretofore been established by the Commission.

IT IS FURTHER ORDERED and ADVISED between the parties hereto that:

(1) The effective date for the transfer of the above described roads or sections of roads shall be December 1, 1965, the date of this agreement.

(2) The additional 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 Dane County beginning July 1, 1966.

(4) The transfer of said roads or sections of roads is made on an "As is" basis without regard to the existing condition of the roads or sections of roads involved and will include all appurtenances and bridge structures.

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.

~~Wicomico~~ Somerset

Mr. Courson

December 11, 1957

Mr. John T. Gorsuch
Supervisor - Mapping
State Roads Commission
Baltimore, Maryland

Dear Sir:

Returned herewith is a map of Wicomico County on which is outlined the limits of the section of Maryland 529 between Somerset County line and Salisbury, which is maintained by the State Roads Commission. This section of the route running from south limits of Salisbury north to South Boulevard in Salisbury, a distance of approximately 0.55 miles, is now owned and maintained by the City of Salisbury.

You will find noted on the returned map of Crisfield that Maryland 460 from Maryland 413 in Crisfield is now owned and maintained by the town of Crisfield including the bridge over West Creek. *

Also included is a print of the plot showing the boundry extension of Crisfield, which include the Hospital boundry limits. This being the same area conveyed according to Chapter 738, Acts of 1953.

Very truly yours,

C. Albert Skirven
District Engineer

Clarence W. Taylor
Acting Asst. Dist. Engr.
Maintenance

CWT:bh
Enclosure

* Reinstated as a State Road
SRC Minutes 3-15-61

Somerset County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, NOVEMBER 19, 1957
***

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

On recommendation of Chief Engineer Pritchett in letter of November 19, 1957, the Commission executed agreement, in triplicate, dated November 19, 1957, by and between New York, Philadelphia and Norfolk Railroad Company, a body corporate, and The Pennsylvania Railroad Company, also a body corporate, for itself and as lessee of the said New York, Philadelphia and Norfolk 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 parties thereto mutually agree as to their respective obligations in connection with the construction and maintenance of a dual highway in or near the City of Crisfield, from Burton Avenue to end of Main Street, Contract S-202-1-120, said dual highway being known as and therein sometimes called "Dual Highway", as shown generally on plats therein referred to, and as more fully described therein, subject to the terms and conditions more fully recited therein.

The said agreement, which had previously been approved as to form and legal sufficiency by Special Assistant Attorney General Buscher, is to be forwarded to the Railroad for execution on its part following which a fully executed copy is to be returned for the Commission's file.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. C. A. Skirven (2)
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mr. A. L. Grubb
Mr. W. B. Duckett
Mr. C. W. Clawson (4)
Mr. A. F. Shure
Mr. H. C. Bowers (4)
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Mr. J. D. Buscher
Secretary's File
Contract S-202-1-120
SRC-Somerset County

State Roads Commission
TRAFFIC DIVISION
MAR 17 1958
Geo. N. Lewis, Jr.
Director

Mr. D. H. Lewis Jr.
(S-302-1130) 7-50 D

THIS AGREEMENT, made this 19th day of November, 1957, by and between NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY, a body corporate, and THE PENNSYLVANIA RAILROAD COMPANY, also a body corporate, for itself and as lessee of the said NEW YORK, PHILADELPHIA AND NORFOLK RAILROAD COMPANY, parties of the first part, hereinafter sometimes called "Railroad", and the STATE ROADS COMMISSION OF MARYLAND, acting for the State of Maryland, party of the second part, hereinafter sometimes called "State";

WHEREAS, the State is about to begin construction of a dual highway in or near the City of Crisfield, from Burton Avenue to end of Main Street, said dual highway being known as and hereinafter sometimes called "Dual Highway", all as shown generally on the plats hereinafter referred to; and

WHEREAS, for the purpose of evidencing the agreement between the parties hereto, as to the construction of said project and the maintenance of same, and the contribution by the Railroad to the project, this agreement is entered into.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That, in consideration of the premises and mutual covenants and promises herein set forth, to be observed, kept, and performed by each party hereto, it is mutually agreed as follows:

1. The State agrees:

(a) To construct or cause to be constructed, without cost to the Railroad, a dual highway in or near the City of Crisfield, along Maryland Route No. 413 extended; beginning at a point approximately 0.13 mile north of the City limits of Crisfield and extending southwesterly to the waterfront for a distance of 1.643 miles.

(b) To install, renew, replace, and maintain proper and sufficient drains and drainage facilities in connection with the above-mentioned highway and other property of the State and to protect the Railroad's land and roadbeds from any flow, washing, diversion, overflow, or discharge of waters, mud, silt, dirt, oil, ash, waste, noxious substance, or the like onto the Railroad's property from such flow, washing, diversion, overflow, or discharge.

Somerset

To provide on the property to be conveyed by the Railroad, as herein mentioned in paragraph 2 (a), adequate means of drainage in place of and to care for any drainage of Railroad's land or roadbeds, disturbed or interfered with by the above-mentioned highway, provided that the State shall not be liable for natural drainage of the Railroad's rights-of-way and/or property, except as herein set forth.

(c) To acquire, without cost to the Railroad, all property or other property rights, except those owned or controlled by the Railroad, required to carry out the work contemplated herein; it being understood that the Railroad will grant certain easements, as hereinafter provided.

Each party hereto waives, but only as against the others, any and all damage or right to claim damages to any of its property growing out of, or in any way connected with, the project herein contemplated, except as otherwise provided for in this agreement.

(d) To cooperate with the Railroad in the relocation of the Railroad's freight terminal facilities north of the City of Crisfield, said freight terminal facilities to be located on land described as follows:

Beginning for the same at a point located 2,570 feet north (Railroad Direction) of Mile Post 14 and 33 feet west (Railroad Direction) of center line of Railroad, as now laid out; thence in a southerly direction along the west side of a private road 38 feet more or less to a point; thence south 34 degrees 32 minutes west, 200 feet more or less, to a point; thence south 55 degrees 2 minutes west, 415 feet more or less, to a point; thence north 17 degrees 58 minutes west, 98 feet more or less, to a point; thence north 55 degrees 2 minutes east, 715 feet more or less, to the place of beginning, all comprising an area of 1.23 acres more or less, as more particularly shown on Railroad Plan No. CH. 56386.

The above-described land to be leased by the Railroad for the sum of Three Hundred Dollars ($300.00) per year. To aid in defraying this expense to the Railroad, State agrees to pay the Railroad the sum of Five Thousand Dollars ($5,000.00).

The preparation of the land to be leased for the relocation of said freight terminal facilities, including the clearing, grading, and preparation of roadbed, is to be done by Railroad forces, and the State will bear the full expense thereof.

The cost of track removal from the present location in the City of Crisfield and relocation at the site noted, which cost will be borne by the State, is agreed by the Railroad not to exceed its estimate, as submitted on March 26, 1956, in the sum of Forty-three Thousand Four Hundred Fifty-six Dollars ($43,456.00).

The State will, upon request of the Railroad, adjust the entrance to the relocated freight terminal between the existing shoulder of present Maryland Route No. 413 and the Railroad right-of-way, including the laying of necessary drainage pipes, the cost of which pipes is to be borne by the Railroad.

The adjustment of the entrance referred to immediately above shall in no way be construed as a commitment by the State to construct a crossover between the two lanes contemplated in ultimate construction; but it is understood and agreed that the location of crossovers shall be governed entirely by the State's standards for crossovers then in effect, and if any changes in said standards are made for the accommodation of any firm or individual, it is agreed that the Railroad shall also be entitled to consideration in the same manner.

(e) To grade and prepare the railroad track bed for the relocation of the Railroad spur line to the oyster shell plant situated on Crisfield Harbor, such relocation being necessitated by construction of the above-mentioned highway.

(f) To compensate the Railroad for the actual costs involved in (a) for moving of the freight terminal building and attached loading platform from its present location to the relocated freight yard, said cost is agreed by the Railroad not to exceed Eighteen Thousand Two Hundred Dollars ($18,200.00), and (b) for whatever costs of land acquisition the Railroad may be subject to in the purchase of the necessary right-of-way for the relocation of the spur line to the oyster shell plant.

2. The Railroad agrees:

(a) That insofar as its respective titles permit, to convey or cause to be conveyed, respectively, to the State, without cost to the State, all of its ownership, as shown on Plats Nos. 16050, 16051, 16053, 16054, 16055, 16056, and 16057, lying between the lines designated, "Approximate Railroad Right-of-way", and an extension in a general northeast direction towards Westover, Maryland, beyond the limits of Plat No. 16050 to the southerly limits of the relocated freight terminal, all of which shall be shown on metes and bounds plats to be prepared by the State according to the usual method; reserving unto the Railroad from said grant a perpetual right of easement for railroad operation, measured 12 feet at right angles on both sides of the center line of the existing tracks, from the southerly limits of the relocated freight terminal to approximate highway Station 65 + 08, and thence, by a curve, to the right into the spur line to the oyster shell plant, as indicated on the State's special Plat No. 16492.

(b) To immediately consummate the transaction with the Mayor and City Council of Crisfield for the purchase of certain land adjoining the present Railroad property in the City of Crisfield, in order that certain dwellings, now existing in both the State's right-of-way and the proposed right-of-way to the oyster shell plant may be removed.

(c) To construct, reconstruct, relocate, or make alterations, at the sole cost of the State, to certain Railroad facilities, as hereinbefore mentioned.

(d) To operate its trains in cooperation with the State and its Contractor or Contractors in the construction of the project, subject to the requirements of railroad service and in accordance with the instructions of the Chief Engineer of the Railroad or his duly authorized representatives.

(e) To grant the State and its Contractors, subject to approval (which shall not be unreasonably withheld) by the Chief Engineer of the Railroad, the right to enter upon any land now owned or controlled by the Railroad and to do whatever [illegible] connection with the project.

3. The State shall have general charge of the engineering of the project. The highway and its appurtenances, within the limits hereinbefore described, shall be constructed according to plans and specifications prepared by the State and approved by the Chief Engineer of the Railroad before the work is performed. The State and the 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 such respective parts of the work. All work by the State shall be done in accordance with the standard specifications of the State in force on the date of the award of any contract, together with such special provisions as may be necessary. All work to be done by the Railroad, under the provisions of this agreement, shall be done in accordance with the plans and specifications prepared by the Railroad and approved by the State.

4. The State agrees, for itself and any Contractor or Contractors working on the project, to the following provisions, said provisions to be incorporated in the contract or contracts with any Contractor or Contractors who shall perform the work on said project:

(a) That the State or its Contractor or Contractors shall, at all times, use reasonable care and diligence and cooperate with the officials of the Railroad, in order to avoid accidents, damage, or unnecessary delay to, or interference with, the Railroad's trains or other property.

(b) That the State or its Contractor or Contractors, upon completion of the work, shall remove from the Railroad's rights-of-way all machinery, equipment, surplus material, falsework, rubbish, and temporary buildings placed there by said party or parties, so as to leave the Railroad's rights-of-way and property in reasonable conformance to adjacent sections thereof and in a condition satisfactory to the Chief Engineer of the Railroad or his duly authorized representatives.

(c) If the Railroad deems it desirable, in the judgment of the Regional Engineer, it may furnish any necessary watchmen, flagmen, track foreman, or such other employees as may be deemed necessary to insure

the safety of the Railroad during work by the Contractor, the cost of whom shall be paid by the Contractor and the State shall not make final payment to the Contractor until such cost is paid to the Railroad.

(d) That prior to commencing any work under the project, the State, or its Contractor or Contractors, will take out the following kinds and amounts of insurance, and carry the same until all work required to be performed has been completed and accepted; it being understood that if any part of the work is sublet, similar insurance shall be provided by or in behalf of the subcontractors to cover their operations, and evidence of such insurance satisfactory to the State and to the Railroad shall be furnished by the Contractor.

CONTRACTOR'S PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE

Regular Contractor's Public Liability Insurance providing for a limit of not less than One Hundred Thousand Dollars ($100,000) liability for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total (or aggregate) limit of Three Hundred Thousand Dollars ($300,000) liability 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 Twenty-five Thousand Dollars ($25,000) liability for all damages arising out of injury to or destruction of property in any one accident and, subject to that limit per accident, a total (or aggregate) limit of Fifty Thousand Dollars ($50,000) liability for all damages arising out of injury to or destruction of property during the policy period.

Evidence of such insurance coverage shall be furnished to and approved by the Railroad and State before the Contractor or Subcontractors will be permitted to enter upon Railroad right-of-way.

If any part of the work is sublet, similar insurance shall be provided by or on behalf of the subcontractors to cover that part of the work they have contracted to perform.

CONTRACTORS' PROTECTIVE PUBLIC LIABILITY AND PROPERTY LIABILITY INSURANCE

If any part of the work is to be performed by a subcontractor, the prime contractor shall carry on his own behalf regular Contractors' Protective Public Liability Insurance providing for a limit of not less than One Hundred Thousand Dollars ($100,000) liability for all damages arising out of bodily injuries to or death of one person and subject to that limit for each person, a total (or aggregate) limit of Three Hundred Thousand Dollars ($300,000) Liability for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Contractors' Protective Property Damage Liability Insurance providing for a limit of not less than Twenty Five Thousand Dollars ($25,000) liability for all damages arising out of injury to or destruction of property in any one accident and, subject to that limit per accident, a total (or aggregate) limit of Fifty Thousand Dollars ($50,000) liability for all damages arising out of injury to or destruction of property during the policy period.

Evidence of such insurance coverage shall be furnished to an approved by the Railroad and State before the contractor or subcontractors will be permitted to enter upon Railroad Right-of-Way.

RAILROAD PROTECTIVE PUBLIC LIABILITY AND PROPERTY DAMAGE LIABILITY INSURANCE

Regular Railroad Protective Public Liability Insurance providing for a limit of not less than One Hundred Thousand Dollars($100,000) liability for all damages arising out of bodily injuries to or death of one person and, subject to that limit for each person, a total (or aggregate) limit of Three Hundred Thousand Dollars ($300,000) liability for all damages arising out of bodily injuries to or death of two or more persons in any one accident, and regular Railroad protective Property Damage Liability Insurance providing for a limit of not less than Twenty Five Thousand Dollars ($25,000) liability for all damages arising out of injury to or destruction of property in any one accident and, subject to that limit per accident, a total (or aggregate) limit of Fifty Thousand Dollars ($50,000) liability for all damages arising out of injury to or destruction of property during the policy period.

COVERAGE

The policy shall cover the liability imposed upon the insured (rail) road company) by law for damages, including damages for care and loss of services, because of bodily injury, sickness or disease, including death at any time resulting therefrom, sustained by any person or persons, and damages because of injury to or destruction of property, including the loss of use thereof, caused by accident and arising out of any acts or omissions of the following in the performance of any operations under the contract for the designated project:

(1) The contractor and his subcontractors;

(2) Flagmen, watchman, and other protective employees, other than those specified in (3) and (4) below, specifically loaned or assigned by the insured to the work performed by the contractor or his subcontractors, provided the cost of service of such employees is specifically to be paid for or borne by the contractor or subcontractor or by a governmental authority;

(3) Supervisory employees of the insured while performing service, at the job site, with respect to the operations of the contractor or his subcontractors;

(4) Employees of the insured while operating, attached to or engaged on work trains or other railroad equipment exclusively assigned to the contractor or his subcontractors by the insured at the job site.

provided, however, that a proximate cause of the accident is an act or omission of any individual included in (1), (2), (3) or (4) above.

The policy shall also cover the liability imposed upon the insured by law for damages including damages for care and loss of services, because of bodily injury, sickness or disease, including death at any time resulting therefrom, caused by accident and sustained at the job site by any employee of the contractor or his subcontractors.

The terms "contractor" and "subcontractor" shall not include the named insured.

EXCLUSIONS

(1) Any obligation for which the insured or any carrier as his

insurer may be held liable under any workmen's or unemployment compensation, disability benefits or similar law, provided that the Federal Employers' Liability Act, U. S. Code (1946) Title 45, Sections 51-60 shall not for the purposes of this insurance be deemed to be any similar law.

(2) Any liability assumed by the insured under any contract or agreement other than contracts ofcarriage as a common carrier. Contracts of carriage as a common carrier as used herein shall not include those between the insured and the contractor or his subcontractors.

(3) Any liability arising out of accidents occurring after operations have been completed or abandoned at the place of occurrence thereof, other than accidents caused by the existence of tools, uninstalled equipment and abandoned or unused materials, but operations shall not be deemed incomplete because improperly or defectively performed or because further operations may be required pursuant to a service or maintenance contract. (This exclusion does not become effective until acceptance of work by the State).

(4) Injury to or destruction of property owned by the insured.

The Company shall give 10 days notice to the insured and to the public authority having jurisdiction of cancellation or change in this insurance.

Satisfactory evidence of such insurance, consisting of insurance certificate with proper endorsement (s) indicated thereon and specimen policy shall be furnished to and approved by Railroad before the Contractor or Subcontractors will be permitted to enter upon Railroad Right-of-Way, and the original policy together with original endorsements, shall be furnished to Railroad promptly thereafter.

All the insurance hereinbefore described in Section (d) shall be carried until all work required to be performed under the terms of the contract is satisfactorily completed, as evidenced by formal acceptance by the State.

In addition to the above mentioned Liability Insurance policies, Contractor must furnish the Railroad with evidence of Workmen's Compensation Insurance Coverage.

5. The Railroad, for work done by its own forces or by its Contractor or Contractors, may bill the State monthly when costs exceed $1,000. Progressive invoices may be submitted for work done during the

previous month or period showing portion of estimated cost completed. Final bill covering actual cost of work and showing all details shall be submitted to the State within ninety (90) days after completion of said work. The State shall pay all bills within thirty (30) days after receipt and approval thereof. Final payment for all amounts due the Railroad shall be paid by the State within ninety (90) days after final audit has been made and approved by the State.

6. After the respective completion of the improvements herein contemplated, the Railroad shall, at its own sole cost and expense, maintain, repair, and reconstruct its railroad tracks and other facilities constructed or changed under the terms of this agreement, and the State shall, at its own sole cost and expense, maintain, repair, and reconstruct all parts of the said highway and all parts of the footways, and sidewalks, and all drainage built or provided in connection with said project. After the highway is completed, the State shall not alter same in any manner whatsoever to decrease the horizontal or vertical clearances for railroad tracks as finally approved, without obtaining the written consent of the Railroad or its authorized representatives. Insofar as it is legally possible for the State to do so, the State agrees that the Railroad shall not be liable for any benefit assessments due to the construction and maintenance of these improvements.

7. The terms and provisions of this agreement shall inure to the benefit of, and be binding upon, the successors and assigns of all parties hereto.

8. IN WITNESS WHEREOF, the parties have hereunto caused this agreement to be duly executed by their proper officials, in triplicate on the day and year first above written.

NEW YORK, PHILADELPHIA AND NORFOLK
RAILROAD COMPANY

ATTEST:

WAH _____
ASST. Secretary

BY _____
Vice President

THE PENNSYLVANIA RAILROAD COMPANY
operating Lessee of the Railroad of
New York, Philadelphia and Norfolk
Railroad Company

ATTEST:

GCS _____
ASST. Secretary

BY _____
Regional Manager

STATE ROADS COMMISSION OF MARYLAND

BY _____
Chairman

Approved

~~WITNESS:~~
Attest:

11/18/57 Norman M. Pritchard
Date Chief Engineer

_____
Secretary

_____

_____

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

Approved as to form and legal sufficiency this 30th day
of Sept. 1957.

_____
Special Asst. Attorney General
of Maryland

Somerset Co.
Cr

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMIS
WEDNESDAY, JUNE 13, 1956
***

MD 413 Crisfield trans to state

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

On recommendation of Chief Engineer Norman M.
and in accordance with resolution adopted June 8, 1956
and Council of Crisfield, Somerset County, Maryland, t
accepted for maintenance as part of the State Roads Sy
lowing city owned and maintained streets:

Maryland Avenue from the Hall Highway (Md. 460) to Chesapeake Avenue, and Main Street, from Chesapeake Avenue to a point approximately 120 feet west of 11th Street, for a distance of 1.40 miles,

Mun. to state

and formalized the transfer from the State Roads System to the Municipal Street System of the City of Crisfield, of the following streets, roads or avenues:

1. Md. 358, from the east city limits along Asbury Avenue to Somerset Avenue (Md. 358) and along Somerset Avenue to and beyond Maryland Avenue (Md. 413) to the north city limits, for a distance of 1.10 miles 1.11

2. Md. 380, from the east city limits to Somerset Avenue (Md. 358) along East Main Street, for a distance of 0.16 " 0.16

RE-INSTATED BY SRC MINUTES 3/15/61

3. Md. 460, Hall Highway, from Maryland Avenue (Md. 413) to the north city limits, for a distance of 0.47 " 0.48

4. Md. 667, from the east city limits along Chesapeake Avenue to Somerset Avenue (Md. 358), for a distance of 0.15 " 0.15

Total . . . . . 1.88 miles 1.90

State to Mun.

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. C. A. Skirven (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Mayor & Council of Crisfield (3)
Secretary's File
SRC-Somerset County

Somerset

1.90
1.39
+.51 MUN.

Somerset Co.
Crisfield

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, and in accordance with resolution adopted June 8, 1956 by the Mayor and Council of Crisfield, Somerset County, Maryland, the Commission accepted for maintenance as part of the State Roads System, the following city owned and maintained streets:

Maryland Avenue from the Hall Highway (Md. 460) to Chesapeake Avenue, and Main Street, from Chesapeake Avenue to a point approximately 120 feet west of 11th Street, for a distance of 1.40 miles, 1.39 mun. to state

and formalized the transfer from the State Roads System to the Municipal Street System of the City of Crisfield, of the following streets, roads or avenues:

1. Md. 358, from the east city limits along Asbury Avenue to Somerset Avenue (Md. 358) and along Somerset Avenue to and beyond Maryland Avenue (Md. 413) to the north city limits, for a distance of 1.10 miles 1.11
2. Md. 380, from the east city limits to Somerset Avenue (Md. 358) along East Main Street, for a distance of 0.16 " 0.16
3. Md. 460, Hall Highway, from Maryland Avenue (Md. 413) to the north city limits, for a distance of 0.47 " 0.48 RE-INSTATED BY SRC MINUTES 3/15/61
4. Md. 667, from the east city limits along Chesapeake Avenue to Somerset Avenue (Md. 358), for a distance of 0.15 " 0.15

Total . . . . . 1.88 miles 1.90 state to Mun.

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. C. A. Skirven (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Mayor & Council of Crisfield (3)
Secretary's File
SRC-Somerset County

Somerset

1.90
1.39
+.51 MUN.

Somerset Co

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 9, 1956
******

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

The Commission accepted as part of the State Roads System the Somerset County road between the present southern terminus of Md. 363, approximately 0.9 mile south of Chance, and Wenona.

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Shure, Skirven, Scrivener, Wannen, DiDomenico, Clawson, Grubb, Lewis.
Senator Phoebus
Co. Commrs. of Somerset Co.
SRC-Somerset Co.

Mr Carroll

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 27, 1954
******

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

On request of the County Commissioners of Somerset County, and on recommendation of District Engineer G. Albert Skirven, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Somerset County, section of the Jones Road, in the Eden Election District, from Route 13, extending in an easterly direction for a distance of .6 mile.

Road Condition Survey Report submitted by District Engineer Skirven indicates that this section of road has been accepted and recorded by the County Commissioners of Somerset County, providing for a 30 ft. right of way.

In said Report, Mr. Skirven states: "Road is now in a semi-graded state. This road should be widened and drainage condition improved by installing Culverts and rearranging gutter grades at an approximate cost of $300.00".

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Skirven, Wannen, DiDomenico, Clawson, Lewis, Scrivener.
Co. Commrs. of Somerset Co.
SRC-Somerset County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, SEPTEMBER 22, 1954

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

On request of the County Commissioners of Somerset County, and on recommendation of District Engineer S. Albert Skirven, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted for maintenance as part of the County Roads System of Somerset County, section of road in the Westover Election District known as the Manokin Road, from Route 361 to Back Creek, length 1.25 miles.

Road Condition Survey Report submitted by District Engineer Skirven indicates that this section of road has been accepted and recorded by the County Commissioners of Somerset County, providing for a 30 ft. right of way.

In said Report, Mr. Skirven states: "Road is now narrow and ungraded, Should be cleared to 30' right-of-way and graded, Estimated cost of improvement $750,00."

Copy: Messrs Pritchett, Hopkins, Morison, Goldeisen, Skirven, Wannen, DiDomenico, Clawson, Lewis, Scrivener
Co. Commrs. of Somerset Co.
SRC-Somerset County

To Be Inv.

3 mail

EAGLE-P

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, AUGUST 7, 1953.

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

On the request of the County Commissioners of Somerset County, and on recommendation of District Engineer C. Albert Skirven, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Roads System of Somerset County, section of road in the Deal Island Election District, known as Webster Road, leading from the main county road on Deal Island at or near the High School, thence running generally in an easterly and southerly direction until it connects with the said county road at Osborne Webster's Store in Deal Island Election District, length 0.25 mile.

Road Condition Survey Report submitted by District Engineer Skirven indicates that this section of road has been accepted and recorded by the County Commissioners of Somerset County, providing for a 30 foot right of way.

In said Report, Mr. Skirven states: "This road is now in an impassable ungraded condition. It can be graded at an approximate cost of $250.00 — The County Commissioners are going to pay for the total cost of grading this road".

Copy: Messrs: Childs,
Hopkins
Morison
Goldeisen
Skirven
Scrivener
Wannen
DiDomenico
Lee
Lewis
Co. Commrs. of Somerset Co.
SRC - Somerset County

To Be Inv.

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.

The Commission approved resolution passed by the County Commissioners of Somerset County, Maryland, the 14th day of July, 1953, covering exchange of roads between the County Commissioners and the State Roads Commission as authorized by the Commission at meeting Thursday, June 25, 1953, said resolution having been prepared by the State Roads Commission's Legal Department.

Said resolution confirms the informal agreement heretofore entered into, providing for the exchange of certain roads and/or sections of road, "to the end that certain of the said roads and/or sections of roads will be transferred to the County Commissioners by the State of Maryland and certain others will be transferred to the State of Maryland to the use of the State Roads Commission by the County Commissioners, said exchange being for the purpose of transferring responsibility for the future maintenance and/or widening of said roads and/or sections of roads", all as more fully set forth therein.

Copy: Messrs. Childs, Jr.
Hopkins
Morison
Goldeisen
Skirven
Scrivener
Wannen
DiDomenico
Lee
Lewis, Jr.
Moser
Buscher
Co. Commrs. of Somerset Co.
Secretary's File
SRC-Somerset County

Agnoam Gitton-Skirn
100% COTTON CONTENT
USA

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 16, 1953

***

Present: Mr. Russell M. McKeen, Chairman, and Mr. Avery J. Hall.

The Commission approved resolution passed by the County Commissioners of Somerset County, Maryland, the 14th day of July, 1953, covering exchange of roads between the County Commission and the State Roads Commission as authorized by the Commission at meeting Thursday, June 25, 1953, and resolution having been prepared by the State Roads Commission's Legal Department.

Said resolution contains the informal agreement heretofore entered into, providing for the exchange of certain roads and/or sections of road, "to the end that certain of the said roads and/or sections of roads will be transferred to the County Commissioners by the State of Maryland and certain others will be transferred to the State of Maryland by the use of the State Roads Commission by the County Commissioners, said exchange being for the purpose of transferring responsibility for the future maintenance and/or widening of said roads and/or sections of roads", all as more fully set forth therein.

Copy: Messrs. Collins, Jr.
Hopkins
Morrison
Donaldson
Sullivan
Sullivan
Vernon
Pilkington
Lee
Lewis, Jr.
Hoover
Meacher
Clerk of Court, Co.
Secretary's File
Sub-Treasurer County

At a meeting of the County Commissioners of Somerset County, Maryland, held the 14th day of July, 1953, at which time present were:

NORMAN DRYDEN, PRESIDENT

WILLIAM B. MADDOX

CHARLES S. BOSTON

the following Resolution was duly moved, seconded and passed:

WHEREAS, it has been mutually agreed by and between the County Commissioners of Somerset County and the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, that the hereinafter described roads and/or sections of roads be exchanged, to the end that certain of the said roads and/or sections of roads will be transferred to the County Commissioners by the State of Maryland and certain others will be transferred to the State of Maryland to the use of the State Roads Commission by the County Commissioners, said exchange being for the purpose of transferring responsibility for the future maintenance and/or widening of said roads and/or sections of roads, all as hereinafter set forth, and

WHEREAS, the purpose of this Resolution is to implement the County Commissioners' obligation under said agreement by providing authority for the execution of a quitclaim deed granting and conveying to the State of Maryland to the use of the State Roads Commission all the right, title and interest of the County Commissioners in and to the beds of said roads and/or sections of roads and the rights of way adjoining the same.

NOW, THEREFORE, BE IT RESOLVED, that the County Commissioners of Somerset County, Maryland, do hereby adopt, ratify and confirm the informal agreement heretofore entered into with the State Roads Commission of Maryland, acting for and on behalf of the state of Maryland, with respect to the exchange of the hereinafter described roads and/or sections of roads in Somerset County.

AND BE IT FURTHER RESOLVED, that a quitclaim deed be executed by the members of this Commission granting and conveying to the State of Maryland to the use of the State Roads Commission all the right, title and interest of this Commission in and to the beds of the following road or section of road and in and to the rights of way adjoining the same, and from and after

the execution of said conveyance by this Commission, the State of Maryland will be and remain responsible for its maintenance and/or widening as part of the State Roads System:

1. That 6.3 mile section of Rehoboth Road in Somerset County extending northeasterly from the east end of Maryland Route No. 406 to Maryland Route No. 13 near Pocomoke, the right of way thereof being 60 feet wide.

AND BE IT FURTHER RESOLVED, that this Commission will accept a conveyance by way of a quitclaim deed by the State of Maryland, in exchange for the above described road or section of road, the following roads and/or sections of roads and the rights of way adjoining the same and, from and after the execution of said conveyance by the State of Maryland, will be and remain responsible for their maintenance and/or widening as part of the County Roads System:

1. That 2.95 mile section of Maryland Route No. 697 in Somerset County extending westwardly from United States Route No. 13 south of King's Creek to Edwin, the right of way thereof being 60 feet wide.

2. That 2.43 mile section of Maryland Route No. 696 in Somerset County extending from Maryland Route No. 388 east of Princess Anne eastwardly toward Oakville School, the right of way thereof being 60 feet wide for the first mile and 40 feet wide for the remaining 1.43 miles.

3. That 1.15 mile section of Maryland Route No. 680 known as River Road extending from United States Route No. 13 at Pocomoke toward Dividing Creek, the right of way thereof being 30 feet wide.

MOVED, SECONDED AND PASSED this 14th day of JULY, 1953.

NORMAN DRYDEN

WILLIAM B. MADDOX

CHARLES BOSTON

County Commissioners of Somerset County

Mr. Lewis

State Roads Commission
TRAFFIC DIVISION

JUN 30 1953

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

JUN 30 1953

Geo. N. Lewis, Jr.
Director

June 29, 1953

Mr. P.A. Morison
Assistant Chief Engineer - Maintenance

Dear Mr. Morison:

Following the receipt of a request from the Somerset County Commissioners to District Engineer Skirven for an exchange of certain roads in that county, which request was forwarded to the writer under date of June 15 by Mr. Skirven with his recommendation that the exchange be effected, I recommended to the Commission that the following exchange be made:

To be taken into the County system from the State system

Route 697. From U.S. 13 south of King's Creek westward to Edwin - 2.95 miles
Route 696. From Md. 388 east of Princess Anne toward Oakville School - 2.43 miles
Route 580. River Road from U.S. 13 at Pocomoke toward Dividing Creek - 1.13 miles

To be taken into the State system from the County system

Rehoboth Road. From the east end of Route 406, northeasterly to Route 13 near Pocomoke, 6.3 miles

The Commission, at its meeting June 25, approved the exchange as recommended.

Please be governed accordingly.

Very truly yours,

Chief Engineer

LAK/jp
cc: Mr. Lewis, Mr. Skirven

June 29, 1953

Mr. R.A. Morlan
Assistant State Highway - Maintenance

Dear Mr. Morlan:

Following the receipt of a request from the Somerset County Commissioners to Maryland Highway Officials for an exchange of certain roads in Mont county, which request was forwarded to the writer under date of June 15 by Mr. Harlan H. Hill representative from the authority be directed, I recommended to the Commission that the following exchanges be made:

To be taken into the State system from the County system:

Route 587. From U.S. 13 south of Fin to Crown Manor
Length - 2.5 miles

Route 620. From Md. 347 east of Tulbose Mills toward Deal Hill Church - 2.45 miles

Route 630. Water Road from U.S. 13 at Cocoonts toward Wighting Creek - 1.15 miles

To be taken into the State system from the County system:

Hindsbeth Road. From the east end of Route 347, northwesterly to Route 13 near Cocoonts. 1.3 miles

The Commission, at its meeting June 25, approved the exchange as recommended.

Please be informed accordingly.

Very truly yours,

Chief Engineer

LAK/jp
cc: Mr. Lewis, Mr. Sikkren

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JUNE 25, 1953
****

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

On request of the County Commissioners of Somerset County, and on recommendation of District Engineer C. Albert Skirven, concurred in by Chief Engineer W. F. Childs, Jr. in letter dated June 21, the Commission authorized the following exchange of roads in Somerset County:

"To be taken into the County system from the State system

Route 697. From U.S. 13 south of King's Creek westward to Edwin - 2.95 miles

Route 696. From Md. 388 east of Princess Anne toward Oakville School - 2.43 miles

Route 580. RiverRoad from U.S. 13 at Pocomoke toward Dividing Creek - 1.13 miles

To be taken into the State system from the County System

Rehobeth Road. From the east end of Route 406, northeasterly to Route 13 near Pocomoke, 6.3 miles."

Copy: Messrs. Childs, Jr.
Hopkins
Morison
Goldeisen
Skirven
Scrivener
Wannen
DiDomenico
Lee
Lewis, Jr.
Moser
Buscher
Co. Commissioners of Somerset County
SRC-Somerset Co.

Somerset

Som

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, NOVEMBER 6, 1952
***

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

On request of the County Commissioners of Somerset County, and on recommendation of District Engineer C. A. Skirven, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted the following sections of road in Somerset County for maintenance as part of the County Road System:

(1) Section of road consisting of three short streets, in the 1st Election District, viz: Extension of Pine Street beginning at the city limits, then by way of Park Avenue to Oak Street, and thence by Oak Street back to the City limits, a distance of 0.33 mile. To Be Inv.

(2) Franklin Ave. Ext., in 12th Election District, from Somerset Avenue to Gandy Avenue, a distance of 800 ft. or approximately 0.15 mile. To Be Inv.

Road Condition Survey Reports submitted by District Engineer C. A. Skirvey indicate that these sections of road have been accepted and recorded by the County Commissioners of Somerset County, providing for the following right of way widths:

(1) Park Avenue - 30', Oak St. - 50', Pine St. - 50'.

(2) Franklin Ave. Ext. - 30'.

In said Reports, Mr. Skirven states that the Somerset County Commissioners have graded and graveled these roads at their expense.

Copy: Messrs. W. F. Childs, Jr.
W. C. Hopkins
P. A. Morison
C. A. Goldeisen
C. A. Skirven
F. P. Schrivener
C. L. Wannen
A. F. DiDomenico
Allan Lee
G. N. Lewis, Jr.
Co. Commrs. of Somerset Co.

COMMISSION
RUSSELL H. McCAIN, CHAIRMAN
[illegible]Y W. HALL
[illegible]NARD E. KOLMER

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

WILLIAM F. CHILDS, JR.
CHIEF ENGINEER
C. R. PEASE
SECRETARY

State Roads Commission
TRAFFIC DIVISION
JAN 11 1952
Geo. N. Lewis, Jr.
Director

ROLPH TOWNSHEND,
DISTRICT ENGINEER

OFFICE OF DISTRICT ENGINEER
CHESTERTOWN, MD.

January 10, 1952

Mr. George N. Lewis
Director, Traffic Division

Dear Mr. Lewis: In re: Road Improvement Reports

I am enclosing herewith the Road Improvement Reports which improvements were made under maintenance fpr the five counties in my district.

Please acknowledge receipt of the reports.

Very truly yours,

Rolph Townshend

District Engineer

RT:C
cc: Mr. Deputy

January 10, 1952

Mr. George N. Lewis
Director, Traffic Division

Dear Mr. Lewis: In re: Road Improvement Reports

I am enclosing herewith the Road Improvement Reports which improvements were made under maintenance fpr the five counties in my district.

Please acknowledge receipt of the reports.

Very truly yours,

Rolph Townshend

District Engineer

RT:C
cc: Mr. Deputy

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MADE IN U.S.A.

COMMISSION
M. REINDOLLAR, CHAIRMAN
SEPH M. GEORGE
USSELL H. McCAIN

WILLIAM F. CHILDS, JR.
CHIEF ENGINEER
P. A. MORISON
ASST. CHIEF ENGINEER
L. H. STEUART
SECRETARY

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

November 17, 1950

To: Mr. Cassell

From: Mr. Lewis

Subject: SRC Minutes

We are transmitting excerpt from minutes of meeting of the State Roads Commission of November 1, 1950, at which time final estimate for completion of improvement to section of the Rehobeth-Pocomoke Road, beginning at a point 1.5 miles north of Rehobeth and extending northeasterly toward Pocomoke, a distance of 1.999 miles, was accepted.

Please correct our records accordingly.

This section of road is to remain in the County highway system for maintenance by Somerset County.

Very truly yours,

Geo. N. Lewis, Jr.,
Director

d

STATE OF MARYLAND
STATE ROADS COMMISSION
709 EAST LEXINGTON STREET
BALTIMORE-2, MD.

November 17, 1950

Mr. Gaskill
Facility Orion Sign
MADE IN USA

Mr. Gaskill:

Enclosed are tabulations of bids received at meeting of the State Roads Commission of November 14, 1950, at which time final estimates for completion of improvement on the line of the Rockville-Germantown road, beginning at a point 1.5 miles north of Laytonsville and extending northwesterly toward Germantown, a distance of 1.975 miles, was accepted.

Please correct our records accordingly.

This section of road is to remain in the County highway system for maintenance by County County.

Very truly yours,

Geo. R. Lewis, Jr.,
Director

G

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 1, 1950
***

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

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in his letter of October 31, 1950 to the State Roads Commission, the following final estimate was approved for payment, this section of road to remain in the County Highway System for maintenance by Somerset 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 $1,861.00 for completion of the scarifying, reshaping, stabilization and bituminous surface treatment of a section of the Rehobeth-Pocomoke Road, beginning at a point approximately 1.5 miles north of Rehobeth and extending northeasterly toward Pocomoke, a distance of 1.999 miles, our Contract #S-76-1-117 FAPS-237 (1), Waller Paving Company, Inc., contractor. The contract for this work was awarded on July 12, 1950 and was completed on September 25, 1950. The total amount of this contract is $18,615.27.

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. C. A. Skirven
Mr. A. F. DiDomenico
Mr. F. P. Scrivener
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. 104
OK on Inv. Index Map.
To be corrected on tracing.
To be shown on Rd. Impr. Index Map.
To be corrected in LM.

State Roads Commission
TRAFFIC DIVISION
MAY 22 1950
Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 10, 1950
***

Present: Senator Joseph M. George and Mr. Russell H. McCain.

The Commission approved, subject to acceptance by the Bureau of Public Roads, request contained in letter dated April 12, 1950 from the County Commissioners of Somerset County, addressed to District Engineer C. A. Skirven, Salisbury, Maryland, that a section of the Rehobeth Road, in Somerset County, beginning approximately 1/2 mile north of Rehobeth at the end of the present improvement and extending 2 miles toward Pocomoke, be added to the Federal Aid Secondary Program for improvement this year.

Chief Engineer W. F. Childs, Jr. submitted this request to the Commission with his letter of May 8, stating in part:

"The Traffic Division advises that this road is on the Federal Aid Secondary system and is therefore eligible for improvement with Federal Aid Secondary funds.

I am informed this morning by Mr. Lee that he estimates the cost of the improvement as recommended by Mr. Skirven at $31,000.00 including 15% for engineering and overhead.

I am advised by Mr. Skirven that the county has obtained a 60 ft. right-of-way and has cleared and grubbed this right-of-way so that there is no property acquisition involved. He also advises me that there will be no survey required, but that the advertisement will be worked up on the basis of quantities to be supplied by him.

Under those conditions the only thing which remains to be done is to have this project programmed with the Bureau of Public Roads, and I attach copy of my letter of even date to Mr. Bowers."

Copy: Mr. R. M. Reindollar
Mr. P. A. Morison
Mr. C. A. Skirven
Mr. A. L. Grubb
Mrs. G. S. Rice
Mr. W. F. Childs, Jr.
Mr. G. S. Rinehart
Mr. G. N. Lewis, Jr.
Mr. C. L. Hannen
Co. Commrs. S. Co.
Mr. W. C. Hopkins
Mr. A. F. Shure
Mr. Allan Lee
Mr. H. C. Bowers
Mr. F. P. Scrivener
Mr. A. F. DiDomenico

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 23, 1949
***

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

SIMPKINS

On request of the County Commissioners of Somerset County, and on recommendation of District Engineer C. Albert Skirven, which recommendation was supported by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System the section of road known as the Simkins Oyster House Road, from Pine Beach Road to Simkins Oyster House, a distance of 600 ft., in the 5th Election District of Somerset County.

Road Condition Survey Report submitted by District Engineer Skirven indicates that this section of road has been accepted and recorded by the County Commissioners of Somerset County, providing for a 30' right of way.

In said Report Mr. Skirven states: "This road was a private road before it was deeded to County Commissioners and has been shelled by them. Present, several holes, - Grade, Drain and fill holes with shells. - - The County Commissioners will pay for shells and place them on road."

Copy: Mr. W. F. Childs, Jr.
Mr. C. A. Skirven
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Somerset Co.

State Roads Commission
TRAFFIC DIVISION
MAR 4 1949
Geo. N. Lewis, Jr.
Director

State Roads Commission
TRAFFIC DIVISION

MAR 4 1949

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 7, 1949

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

On request of the County Commissioners of Somerset County, and on recommendation of District Engineer C. Albert Skirven and Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the county road system, section of Newton Road in Election District No. 5 of Somerset County, from the Mt. Vernon County Road to the Bivalve Oyster Packing Company, a length of 0.6 mile.

Road Condition Survey Report submitted by District Engineer Skirven indicates that this section of road has been accepted and recorded by the County Commissioners of Somerset County, providing for a 30' right of way.

In said Report, Mr. Skirven states: "The road is an old shell road that has been patched by shells by property owners. Recommend that this road be graded and patched with shells and local bank gravel, 5000 bu. of the shells to be furnished by property owners."

Copy: Mr. W. F. Childs, Jr.
Mr. P. A. Morison
Mr. C. A. Skirven
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Somerset Co.

Co. 191 — To Be Inv. — Newton Rd.
To be put on Inv. Index Map.
" " " " Rd Impr. Index Map
" " " " Tracing
" " " " LM Forms.

Copy Filed In "Field Inv. Needed."

Mr. Rolph Townshend November 9, 1949

404	Eastern Shore Blvd.	J
13	Tuckahoe Creek twd. Denton	1949
2	Hillsboro By-pass	
Co	24' Concrete	2.16
404	Eastern Shore Blvd.	J
16	Queen Anne By-pass	1949
2	To Tuckahoe Creek	
Q	24' Concrete	1.70

The following are changes and will replace existing cards:

404	Eastern Shore Blvd.	J
12	Wye Mills twd.	1915-41
2	Queen Anne	
T	16' Conc. 2-3.0' S.A. Shou.	5.94
404	Eastern Shore Blvd.	J
14	Hillsboro By-pass to and	
2	Thru Denton	
Co	Concrete	5.51

Destroy existing cards for Md. 404, Sections 12, 13 and 14.

Very truly yours,

Frank P. Scrivener
Maintenance Engineer

FPS:as

cc: Mr. Geo. N. Lewis, Jr.
Mr. Chas. Norris

Attach.

C
O
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Y

November 9, 1949

Mr. Rolph Townshend, District Engineer
State Roads Commission
Chestertown, Maryland

Dear Mr. Townshend:

The following additions and changes in route and section numbers will be noted for your index file:

Additions

486	Old Md. 313 between	G
1	Goldsboro and Balto. Corner	1915-48
2	At Hollingsworth Cross Roads	
Co	22' Bitum. Road Mix	0.65
545	From Childs to	E
2	Pleasant Hill	1949
2		
Ce	16' Cal. Clo. Treated Gravel	2.96
433	Smithville toward	G
1	Federalsburg	1949
2		
Co	20' Bitum. Base Course	2.72
485	Old Md. 404 to and thru	J
1	Queen Anne	1915-41
2	16' Conc. 2-3.0' S.A. Shou.	1.23
	18' Spec. "B"	0.18
T	22' Spec. "B"	0.29
485	Old Md. 404 thru	J
2	Hillsboro twd. Denton	1923-41
2	22'-27' Concrete	0.53
Co	15' Conc. 2-3.5' S.A. Shou.	0.92

MVH - Please Note + File.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 23, 1949

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

On request of the County Commissioners of Somerset County, and on recommendation of District Engineer C. Albert Skirven, which recommendation was supported by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System the section of road known as the Simkins Oyster House Road, from Pine Beach Road to Simkins Oyster House, a distance of 600 ft., in the 5th Election District of Somerset County.

Road Condition Survey Report submitted by District Engineer Skirven indicates that this section of road has been accepted and recorded by the County Commissioners of Somerset County, providing for a 30' right of way.

In said Report Mr. Skirven states: "This road was a private road before it was deeded to County Commissioners and has been shelled by them. Present, several holes, - Grade, drain and fill holes with shells -- The County Commissioners will pay for shells and place them on road."

Copy: Mr. W. F. Childs, Jr.,
C. A. Skirven
F. P. Scrivener
C. L. Wannen
Allan Lee
G. M. Lewis, Jr.
Co. Commrs. of Somerset Co.

Co. 190 - To Be Inv. A

C O P Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, NOVEMBER 4, 1947

Present: Messrs. P. Watson Webb and Russell H. McCain.

The County Commissioners of Somerset County, under date of October 28, 1947, addressed a letter to Acting District Engineer C. A. Skirven, Salisbury, which reads as follows:

> "The County Commissioners would like you to take over in the County System the Meadow Field Road in Lawsons District. The deed to the County Commissioners by property owners on the road was filed yesterday, May 6, with recorder of deeds.
>
> The County Commissioners would like you to have the road fixed as soon as possible."

District Engineer Skirven prepared a Road Condition Survey Report, which was submitted to Chief Engineer Childs, together with the letter referred to above. The said Road Condition Survey Report covers the Meadow Field Road, which is in Lawson District #8, from Cash Corner Road to Country Club, length of 1.3 miles, and District Engineer Skirven, in his report, states that this section is an unimproved road in bad condition, and estimates a cost of $570.00 to repair same. He recommends "that the road be accepted for maintenance as a part of the county road system and expenditures not to exceed estimated cost of improvement ($570.00) from lateral road funds allocated to the county."

Chief Engineer W. F. Childs, Jr., in a letter dated November 3 addressed to the State Roads Commission, transmitting the said Road Condition Survey Report and letter of the County Commissioners of Somerset County, recommends favorable action of the Commission on the request of the said County Board. Following consideration of said request, the Commission, upon motion duly made and seconded, voted to formally take over for maintenance as a part of the County Road System of Said County the said Meadow Field Road, from Cash Corner Road to the Country Club, length of 1.3 miles, and directed that the County Commissioners of Somerset County be advised of this action.

CC: Mr. W. F. Childs, Jr.
Mr. C. A. Skirven
Mr. F. P. Scrivener
Mr. L. A. Kahn
Mr. W. A. Codd
Mr. G. N. Lewis, Jr.
County Commissioners of Somerset County

O.K. on L. M. Form.
O.K. on G. H. May.

COPY

RECEIVED
MAY 6 1947
W. F. CHILDS, Jr.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, APRIL 22, 1947
***

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

Agreeable to the recommendations of the County Commissioners of Somerset County, which said recommendations were concurred in by District Engineer C. Albert Skirven and Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as a part of the County Road System of Somerset County, the Pine Beach Road, running from County Road to Pine Beach, in Mt. Vernon District #5, for a length of 0.30 mile.

District Engineer Skirven's Road Condition Survey Report gives an estimated cost of the proposed improvement in the amount of $225.00. This project at present is an unimproved road in bad condition. The estimated cost of $225.00 covers the hauling of gravel, grading and draining to a 30' width, which right of way has been deeded to the County Commissioners of Somerset County and duly recorded in the Court House at Princess Anne.

CC: Mr. W. T. Ballard
Mr. C. A. Skirven
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners of Somerset Co.

~~O.K. on L.M. Form~~
~~OK. on G.H. Map.~~
~~Inventory Needed~~ # Co. 178
To Be Inv. — Co. 189

RECEIVED
MAY 8 1917
W. R. CHOLDS, Jr.

MINUTES OF A MEETING OF THE STATE HOUSE COMMITTEE
TUESDAY, APRIL 23, 1917

***

Present: Mr. Robert M. Reinhardt, Chairman, Messrs. T. Wilson Cook and Russell E. Tomlin.

Agreeable to the recommendations of the County Commissioners of Somerset County, which said recommendations were approved in by District Engineer C. Albert Evans and State Engineer Edison T. Pallant, the Committee voted to accept for maintenance as a part of the County road system of Somerset County, the Pine Grove Road, running from County Road to Pine Grove, in Mt. Vernon District #3, for a length of 0.37 miles.

District Engineer Evans in Good Condition & very Papers gives an estimated cost of the proposed improvement in the amount of $250.00. This projects is proposed in an unimproved road in the condition. The estimated cost of $250.00 covers the hauling of gravel, grading and finishing to a 30' width, which right of way has been donated to the County Commissioners of Somerset County and duly recorded in the Court House in Princess Anne.

Clerk on Lim Form
Cl. on Sch Map
Index for Records
Co.178

Clerk on Lim Form
Cl. on Sch Map
Index for Records
Co.178

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 21, 1946
***

Present: Mr. Robert M. Reindollar, Chairman, and Mr. P. Watson Webb.

Chief Engineer Wilson T. Ballard, in a letter dated May 15, addressed to the State Roads Commission, requests favorable action by the Commission on the request of the County Commissioners of Somerset County that the county road known as Harbor Road, extending from the county road to the harbor at Deals Island for a distance of approximately 1,000 feet, be accepted for maintenance as a part of the County Highway System.

A Condition Survey Report from Acting District Engineer Skirven accompanied Mr. Ballard's letter, and this report indicates the necessity for an expenditure of approximately $250.00 for grading, drainage and shells. Mr. Skirven also advises that a 30 foot right of way has been obtained by the County Authorities.

Upon motion duly made and seconded, it was voted to approve the request of the County Commissioners of Somerset County for the inclusion of this road for maintenance as a part of the County Road System of said County.

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

Inv. # 174 — 8/1/46
Feb. 1946.

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EXCERPT FROM MINUTES OF A MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JUNE 21, 1965

***

Present: Mr. Robert M. Reinholtzer, Chairman, and Mr. P. Watson Webb.

Chief Engineer Allson T. Mallory, in a letter dated July 15, addressed to the State Roads Commission, requests favorable action by the Commission on the request of the County Commissioners of Somerset County that the county road known as Harbor Road, extending from the county road to the harbor at Deals Island for a distance of approximately 1,000 feet, be accepted for maintenance as a part of the County Highway System.

A Condition Survey Report from Acting District Engineer Shriven accompanied Mr. Mallory's letter, and this report indicates the necessity for an expenditure of approximately $250.00 for grading, drainage and shoulder. Mr. Shriven also advises that a 30 foot right of way has been obtained by the County Authorities.

Upon motion duly made and seconded, it was voted to approve the request of the County Commissioners of Somerset County for the inclusion of this road for maintenance as a part of the County Road System of said County.

Copy: Mr. H. T. Ballard
Mr. C. A. Shriven
Mr. F. T. Scrivener
Mr. R. A. Todd
Mr. I. A. Mann
Mr. . F. Dashiell, Jr.
County Commissioners

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 21, 1946
***

Present: Mr. Robert M. Reindollar, Chairman, and Mr. P. Watson Webb.

For future reference with respect to Somerset County's road program, the following memoranda is inserted herewith.

A letter, dated April 30, 1946, signed by Vivian E. Catlin, Clerk to the County Commissioners for Somerset County, was received by Chairman Robert M. Reindollar, the letter being to the effect -

"In regard to the Jenkins Creek Bridge Road in Asbury District, we find by surveying that one mile and a quarter goes beyond the tide bank at Stoughten Sterling's. We would like for that part to be cut off at the tide bank and the balance of the allowance for the one and one-quarter mile road be applied to the road running from this road at the colored school toward the stone road at Sackertown."

Chairman Reindollar replied to this letter under date of May 16, to the effect that "necessary instructions have been issued to the Engineering Department to terminate the work to be done on the Jenkins Creek Bridge Road in Asbury District, at the tide bank."

It was found, however, that to terminate the construction at the point referred to will eliminate "only approximately 800 feet from the proposed contract." The effect would be to reduce the estimated construction cost approximately $3600.00.

"Due to the fact that the cost estimates are approximate only, we do not feel that consideration should be given to the use of these funds at any other location at the present time, and that this decision should not be made until actual contract costs are established when the work is advertised."

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dors: Mr. R. R. Reinhoffer Mr. C. A. Arrow Mr. W. A. Cook
Mr. W. C. Ballard Mr. W. F. Chaffin, Jr. County Commissioners
Mr. F. A. Morrison Mr. L. A. Ream
Mr. A. F. Shupe Mr. W. C. Hopkins

A COURT FOR HEARING OF CERTAIN OF THE STATE ROADS CONDITIONS
TUESDAY, MAY 23, 1916

Present: Mr. Robert R. Reinhoffer, Chairman, and Mr. F. Arrow Cook.

For further reference with respect to Somerset County's road program, the following extracts is inserted herewith.

A letter, dated April 20, 1916, signed by Vivian S. Griffin, Clerk to the County Commissioners for Somerset County, was received by Chairman Robert R. Reinhoffer, the letter being to the effect -

"In regard to the Jenkins Creek Bridge road in Asbury District, we find by surveying that one mile and a quarter goes beyond the tide lock at Deckertown Landing. We would like for that part to be cut off at the tide lock and the balance of the mileage for the one and one-quarter mile road be applied to the road running from this road at the colored school towards the stone road at Deckertown."

Chairman Reinhoffer replied to this letter under date of July 10, to the effect that "necessary authority has been given to the engineering department to proceed with work to be done on the Jenkins Creek Bridge road in Asbury District, at the tide lock."

It was found, however, that to terminate the mentioned road at the point referred to will eliminate "only approximately 800 feet from the proposed contract." The effect would be to reduce the estimated construction cost approximately $2,000.00.

"Due to the fact that the cost estimates are approximate only, we do not feel that consideration should be given to the use of these funds on any other location at the present time, and that this decision should not be made until actual contract costs are established when the work is advertised."

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 21, 1946
***

Present: Mr. Robert M. Reindollar, Chairman, and Mr. P. Watson Webb.

For future reference with respect to Somerset County's road program, the following memoranda is inserted herewith.

A letter, dated April 30, 1946, signed by Vivian E. Catlin, Clerk to the County Commissioners for Somerset County, was received by Chairman Robert M. Reindollar, the letter being to the effect -

"In regard to the Jenkins Creek Bridge Road in Asbury District, we find by surveying that one mile and a quarter goes beyond the tide bank at Stoughten Sterling's. We would like for that part to be cut off at the tide bank and the balance of the allowance for the one and one-quarter mile road be applied to the road running from this road at the colored school toward the stone road at Sackertown."

Chairman Reindollar replied to this letter under date of May 16, to the effect that "necessary instructions have been issued to the Engineering Department to terminate the work to be done on the Jenkins Creek Bridge Road in Asbury District, at the tide bank."

It was found, however, that to terminate the construction at the point referred to will eliminate "only approximately 800 feet from the proposed contract." The effect would be to reduce the estimated construction cost approximately $3600.00.

"Due to the fact that the cost estimates are approximate only, we do not feel that consideration should be given to the use of these funds at any other location at the present time, and that this decision should not be made until actual contract costs are established when the work is advertised."

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Mr. R. R. Reinhofer Mr. C. I. Skriven Mr. W. S. Cook
Mr. W. C. Safiere Mr. E. C. Davis, Jr. Attorney Corporation
Mr. P. R. Borden Mr. L. A. Zahn
Mr. A. F. Chase Mr. W. C. Boynton

COPY FROM MINUTES - MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 21, 1924

***

Present: Mr. Robert R. Reinhofer, Chairman, and Mr. F. Bateman Rose.

For further reference with respect to Lamar's County's road program, the following extracts in inserted herewith.

A letter, dated April 30, 1924, signed by Vivian S. Griffin, Clerk to the County Commissioners for Lamar County, was received by Chairman Robert R. Reinhofer, the letter being to the effect -

"In regard to the Jenkins Creek Bridge road in Asbury District, we find by surveying, that one-mile and a quarter, was beyond the line back at Stockdale Station. We would like for that to be cut off at the side back on the balance of the allowance for the one and one-quarter mile road be applied to the road running from this road at the school house toward the above road at Stockdale."

Chairman Reinhofer replied to this letter under date of May 16, to the effect that "necessary instructions have been made to the engineering department to terminate the work to be done on the Jenkins Creek Bridge road in Asbury District, at the line back."

It was found, however, that to terminate the construction at the point referred to will eliminate "only approximately 600 feet from the proposed contract." The effect would be to reduce the estimated construction cost approximately $300.00.

"Due to the fact that the cost estimates are approximate only, we do not feel that consideration should be given to the use of funds made at any other location at the present time, and that this decision should not be made until actual contract costs are established when the work is advertised."

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

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

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

For the purpose of future reference, the following letter from the Commissioners of Somerset County, dated May 1, in answer to Chairman Reindollar's letter of April 17, is set forth herewith:

"In answer to your letter of April 17, concerning the program adopted for construction, using Federal funds available from the Federal Aid Highway Act 1944, we had gotten the impression that there would be sufficient funds derived from the 1½¢ gasoline tax after July 1, to take care of next year's program.

If this is not the case we are in a position to advance the necessary money to take care of the following year's program. We have the money in government bonds and would prefer not to cash them unless necessary. We will have sufficient money at the end of June to take care of our part of the program without cashing the bonds.

In reference to the Farm-to-Market road leading from Harold's Corner by Rehobeth to Davis Store, we are endeavoring to construct one mile of this road from other funds."

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Copy: Mr. R. M. Reinhollar
Mr. W. T. Ballard
Mr. F. A. Morrison
Mr. A. J. Shure
Mr. C. A. Sullivan
Mr. H. F. Obliles, Jr.
Mr. L. A. Keim
Mr. M. C. Hopkins
Mr. R. A. Todd
County Commissioners

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

Present: Mr. Robert M. Reinhollar, Chairman, Messrs. P. Nelson Webb and Maxwell E. McCain.

For the purpose of future reference, the following letter from the Commissioners of Somerset County, dated May 1, in answer to Chairman Reinhollar's letter of April 17, is set forth herewith:

"In answer to your letter of April 17, concerning the program adopted for construction, using Federal funds available from the Federal Aid Highway Act 1944, we had gotten the impression that there would be sufficient funds derived from the 1¢ gasoline tax after July 1, to take care of next year's program.

If this is not the case we are in a position to advance the necessary money to take care of the following year's program. We have the money in government bonds and would prefer not to cash them unless necessary. We will have sufficient money at the end of June to take care of our part of the program without cashing the bonds.

In reference to the Fair-to-Market road leading from Harold's Corner by Mendenhall to Davis Store, we are endeavoring to construct one mile of this road from other funds."

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 1, 1946
***

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

Chief Engineer Wilson T. Ballard, acting upon the recommendation of the County Commissioners of Somerset County, which recommendation was forwarded through C. Albert Skirven, Acting District Engineer, in Salisbury, requested the Commission's concurrence in the acceptance for maintenance as a part of the County Road System of Somerset County, of a section of the George Beachamp Road, from Sally Dryden Road to the Sid Ennis Road, length 1.5 miles, in Election Districts #13 and #3.

Road Condition Survey Report submitted by Mr. Skirven indicates the road to be in a bad condition, necessitating the following improvements:

90 Ft. P.C.C. Pipe	$ 69.60
60 Ft. " "	180.00
Labor Installing	150.00
Cost of Grading	300.00
TOTAL	$ 699.60

Following a review of the subject matter, the Commission, upon motion duly made and seconded, voted to comply with the recommendation of the County Commissioners of Somerset County for the incorporation of the said road for maintenance as a part of the County Road System of Somerset County.

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

Inv. #175 - 8/1/46
Feb. 1946

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
ANNAPOLIS, MAY 1, 1946

***

Present: Mr. Robert M. Reinhoffer, Chairman, Messrs. F. Watson Webb and Russell R. Rodgin.

Chief Engineer Hilson E. Halliard, acting upon the recommendation of the County Commissioners of Somerset County, which recommendation was forwarded through C. Albert Shriven, Acting District Engineer, in Salisbury, requested the Commission's concurrence in the acceptance for maintenance as a part of the County Road System of Somerset County, of a section of the George Beachamp Road, from Sally Ryder Road to the Sid Smith Road, length 1.5 miles, in Election Districts #13 and #3.

Road Condition Survey Report submitted by Mr. Shriven indicates the road to be in a bad condition, necessitating the following improvements:

90 ft. 8" C.C.C. Pipe	$ 69.60
60 ft. " "	180.00
Labor Installing	150.00
Cost of Grading	300.00
TOTAL	$ 699.60

Following a review of the subject matter, the Commission, upon motion duly made and seconded, voted to comply with the recommendation of the County Commissioners of Somerset County for the incorporation of the said road for maintenance as a part of the County Road System of Somerset County.

Copy: Mr. H. T. Halliard
Mr. C. A. Shriven
Mr. F. T. Scrivener
Mr. W. A. Todd
Mr. L. A. Kahn
Mr. W. T. Phillips, Jr.
County Commissioners

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 18, 1946
***

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

Under date of March 27, 1946 the Chairman addressed a letter to Mr. W. Clyde Ford, Jr., President of the Board of County Commissioners of Somerset County, Princess Anne, Maryland, relative to the post-war secondary construction program for Somerset County, which was adopted by the State Roads Commission August 21, 1945, with particular reference to the construction of the Rehobeth Road "and also what arrangements you contemplate making with reference to placing the necessary funds in the hands of this Commission for the matching of the Federal allocation, before the contracts are awarded."

In reply to this letter, Mr. Reindollar received a communication from the Commissioners of Somerset County, dated April 9, 1946, which reads as follows:

"In answer to your letter of March 27 about the Post-war Secondary Construction Program and money to match the annual Federal Aid appropriation, we would like to do as follows.

Apply the $45,000 now available of County money to the Federal Aid Program as far as it will go. This will be more than sufficient to cover the first year's recommendations.

Beyond this point we hope to match Federal Aid money with receipts from the gas tax but if there is insufficient gas tax to match the Federal Aid money and to properly maintain the County roads, we assure you that other monies from the County will be put to the use of the State Roads Commission to match Federal Aid money."

This letter did not specifically answer Mr. Reindollar's letter of March 27; therefore, under date of April 17, Mr. Reindollar addressed the following letter to Mr. W. Clyde Ford, Jr., President of the Commissioners of Somerset County:

"Receipt is acknowledged of your letter of April 9 in reply to mine of March 27, concerning the program adopted for construction, using Federal funds available from the Federal Aid Highway Act of 1944.

The Commission will proceed with the advertising of the roads as adopted for the first year's program and that portion of the second year within the limit of the matching ability of the $45,000.00 we now have on hand for this purpose.

We will not and cannot proceed with the advertising of any work beyond this amount of money, unless and until you make arrangements to place in our hands the funds necessary for the matching of the Federal funds with regard to each individual project as it is advertised.

My letter to you of March 27 tabulated the roads adopted in the three-year program which were in accordance with the recommendations of the County Commissioners. This tabulation does not include the section along the Rehobeth Road, and although I asked you specifically your wishes with regard to this particular highway in this same letter, your letter of April 9 does not mention it, and we still do not know what you want done in connection with this particular project."

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Copy: Mr. R. M. Reinholler Mr. C. A. Shriver Mr. W. C. Hopkins
Mr. W. T. Bailard Mr. W. F. Gillis, Jr. Mr. A. L. Coad
Mr. A. P. Shure Mr. L. A. Kahn County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, APRIL 18, 1946

Present: Mr. Robert M. Reinholler, Chairman, Messrs. P. Watson Webb and Russell H. Mocain.

Under date of March 27, 1946 the Chairman addressed a letter to Mr. W. Clyde Ford, Jr., President of the Board of County Commissioners of Somerset County, Princess Anne, Maryland, relative to the post-war secondary construction program for Somerset County, which was adopted by the State Roads Commission August 21, 1945, with particular reference to the construction of the Kenboth Road "and also what arrangements you contemplate making with reference to placing the necessary funds in the hands of this Commission for the matching of the Federal allocation, before the contracts are awarded."

In reply to this letter, Mr. Reinholler received a communication from the Commissioners of Somerset County, dated April 9, 1946, which reads as follows:

"In answer to your letter of March 27 about the post-war Secondary Construction Program and money to match the annual Federal Aid appropriation, we would like to do as follows.

Apply the $45,000 now available of County money to the Federal Aid Program as far as it will go. This will be more than sufficient to cover the first year's recommendations.

Beyond this point we hope to match Federal Aid money with receipts from the gas tax but if there is insufficient gas tax to match the Federal Aid money and to properly maintain the County roads, we assure you that other monies from the County will be put to the use of the State Roads Commission to match Federal aid money."

This letter did not specifically answer Mr. Reinholler's letter of March 27; therefore, under date of April 17, Mr. Reinholler addressed the following letter to Mr. W. Clyde Ford, Jr., President of the Commissioners of Somerset County:

"Receipt is acknowledged of your letter of April 9 in reply to mine of March 27, concerning the program adopted for construction, using Federal funds available from the Federal Aid Highway Act of 1944.

The Commission will proceed with the advertising of the roads as adopted for the first year's program and that portion of the second year within the limit of the matching ability of the $45,000.00 we now have on hand for this purpose.

We will not and cannot proceed with the advertising of any work beyond this amount of money, unless and until you make arrangements to place in our hands the funds necessary for the matching of the Federal funds with regard to each individual project as it is advertised.

My letter to you of March 27 tabulated the roads adopted in the three-year program which were in accordance with the recommendations of the County Commissioners. This tabulation does not include the section along the Kenboth Road, and although I asked you specifically your wishes with regard to this particular highway in this same letter, your letter of April 9 does not mention it, and we still do not know what you want done in connection with this particular project."

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.

On the recommendation of the County Commissioners of Somerset County, in which recommendation Chief Engineer Ballard concurred, the Commission voted to accept for maintenance as part of the County Road System of said County, Cedar Street, running westward from Route #13 for a distance of 940 feet, in West Princess Anne District #1, the County Commissioners having advised by letter dated February 26, 1946 that they have a deed providing for a 30 foot right of way.

Acting District Engineer Skirven, in submission of the Road Condition Survey Report, recommends improvement to said Cedar Street, to consist of grading and drainage, at an estimated cost of $150.00.

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

Inv #173 — 8/1/46
Tab. 1946

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MARCH 7, 1946
***

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

The County Commissioners of Somerset County having formally advised the Commission that they have accepted "as public highways by deeds from the adjoining property owners, Oak and Pine Streets on Somerset Heights, Princess Anne, Maryland", request that the Commission take over these streets for maintenance as part of the County Road System of said County. "The deeds provide a fifty foot right of way on each street."

This matter was referred to the Engineering Department, and Condition Survey Reports prepared and forwarded to Chief Engineer Ballard. Mr. Ballard's letter of March 6, 1946, addressed to the State Roads Commission, transmitting the request of the County Commissioners of Somerset County that the said two streets, namely Oak and Pine Streets in Somerset Heights, Princess Anne, be taken into the county highway system for maintenance, was, at this meeting, given consideration, and on Mr. Ballard's recommendation, it was voted that the request of the County authorities be complied with. These two streets run in a westerly direction from Route 13, and are each 805 feet in length.

The Condition Survey Report indicates the necessity for the installation of 120 feet of 12" pipe, at a total estimated expenditure of $216.40.

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

Pine-Inv. # 171 — 8/1/46
Oak-Inv # 172 — 8/1/46
Feb. 1946.

COPY

EXCERPT FROM MINUTES OF MEETING OF THE SOMERSET COUNTY COMMISSIONERS
THURSDAY, MARCH 1, 1956

Present: Mr. Robert E. Hallsdottir, Chairman, Messrs. [illegible]
Warren Cook and Russell H. McGlain.

The County Commissioners of Somerset County having formally advised the Commission that they have accepted as public highways by deeds from the adjoining property owners, Oak and Pine Streets on Somerset Heights, Princess Anne, Maryland", requests that the Commission take over these streets for maintenance as part of the County Road System of said County. "The deeds provide a fifty foot right of way on each street."

This matter was referred to the Engineering Department, and Condition Survey Reports prepared and forwarded to Chief Engineer Hallard. Mr. Hallard's letter of March 6, 1956, addressed to the State Roads Commission, transmitting the request of the County Commissioners of Somerset County that the said two streets, namely Oak and Pine Streets in Somerset Heights, Princess Anne, be taken into the county highway system for maintenance, was, at this meeting, given consideration, and on Mr. Hallard's recommendation, it was voted that the request of the County authorities be complied with. These two streets run in a westerly direction from Route 13, and are each 800 feet in length.

The Condition Survey Report indicates the necessity for the installation of 120 feet of 18" pipe, at a total estimated expenditure of $216.00.

Copy: Mr. [illegible] T. Hallard
Mr. [illegible] A. [illegible]
Mr. [illegible] E. [illegible]
Mr. [illegible] A. Cook
Mr. [illegible] A. [illegible]
Mr. [illegible] T. [illegible], Jr.
County Commissioners

COPY

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 21, 1945
***

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

Upon motion duly made and seconded, the Commission approved and adopted a program for County post-war highway and bridge construction in Somerset County. According to a letter of Chief Engineer Ballard, dated August 20, 1945, and addressed to the State Roads Commission, the said program, which is herewith set forth, covers the projects recommended by the County Commissioners of Somerset County:

Proj. No. and Order of Priority	Location	Type of Highway or Bridge	Mileage	Estimated Cost
1	Revels Neck Road	18' - 6" Stone Screenings Surface Treated	1	$20,000.00
2	Jenkins Creek Road	18' - 6" Stone Screenings Surface Treated	1.25	$30,000.00
3	East Princess Anne Road	18' Sand Asphalt & Timber Bridge	1.50	$25,000.00
4	Cash Corner Road	18' - 4" Stone Screenings Surface Treated	1.00	$11,000.00
5	Kings Creek toward Dublin	18' - 6" Stone Screenings Surface Treated	1.00	$18,000.00
6	Through Fairmount	18' - 6" Stone Screenings Surface Treated	1.50	$42,000.00
7	Upper Hill - Fairmount Road	18' - 6" Stone Screenings Surface Treated	0.50	$ 7,500.00
8	Polks Road	18' Bituminous Soil Stabilization	1.00	$21,500.00
9	Harold Cullen's house toward Marion	18' - 4" Stone Screenings Surface Treated	1.00	$ 7,500.00
10	Cottage Grove Road	18' Sand Asphalt	2.00	$18,500.00
			TOTAL	$ 201,000.00

Quoting from Mr. Ballard's letter:

"The Federal Aid Highway Act of 1944 will make available for Somerset County $30,784.54 annually, and if these funds are matched with a like amount the County will have from these sources a total of $184,707.24 over a three-year period. In addition to this amount Somerset County has to its credit $45,072.00 as a reserve for construction in the post-war period. The funds available, therefore, will amount to $229,779.24 and it is in

Copy: Mr. R. T. Ballard Mr. W. A. Cook Mr. F. J. Clarke, Jr.
Mr. R. K. Leadbitter Mr. L. A. Ross Mr. F. J. Lehman
Mr. J. Cox Mr. W. C. Hopkins

SECRETARY ROAD MEETING OF BOARD OF PUBLIC WORKS COMMISSION
TUESDAY, AUGUST 21, 1962

Present: Mr. F. Nelson Acly, Acting Chairman, and Mr. Harold T. Lofstrom.

Upon motion duly made and seconded, the Commission approves and adopts a program for County Secondary Highway and Bridge construction in Genesee County, according to a letter of Chief Engineer Ballard, dated August 20, 1962, and addressed to the State Road Commission, the said program, which is herewith set forth, covers the projects recommended by the County Commissioners of Genesee County:

Pri. No. and order of priority	Location	Type of Highway or Bridge	Miles	Estimated Cost
1	Novels Neck Road	20' - 4" Stone Screenings Surface Treated	1	$22,000.00
2	Tenmile Creek Road	24' - 6" Stone Screenings Surface Treated	1.25	$30,000.00
3	East Fenton Area Road	24' Sand Asphalt & Timber Bridge	1.50	$22,000.00
4	Vail Corner Road	20' - 4" Stone Screenings Surface Treated	1.00	$11,000.00
5	Mines Creek Lower Fields	18' - 6" Stone Screenings Surface Treated	1.00	$10,000.00
6	Through Fairmount	18' - 6" Stone Screenings Surface Treated	1.50	$22,000.00
7	Bower Hill - Fairmount Road	18' - 6" Stone Screenings Surface Treated	0.50	$ 7,000.00
8	Polka Road	24' Bituminous Soil Stabilization	1.00	$12,000.00
9	Powell Hallwell Acres Tourist Lodge	18' - 4" Stone Screenings Surface Treated	1.00	$ 7,000.00
10	Potters Grove Road	18' Sand Asphalt	2.00	$18,000.00
		TOTAL		$ 200,000.00

Meeting Cont. Ballard's Letter:

"The Federal Aid Highway Act of 1962 will make available for Genesee County, $[illegible] annually. Small urban funds are matched with a like amount by the County, which brings the program to a total of $[illegible] over a three-year period. In addition to this amount Genesee Co. has to its credit $[illegible] in reserve for construction in the past-year period. The funds available, therefore, will amount to $[illegible] in

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, AUGUST 21, 1945
***

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

Upon motion duly made and seconded, the Commission approved and adopted a program for County post-war highway and bridge construction in Somerset County. According to a letter of Chief Engineer Ballard, dated August 20, 1945, and addressed to the State Roads Commission, the said program, which is herewith set forth, covers the projects recommended by the County Commissioners of Somerset County:

Proj. No. and Order of Priority	Location	Type of Highway or Bridge	Mileage	Estimated Cost
1	Revels Neck Road	18' - 6" Stone Screenings Surface Treated	1	$20,000.00
2	Jenkins Creek Road	18' - 6" Stone Screenings Surface Treated	1.25	$30,000.00
3	East Princess Anne Road	18' Sand Asphalt & Timber Bridge	1.50	$25,000.00
4	Cash Corner Road	18' - 4" Stone Screenings Surface Treated	1.00	$11,000.00
5	Kings Creek toward Dublin	18' - 6" Stone Screenings Surface Treated	1.00	$18,000.00
6	Through Fairmount	18' - 6" Stone Screenings Surface Treated	1.50	$42,000.00
7	Upper Hill - Fairmount Road	18' - 6" Stone Screenings Surface Treated	0.50	$ 7,500.00
8	Polks Road	18' Bituminous Soil Stabilization	1.00	$21,500.00
9	Harold Cullen's house toward Marion	18' - 4" Stone Screenings Surface Treated	1.00	$ 7,500.00
10	Cottage Grove Road	18' Sand Asphalt	2.00	$18,500.00
			TOTAL	$ 201,000.00

Quoting from Mr. Ballard's letter:

"The Federal Aid Highway Act of 1944 will make available for Somerset County $30,784.54 annually, and if these funds are matched with a like amount the County will have from these sources a total of $184,707.24 over a three-year period. In addition to this amount Somerset County has to its credit $45,072.00 as a reserve for construction in the post-war period. The funds available, therefore, will amount to $229,779.24 and it is in

Copy: Mr. [illegible] Mallard Mr. [illegible] Dean Mr. [illegible] Chiles, Jr.
Mr. [illegible] Mallard Mr. [illegible] Lynn Mr. [illegible] Jackson
Mr. [illegible] Jones Mr. W. C. Hopkins

EXCERPT FROM MINUTES OF MEETING OF THE STATE HIGHWAY COMMISSION
[illegible], MONDAY, [illegible] 21, 1962

***

Present: Mr. F. Ralston [illegible], Acting Chairman, and Mr. [illegible] [illegible], Secretary.

Upon motion duly made and seconded, Commissioners approved and accepted a program for County Road-Way Lighting and Bridge construction in Somerset County, as contained in a letter of Junior Engineer Ballard, dated August 20, 1962, and addressed to the State Road Commission, the said program, which is herewith set forth, covers the projects recommended by the County Commissioners of Somerset County:

No. in order of priority	Location	Type of Roadway or Bridge	Miles	Estimated Cost
1	Revels Fork Road	16' - 4" Stone Surfacing Surface Treated	1	$20,000.00
2	Jenkins Creek Road	16' - 4" Stone Surfacing Surface Treated	[illegible]	[illegible]
3	East Frederick Ave. Road	18' Sand Asphalt & Timber Bridge	3.60	[illegible]
4	Dash & Carr Road	16' - 4" Stone Surfacing Surface Treated	1.00	[illegible]
5	Edgar Creek Tower Road	18' - 6" Stone Surfacing Surface Treated	1.00	[illegible]
6	Through Falls Road	18' - 6" Stone Surfacing Surface Treated	1.50	[illegible]
7	Upper Mill - Pain-mount Road	18' - 6" Stone Surfacing Surface Treated	0.50	[illegible]
8	Polls Road	18' Bituminous Soil Stabilization	3.00	[illegible]
9	Daniel Boone's home Tower Junction	18' - 4" Stone Surfacing Surface Treated	1.00	[illegible]
10	Postage Grove Road	18' Sand Asphalt	2.00	[illegible]
		TOTAL		$ 20,000.00

Quoting from Mr. Ballard's letter:

"The Federal Aid Highway Act of 1962 will make available for Somerset County $[illegible] annually. Of this amount, [illegible] are matched with a file [illegible] that County will be [illegible] to secure a total of $[illegible]. [illegible] over a [illegible] period. Inasmuch as this amount [illegible] [illegible] $[illegible] is a [illegible] for [illegible] in the [illegible] [illegible] the funds available, therefore, will amount to $[illegible] [illegible] is a

order to consider the total of these funds in preparing for the post-war program."

The program for the three-year period as approved is as follows:

Recommendations - First Year	Mileage	Est. Cost
1 - Revels Neck Road	1	$ 20,000.00
2 - Jenkins Creek Road	1.25	30,000.00
3 - East Princess Anne Road	1.50	25,000.00
		$ 75,000.00

Recommendations - Second Year	Mileage	Est. Cost
4 - Cash Corner Road	1.00	$ 11,000.00
5 - Kings Creek toward Dublin	1.00	18,000.00
6 - Through Fairmount	1.50	42,000.00
		$ 71,000.00

Recommendations - Third Year	Mileage	Est. Cost
7 - Upper Hill - Fairmount Road	0.50	$ 7,500.00
8 - Polks Road	1.00	21,500.00
92- Harold Cullen's house toward Marion	1.00	7,500.00
10- Cottage Grove Road	2.00	18,500.00
		$ 55,000.00

"It will be noted that the aggregate estimated construction cost for the three years amounts to a total of $201,000.00, thus leaving the County with a credit of the difference between this amount and the total allotment amount for the three-year period of $229,779.24, or a credit of $28,779.24."

Chief Engineer Ballard calls the Commission's attention to Project No. 3, which is an extension of Maryland Route 696, and based upon this fact "the justification is apparent according to the judgment of the District Engineer and concurred in by the Traffic Division that this project after completion be made a part of the State System. The remainder of the projects will remain in the County Highway System."

COPY

order to consider the total of three funds in presenting for the post-war program."

The program for the three-year period as approved is as follows:

Recommendations - First Year	Mileage	Est. Cost
1 - Bayside Beach Road	1	$ 20,000.00
2 - Jenkins Creek Road	1.25	20,000.00
3 - East Princess Anne Road	1.50	25,000.00
		$ 75,000.00

Recommendations - Second Year	Mileage	Est. Cost
4 - Dash Corner Road	1.00	$ 12,000.00
5 - Kings Creek Central Outlet	1.00	12,000.00
6 - Through Fairmount	1.50	24,000.00
		$48,000.00

Recommendations - Third Year	Mileage	Est. Cost
7 - Upper Hill - Fairmount Road	0.50	$ 7,500.00
8 - Polks Road	1.00	12,000.00
9 - Harold Quillen's house toward Marion	1.00	7,500.00
10 - Cottage Grove Road	2.00	18,500.00
		$ 45,500.00

"It will be noted that the aggregate estimated construction cost for the three years amounts to a total of $220,000.00, thus leaving the County with a credit of the difference between this amount and the total allotment for the three-year period of $229,777.24, or a credit of $29,777.24."

Chief Engineer Ballard calls the Commission's attention to Project No. 3, which is an extension of Maryland Route 679, and based upon this fact "the justification appears according to the judgment of the District Engineer who concurred in by the Traffic Division that this project either completion be made a part of the State System. The remainder of the projects will remain in the County Highway System."

COPY

INTERDEPARTMENTAL

DEPARTMENT OF PUBLIC WORKS
STATE OF MARYLAND

STATE ROADS COMMISSION

DISTRICT OR DIVISION Traffic

July 19, 1945.

To: Mr. Cassell

From: Mr. Childs

Subject: S.R.C. Minutes

For your information and guidance we transmit herewith copy of excerpt of minutes of meeting of the State Roads Commission of Tuesday, July 3, 1945, in which the Commission voted to take over for maintenance as part of the County Road System of Somerset County, the Kolhein Road, from Anderson Road to Manokin River, a length of 1.7 miles, in Election District #2 of Somerset County.

Tab. 1945

We also transmit Road Condition Survey Report on the Kolhein Road with the request that you fill in the items on Page 8.

Wm. F. Childs, Jr.,
Director

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JULY 3, 1945
***

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

On recommendation of Chief Engineer Wilson T. Ballard, the Commission voted to take over for maintenance as part of the County Road System of Somerset County, the Kolhein Road, from Anderson Road to Manokin River, a length of 1.7 miles, in Election District #2 of Somerset County.

The County Commissioners of Somerset County, in a letter dated June 5, 1945, addressed to District Engineer P. A. Morison, advise that a 30 foot right of way has been acquired, and the deed recorded in the land records of Somerset County.

According to Road Condition Survey Report submitted by District Engineer Morison, the estimated cost to grade and drain this section of road to 30' graded width is as follows:

90 Ft. 12" conc. pipe	@ .77	$ 70.30
30 " 18" " "	@ 1.30	39.00
Labor installing pipe		75.00
Cost of Grading		200.00
	Total	$ 384.30

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

COPY

Inv. #201-A and listed as private road.
To be reinventoried

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JULY 3, 1945
***

Present: Mr. Hale H. Watson, Chairman, and Mr. H. Frank Thomas.

On recommendation of Chief Engineer Wilson T. Ballard, the Commission voted to take over for maintenance as part of the County Road System of Somerset County, the Holbein Road, from Anderson Road to Manokin River, a length of 1.7miles, in Election District #2 of Somerset County.

The County Commissioners of Somerset County, in a letter dated June 5, 1945, addressed to District Engineer P. A. Morison, advise that a 30 foot right of way has been acquired, and the deed recorded in the land records of Somerset County.

According to Road Condition Survey Report submitted by District Engineer Morison, the estimated cost to grade and drain this section of road to 20' graded width is as follows:

20 Pt. 12" conc. pipe	@	.77	$ 20.20
30 " 18" " "	@	1.30	29.00
Labor installing pipe			75.00
Cost of Grading			200.00
Total			$ 324.30

Copy: Mr. W. T. Ballard
Mr. P. A. Morison
Mr. D. A. Eaton
Mr. W. A. Todd
Mr. H. F. Childs, Jr.
County Commissioners

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 26, 1944.

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

On recommendation of the County Commissioners of Somerset County, supported by the recommendation of District Engineer P. A. Morison and Assistant Chief Engineer R. M. Reindollar, the Commission voted to accept for maintenance as a part of the County Road System of said County the Horsey Road, in Brinkleys District #3, from the Marion-Kingston Road to the Marion-Kingston Road, length 1.8 miles.

According to Condition Survey Report submitted by District Engineer P. A. Morison, the estimated cost of repair to this road is $1,044.00.

Copies: Mr. W. T. Ballard
Mr. R. M. Reindollar
Mr. L. A. Kahn
Mr. P. A. Morison
Mr. W. A. Codd
Mr. W. F. Childs, Jr.

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION, TUESDAY, DECEMBER 21, 1943.

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

The recommendation of the County Commissioners of Somerset County that the Spruce Road, running from Princess Anne - Deals Island Road, Maintenance Stake 2.0, toward Manokin River, for a length of 0.71 mile, be accepted for maintenance as part of the County Highway System of Somerset County was formally approved on the recommendation of Chief Engineer Ballard. According to the Condition Survey Report submitted by District Engr. P. A. Morison, the estimated cost of improving this road is given as $100.00.

Tab 1943

(Copy)

~~To Dec. C.T.S. - 1/14/44~~
Inv. after 2/24/44

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 26, 1943.

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

Acting on the recommendation of the County Commissioners of Somerset County, as set forth in a letter dated October 12, addressed to Chairman Ezra B. Whitman, the Commission voted to accept for maintenance as a part of the County Road System of said County the Oakville Cemetery Road, Election District No. 15, running from Peterman's Store to Oakville Cemetery, a distance of 0.25 mile.

According to Condition Survey Report received from District Engineer P. A. Morison, the road needs very little done to it at the present time except grading, which is estimated to cost $25.00

(COPY)

Ins After 6/1/44

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 20, 1942.

Present: Mr. S. B. Whitman, Chairman, and Mr. A. Verne Thomas.

Acting on the recommendation of the County Commissioners of Somerset County, as set forth in a letter dated October 12, addressed to Chairman Sam B. Whitman, the Commission voted to accept for maintenance as a part of the County Road System of said County the Dalville-Cheasty Road, Election District No. 13, running from Patterson's Store to Dalville Cheasty, a distance of 0.25 mile.

According to Condition Survey Report received from District Engineer T. A. Morison, the road needs very little done to it at the present time except grading, which is estimated to cost $25.00.

(COPY)

NOV 5, 1943

EXCERPT FROM MINUTES OF MEETING OF THE SSTATE ROADS COMMISSION
TUESDAY, OCTOBER 26, 1943
*****

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

Acting on the recommendation of the County Commissioners of Somerset County, as set forth in a letter dated October 12, addressed to Chairman Ezra B. Whitman, the Commission voted to accept for maintenance as a part of the County Road System of said County the Oakville Cemetery Road, Election District No. 15, running from Peterman's Store Road to Oakville Cemetery, a distance of 0.25 mile.

According to Condition Survey Report received from District Engineer P. A. Morison, the road needs very little done to it at the present time except grading, which is estimated to cost $25.00.

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

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

See Mr. Gorsuch for notes added

(5)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 24, 1943.

Our recommendation of Chief Engineer Wilson T. Ballard, the Commission voted to comply with the request of the County Commissioners of Wicomico Co. in their letter of February 24, 1943, addressed to Dist. Engr. P. A. Morison, Salisbury, Md., and accept for maintenance as part of the County Road System of said County the following roads located in a sub-development called "Woodlawn", near Delmar:

Highway Ave.,	length	1561	feet
Virginia "	"	1561	"
Delaware "	"	1561	"
Maple Street	"	1200	"
Pine "	"	1200	"

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FEB 24 1942

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

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

The County Commissioners of Somerset County having advised District Engineer P. A. Morison that they had secured a deed for right of way for the road known as Tylers Lane, running from the Champ Road in a Westerly direction a distance of 1,500 feet, and having requested that the State Roads Commission accept this section of roadway for maintenance as a part of the County Road System of said County, and this matter having been referred to Chief Engineer Ballard by Mr. Morison, Mr. Ballard, by letter dated February 13th addressed to the State Roads Commission, concurred in the recommendations that Tylers Lane be included as a part of the County Road System of Somerset County and maintained as such, and at this meeting, after due consideration of the above matter, the Commission formally voted to accept the said Tylers Lane for maintenance as a part of the County Road System of Somerset County.

District Engineer P. A. Morison, on his Condition Survey Report, recommends that the road be graded to a width of 30 feet and that drainage pipes be installed at an estimated total cost of $208.10.

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

Copy made for L.R.C. Committee file

OK. On Rev. Map

HIGHWAY PLANNING SURVEY

INTEROFFICE CORRESPONDENCE

To Mr. G. W. Cassell, April 15, 1941.

From Mr. W. F. Childs, Jr.

Subject S. R. C. Minutes

We are transmitting herewith copy of excerpt from minutes of meeting of the State Roads Commission of March 26-27, 1941.

"On November 24, 1936 a permit was issued by the State Roads Commission to the City of Crisfield to install certain sewers within the right of way of Main Street, Broadway, and Fourth Street. All of these streets are maintained by the State Roads Commission ....."

W. F. Childs, Jr.,
Director.

D

cc: Road Inventory Revision

APR 14 1941

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
MARCH 26-27, 1941

***

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

On November 24, 1936 a permit was issued by the State Roads Commission to the City of Crisfield to install certain sewers within the right of way of Main Street, Broadway, and Fourth Street. All of these streets are maintained by the State Roads Commission.

The permit provides for the replacement of any surfacing removed or damaged in the installation of sewers and house connections, the cost to be borne by the City of Crisfield. In addition, it is stated on the permit that "any breakdown that takes place within 3 years after the completion of the sewer work will be repaired in accordance with requirements of the State Roads Commission at the expense of the City of Crisfield."

The complete file of correspondence on the issuance of this permit and the failure of the City of Crisfield to meet the full requirements as to making repairs was submitted by Chief Engineer Ballard. This file indicates that Mr. Ballard, on January 3, 1941, wrote to the City of Crisfield, suggesting that if the City "will agree to relieve forever this Commission of any further responsibility for the above described short sections of Second and Fourth Streets, and the portion of Broadway between the limits named, I will recommend to the State Roads Commission that these sections of street be eliminated from the State road system and returned to your City and, furthermore, that we undertake to replace the paving of Main Street damaged by your sewer work and continue the maintenance of Main Street as a State road. The effect of this would be to nullify the permit above referred to and under which you were allowed to install the sewer connections, etc. within the limits of the State highway and I feel that our suggestion is a rather liberal one in the light of your failure to fully comply with the terms of the permit which we granted you in 1936."

In reply to this letter Mr. Ballard received an answer, dated March 20, 1941, as follows:

"With reference to your letter of January 3rd. Please be advised the Mayor & Council have agreed, at a meeting held March 19th, to abide by your suggestion. That is they have agreed to take back Broadway, between Fourth and Second Streets, Fourth Street between Main and Broadway, and Second Street between Main Street and Broadway. To relieve the State Roads Commission forever, of any construction or repairs to said streets. Providing the State Roads Commission will properly repair and continue to maintain indefinitely the whole of Main Street."

Copy made for S.R.C. minutes file.

Rin Rev Mgr

Following a verbal discussion of the entire subject with Mr. Ballard, the Commission, by formal action, voted to relinquish and assign whatever rights it has to the City of Crisfield in the bed of Broadway, between Second and Fourth Streets, Second Street, between Broadway and Main Street, and Fourth Street, between Broadway and Main Street, and to assume the obligation of repairing Main Street and continue to maintain same as a part of the State Road System in the City of Crisfield. The action thus taken will have the effect of nullifying the provisions of Permit #29,923, dated November 24, 1936, issued to the Mayor and Council of Crisfield, Maryland.

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

Copy made for SRC minutes file

JAN 30 1941

JAN 30

Plotted on Rev Map

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 21, 1941

***

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

Considering favorably a request made by the Commissioners of Somerset County in a letter dated December 26, 1940, addressed to P. A. Morison, District Engineer, the Commission voted to include in the County Road System, for maintenance as County Roads the following road sections which are all located just outside of the City Limits of Crisfield.

Inv 9/19/44 Ben WPC & NL Culver

From Jacksonville Road to Route 413, Section 6 (Hopewell to Crisfield), length .20 miles.

Pear Street, from Jacksonville Road west for .15 mile.

Plum Street, from Jacksonville Road west for .10 mile.

Peach Street, from Jacksonville Road west for .15 mile.

According to the letter from the County Commissioners, "the necessary right of ways for the pieces of roads described below have been secured by use of said roads by the public for more than twenty years."

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

added system LM forms 1942

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
JUNE 18 - 19, 1940

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Inventoried 1/14/44
added to system 1942

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

On recommendation of the County Commissioners of Somerset County, as set forth in a letter, dated May 28, 1940, addressed to Mr. P. A. Morison, Road Engineer, Salisbury, Maryland, which recommendation was concurred in by Chief Engineer Ballard, the Commission voted to take over for maintenance as a part of the County Road System of said County, the Simpkins Harbor Road, running from Lower Mt. Vernon Road to Simpkins Harbor, a length of approximately 1/4 mile, the improvement of this road to be by "stage construction," due to the fact that there are not sufficient funds to the credit of the Somerset County Maintenance Account for complete improvement of this section of roadway at the present time.

A letter from District Engineer P. A. Morison, addressed to Chief Engineer Ballard, dated June 11, 1940, indicates that the entire cost of improvement will amount to $615.00.

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

~~Notation~~

Street not located and inventoried

Copy made for S.R.C. minutes file

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, JANUARY 18, 1939

Present: Senator J. Glenn Beall, Chairman, Messrs. Elmer R. Jarboe and George F. Obrecht, Sr.

Acting upon the recommendation of the County Commissioners of Somerset County, which recommendation was concurred in by Chief Engineer Smith, the Commission voted to take over as part of the County Road System of said County, Jerusalem Road from Bennett's Store and Post Office in Oriole to the Princess Anne-Deals Island Road, a length of 1.0 mile, and to expend thereon for the purpose of putting this road in proper condition the sum of $250.00, the approval of the expenditure of this sum having been authorized by the County Board.

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

Orginally coded as county Rd.
Inventory #25

A copy was in use in Oakley, Co. Clare, Ireland, [illegible]

[illegible], August 19, 1970.

Present: Members: Clare Hall, Oakley, Mesers. John [illegible],

John and Jerry O. Tyrrell, Jr.

Acting upon the unopposed motion of the County Commissioners of Sweetgrass County, which recommended the appointment by Julia Tyrrell of Oakley, the Commissioners voted to take over as part of the County road System of Sula County, certain road from Oakley's store and post office as defined by the attorney Lynn Hubbard's survey and that notice be given to the property owners Lynn Hubbard, Jack Lund, a Jensen or Lee Pritz, and to record between the property of Hubbard and Lund in proper condition the map of road. The chairman of the commissioners of Sula County having been notified and by this county board.

Sam Yost, Jr., [illegible]

[illegible]

[illegible]

[illegible]