S.R.C. MINUTES
DISTRICT NO. 2
TALBOT CO.

**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

**MEMORANDUM**

**To:** File

SHA Memoranda of Action – Talbot County

**From:** Kevin Powers, Manager, State and Local Roadway Systems

Highway Information Services Division

**Date:** June 4, 2001

**Subject:** Maryland Route 331, Dover Road Transfer

---

This transfer is contingent upon the reconstruction of this road contained in contract # TA4025184.

As this has not yet occurred, the transfer of this road is on hold pending the completion and acceptance for maintenance of the reconstruction.

Accepted for maintenance 5/19/04, HISD notified 5/4/05.

Road transferred to Easton 5/4/05, now part of MD 277.

My telephone number is (410) 545-5518

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

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

**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM OF ACTION OF NEIL J. PEDERSEN
DEPUTY ADMINISTRATOR/CHIEF ENGINEER FOR PLANNING
AND ENGINEERING

pll
5/9/01

May 7, 2001

Neil J. Pedersen, Deputy Administrator/Chief Engineer for Planning and Engineering, executed a road transfer agreement dated February 6, 2001, between the State Highway Administration and The Town of Easton, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The road transfer agreement will become effective upon completion and acceptance by the Town of the proposed streetscape project.

State Highway Administration to The Town of Easton, Maryland:

MD Route 331 (Dover Road) - From US 50 at M.P. 3.96 to Dover Street (MU 280) at M.P. 447 for a total distance of 0.51± mile

Item No.: 91009

Said agreement has previously been executed by the Deputy Administrator/Chief Engineer for Planning and Engineering, and approved as to form and legal sufficiency by Special Counsel, Sidney S. Campen, Jr.

HTC:seb

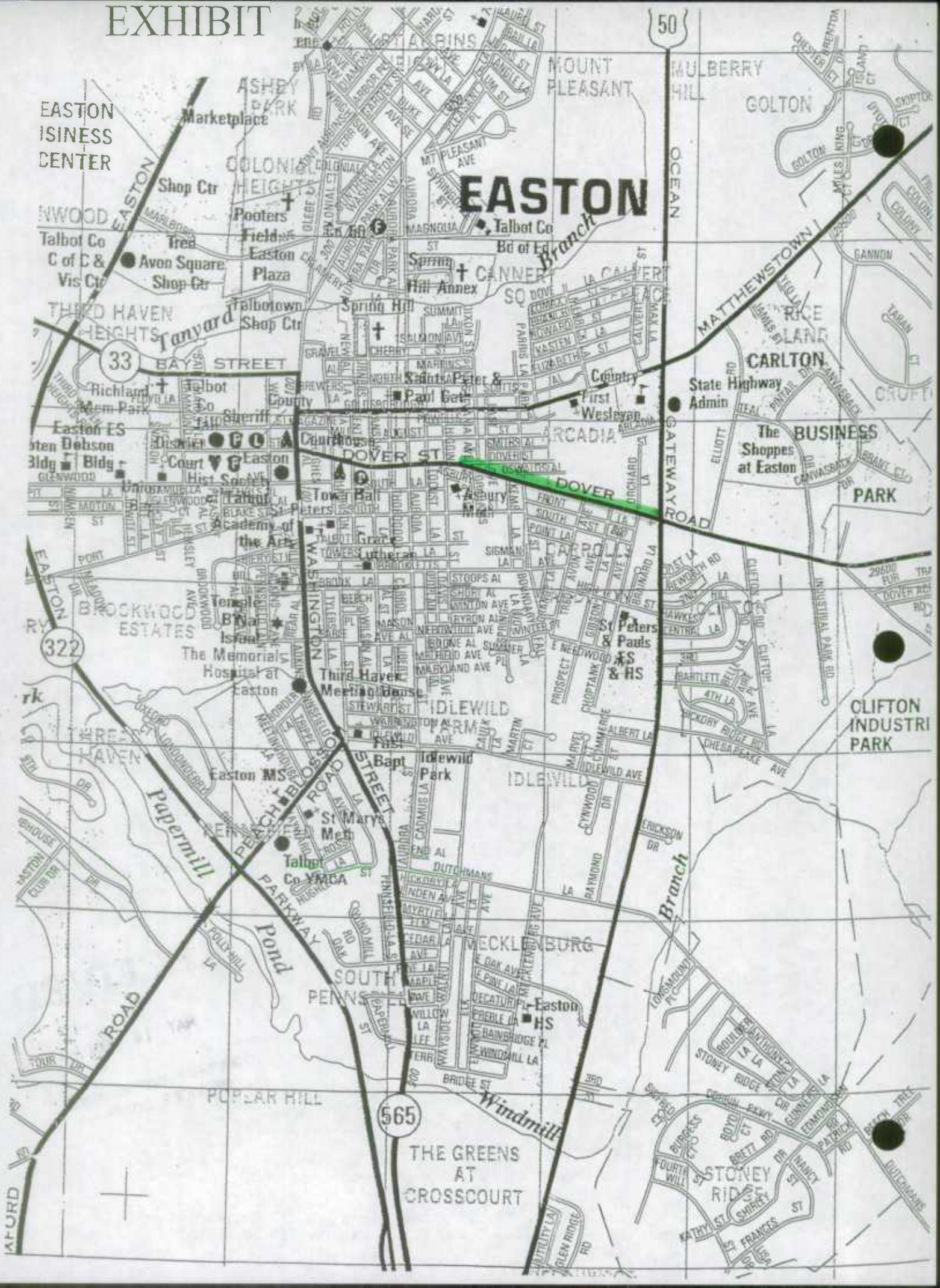
RECEIVED
MAY 14 2001
HIGHWAY INFORMATION
SERVICES DIVISION

My telephone number is 2812

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

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

EXHIBIT


EASTON
BUSINESS
CENTER
Marketplace
Shop Ctr
Pooters
Field
Talbot Co
C of C &
Vis Ctr
Avon Square
Shop Ctr
Easton
Plaza
Talbotown
Shop Ctr
Talbot Co
Bd of Ed
Spring
Hill Annex
Spring Hill
EASTON
Tanyard
Branch
Richland
Mem Park
Easton ES
Dobson
Bldg
Bldg
Court
Hist Society
Talbot
Sheriff
Courthouse
Saints Peter &
Paul Cath
County
Tow Ball
Asbury
Meth
St Peters
Grace
Lutheran
Academy of
the Arts
Temple
B'Nai
Israel
The Memorials
Hospital at
Easton
Third Haven
Meeting House
First
Bapt
Idlewild
Park
Easton MS
St Marys
Meth
Talbot
Co YMCA
Papermill
Pond
Country
First
Wesleyan
State Highway
Admin
The
Shoppes
at Easton
BUSINESS
PARK
St Peters
& Pauls
ES
& HS
Easton
HS
Windmill
Branch
THE GREENS
AT
CROSSCOURT
CLIFTON
INDUSTRI
PARK
MATTHEWSTOWN
GATEWAY ROAD
DOVER ST
DOVER
BAY STREET
WASHINGTON
STREET
PEACH BLOSSOM
ROAD
PARKWAY
ROAD
OCEAN
CARLTON
MOUNT
PLEASANT
MULBERRY
HILL
GOLTON
ASHBY
PARK
COLONIAL
HEIGHTS
THIRD HAVEN
HEIGHTS
BROOKWOOD
ESTATES
THREE
HAVEN
IDLEWILD
MECKLENBURG
SOUTH
PENNSYLVANIA
POPLAR HILL
STONEY
RIDGE
RICE
ISLAND
CANNER
SQ
CALVERT
PLACE
ARCADIA
CARROLL
50
33
322
565

## S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. Steve Foster
Mr. D. German
Mr. G. Hadel
Mr. R. Harrison
Ms. C. Simpson
Mr. E.S. Freedman
Mr. T. Hicks
Ms. E. Homer
Mr. M. Lenhart
Mr. G. Klaverwieden
Mr. A. Lijewski
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simpson
Mr. D. Ward
Mr. D. Weddle
Mr. P.F. Williams
Mr. M. Shah
Mr. Ed Schmidbauer
Mr. R. Lindsay
Ms. P. Quinn
Mr. T. Wright

## THE TOWN OF EASTON, MARYLAND

Mayor of Easton

Town Clerk

Town Attorney

RECEIVED

MAY 10 2001

HIGHWAY INFORMATION
SERVICES DIVISION

# ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 10 day of MAY, 2001, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration", party of the first part, and the **Town of Easton, Maryland**, hereinafter referred to as the "**Town**", party of the second part.

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

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

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

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

SHA to the Town of Easton:

MD Route 331 (Dover Road) - From US 50 at M.P. 3.96 to Dover Street (MU 280) at M.P. 447 for a total distance of 0.51± mile

Item No.: 91009

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

A. The Highway Administration agrees to reconstruct the roadway inside the limits of the **Town** as specified under S.H.A. construction contract no. TA4025184.

B. The effective date of transfer of the Roadway to the **Town** shall be upon completion of construction.

C. The Roadway mileage will be included in the **Town's** inventory as of December 1st of the year following the date set forth in item 2-B above.

D. The basis for the allocation of funds to the **Town** will include the Roadway mileage (i.e., the additional 0.51+ mile) beginning July 1st of the year following the date as set forth in Item 2-B above.

E. The transfer of the Roadway to the **Town** is made on an "as-is" basis, including the reconstruction as specified in point 2-A above as well as all appurtenances and bridge structures.

F. The **Town** hereby accepts jurisdiction over and responsibility for the maintenance of Roadway as of the effective date of transfer as set forth in Item 2-B above.

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

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

RECOMMENDED FOR APPROVAL:

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Neil Jones

By: Neil J. Pedersen
Deputy Administrator/Chief Engineer
for Planning and Engineering

Approved as to form and legal sufficiency this 1st day of February, 2001.

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

Sidney S. Campen
Special Counsel
Sidney S. Campen, Jr.

RECOMMENDED FOR APPROVAL:

TOWN OF EASTON, MARYLAND

WITNESS:

C. B.

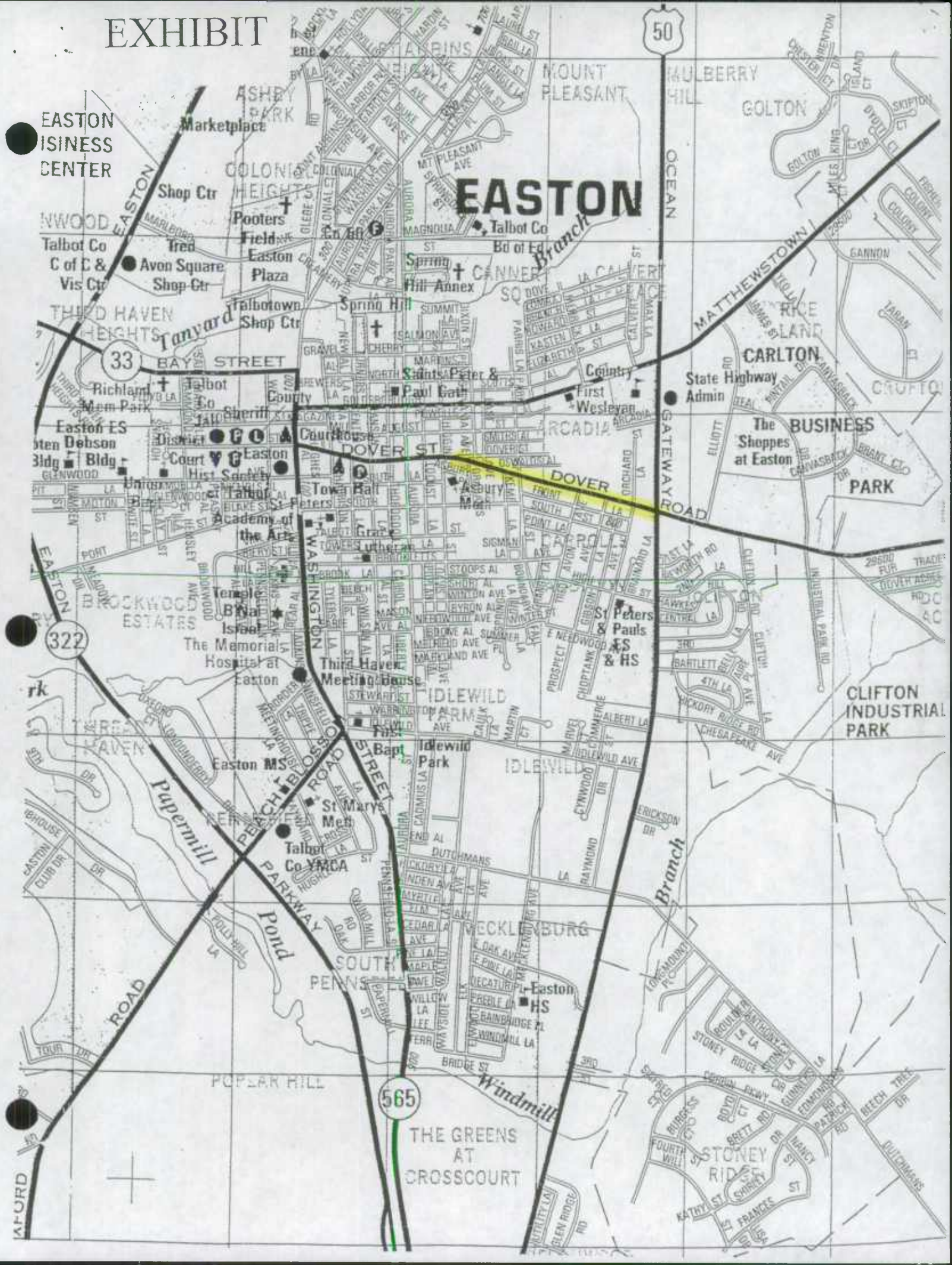
By: C. Eugene Butler
C. Eugene Butler
Mayor of Easton

Approval as to form and legal sufficiency this 5th day of April, 2001

Robert F. Karge
Town Clerk

C. B.
Christopher B. Kehoe
Town Attorney

EXHIBIT


EASTON BUSINESS CENTER
EASTON
Marketplace
Shop Ctr
Pooters Field
Easton Plaza
Talbot Co C of C & Vis Ctr
Tred Avon Square Shop Ctr
Talbotown Shop Ctr
Spring Hill Annex
Spring Hill
Talbot Co
Bd of Ed
Cn Bd
Tanyard Branch
Papermill Pond
Branch
Windmill
MOUNT PLEASANT
MULBERRY HILL
GOLTON
COLONIAL HEIGHTS
ASHBY PARK
THIRD HAVEN HEIGHTS
CANNER SQ
CALVERT PLACE
RICE LAND
CARLTON
CRUFTON
ARCADIA
CARROLL
IDLEWILD
IDLEWILD FARM
BROCKWOOD ESTATES
THREE HAVEN
MECKLENBURG
SOUTH PENNS
POPLAR HILL
STONEY RIDGE
CLIFTON INDUSTRIAL PARK
THE GREENS AT CROSSCOURT
BUSINESS PARK
The Shoppes at Easton
State Highway Admin
Country
First Wesleyan
Saints Peter & Paul Cath
Asbury Meth
Grace Lutheran
Third Haven Meeting House
Temple B'Nai Israel
The Memorials Hospital at Easton
St Peters & Pauls ES & HS
Easton HS
Easton MS
St Marys Meth
Talbot Co YMCA
First Bapt
Idlewild Park
Talbot Co Jail
Sheriff
Courthouse
Town Hall
Easton Hist Society
Talbot Academy of the Arts
Richland Mem Park
Easton ES
Dobson Bldg
District Court Bldg
Union Bapt
St Peters
MATTHEWSTOWN
GATEWAY ROAD
OCEAN
DOVER ST
BAY STREET
WASHINGTON STREET
PEACH BLOSSOM ROAD
PARKWAY
ROAD
EASTON
50
33
322
565

**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor

David L. Winstead
Secretary

Parker F. Williams
Administrator

October 19, 1998

RECEIVED
OCT 20 1998
HIGHWAY INFORMATION
SERVICES DIVISION

MEMORANDUM

TO: Kevin Powers
Local Roadway System Coordinator
H.I.S.D.

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

SUBJECT: Road Transfer to Talbot County, Maryland

MD Rte. 839 et al, including, MD 989 -
Bolingbroke Point Drive
Item No.: 87778

This memorandum is to confirm the status of MD Route 989 which you discussed with Hollis Cantwell of the Utility and Road Conveyance Section on October 15, 1998. The following facts are relevant to this case:

1. MD Rte. 989 will be transferred and then conveyed to Talbot County for a distance of 0.1 miles from US Rte. 50 to the road end.

2. The maintenance of Fishing Pier Road was transferred to the Department of Natural Resources by a Deed of Easement and Agreement dated September 26, 1996 which was approved by the Board of Public Works and is mutually binding upon both the SHA and the DNR.

3. It appears that the SHA still owns any underlying fee, however, any maintenance repairs and future liabilities are the sole responsibility of the DNR according to the agreement.

4. The bridges were sold by a bill of sale to the DNR at the same time as the easements shown on plats 52972 and 49725 were conveyed to the DNR.

5. According to the Resident Maintenance Engineer the road has not been maintained by the SHA for at least two years or more.

My telephone number is 2811

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

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

6. The road transfer agreement with Talbot County will be written so as to guarantee the DNR access from Bolingbroke Road after it is transferred to the County.

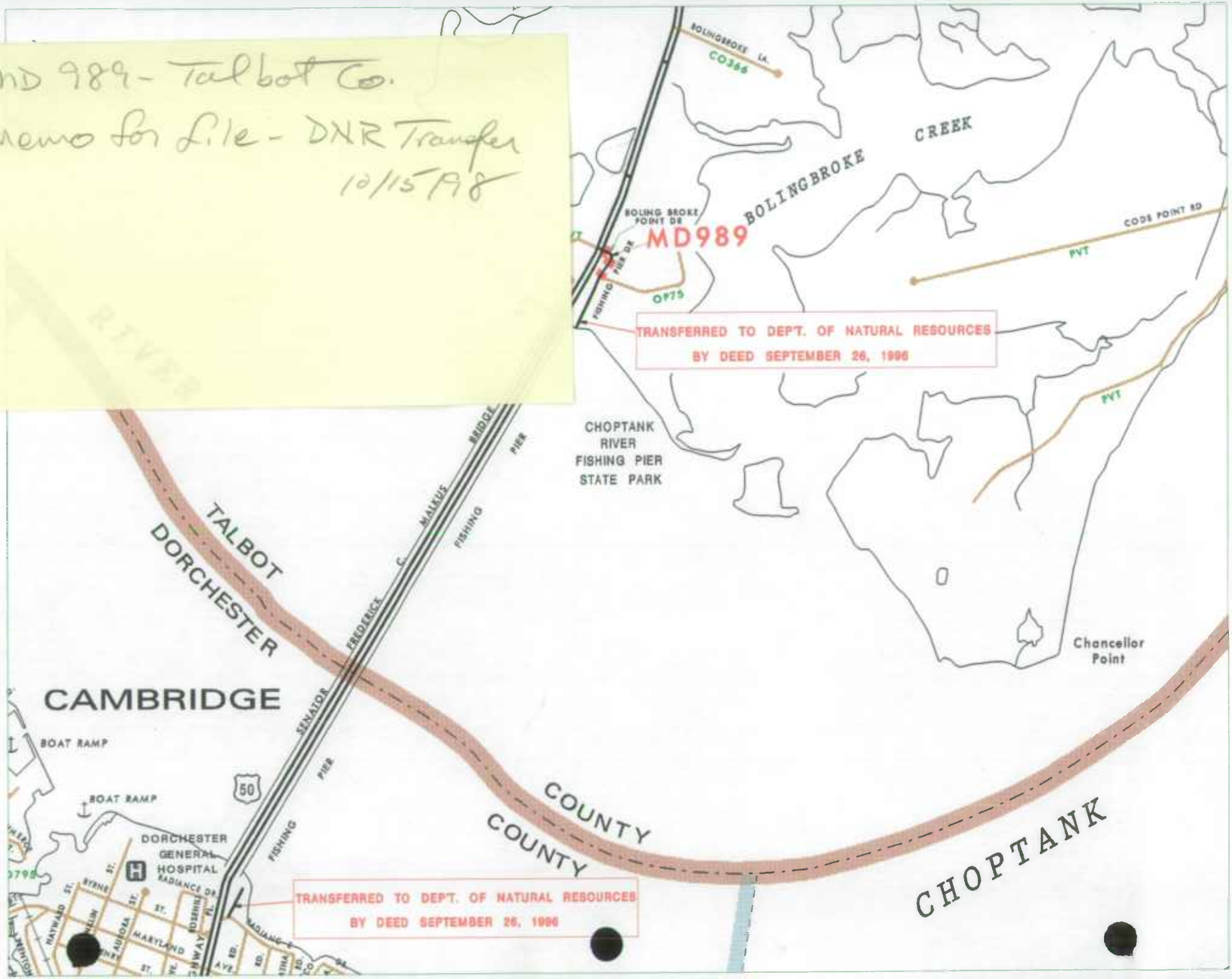
7. Talbot County does not want any future interest in Fishing Pier Road.

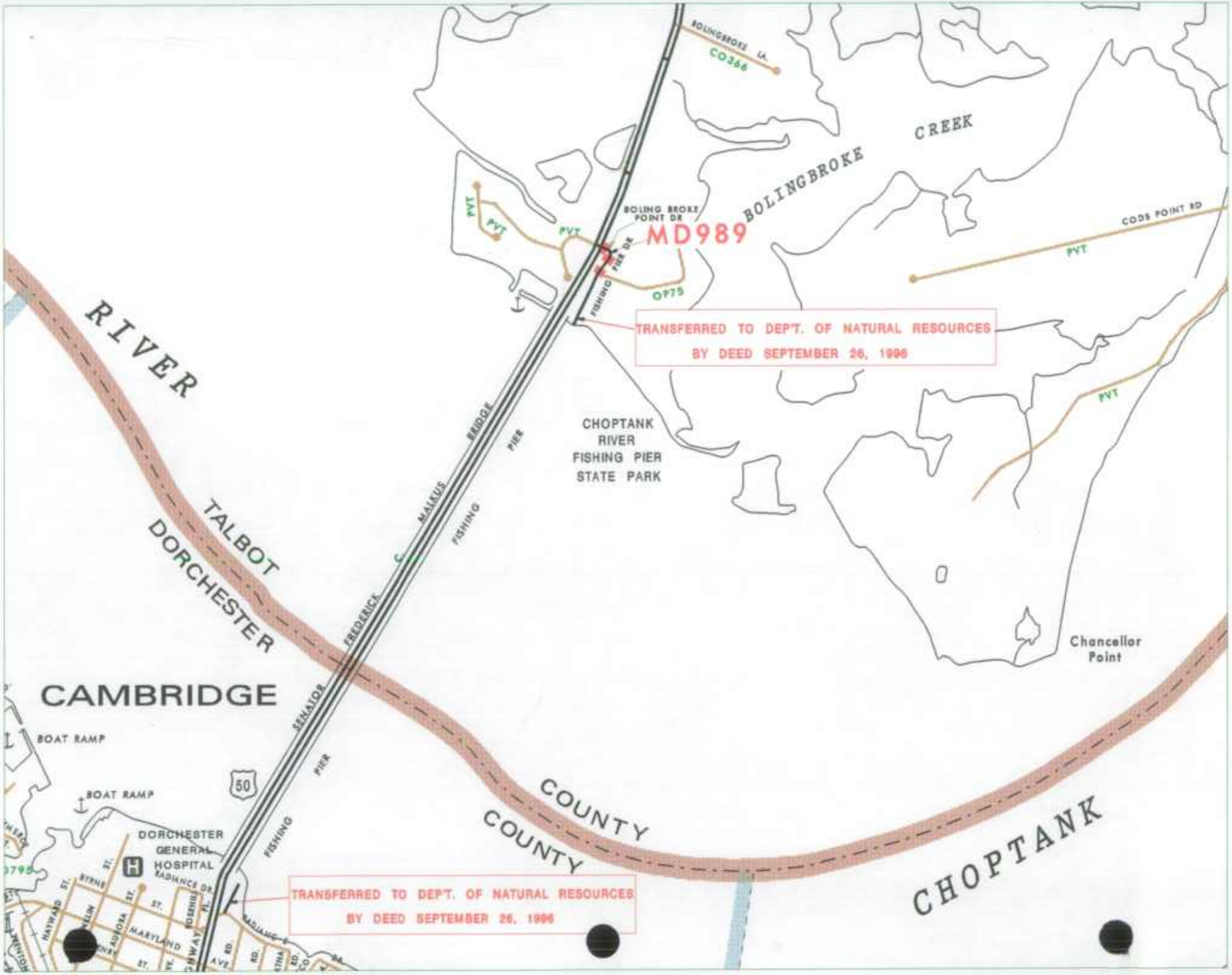
8. At the time the engineering clearance was completed, the Utility and Road Conveyance Section was not aware of the easements granted to the DNR.

If additional information is necessary, please call our office.

SNC:seb
cc: Richard Lindsay
Pat Quinn
Jeffrey Squires

MD 989 - Talbot Co.
Memo for file - DNR Transfer
10/15/98




BOLINGBROKE LA.
CO366
BOLINGBROKE CREEK
BOLING BROKE POINT DR
MD989
PVT
PVT
PVT
FISHING PIER DR
OP75
CODS POINT RD
PVT
TRANSFERRED TO DEP'T. OF NATURAL RESOURCES
BY DEED SEPTEMBER 26, 1996
RIVER
CHOPTANK RIVER FISHING PIER STATE PARK
PVT
MALKUS BRIDGE
FISHING PIER
TALBOT
DORCHESTER
FREDERICK C.
Chancellor Point
CAMBRIDGE
SENATOR
BOAT RAMP
BOAT RAMP
50
FISHING PIER
COUNTY
COUNTY
CHOPTANK
DORCHESTER GENERAL HOSPITAL
RADIANCE DR.
TRANSFERRED TO DEP'T. OF NATURAL RESOURCES
BY DEED SEPTEMBER 26, 1996
MAYNARD ST.
BYRNE ST.
AURORA ST.
MARYLAND AVE.
ROSENIE PL.
RADIANCE DR.

Alan. Check mileage on MD 989 p. 2

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

David L. Winstead
Secretary

Parker F. Williams
Administrator

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

NJP 11/24/98

November 23, 1998

Neil J. Pedersen, Director of Office of Planning and Preliminary Engineering executed a road transfer agreement dated November 23, 1998, between the State Highway Administration and Talbot County, Maryland relative to the transfer of the following described sections of highway and subject to the conditions more fully set forth in the agreement. The effective date of the transfer of the Roadways to the County shall be upon the completion of and execution of this agreement.

I. State Highway Administration to Talbot County, Maryland

CO 438 MD Rte. 839 (Service Road) - From MD Rte. 565A (N. Washington Street) M.P. 0.00 east to road end M.P. 0.22, a total distance of 0.22± mile

CO 439 MD RTE. 334 (Easton Point Road) - From road end M.P 0.00 east to MD 322 (Easton Bypass) M.P. 0.42, a total distance of 0.42± mile

CO 148 MD Rte. 841 - From MD 579 (Bozman Neavitt Road) M.P. 0.00 north to CO148 (May Port Road) M.P. 0.17, a total distance of 0.17± mile

CO 440 + CO 441 MD Rte. 451 (Easton Claiborne Road) - From MD 33, M.P. 0.00, north to road end, M.P. 1.69, a total distance of 1.69± miles

CO 79 MD Rte. 451A (Old Claiborne Road) - From MD 33 (Tilghman Island Road/St. Michaels Road) M.P. 0.00, north to MD 451 (Easton Claiborne Road) M.P. 0.40, a total distance of 0.40± mile

CO 442 MD Rte. 451B (Claiborne Road) - From MD 33 (St. Michaels Road) M.P. 0.00, north to MD 451 (Easton Claiborne Road) M.P. 0.07, a total distance of 0.07± mile

RECEIVED
DEC 1 1998
HIGHWAY INFORMATION SERVICES DIVISION

My telephone number is 545-2812

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

CO 443 MD Rte. 840A - From MD 33 (Tilghman Island Road) M.P. 0.00, east to road end, M.P. 0.26, a total distance of 0.26± mile

CO 444 MD Rte. 840B - From CO83 (Macks Lane) M.P. 0.00, east to road end, M.P. 0.10, a total distance of 0.10± mile

CO 445 MD Rte. 840C and Connector - From MD 33 (Tilghman Island Road) M.P. 0.00, north to MD 33 (Tilghman Island Road) M.P. 0.43 (including the connector at M.P. 0.39 to MD Rte. 33 - distance .02 mile), a total distance of 0.45± mile

CO 446 MD Rte. 989 (Bolingbroke Point Drive) - From US 50 (Ocean Gateway) ~~M.P. 0.00~~ to road end M.P. 0.10, a total distance of 0.10± mile

Total mileage to the County - 3.88± miles

II. Talbot County to the State Highway Administration

MD 662 C Centreville Road (CO 188) - From Airport Road to .02 south of Airpark Drive, a total distance of 1.30± miles

Total mileage to the State - 1.30± miles

Item No.: 87778

Said agreement has previously been executed by the appropriate officials of the S.H.A. and Talbot County, Maryland and approved as to form and legal sufficiency by Special Counsel, Sidney S. Campen, Jr.

HTC:seb

## S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. R. Burns
Ms. Rose Davis
Mr. A.M. Capizzi
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R Harrison
Mr. W. Kowalsky
Mr. E.S. Freedman
Mr. C. Larson
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simmons
Mr. D. Ward
Mr. D. Weddle
Mr. P.F. Williams
Mr. Richard Lindsay
Ms. Pat Quinn
Mr. Terry Wright
Mr. Jeffery Squires

## TALBOT COUNTY

Ms. Belinda Armistead
County Administrator

Mr. William R. Runyan, P.E.
County Engineer

# ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 24 day of NOVEMBER, 1998, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as the "Highway Administration", party of the first part, and Talbot County, Maryland, hereinafter referred to as the "County", party of the second part.

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

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

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

1. The Highway Administration does hereby transfer unto the County and the County does hereby accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described sections of State highway and mileage as part of the County's highway system, as follows and as shown on Exhibits A,B and C attached hereto and incorporated herein and collectively referred to as the "Roadways":

SHA to Talbot County, Maryland:

MD Rte. 839 (Service Road) - From MD Rte. 565A (N. Washington Street) M.P. 0.00 east to road end M.P. 0.22, a total distance of 0.22± mile

MD RTE. 334 (Easton Point Road) - From road end M.P 0.00 east to MD 322 (Easton Bypass) M.P. 0.42, a total distance of 0.42± mile

MD Rte. 841 - From MD 579 (Bozman Neavitt Road) M.P. 0.00 north to CO148 (May Port Road) M.P. 0.17, a total distance of 0.17± mile

MD Rte. 451 (Easton Claiborne Road) - From MD 33, M.P. 0.00, north to road end, M.P. 1.69, a total distance of 1.69± miles

MD Rte. 451A (Old Claiborne Road) - From MD 33 (Tilghman Island Road/St. Michaels Road) M.P. 0.00, north to MD 451 (Easton Claiborne Road) M.P. 0.40, a total distance of 0.40± mile

MD Rte. 451B (Claiborne Road) - From MD 33 (St. Michaels Road) M.P. 0.00, north to MD 451 (Easton Claiborne Road) M.P. 0.07, a total distance of 0.07± mile

MD Rte. 840A - From MD 33 (Tilghman Island Road) M.P. 0.00,east to road end, M.P. 0.26, a total distance of 0.26± mile

MD Rte. 840B - From CO83 (Macks Lane) M.P. 0.00, east to road end, M.P. 0.10, a total distance of 0.10± mile

MD Rte. 840C and Connector - From MD 33 (Tilghman Island Road) M.P. 0.00, north to MD 33 (Tilghman Island Road) M.P. 0.43 (including the connector at M.P. 0.39 to MD Rte. 33 - distance .02 mile), a total distance of 0.45± mile

MD Rte. 989 (Bolingbroke Point Drive) - From US 50 (Ocean Gateway) M.P. 0.00 to road end M.P. 0.10, a total distance of 0.10± mile

Total mileage to the County - 3.88± miles

Item No. 87778

2. Conveyance of the Roadways to the County is subject to the following conditions:

   A. The effective date of transfer of the Roadways to the County shall be upon complete execution of this agreement.

   B. The Roadway mileage will be included in the County's inventory as of December 1st of the year following the date set forth in item 2-A above.

   C. The basis for the allocation of funds to the County will include the Roadway mileage (i.e, the additional 3.88± miles beginning July 1st of the year following the date as set forth in Item 2-B above).

   D. The transfer of said Roadways to the County is made on an "as-is" basis which pertains to the existing right of way and the existing condition of the Roadways including the appurtenances and bridge structures.

   E. The County hereby accepts jurisdiction over and responsibility for the maintenance of Roadways as of the effective date of transfer as set forth in Item 2-A above.

   F. The County hereby agrees to guarantee the Department of Natural Resources and the public's access to Fishing Pier Road via Bolingbroke Point Road.

3. Furthermore, the county does hereby transfer unto the Highway Administration and the Highway Administration does hereby accept from the County jurisdiction over

and responsibility for the maintenance of the following described section of County highway and mileage as part of the State's highway system, as follows and as shown on Exhibit D attached hereto and incorporated herein and referred to as the "County Roadway".

Talbot County to the SHA:

Centreville Rd (CO 188) - From Airport Rd to .02 south of Airpark Drive, a total distance of 1.30± miles

Total mileage to the State - 1.30± miles

4. Conveyance of the County Roadway to the Highway Administration is subject to the following conditions:

   A. The effective date of transfer of the Roadway to the Highway Administration shall be upon complete execution of this agreement.

   B. The transfer of said Roadway to the Highway Administration is made on an "as-is" basis which pertains to the existing right of way and the existing condition of the Roadways including the appurtenances and bridge structures.

   C. The Highway Administration hereby accepts jurisdiction over and responsibility for the maintenance of Roadway as set forth in Item 4-A.

5. The Highway Administration will hereafter prepare a deed conveying the Roadways to the County subject to the approval of the Board of Public Works of Maryland. A copy of the executed deed, plats, and Agreement will be presented to the County (party of the second part)

for review, with the understanding that the Highway Administration will record the deed unless notified to the contrary (by the party of the second part) within thirty (30) days.

6. The County will hereafter prepare a deed conveying the County roadway (CO 188 - Centreville Road) to the Highway Administration. A copy of the executed deed will be presented to the Highway Administration for review with the understanding that the County will record the deed unless notified to the contrary by the Highway Administration within thirty (30) days.

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

RECOMMENDED FOR APPROVAL

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

By: _____
Director, Office of Planning
and Preliminary Engineering

Approved as to form and legal
sufficiency this 12th day of
November, 1998.

Chief, Utility and Road
Conveyance Section

Special Counsel

RECOMMENDED FOR APPROVAL

TALBOT COUNTY, MARYLAND

WITNESS:

By: _____
Clinton S. Bradley III
President
County Council of Talbot County,
Maryland

William R. Runyan
County Engineer

**Maryland Department of Transportation**
*State Highway Administration*

Parris N. Glendening
Governor

David L. Winstead
Secretary

Parker F. Williams
Administrator

October 15, 1998

MEMORANDUM

TO: Kevin Powers
Local Roadway System Coordinator
H.I.S.D.

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

SUBJECT: Road Transfer to Talbot County, Maryland

MD Rte. 839 et al, including, MD 989 -
Bolingbroke Point Drive
Item No.: 87778

This memorandum is to confirm the status of MD Route 989 which you discussed with Hollis Cantwell of the Utility and Road Conveyance Section on October 15, 1998. The following facts are relevant to this case:

1. MD Rte. 989 will be transferred and then conveyed to Talbot County for a distance of 0.1 miles from US Rte. 50 to the road end.

2. The maintenance of Fishing Pier Road was transferred to the Department of Natural Resources by a Deed of Easement and Agreement dated September 26, ~~1998~~ 1996 which was approved by the Board of Public Works and is mutually binding upon both the SHA and the DNR.

3. It appears that the SHA still owns any underlying fee, however, any maintenance repairs and future liabilities are the sole responsibility of the DNR according to the agreement.

4. The bridges were sold by a bill of sale to the DNR at the same time as the easements shown on plats 52972 and 49725 were conveyed to the DNR.

5. According to the Resident Maintenance Engineer the road has not been maintained by the SHA for at least two years or more.

My telephone number is 2811

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

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

6. The road transfer agreement with Talbot County will be written so as to guarantee the DNR access from Bolingbroke Road after it is transferred to the County.

7. Talbot County does not want any future interest in Fishing Pier Road.

8. At the time the engineering clearance was completed, the Utility and Road Conveyance Section was not aware of the easements granted to the DNR.

If additional information is necessary, please call our office.

SNC:seb
cc: Richard Lindsay
Pat Quinn
Jeffrey Squires

Mary Land Dept. of Natural Resources State Office Building 580 Taylor Ave Annapolis, MD 21401 E-3 Attn: Land & Property Mgmt

THIS DEED OF EASEMENT AND AGREEMENT made this 26TH day of SEPTEMBER 1996, by and between the State of Maryland to the use of the State Highway Administration ("SHA"), acting by and through the Board of Public Works of Maryland and Hal Kassoff, Administrator of SHA, parties of the first part, and the State of Maryland to the use of the Department of Natural Resources ("DNR"), party of the second part.

WHEREAS, simultaneously with granting this Deed of Easement and Agreement, the SHA transferred unto DNR via a Bill of Sale the remaining two (2) portions of a concrete bridge which formerly spanned the Choptank River between Talbot and Dorchester counties and is currently being operated by DNR as a public fishing pier ("Old Bridge" or "Public Fishing Pier");

WHEREAS, the Old Bridge is being transferred to DNR since it is no longer needed by SHA because SHA has constructed another bridge ("New Bridge") adjacent to the Old Bridge; and,

WHEREAS DNR has requested SHA and subject to the approval of the Board of Public Works and the conditions hereinafter set forth, SHA has agreed to grant DNR easements for access to the Old Bridge over the former roadway approaches to the Old Bridge, easements for public parking, and easements to support those portions of the Old Bridge constructed on land in Talbot and Dorchester counties.

NOW THEREFORE, in consideration of the mutual premises, the maintenance responsibilities assumed by DNR as hereinafter set forth, the sum of One Dollar ($1.00) and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, the parties hereto agree as follows:

The State of Maryland to the use of the State Highway Administration hereby grants and conveys unto the State of Maryland to the use of the Department of Natural Resources, its successors and assigns, subject to the terms and conditions hereinafter set forth, easements for parking and for ingress and egress to the Old Bridge by way of the former roadway approaches to the Old Bridge in Talbot and Dorchester Counties. Said easements and easement areas are subject to the terms and conditions hereinafter set forth, and are more fully described as follows:

1. An easement for ingress and egress from Bolingbroke Drive to the Old Bridge and an easement for parking by patrons of the Public Fishing Pier in and over 2.034 acres of land, more or less, lying Talbot County, Maryland as described and shown border shaded thus [ ] lying on State Highway Administration Plat No. 52972 which is recorded or intended to be recorded among the Land Records of Talbot County, Maryland.

IMP FD SURE $ 5.00
RECORDING FEE 20.00
TOTAL 25.00
Rest 0002 Rcpt # 15922
MLB JH Blk # 0039
Nov 22, 1996 02:30 PM

2. An easement for ingress or egress from U.S. Route 50 to the Old Bridge lying in Dorchester County, Maryland over Parcel 2 containing 0.331 of an acre of land, more or less and Parcel 4 containing 0.107 of an acre of land, more or less, both Parcels being border shaded thus [ ] and described on State Highway Administration Plat No. 49725 (Rev. 11/2/94) which is recorded or intended to be recorded among the Land Records of Dorchester County, Maryland.

IMP FD SURE $ 1.00
RECORD FEE - 20.00
TOTAL 25.00
Rest TABL Rcpt # 16977
MAS 0732 Blk # 0[illegible]
Oct 24, 1996 11:[illegible] AM

An easement for parking by the patrons of the Public Fishing Pier in Dorchester County, Maryland over the above referenced Parcel 2 containing 0.331 of an acre of land, more or less, as shown border shaded and described on aforesaid Plat No. 49725 (Rev. 11/2/94).

RECEIVED
OCT 15 1996
HIGHWAY INFORMATION SERVICES DIVISION

TOGETHER with additional easements to support and maintain those portions of the Old Bridge constructed on the land lying within the above referenced 2.034 acres of land, more or less, located in Talbot County, Maryland as shown border shaded and described on the above referenced Plat No. 52972 and lying within the above referenced 0.331 of an acre of land, more or less, (Parcel 2) located in Dorchester County, Maryland as shown border shaded and described on Plat No. 49725 (Rev. 11/2/94).

SUBJECT to the following terms and conditions:

1. DNR, at its sole cost and expense, covenants and agrees to keep the easement areas described above in a good and safe condition, and to inspect, repair, maintain and, if necessary, replace the roadways or any portions thereof which provide access to the Old Bridge.

2. DNR acknowledges that SHA shall have no further obligation or responsibility to inspect, repair, maintain or if necessary, replace the roadway approaches, parking areas or any portions of the Old Bridge constructed within the easement areas.

3. DNR acknowledges that parking by patrons of the Public Fishing Pier shall be permitted only within the above referenced 2.034 acre parcel lying in Talbot County and the 0.331 of an acre parcel (Parcel 2) lying in Dorchester County.

4. DNR covenants and agrees to defend and be responsible for all claims, causes of action and liability arising from its use or the public use of all of the easement areas.

IN WITNESS WHEREOF, the parties hereto have caused this Deed of Easement and Agreement to be duly executed as of the day and year first above written.

WITNESS:

Gary Futcher

STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

By: _____ (Seal)
Hal Kassoff
State Highway Administrator

Approved as to Form and Legal Sufficiency

Lobby C Reamer
Assistant Attorney General
State Highway Administration

Concurred in by:

Robert J. Finck (Seal)
Robert J. Finck,
Director, Office of Real Estate
State Highway Administration





OCT-14-98 WED 13:52 SHA DISTRICT 1 P.03

WITNESS:

DEPARTMENT OF NATURAL RESOURCES

By: _____ (Seal)
John R. Griffin, Secretary

Approved as to Form and Legal Sufficiency

Jodi R. O'Day
Assistant Attorney General
Department of Natural Resources

ATTEST:

Parris N. Glendening (Seal)
Parris N. Glendening
Governor of Maryland

Sandra K. Reynold
Sandra K. Reynold
Secretary

_____ (Seal)
Louis L. Goldstein
Comptroller of Maryland

_____ (Seal)
Richard N. Dixon
Treasurer of Maryland

Constituting the BOARD OF
PUBLIC WORKS OF MARYLAND

---

STATE OF MARYLAND, COUNTY OF BALTIMORE, To Wit:

I HEREBY CERTIFY that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND, in and for the County aforesaid, personally appeared Hal Kassoff, State Highway Administrator and acknowledged the aforegoing deed of easement and agreement to be the act of the State Highway Administration and, at the same time, made oath in due form of law that he is fully authorized to execute and acknowledge the same.

AS WITNESS MY HAND AND NOTARIAL SEAL, this 25TH day of JULY in the year 1996

James F. Mahoney (Seal)
Notary Public

My Commission Expires: Oct. 1, 1997

NOTARY PUBLIC
BALTIMORE CO. MD.

STATE OF MARYLAND - COUNTY OF ANNE ARUNDEL, To Wit:

I HEREBY CERTIFY that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND, in and for the County aforesaid, personally appeared John R. Griffin, Secretary of the Department of Natural Resources and acknowledged the aforegoing deed of easement and agreement to be the act of the Department of Natural Resources and, at the same time, made oath in due form of law that he is fully authorized to execute and acknowledge the same.

AS WITNESS MY HAND AND NOTARIAL SEAL, this 25TH day of JULY in the year 1996

James F Mahoney (Seal)
Notary Public

My Commission Expires: OCT. 1, 1997

STATE OF MARYLAND, COUNTY OF ANNE ARUNDEL, To Wit:

I HEREBY CERTIFY that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND, in and for the County aforesaid, personally appeared

Parris N. Glendening - Governor of Maryland

Louis L. Goldstein - Comptroller of Maryland

Richard N. Dixon - Treasurer of Maryland

constituting the BOARD OF PUBLIC WORKS OF MARYLAND, and acknowledged the foregoing deed of easement and agreement to be the act of the said Board of Public Works of Maryland.

AS WITNESS MY HAND AND NOTARIAL SEAL, this 26th day of September in the year 1996

Marion J Boschert
Notary Public

My Commission Expires: 12-1-99

I hereby certify that this instrument has been prepared under my supervision, an attorney admitted by the Court of Appeals of Maryland.

IN COMPLIANCE WITH CHAPTER
ACTS OF 1961
TREASURER OF DORCHESTER COUNTY
BY Gerald J. Trunick 11/22/96
LCR4\mb\a:\DNR

Libby C Reamer
Assistant Attorney General
State Highway Administration

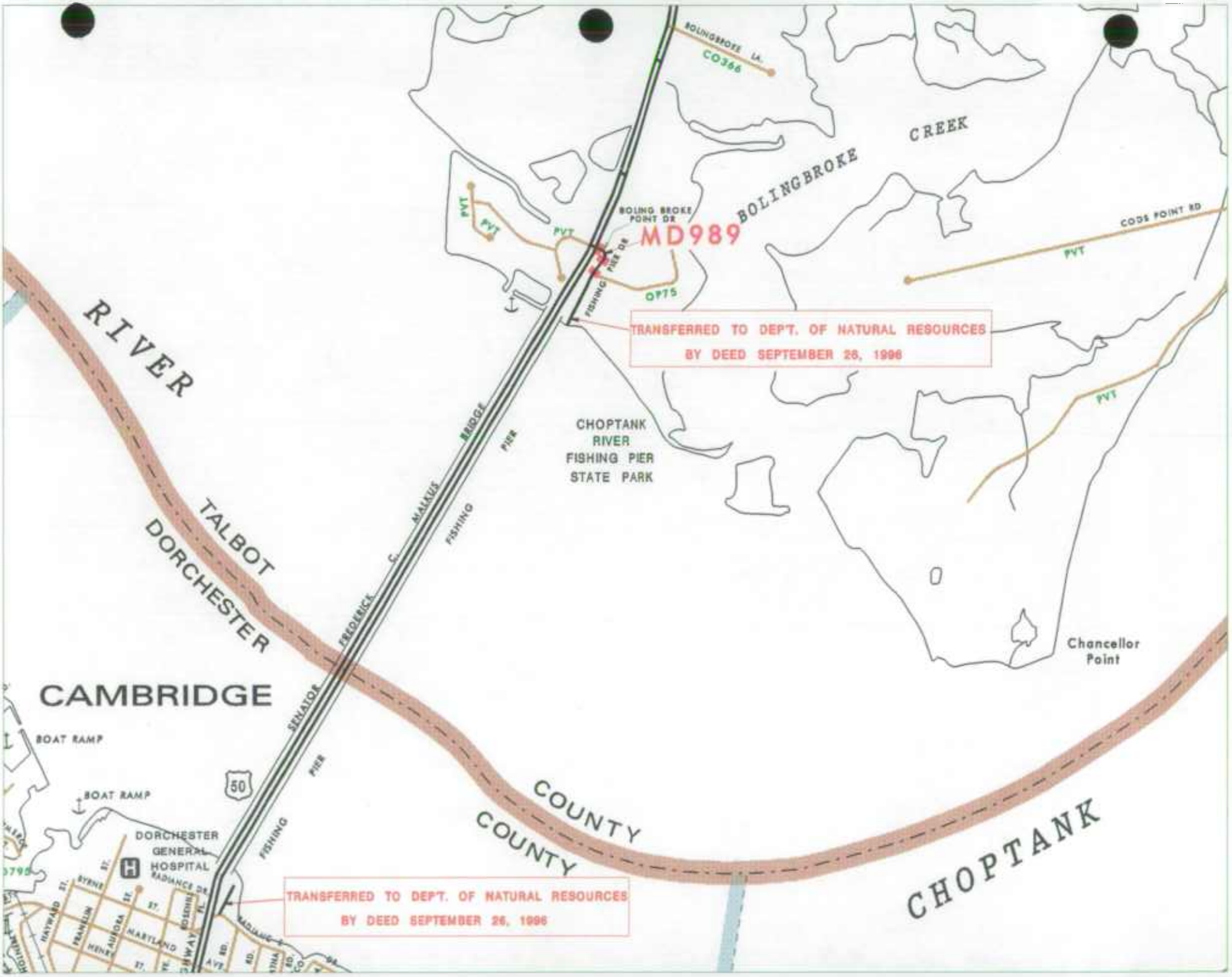
Agricultural Transfer Tax in the
Amount of $ -0-
Signature S. B. 11-22-96

Recorded for
State Department of
Assessments & Taxation
for Dorchester County
By S. B. 11-22-96





OCT-14-98 WED 13:54 SHA DISTRICT 1 P.05


BOLINGBROKE LN.
CO366
BOLINGBROKE CREEK
BOLING BROKE POINT DR
MD989
PVT
PVT
PVT
FISHING PIER DR
OP75
CODE POINT RD
PVT
TRANSFERRED TO DEP'T. OF NATURAL RESOURCES
BY DEED SEPTEMBER 26, 1996
RIVER
CHOPTANK RIVER FISHING PIER STATE PARK
PVT
TALBOT
DORCHESTER
SENATOR FREDERICK C. MALKUS BRIDGE
FISHING PIER
Chancellor Point
CAMBRIDGE
BOAT RAMP
BOAT RAMP
50
DORCHESTER GENERAL HOSPITAL
RADIANCE DR
COUNTY
COUNTY
CHOPTANK
TRANSFERRED TO DEP'T. OF NATURAL RESOURCES
BY DEED SEPTEMBER 26, 1996
HAYWARD ST.
FRANKLIN ST.
BYRNE ST.
AURORA ST.
HENE ST.
MARYLAND AVE.
ROSSIN AVE.
RADIANCE RD.

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Parker F. Williams
Administrator

Talbot

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

NJP
3/20/97

March 20, 1997

Neil J. Pedersen, Director of the Office of Planning and Preliminary Engineering executed a road transfer agreement dated March 20, 1997, between the State Highway Administration and The Town of Trappe, Incorporated, relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement. The road transfer agreement will become effective upon completion and acceptance by the Town of the proposed construction project no. TA 3815183.

State Highway Administration to The Town of Trappe, Incorporated:

MD Route 565 (S. Main Street) - Northward from US Route 50 (Ocean Gateway) M.P. 0.00 to Maple Avenue M.P. 0.59, for a total distance of 0.59± miles

**TOTAL MILEAGE: 0.59± MILES**

Item Number: **87737**

Now Mu 0025 (Trappe)

Said agreement has previously been executed by the officials of the Town of Trappe and approved as to form and legal sufficiency by Special Counsel, Sidney S. Campen, Jr.

HTC:seb

RECEIVED
MAR 27 1997
HIGHWAY INFORMATION
SERVICES DIVISION

My telephone number is 545-2811

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

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

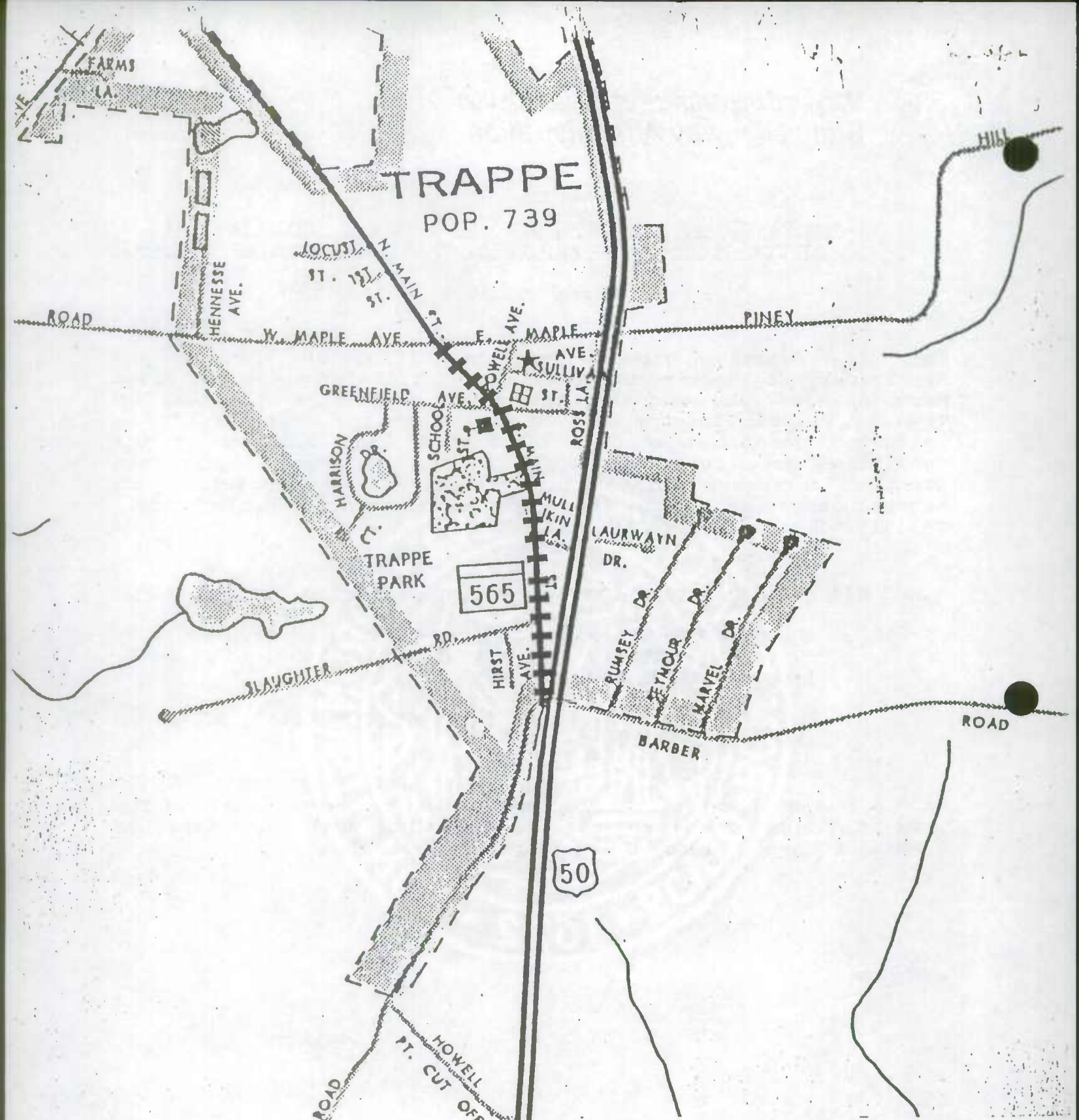



EXHIBIT A

ROAD TRANSFER - FROM S.H.A.
TO TOWN OF TRAPPE, INCORPORATED,
MARYLAND SHOWN THUS ▮▮▮▮▮ ●

MD RTE. 565 (S. MAIN ST.) - NORTHWARD
FROM US RTE. 50 (OCEAN GATEWAY) MILE
POINT 0.00 TO MAPLE AVENUE MILE POINT
0.59 TOTAL MILEAGE 0.59 ±

**S.H.A.**

cc: Mr. M. R. Baxter
Mr. D. A. Bockenek
Mr. W. E. Brauer, III
Mr. R. Burns
Mr. S. Campen
Mr. A. M. Capizzi
Mr. D. A. Clifford
Mr. R. L. Daff, Sr.
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. E. S. Freedman
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Mr. E. Homer
Mr. J. Kelly
Mr. W. Kowalsky
Mr. C. Larson
Mr. R. Lindsay
Mr. R. Lipps
Mr. K. McClelland
Mr. J. Miller
Mr. A. Moore
Mr. J. Muller
Mr. J. Mahorney
Mr. E. T. Paulis
Mr. N. J. Pedersen
Mr. P. Quinn
Mr. L. Schultz
Mr. K. G. Shelton
Ms. L. Sigwart
Mr. D. Simmons
Mr. D. L. Strausser
Mr. R. Tresselt
Mr. D. Weddle
Mr. P.F. Williams

**TOWN OF TRAPPE**

Mr. Robert Quidas, President
Town Council

Mr. Steve Kehoe
Town Attorney

Maryland Department of Transportation
State Highway Administration

David L. Winstead
Secretary
Hal Kassoff
Administrator

RECEIVED
MAR 26 1996
HIGHWAY INFORMATION
SERVICES DIVISION

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

NJP
3/24/96

MARCH 20, 1996

Director, Neil J. Pedersen, Office of Planning and Preliminary Engineering executed a Road Transfer Agreement dated March 20, 1996 between the State Highway Administration and Talbot 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.

1. State Highway Administration to Talbot County, Maryland:

G431 MD Route 404 Alternate - From MD Route 404 to MD Route 309 including Bridge No.: 20019

Item No.: 85517

Said agreement had previously been executed by Talbot County Officials and approved as to form and legal sufficiency by Special Attorney, Mr. Sidney Campen, Jr.

Conveyance of the Roadway and Bridge is subject to the following conditions:

The effective date of transfer shall be upon completion of construction and within 120 days of the final acceptance of Project No.: T 376-501-280.

KO:RMP:cej

My telephone number is 333-1627

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

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

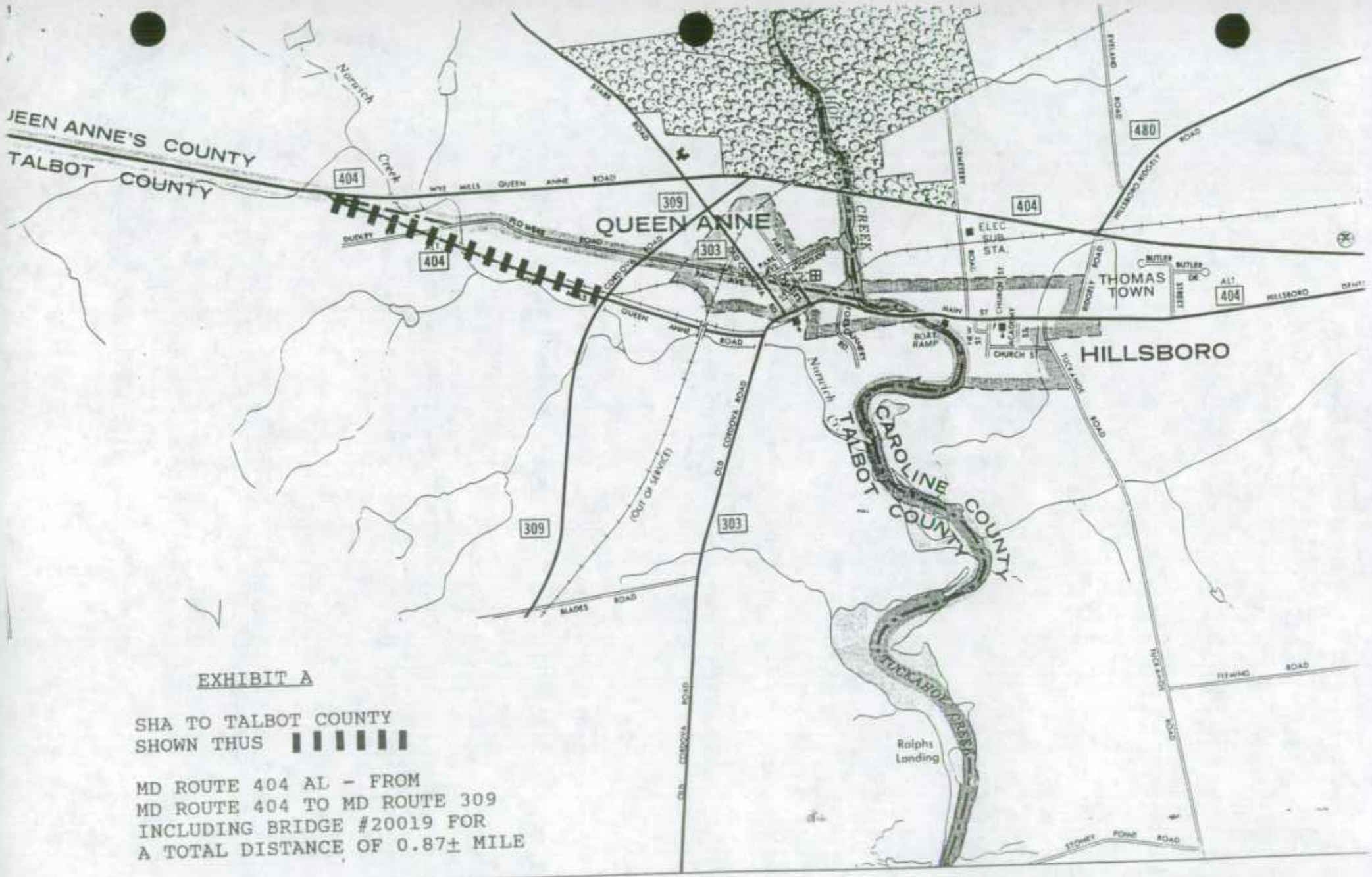



EXHIBIT A

SHA TO TALBOT COUNTY
SHOWN THUS ▌▌▌▌▌▌

MD ROUTE 404 AL - FROM
MD ROUTE 404 TO MD ROUTE 309
INCLUDING BRIDGE #20019 FOR
A TOTAL DISTANCE OF 0.87± MILE

1090
TO EASTON *15

MAP NO. G-15

TO EASTON

1100

INDEX TO ADJOINING MAPS

| | | |
|---|---|---|
| E-14 | E-15 | |
| F-14 | F-15 | |

PREPARED BY THE

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHW[illegible] [illegible]INISTRATION
IN COOP[illegible] [illegible] THE
[illegible]TRANSPORTATION

LAMBE[illegible]

CAROLINE CO
COPIES OF
NOMINAL

**S.H.A.**

cc: Mr. M. R. Baxter
Mr. D. A. Bochenek
Mr. W. E. Brauer, III
Mr. R. Burns
Mr. W. Butcher
Mr. D. A. Clifford
Ms. G. Courtney
Mr. R. L. Daff, Sr.
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. R. J. Finck
Mr. E. S. Freedman
Mr. K. Hess
Mr. T. Hicks
Ms. E. Homer
Mr. J. Jannetti
Mr. H. Kassoff
Mr. J. Kelly
Mr. J. S. Koehn
Mr. R. Lipps
Mr. K. McClelland
Mr. J. Miller
Mr. J. Mullen
Mr. K. Oelmann
Mr. E. T. Paulis, Jr.
Mr. N. J. Pedersen
Mr. L. Schultz
Mr. K. G. Shelton
Mr. D. Simmons
Ms. D. J. Strausser
Mr. L. Swift
Mr. R. VandeVisser
Mr. T. Wright
R/W Secretary File

**TALBOT COUNTY, MARYLAND**

Mr. Clinton S. Bradley, III, President, County Commissioners of Talbot County, Maryland

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
FRIDAY, APRIL 15, 1988
* * *

Administrator Kassoff executed the following road transfer deed dated April 15, 1988, previously approved as to form and legal sufficiency by the Office of the Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantee named, the road is indicated and as more fully described in the deed:

| GRANTEE | CONVEYANCE | IN ACCORDANCE WITH |
|---|---|---|
| Town of Easton | MD Rte. 565-A (Washington Street) from Lee Terrace northerly to end of State maintenance s. of Brook Lane, in Talbot County; a total of 1.03± miles, Item 72377-A. | Request of Grantee * See Transfer Letter Oct. 9, 1987 |

RECEIVED
MAY 10 1988
BUREAU OF HIGHWAY STATISTICS

Copy: Mr. J. A. Agro, Jr.
Mr. B. B. Myers
Mr. C. Stickles
Mr. R. A. Conway
Mr. J. W. Williams
Mr. J. F. Glover
Mr. J. T. Neukam
Secretary's File
Talbot County File

RECEIVED

OCT 20 1987

BUREAU OF HIGHWAY STATISTICS

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

October 9, 1987

The safety and resurfacing improvements to MD 565A constructed on behalf of the Town of Easton are now complete. By letter from Town Engineer Roger C. Judd, said improvements to MD 565A have been accepted by the Town.

Under the terms and conditions set forth in a previous road transfer agreement between the State Highway Administration and the Town of Easton dated August 25, 1987, the following subject roadway and all appurtenances thereto are the property and responsibility of the Town of Easton, effective immediately.

State Highway Administration to Town of Easton

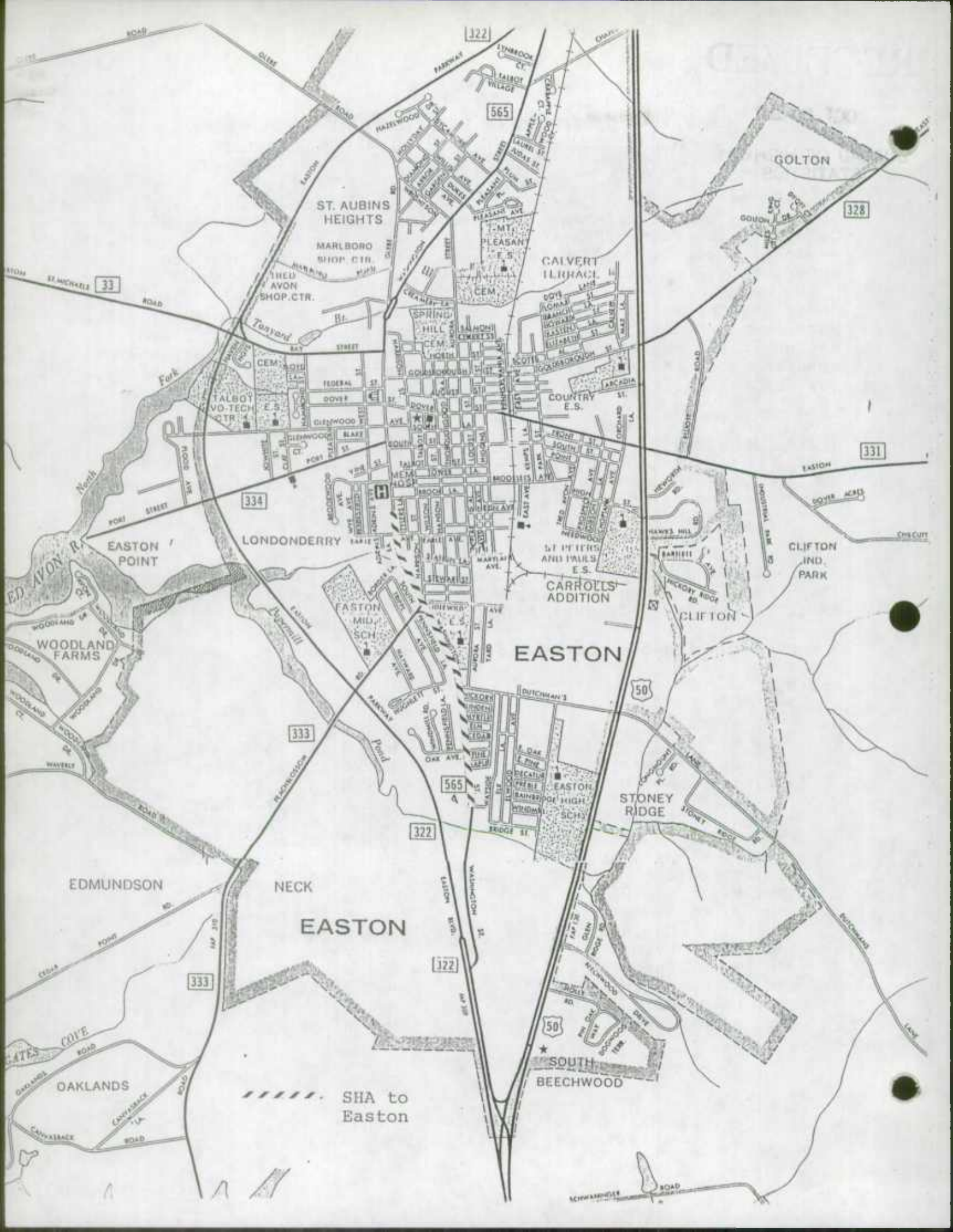
MD 565A (Washington Street) from Lee Terrace northerly to end of state maintenance south of Brook Lane, for a total distance of 1.05± miles.

Said agreement had previously been executed by the Mayor of the Town Council and approved as to form and legal sufficiency by Assistant Attorney General Jean Colburn.

A map indicating the above road transfer is attached.

ATL:ELD

cc: Mr. H. Kassoff
Mr. J. Agro
Mr. B. B. Myers
Mr. J. M. Welsh
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. T. Neukam
Mr. J. W. Williams
Mr. T. Gill
Mr. R. J. Finck
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. R. W. Byron
Mr. W. E. Ensor
Mr. W. R. Smith
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. T. Watts
Mr. T. Hicks
Mr. C. Mills
Mr. R. Daff
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. J. E. Zufall
Mr. J. S. Koehn
Mr. J. Shea
Mr. M. Munk
Mr. K. Oelmann


ST. AUBINS HEIGHTS
MARLBORO SHOP. CTR.
RED AVON SHOP. CTR.
GOLTON
CALVERT TERRACE
COUNTRY E.S.
TALBOT VO-TECH CTR.
EASTON POINT
LONDONDERRY
ST PETERS AND PAULS E.S.
CARROLLS ADDITION
CLIFTON IND. PARK
CLIFTON
EASTON MID. SCH.
EASTON
WOODLAND FARMS
STONEY RIDGE
EASTON HIGH SCH.
EDMUNDSON
NECK
EASTON
OAKLANDS
SOUTH BEECHWOOD
SHA to Easton

STATE HIGHWAY ADMINISTRATION

May 12, 1987

RECEIVED

MAY 19 1987

BUREAU OF HIGHWAY STATISTICS

MEMORANDUM

TO: Mr. John T. Neukam, Chief
Bureau of Highway Statistics

FROM: Earle S. Freedman Deputy
Chief Engineer - Bridge Development

SUBJECT: Road Transfer to Talbot County
Md. 565A in Easton

In reply to your letter of May 6, 1987, we have reviewed the subject route and found that there will be no major structures (structures 20' or more in length along the centerline of road) involved in this transfer.

ESF:PEP:aw

MEMORANDUM OF ACTION OF ACTING DIRECTOR NEIL J. PEDERSEN
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING
June 13, 1984

Acting Director Pedersen, Office of Planning and Preliminary Engineering, executed a road transfer agreement dated May 1, 1984, between the State Highway Administration and the Town of Easton, Talbot County, Maryland, relative to the transfer of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement.

Maryland Route 565A (N. Washington Street) from
Maryland Route 33 (Bay Street) to Maryland Route 322
(Easton Parkway)
A total distance of ± 1.41 miles

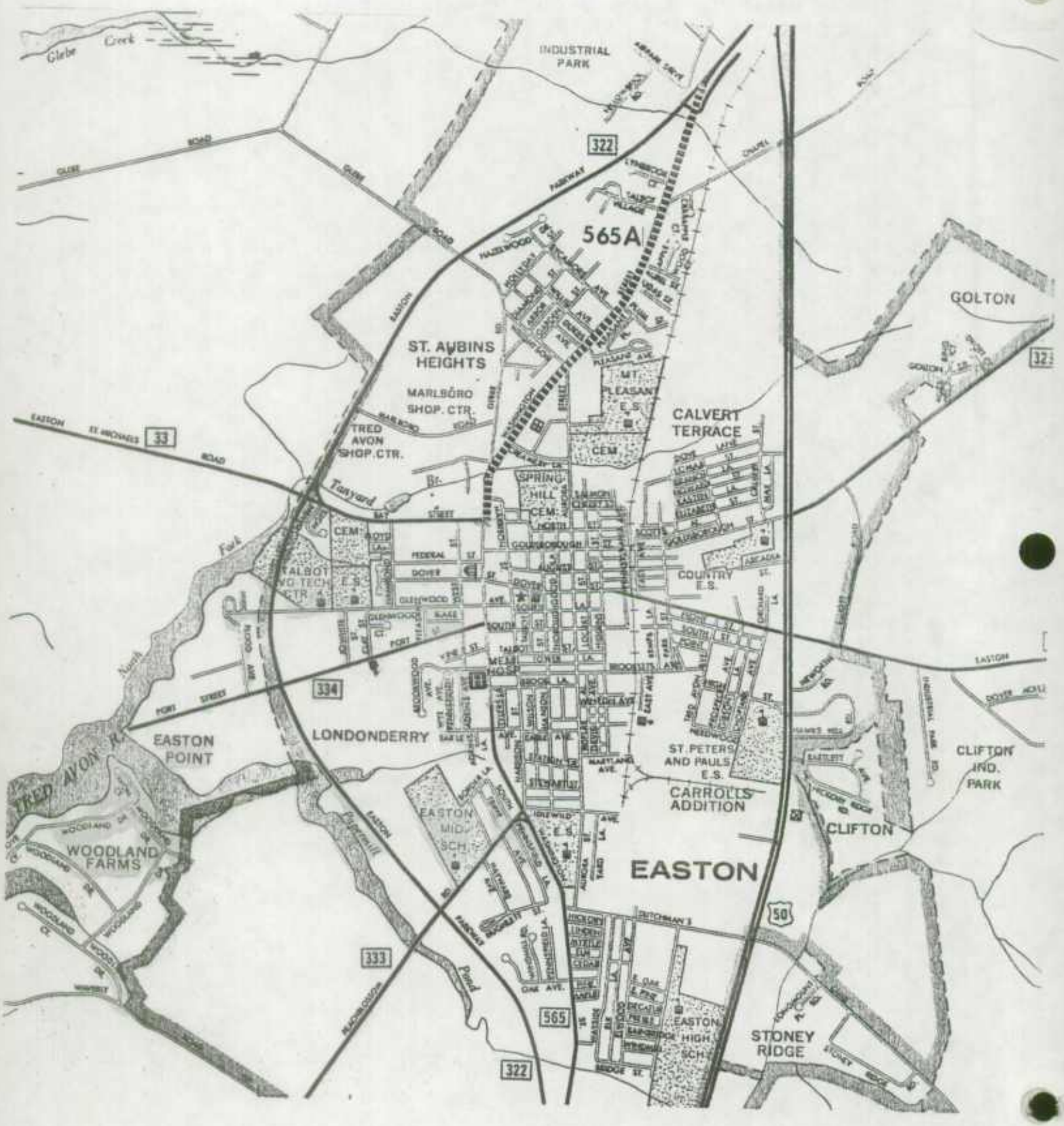
Said agreement had previously been executed by the Mayor of Easton and approval as to form and legal sufficiency by Assistant Attorney General Norman Polski.

GS:cas

cc: Mr. J. Agro
Mr. G. E. Dailey
Mr. C. T. Carter
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. Wright
Mr. R. J. Finck
Mr. J. L. White
Mr. R. C. Davison
Ms. R. W. Byron
Mr. J. N. Day
Mr. J. W. Williams
Mr. K. V. Dodson
Secretary's File
Mr. P. E. Becker
Mr. E. S. Freedman
Mr. P. W. Jaworski
Mr. T. Hicks
Mr. C. Lee
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. R. S. Kiel
Mr. A. R. Morris

T-347-501-277
Awarded 10/84

Transferred 1-7-86 by KJ Powers


INDUSTRIAL PARK
565A
GOLTON
ST. AUBINS HEIGHTS
MARLBORO SHOP. CTR.
TRED AVON SHOP. CTR.
MT. PLEASANT E.S.
CALVERT TERRACE
CEM.
SPRING HILL CEM.
TALBOT VO-TECH CTR.
COUNTRY E.S.
EASTON POINT
LONDONDERRY
ST. PETERS AND PAULS E.S.
CARROLLS ADDITION
CLIFTON IND. PARK
CLIFTON
WOODLAND FARMS
EASTON MID. SCH.
EASTON
EASTON HIGH SCH.
STONEY RIDGE
TRED AVON R.
Tanyard Br.
Glebe Creek
322
33
334
333
565
50

Minutes

THIS AGREEMENT made this 1st day of May, 19 84, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration," party of the first part, and the town of Easton, Maryland hereinafter referred to as "Town," party of the second part.

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

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

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledge, the "Highway Administration" does hereby transfer unto the "Town" and the "Town"

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

> Maryland Route 565 A (North Washington Street) from Maryland Route 33 (Bay Street) to Maryland Route 322 (Easton Parkway). A total distance of ±1.41 miles.

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

1. The effective date of transfer shall be the date upon which the deed of conveyance (referred to hereafter) is submitted to the Town of Easton for recording, which day shall be not less than thirty days after the completion of the safety and resurfacing contract to be awarded by the "Highway Administration" and the inspection and acceptance of the work performed under said contract by the Town Engineer of the "Town".

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

3. The basis for the allocation of funds will include the additional +1.41 miles in the allocation to the "Town" beginning July 1st of the year following the date as set forth in Item 2 above.

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

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

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

RECOMMENDED FOR APPROVAL: THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

Chief, Bureau of Hwy. Statistics

WITNESS:

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

Approved as to form and legal sufficiency this 29 day of July, 19 84.

Assistant Attorney General

RECOMMENDED FOR APPROVAL:

Town Engineer

TOWN COUNCIL, EASTON, MARYLAND.

Mayor

Approved as to form and legal sufficiency this 14th day of May, 19 84.

Town Attorney

MEMORANDUM OF ACTION OF DIRECTOR, HAL KASSOFF
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

September 10, 1979

Director Kassoff, Office of Planning and Preliminary Engineering, executed an Agreement dated September 6, 1979 between the State Highway Administration and Talbot County, Maryland, relative to the transfer by the Administration to the County of the following described sections of state constructed roads subject to the conditions more fully set forth in the agreement.

Md. 656 (Airport Road) - from US 50 (Ocean Gateway) westerly to end SHA Maintenance, a total distance of 0.12± mile.

Md. 663 (Connector Road) - from Md. 656 (Airport Road) southerly to end of SHA Maintenance at Co. 188 (Jones Road) a total distance of 0.47± mile.

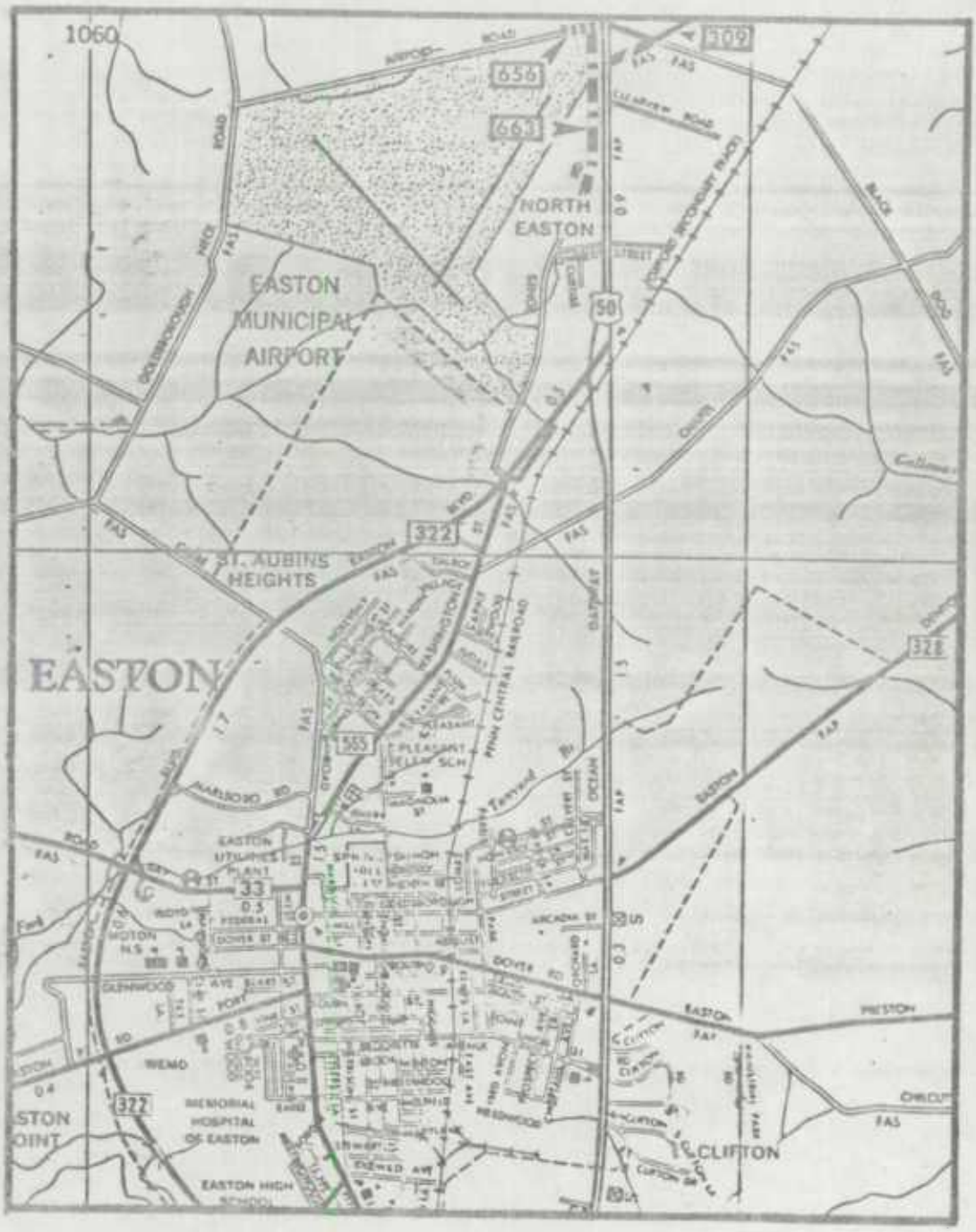
Md. 309 (Cordova Road) - from US 50 (Ocean Gateway) northeasterly to Md. 656 (Black Dog Alley Road), a total distance of 0.14± mile.

Said agreement had previously been executed by the President of the County Council for Talbot County and approved as to form and legal sufficiency by Assistant Attorney General, Norman Polski.

cc: Mr. F. Gottemoeller
Mr. H. G. Downs
Mr. W. F. Lins, Jr.
Mr. A. L. Gardner
Mr. H. Kassoff
Mr. C. W. Reese
Mr. J. M. Wright (2)
Mr. J. N. Day
Mr. T. Hicks
Mr. R. C. Pazourek
Mr. P. A. Milash
Mr. C. P. Hyatt (2)
Mr. E. S. Freedman
Mr. C. Lee
Mr. P. S. Jaworski
Mr. R. C. Davison
Mr. A. T. Landon, Jr.
Mr. J. V. Lentz
Mrs. E. K. Roche
Secretary's File
Mr. A. D. Budnichuk

1013

# EASTON




Md. 656 (Airport Rd.)

Md. 663 ( Connector Rd.)

Md. 309 (Cordova Rd.)

THIS AGREEMENT made this 6th day of September 1979 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 Talbot County, Maryland, hereinafter referred to as "County" party of the second part.

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

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

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

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

Md. 656 (Airport Rd.) - From U.S. 50 (Ocean Gateway) westerly to end SHA Maintenance, a total distance of 0.12± mile.

Md. 663 (Connector Rd.) - From Md. 656 (Airport Rd.) southerly to end SHA Maintenance at Co. 188 (Jones Rd.), a total distance of 0.47± mile.

Md. 309 (Cordova Rd.) - From U.S. 50 (Ocean Gateway) northeasterly to Md. 656 (Black Dog Alley Road), a total distance of 0.14± mile.

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The aforegoing mileage will be included in the County inventory as of December 1 of the year following the date as set forth in item 1 above.
3. The basis for the allocation of funds will include the additional .73± miles in the allocation to the County beginning July 1 of the year following the date as set forth in item 2 above.
4. The transfer of said 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.
5. The "County" accepts Jurisdiction over and responsibility for the maintenance of the said road as of the effective date of transfer

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

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

RECOMMENDED FOR APPROVAL:

J. M. Beaulieu
Chief, Bureau of Highway Statistics

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Mary Schaff

By: Hal Kassoff
Director, Office of Planning and
Preliminary Engineering

Approved as to form and legal
sufficiency this 6 day of
Sept 19 79

Donna Robb
Administrative Special Attorney

RECOMMENDED FOR APPROVAL:

Albert R. Wood

COUNTY COUNCIL
TALBOT COUNTY, MARYLAND

By: Robert H. Nail
President

WITNESS:

Mary Foster

Approved as to form and legal
sufficiency this 31st day of
July 19 79

County Attorney

MEMORANDUM OF ACTION OF DEPUTY STATE HIGHWAY ADMINISTRATOR WALTER E. WOODFORD, JR.
WEDNESDAY, JUNE 13, 1973
* * *

Deputy Administrator Woodford executed triplicate copies of agreement dated March 1, 1973, between the Delaware Railroad Company, the Trustees for Penn Central Transportation Company and the State Highway Administration,' whereby the Railroads grant to the State certain rights, as more fully outlined in the agreement, in connection with the widening and improvement of Md. 297 between U.S. 213 and Md. 298 in Kent County, Contract K-313-2-271.

Said agreement had been executed previously on behalf of the Railroads, approved by Chief Engineer Downs and approved as to form and legal sufficiency Administrative Special Attorney Sfekas.

Copy: Mr. W. E. Woodford, Jr.
Mr. H. G. Downs
Mr. R. M. Thompson
Mr. L. E. McCarl
Mr. J. M. Wright
Mr. R. J. Hajzyk
Mr. P. R. Miller
Mr. W. L. Shook
Mr. W. F. Lins, Jr.
Mr. R. C. Pazourek
Mr. H. H. Bowers
Mr. R. H. Trainor
Mr. T. Hicks
Mr. E. J. Dougherty
Mr. T. L. Cloonan
Mr. E. K. Lloyd
Mr. H. B. Felter
Secretary's file
SHA-Kent County file
Contract K-313-2-271

RECEIVED
JUN 18
BUREAU OF
HIGHWAY STATISTICS

State: Transfer Md 842 to Private Road

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR BERNARD M. EVANS
MONDAY, MAY 6, 1974
* * * * *

Administrator Evans executed the following deed dated May 6, 1974, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcel of land as indicated and as more fully described in the deed:

| Grantee | Conveyance | In Accordance With |
|---|---|---|
| Roy E. Cober and Nyda S. Cober | 0.33± acre of land in Talbot County, being former old road bed - Md. Rte. 842, Item 1051 (Parcel 1) Contract Co-71-27, Construction Project T-135-215 | Approved sale of excess land at bid of $100; Full purchase price on file in Secretary's office, to be deposited with Cashier after BPW approval. |

Md 842 Entire Section 0.09 miles
Trans. to Pvt. Owner

Copy: Mr. N. B. Friese
Mr. H. G. Downs
Mr. C. W. Reese
Mr. H. B. Felter
Mr. R. S. Bennett
Mr. R. C. Pazourek
Secretary's file
Mr. D. H. Fisher
Mr. J. M. Wright
Mr. A. M. Schwalier
Mr. R. E. Guest
Mr. T. L. Cloonan
Bd. of Public Works of Md.
Contract T-135-215

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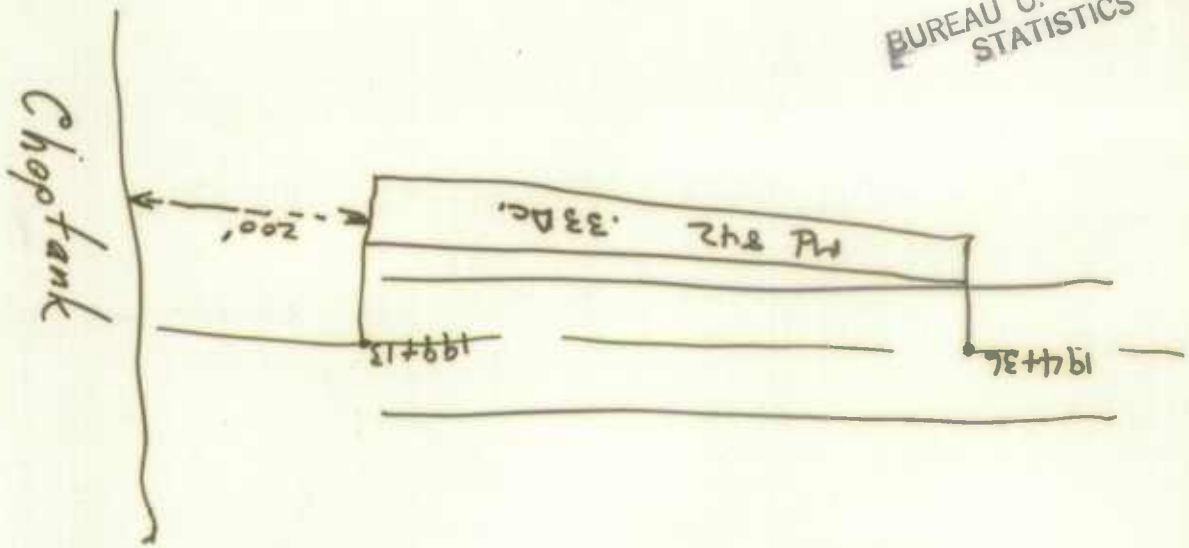
MAY 7 1974
BUREAU OF HIGHWAY
STATISTICS




199+13
194+36
477

Md 842

Talbot

RECEIVED
JUN 21 1973
PROPERTY MANAGEMENT
SECTION

June 19, 1973

The Honorable Douglas Sullivan, President
Commissioners of Talbot County
Courthouse
Easton, Maryland 21601

Dear Mr. Sullivan:

Thank you for your recent letter in which you indicated an interest on the part of the Commissioners of Talbot County in acquiring land owned by the State Roads Commission at Dover Bridge on Maryland Route 331.

Attached hereto is a plat showing lands which can be declared excess and disposed of. The portion shown in yellow represents that which can be conveyed to the County in accordance with our standard policy, copy of which is also attached. However, this parcel is only approximately 55 feet in width and approximately 220 feet in length. It would appear that the fence erected by the adjacent property owner generally conforms to the right-of-way line as shown on this plat.

The area shown in pink represents the old road which existed prior to the construction of the present bridge in 1932. We have no plats which cover this old road but over the years have maintained the 16-foot roadway within a 30-foot width. It would appear equitable for this segment shown in pink to be transferred to the adjacent property owner.

By copy of this letter, I am requesting Mr. Robert Bennett, Chief, Property Management Section, to follow through with you regarding the transfer of the parcel of land shown in yellow and to subsequently follow up with disposal to the adjacent property owner of the old road shown in pink.

Very truly yours,

Walter E. Woodford, Jr.

Walter E. Woodford, Jr.
Deputy State Highway Administrator

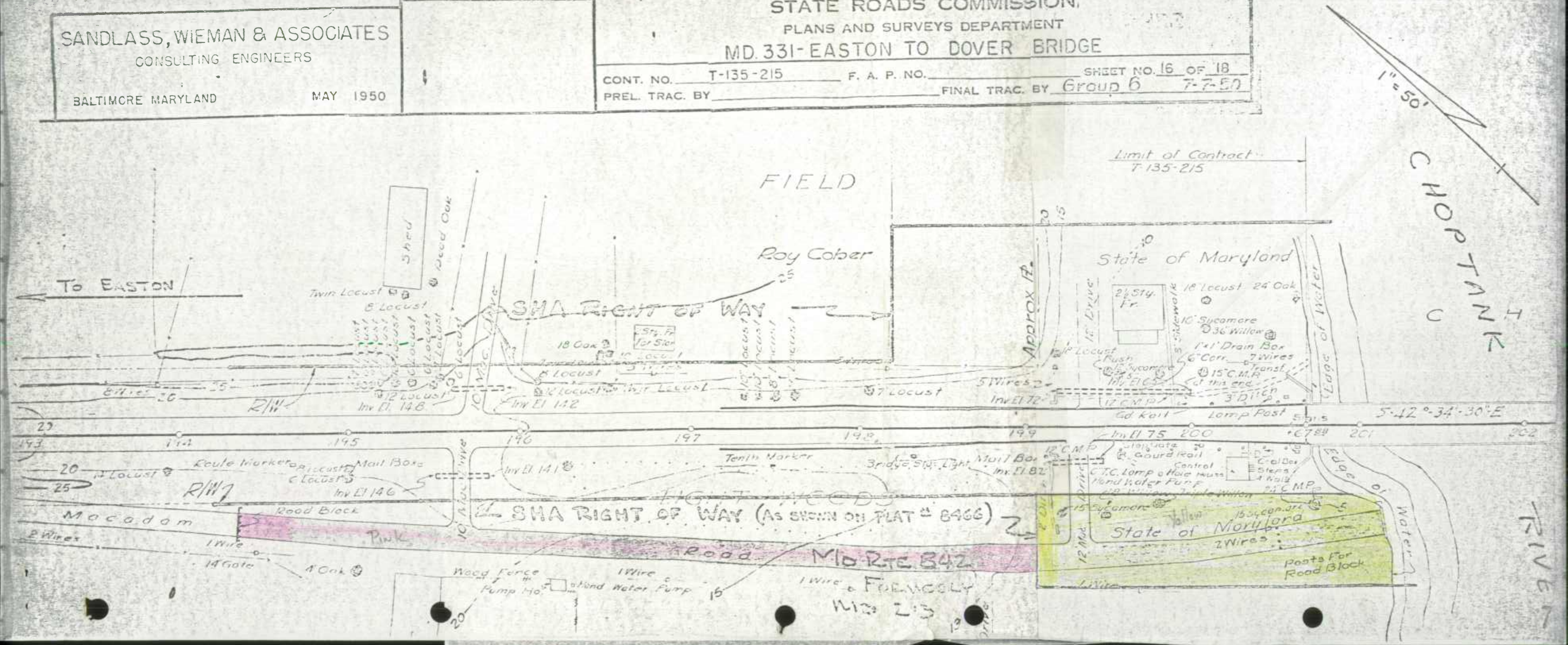
cc: Mr. Robert Bennett
Mr. James Wright
Mr. Reginald Johnson
Senator Robert E. Bauman

SANDLASS, WIEMAN & ASSOCIATES
CONSULTING ENGINEERS
BALTIMORE MARYLAND MAY 1950

REVISIONS

STATE OF MARYLAND
STATE ROADS COMMISSION
PLANS AND SURVEYS DEPARTMENT
MD. 331 - EASTON TO DOVER BRIDGE

CONT. NO. T-135-215 F. A. P. NO. SHEET NO. 16 OF 18
PREL. TRAC. BY FINAL TRAC. BY Group 6 7-7-50



MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
TUESDAY, MARCH 6, 1973
* * *

Acting Administrator O'Donnell executed the following deeds dated March 6, 1973, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land as indicated and as more fully described in the deeds:

| Grantee | Conveyance | In Accordance With |
|---|---|---|
| Rubin Pasarew and Lyon A. Miller, surviving partners trading as Hammarlee Enterprises | 0.18± Acre of land (2 parcels) in Anne Arundel County, being portion of former properties of Leburs Matthews, et ux, Item 57140, and Rubin Pasarew, et al, Item 61509, Contract AA-572-4-571 | Option, Item 61509, Contract AA-572-4-571 |
| Kenwood Golf and Country Club, a Delaware Corporation | 0.31± Acre of land in Montgomery County, being portion of the old roadbed of River Road, Item 39955, Contract M-485-18-320 | SRC-DHF Actions of 5/14/69 and 7/7/69 |
| Oakley Henry Robertson and Shirley R. Robertson | 0.03± Acre of land in Prince George's County, being portion of former James J. Lee property, Item 27022, Contract P-735-1-320 | Approved sale of excess land at bid of $200.00. Full purchase price on file in Secretary's office; to be deposited with Cashier after BPW approval. |
| ~~May S. Cecil~~ | 0.40± Acre of land in Talbot County, being part of the bed of the road of existing Md. 333, Contract T-127-1-215, R/W File No. 19729<br>Not Carried In Any System | Approved sale of excess land at bid of $1,465.00. Initial deposit of $500.00 as required by bid form on file in Secretary's office; to be deposited with Cashier after BPW approval. |

Copy: Mr. W. E. Woodford, Jr.
Mr. R. H. Trainor
Mr. R. S. Bennett
Mr. R. C. Pazourek
Mr. D. H. Fisher
Mr. A. W. Tate
Mr. M. S. Caltrider
Mr. J. M. Wright
Mr. A. M. Schwalier
Mr. T. L. Cloonan
Mr. R. E. Guest
Board of Public Works of Maryland
Secretary's File (4)
Contract File (4)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MAR 8 1973
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MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR JAMES J. O'DONNELL
THURSDAY, FEBRUARY 15, 1973
* * *

Acting Administrator O'Donnell executed the following deeds dated February 15, 1973, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration conveys, subject to approval of the Board of Public Works of Maryland, unto the grantees named, the parcels of land as indicated and as more fully described in the deeds:

| Grantee | Conveyance | In Accordance With |
|---|---|---|
| Raymond E. Ross and Patricia L., wife | 0.37± Acre of land in Harford County, being portion of former Thomas A. Jones property, Item 50910, Contract H-439-2-420 | Approved sale of excess land at bid of $225.00. Initial deposit of $100.00 as required by bid form on file in Secretary's office; to be deposited with Cashier after BPW approval. |
| The State of Maryland, to the use of the Maryland State Police, Department of Public Safety and Correctional Services | 11.61± Acres of land in Howard County, being portion of former Charles G. Grey property, Item 47075, Contract Ho-292-5-720 | Request of grantee, subject to reverter clause included therein. |
| The Latham Company, a body corporate of the State of Maryland, and Lawrence G. Claggett | 0.88± Acre of land in Talbot County, being part of the bed of the road of existing Md. 333, R/W File 19729, Contract T-127-1-215 | Approved sale of excess land at bid of $3,330.00. Initial deposit of $500.00 as required by bid form on file in Secretary's office; to be deposited with Cashier after BPW approval. |

Not Carried In Any System

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

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FEB 1 1973
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HIGHWAY STATISTICS

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

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
WEDNESDAY, JANUARY 12, 1972

* * *

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

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

| County | Road | Length | Election District | Proposed R/W Width | County Key Map No. |
|---|---|---|---|---|---|
| Cecil | Mocking Bird Lane, from Hacks Point to South | 0.15 mi. | 1 | 50 ft. | 2 |
| " | Peacock Lane, Robin Drive, Arrow Head, from Craigtown Road to West | 0.27 mi. | 7 | 50 ft. | 3 |
| " | Otter Point, from Old Elk Neck to East | 0.20 mi. | 3 | 50 ft. | 4 |
| " | Riverside Drive (Gilpin Farms), from Ricketts Mill to West | 0.20 mi. | 3 | 50 ft. | 1 |
| " | Appleton Glen Development - N. Edgewood Drive, from Appleton to North | 0.42 mi. | 4 | 50 ft. | 9 |
| " | Appleton Glen Development - S. Edgewood Drive, from Appleton to North | 0.10 mi. | 4 | 50 ft. | - |

| County | Road | Length | Election District | Proposed R/W Width | County Key Map No. |
|---|---|---|---|---|---|
| Charles | Streets in St. Charles City Section III-D, from Section III-C to Section III-A | 1.62 mis. | 6 | 50 to 60 ft. | - |
| " | Hanson Road, from Hanson Rd. to Dead End | 806.7 feet | 6 | 50 ft. | - |
| " | Westfield Drive, from Hanson Road to Dead End | 1343.3 feet | 6 | 50 ft. | - |
| " | Country Club South Section II, from Section I to Country Club South | 1.12 mis. | 8 | 50 ft. | - |
| St. Mary's | Ext. Lynn Drive, from 3473 to end | 632 feet | 8 | 50 ft. | 4324 |
| " | Ext. Thomas Drive, from 3473 to 4325 Williams Dr. | 387 feet | 8 | 60 ft. | 3474 |
| " | Williams Drive, from Thomas to End | 1757 feet | 8 | 50 ft. | 4325 |
| " | Bryan Road, from 3473 to 4325 to end | 450 feet | 8 | 50 ft. | 4326 |
| Talbot | Swann Haven, from Rte. 328 to South to End | .62 mi. (HPS 39 RECEIVED) | | 50 ft. | 6-71 Co 263 |
| " | Ripley, from Cedar Pt. to southwest and return to Cedar Pt. Road | 0.52 mi. | " 1 | 40 ft. | 7-71 Co 264 |
| " | Ext. of Deep Neck, from end of blacktop to woods | 0.5 mi. | " 2 | 50 ft. | 8-71 Co 58 |
| " | Haley, from Glebe Creek Road to west 2/10 mile at end | 0.2 mi. | " 1 | 50 ft. | 9-71 Co 265 |
| " | Kennedy St., from Rte. 50 to East to End | 0.2 mi. | " 1 | 50 ft. | 10-71 Co 266 |

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

* * *

RECEIVED
NOV 18 1970
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HIGHWAY STATISTICS

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

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

| Road | Length | Election District | Proposed R/W Width |
|---|---|---|---|
| Sailors Retreat, from Rt. 333 to Newcomb Entrance | Co 260 .8 mi. | 3 | 50 ft. HPS 39 Received |
| Holly Harbor Ext., from Rd. # 252 to end | Co 259 .5 mi. | 3 | 50 ft. HPS 39 Received |
| Dolvin, from Rt. 662 to Rt. 662 | Co 256 .3 mi. | 4 | 50 ft. HPS 39 Received |
| Plater Terrace, from Waverly Rd. to end | Co 257 .1 mi. | 1 | 50 ft. HPS 39 Received |
| Clearview, from Extension Rd. 209 to end of road | Co 209 .4 mi. | 1 | 50 ft. HPS 39 Received |
| Phillips Road, from Co. Rd. 127 | Co 258 .2 mi. | 5 | 50 ft. HPS 39 Received |

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

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NOV 18 1970
BUREAU OF
HIGHWAY STATISTICS

RECEIVED
JAN 23 1970
BUREAU OF
HIGHWAY STATISTICS

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

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

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

| Road | Length | Election District | Proposed R/W Width |
|---|---|---|---|
| Arcadia, from Rt. 33 to Around Loop Co255 | 1.4 miles | 1 | 50 ft. hps 39 Received |
| Country Club Drive, from Rt. 333 to .8 mile Co254 | .8 mile | 1 | 50 ft. hps 39 Received |

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

TALBOT Co.

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

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

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

| | Road | Length | Election District | Proposed R/W Width |
|---|---|---|---|---|
| Co 250 | Waverly Island, from Waverly Rd. to around circle Co 250 | .9 mi. | 1 | 40' HPS 39 Received |
| Co 253 | Canterbury Drive, from Bailey's Neck Rd. to Old Canterbury Mansion Lane Co 253 | 1.2 mi. | 1 | 40' HPS 39 Received |
| Co 252 | Holly Harbor, from Evergreen Rd. to .4 mile Co 252 | .4 mi. | 3 | 50' HPS 39 Received |
| Co 251 | Mt. Pleasant Landing, from Rd. #68 to end of Rd. Co 251 | .5 mi. | 2 | 50' HPS 39 Received |

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell ✓
Mr. C. R. Sharretts (2)
Mr. W. L. Shook
Mr. M. M. Brodsky
Mr. P. R. Miller
Mr. G. N. Lewis, Jr. (3)
Miss D. J. Sinners
Co. Commrs. of Talbot County (2)
SRC-Talbot County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROAD COMMISSION
WEDNESDAY, JANUARY 22, 1958

* * *

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

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

| Road | Length | Direction Operation | Proposed R/W Width |
|---|---|---|---|
| Hearty Island, from Hearty Rd. to ground circle | .9 mi. | 1 | 60' |
| Canterbury Drive, from Bailey's Neck Rd. to Old Canterbury Mission Lane | .4 mi. | 1 | 60' |
| Holly Harbor, from Sherrod Rd. to .4 mile | .4 mi. | 1 | 30' |
| Mt. Pleasant Landing, from Rd. dead to end of Rd. | .1 mi. | 2 | 30' |

Copy: Mr. E. M. Fisher
Mr. W. J. Adkins
Mr. G. W. Carroll
Mr. C. E. Abernathy (2)
Mr. W. L. Brown
Mr. R. R. Brantley
Mr. F. M. Miller
Mr. G. H. Lewis, Jr. (2)
Miss E. J. Simmons
Co. Commrs. of Tattnall County (2)
RED-Tattnall County

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24 1968
BUREAU OF
HIGHWAY STATISTICS

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

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

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

| Road | Length | Election District | Proposed R/W Width |
|---|---|---|---|
| 0249 Mt. Pleasant Road, from end of County #68 to end of road | .45 mile | 2 | 50 ft. |

Copy:
Mr. D. H. Fisher
Mr. W. J. Addison
Mr. L. E. McCarl
Mr. G. W. Cassell (Report & Map)
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener
Denton Office
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commrs. of Talbot County
SRC-Talbot County File

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HIGHWAY STATISTICS

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 10, 1967

* * *

Easton Parkway

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

WHEREAS, Section 213 of Article 89B of the Annotated Code of Maryland (1964 Replacement Volume), provides that the State Roads Commission in its discretion may construct any highway in the State and designate it as a Parkway, and

WHEREAS, it has been determined that due to the increase in the volume of traffic and the conditions resulting therefrom, the designation of the Easton Bypass (Md. Route 33) in Talbot County to be a Parkway is deemed to be in the best interest of the driving public,

NOW, THEREFORE, BE IT RESOLVED, that in accordance with the authority of Section 213 of Article 89B, the State Roads Commission of Maryland does hereby designate the Easton Bypass (Md. Route 33) in Talbot County to be the Easton Parkway.

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

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, APRIL 28, 1967
* * *

Easton Rewd

The Secretary referred to Commission action of March 9, 1967, referring to Special Assistant Attorney General Buscher for an opinion the written request of Delegate Thomas Hunter Lowe to rename the Easton Bypass in Talbot County as the Easton Parkway. The Secretary quoted a portion of Mr. Buscher's opinion as follows: " * * * it is my opinion that the Commission can pass a resolution adopting the Easton By-Pass as a parkway and determine the nature of the controls it wishes to impose in exercise of its discretion relative thereto."

On motion of Mr. Evans, seconded by Mr. Brinsfield, it was directed that such a resolution be drawn for presentation at the next Commission meeting.

Copy: Mr. J. B. Wolff
Mr. D. H. Fisher
Mr. J. D. Buscher
Mr. G. N. Lewis, Jr. (2)
Mr. G. W. Cassell
Mr. C. W. Reese
SRC-Name Designations
SRC-Talbot County

Eaglebrook
Fidelity Onion Skin
100% COTTON

COMMISSION MEMBERS

JEROME B. WOLFF
CHAIRMAN OF COMMISSION
AND DIRECTOR OF HIGHWAYS

S. WALTER BOGLEY, JR.
HARLEY P. BRINSFIELD
LESLIE H. EVANS
JOHN J. MCMULLEN
WILLIAM B. OWINGS
FRANK THORP

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

A. W. SMITH
SECRETARY
A. S. GORDON
EX. ASST. TO CHM.
C. L. WANNEN
COMPTROLLER
JOSEPH O. BUSCHER
SPEC. ASST. ATTY. GEN.

April 17, 1967

State Roads Commission
Baltimore, Maryland

Gentlemen:

Reference is made to the formal request of Delegate Thomas Hunter Lowe to rename the Easton By-pass (Maryland Route 33) in Talbot Company, the Easton Parkway and said request having been referred to me for study and recommendation by action of the State Roads Commission on March 9, 1967.

Article 89B, Section 213, Annotated Code of Maryland, (1964 Replacement Volume) provides that the State Roads Commission in its discretion may construct any highway in the State and designate it as a parkway. The Act provides:

> (a) Authority. - The State Roads Commission may lay out, establish and construct any State highway as a parkway. A resolution adopted by the Commission stating that a proposed highway is to be constructed as a parkway shall be conclusive evidence that the highway when constructed is a parkway, with all the characteristics and incidents prescribed in this section.
>
> (b) Acquisition of real property. - In the construction of a parkway or in connection with a parkway, the Commission may acquire such real property or interests in real property as it considers necessary or desirable for the roadways, including service or feeder roads, and for landscaping, parking areas, protection of the parkway or of adjacent scenery, or for the restriction or regulation of uses or structures on land abutting on or near the parkway. Such real property or interests in real property may be acquired by gift, purchase, condemnation or otherwise in the same manner and by the same procedure as property may now or hereafter be acquired for State highway purposes.

(c) Right of abutting owners to ingress and egress. - When any highway is constructed as a parkway no owner of land abutting on the parkway or other person shall have any right of ingress or egress to, from or across such abutting land to or from the parkway, but the Commission at the time of the construction of the parkway or thereafter, shall designate points at which access will be permitted, upon such terms and conditions as it may specify from time to time.

(d) Regulating access use, maintenance, etc. - When any highway has been constructed as a parkway, the Commission

(1) May regulate, restrict or prohibit access to such parkway from any existing highway, road or street or from any new highway, road or street; provided, however, that reasonable access to such parkway from any existing or any new highway, road or street, shall be provided; and

(2) May regulate, restrict or prohibit the use of such parkway by various classes of vehicles or traffic; provided an alternate route is provided for such restricted or prohibited classes of vehicles or traffic; and

(3) May maintain, discontinue, abandon or close and exercise all other powers with respect to such parkways to the same extent and in the same manner as in the case of other highways. (An. Code, 1951, Sec. 164; 1941, ch. 485.)

It should be noted from the above-cited statutory language that the State Roads Commission by adopting a State highway to be a parkway has the discretion to regulate access and restrict the use of the parkway by various classes of vehicles. The section of the Easton By-pass which has been constructed has a denial of access to the highway except for eight access crossings which are at grade, however, there are no restrictions to the type of vehicle which can use the by-pass. Mr. Roland Thompson, Chief, Bureau of Location, has advised this office that the remaining portion of the by-pass to be constructed is to be two miles, plus or minus. Your attention is invited to the fact that as of the date of this writing, the Easton By-pass has not been completed.

In determining whether this highway should be adopted as a parkway, your attention is invited to the fact that the State Highway Construction Program Fiscal Years 1965 thru 1970 for Talbot County lists this highway as the "Easton Parkway". Copy attached hereto. Further, the Highway Needs Study for Talbot County, stage critical, lists the construction of the remaining section of the highway in question as the "Easton Parkway".

Copy attached hereto. A review of the Commission records indicates a series of letters in 1963 between former Chairman-Director Funk and Delegate Lowe, and various businessmen and elected officials of Talbot County which refer to the highway in question as the Easton Parkway. Copies attached hereto. The aforementioned references to the "Easton Parkway" leads this writer to believe that the State Roads Commission may be committed to adopting this highway as a "parkway".

It is the opinion of this office that there is no restriction which would preclude the State Roads Commission from adopting the Easton By-pass as a parkway prior to or at completion thereof. It should be noted that the Commission would be unable to designate this by-pass as a parkway after the completion of construction.

In 29 Opinions of the Attorney General 170 (1944) and in 38 Opinions of the Attorney General 276 (1953), Section 213 of Article 89B of the Maryland Code was interpreted and it was held that no existing highway (emphasis applied) of the State may be designated as parkways and only roads which the State Roads Commission plans and duly names as parkways prior to their construction or completion can be legally constituted as such.

After careful consideration of the applicable law and the Commission's construction program, it is my opinion that the Commission can pass a resolution adopting the Easton By-Pass as a parkway and determine the nature of the controls it wishes to impose in exercise of its discretion relative thereto.

Very truly yours,

Joseph D. Buscher

Joseph D. Buscher
Special Assistant Attorney General

JDB:ts

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MARCH 9, 1967

* * *

Commissioner Evans referred to a proposal for renaming the Easton Bypass (Md. 33), in Talbot County, as the Easton Parkway and Chairman-Director Wolff advised of a letter from Delegate Thomas Hunter Lowe formally requesting such action.

On motion of Mr. Evans, seconded by Mr. Bogley, this request was referred to Special Assistant Attorney General Buscher for further study and recommendation.

Copy: Mr. D. H. Fisher
Mr. J. D. Buscher
Mr. G. N. Lewis, Jr. (2)
Mr. G. W. Cassell
Mrs. V. L. Packard
SRC-Name Designations
SRC-Talbot County

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

On request of the County Commissioners of Talbot County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher and Commissioner Evans, the Commission accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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

| Road | Length | Election District | Proposed R/W Width |
|---|---|---|---|
| Longmount Place, from Dutchman's Lane to end of road | .1 mi. | 1 | 60 ft. Co.Rd.9 |
| Beverly Road, from Pea Neck Road to end of road | .7 mi. | 2 | 50 ft. Co.Rd. 247 & 248 |
| Edgeview Road, from Bellevue Road to end of road | .4 mi. | 2 | 50 ft. Co.Rd. 246 |
| Baildon Road, from Island Creek Neck Road to end of road | .7 mi. | 3 | 50 ft. Co.Rd. 245 |

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell (Reports)
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener
Denton Office
Mr. M. M. Brodsky
Mr. H. G. Downs
Mr. G. N. Lewis, Jr. (3)
Co. Commrs. of Talbot County
SRC-Talbot County

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REPORT FROM MEETING OF MEMBERS OF THE STATE ROADS COMMISSION

TUESDAY, JANUARY 24, 1967

***

On request of the County Commissioners of Tallow County, and on recommendation of District Engineer Bartretts, concurred in by Chief Engineer Fisher and Commissioner Zorba, the Commission authorized the following works for maintenance part of the County Roads System of Tallow County.

Road Inspection Survey records submitted by Mr. Bartretts indicate that these works have been approved and recorded by the County Commissioners of Tallow County, providing for proposed right of way widths as set forth below:

| Road | Length | Minimum Distance | Proposed R/W Width |
|---|---|---|---|
| Longmont Place, from Potsmouth's line to end of road | .4 mi. | 3 | 60 ft. |
| Beverly Road, from Fox Road to end of road | .7 mi. | 2 | 50 ft. |
| Wayside road, from Wellsvue Road to end of road | .6 mi. | 3 | 50 ft. |
| Miller Road, from Indian Creek Road to end of road | .7 mi. | 2 | 50 ft. |

Copy: Mr. W. H. Fisher
Mr. H. C. Zorba
Mr. C. H. Bassett (Concrete)
Mr. C. P. Bartretts (2)
Mr. F. P. Berkshire
District Offices
Mr. H. N. Brosley
Mr. H. M. Owens
Mr. G. H. Morris, Jr. (2)
Co. Commr. of Tallow County
Sec-Tallow County

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JUL 14 1966
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HIGHWAY STATISTICS

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 11, 1966
***

MD 334
EASTON

Chairman and Director Funk executed for and on behalf of the Commission duplicate copies of agreement dated July 11, 1966, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Mayor and Council of Easton, a municipal corporation of the State of Maryland, in Talbot County, therein referred to as "Town Council," party of the second part, concerning transfer by the Commission to the Town Council for maintenance purposes as part of the Town's Street System, of a section of State constructed Md. Route 334 - Port Street - from Washington Street to the western limits of Easton, a distance of 0.26 mile, subject to the conditions more fully set forth therein.

Said agreement had been executed previously by Mayor Sherwood M. Hubbard, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

Contract
T 228-277
Awarded
7-18-66
Completed
8-31-66

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

Turned over to Easton for maintenance per Jim Wright - Phone Call 11/29/66 JTB

MEMORANDUM OF AGREEMENT BETWEEN STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR, REBECCA, TOWN
MONDAY, JULY 11, 1966

Chairman and Director Town executed for and on behalf of the Commission duplicate copies of agreement dated July 11, 1966, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Hyde and Council of Easton, a municipal corporation of the State of Maryland, in Talbot County, therein referred to as "Town Council," party of the second part, conveying transfer by the Commission to the Town Council for maintenance purposes as part of the Town's street system, of a section of State-constructed Md. route 329 - Port Street - from Washington Street to the western limits of Easton, a distance of 0.29 mile, subject to the conditions more fully set forth therein.

Said agreement had been executed previously by Hyde Burrows H. Nabbers, approved by Chief Engineer Hyde and approved as to form and legal sufficiency by Special Assistant Attorneys.

Copy: Mr. A. J. Gordon
Mr. D. H. Stamper (2)
Mr. M. M. Woodford, Jr.
Mr. G. A. Cohlstean
Mr. L. F. Nuccio
Mr. F. A. Zerkowski
Mr. L. C. Moser (2)
Mr. G. A. Lewis, Jr. (8)
Mr. M. M. Bradley
Mr. C. H. Barrett (2)
Mr. H. H. Downs (2)
Mr. M. D. Philpot (2)
Mr. A. J. Adkison
Mr. A. L. Grubb
Mr. H. F. Tobes
Mr. G. J. Connell
Mr. E. J. Lloyd
Mr. E. H. Kelly
Mr. J. E. Cogley
Mr. T. H. Thompson
Mr. Charles Lee
Bureau & Research Section, RW
Mayor and Council of Easton (2)
Secretary of State
Talbot County

THIS AGREEMENT, Made this 11th day of July, 1966, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Mayor and Council of Easton, a municipal corporation of the State of Maryland, hereinafter referred to as "Town Council", party of the second part, Witnesseth:

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

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

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

Maryland Route 334 - Port Street - From Washington Street to the Western Limits of Easton, a distance of 0.26 miles.

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

1. The aforegoing mileage will be included in the inventory as of December 1, 1966.
2. The basis for the allocation of funds will include the additional Town street mileage in the allocation to the Town Council beginning July 1, 1967.
3. The effective date for the transfer of this section is upon the completion of the resurfacing of Port Street, Maryland 334, from Washington Street to the Western Limits of Easton, a distance of

0.26 miles.

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; however, this will include Item 3 above.

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

ATTEST:

M. L. Kircher, Asst. Secretary

STATE ROADS COMMISSION OF MARYLAND

By

John B. Funk
Chairman and Director of Highways

APPROVED:

David H. Fisher
Chief Engineer

Approved as to form and legal sufficiency this 27 day of May, 1966.

Frederick A. Puderbaugh
Special Attorney

ATTEST:

M. Evelyn Startt
Clerk of Easton

MAYOR AND COUNCIL OF EASTON

By

Sherwood M. Hubbard
Mayor

Approved as to form and legal sufficiency this 24th day of June, 1966.

Clark L. Ewing
Town Attorney

# RESOLUTION NO. 3960

BE IT RESOLVED BY THE MAYOR AND COUNCIL OF EASTON, that Sherwood M. Hubbard, Mayor, is hereby authorized to execute, and M..Evelyn Startt, Town Clerk, is authorized to attest an agreement between the Mayor and Council of Easton and the State Roads Commission of Maryland, which Agreement provides that Port Street, from Washington Street to the Western Limits of the Town of Easton, the same being a distance of 0.26 miles, is transferred from the State Roads Commission of Maryland to the Mayor and Council of Easton, and will be included in the allocation of Town Streets mileage commencing July 1, 1967, which transfer shall become effective upon the completion of the resurfacing of said Port Street by the Maryland State Roads Commission.

Purdy - Yea
Lyons - Yea
Shockley - Yea
Moore - Yea
Barnes - Yea

*I hereby certify that the above Resolution was passed by a yea and nay vote of the Council this* twentieth *day of* June *A. D., 19* 66

Walter H Barnes
*President of the Council*

*Delivered to the Mayor by me this* twentieth *day of* June, *A. D., 19* 66

M Evelyn Startt
*Town Clerk*

APPROVED JUNE 20, 1966

S M Hubbard
*Mayor of Easton*

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HIGHWAY STATISTICS

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

* * *

Chairman and Director Funk executed triplicate copies of agreement dated March 15, 1966, by and between the Baltimore and Eastern Railroad Company, a body corporate, therein called "Railroad," party of the first part, and the State Roads Commission of Maryland, therein called "Commission," party of the second part, wherein the parties thereto agree as to their respective aims and obligations in connection with the improvement of Md. Route 579, from Md. Route 33 to Bozman, in Talbot County, Maryland (Contract T-210-1-241), which crosses the track and right of way of the Railroad at grade.

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

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. H. G. Downs
Mr. W. J. Addison
Mr. A. L. Grubb (2)
Mr. H. P. Jones
Mr. M. D. Philpot (2)
Mr. M. M. Brodsky
Mr. F. P. Scrivener
Mr. C. R. Sharretts (2)
Mr. W. B. Duckett (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Talbot County
Contract T-210-1-241

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JANUARY 10, 1966
***

On request of the County Commissioners of Talbot County, and on recommendation of District Engineer Sharretts and Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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

| Road | Length | Election District | Proposed R/W Width | |
|---|---|---|---|---|
| Jowhite Street, from Rt. 334 to Co. Rd. #211, Glenwood Ave. | .2 mi. | 1 | 60 ft. | Co. 248 |
| Leeds Landing Road, from .1 mi. South of Co. Rd.#49 and around loop | .6 mi. | 1 | 50 ft. | Co. 247 |
| Mulberry Point Road, extension of County Road #73 | .6 mi. | 2 | 40 ft. | Co. 73 |
| Elston Shores Road, from Co. Rd. #210 to end | .8 mi. | 2 | 40 ft. | Co. 249 |

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener
Denton Office
Mr. M. M. Brodsky
Mr. H. G. Downs
Co. Commrs. of Talbot Co.
Mr. G. N. Lewis, Jr. (3)
SRC-Talbot County

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APR 15 1965
BUREAU OF
HIGHWAY STATISTICS

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, APRIL 7, 1965
* * *

On motion of Mr. Evans, seconded by Mr. Clagett, the Commission approved and Chairman and Director Funk executed duplicate copies of agreement dated March 9, 1965, by and between The Baltimore and Eastern Railroad Company, therein sometimes called "Railroad," and the State Roads Commission of Maryland, therein sometimes called "Commission," wherein the parties thereto agree as to their respective obligations and responsibilities in connection with the construction of Easton Boulevard connecting Md. Route 33 and Md. Route 565 (Contract T-160-2-220), which will cross the property of the Railroad at grade at Highway Station 136+46.41 near Easton in Talbot County, Maryland, as more fully recited therein.

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

Copy: Mr. D. H. Fisher
Mr. C. A. Goldeisen
Mr. L. E. McCarl
Mr. F. P. Scrivener
Mr. M. M. Brodsky
Mr. C. R. Sharretts (2)
Mr. H. G. Downs
Mr. M. D. Philpot (2)
Mr. H. P. Jones
Mr. A. L. Grubb (2)
Mr. W. B. Duckett (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. G. W. Cassell
Mr. C. S. Linville
Mr. E. K. Lloyd
Secretary's File
SRC-Talbot County
Contract T-160-2-220

Mr Cassell

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JANUARY 11, 1965
***

On request of the County Commissioners of Talbot County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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

| Road | Length | Election District | Proposed R/W Width |
|---|---|---|---|
| Clay Street, from Port Street to Glenwood Avenue | .2 mile | 1 | 50 ft. Co 243 |
| Glenridge Road, from Woodridge Drive to Rt. 50 | .2 " | 1 | 40 " Co 246 |
| Holly Road, for distance of .2 mile from Glebe Creek Road | .2 " | 1 | 58 " Co 242 |
| Industrial Park Road, for distance of .2 mile from Rt. 331 | .2 " | 1 | 50 " Co 244 |
| North Bend Road, from Rt. 33 to and around loop | .9 " | 1 | 50 " Co 240 |
| Woodridge Drive, from Rt. 50 to and around loop | .9 " | 1 | 40 " Co 245 |
| Woods Road, for distance of .2 mile from Glebe Creek Road | .2 " | 1 | 50 " Co 241 |
| Porter's Pride Road, for distance of .5 mile from Rt. 33 | .5 " | 2 | 50 " Co 237 |
| Royal Acres Roads from Ferry Neck Road to end | .6 " | 2 | 50 " Co 238 Co 239 |
| Crescendo Road, from New Road Extended around loop to New Road Extended | .4 " | 5 | 50 " Co 236 |

Copy: Mr. D. H. Fisher
Mr. U. J. Addison
Mr. F. P. Scrivener
Mr. G. M. Lewis, Jr. (3)
Co. Commrs. of Talbot Co.
Mr. M. M. Brodsky
Mr. G. W. Cassell
Mr. C. R. Sharretts (2)
Mr. H. G. Downs
SHC-Talbot County

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PLANNING & PROGRAMING

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, NOVEMBER 18, 1963
***

On request of the County Commissioners of Talbot County, and on recommendation of Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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

| | Road | Length | County Key Map No. | Election District | Proposed Width |
|---|---|---|---|---|---|
| Co. 231 | Drum Point Road, extending for distance of .9 mile from Pen Neck Road | .9 mi. | 81 | 2 | 50 ft. Co 231 |
| Co. 232 | Curtiss Street, extending for distance of .1 mile from Kennedy Street | .1 mi. | 122 | 1 | 50 ft. Co 232 |
| Co. 233 | Tweedy Road, from Oaklands Road to Oaklands Road | .8 mi. | 123 | 1 | 50 ft. Co 233 |

Copy: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. W. Gassell
Mr. G. B. Chaires
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener (2)
Mr. G. H. Lewis, Jr. (3)
Mr. H. G. Downs
Co. Comrs. of Talbot County
SRC-Talbot County

L

CORRECTED COPY (A-2)

RECEIVED
DEC 16 1963
PLANNING & PROGRAMING

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher (2)
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. C. A. Goldeisen (2)
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. R. Sharretts (2)
Mr. H. G. Downs (4)

Mr. H. C. Bowers
Mr. G. J. Cassell
Mr. E. K. Lloyd
Mr. E. D. Reilly
Mr. J. E. Gerick
Mr. R. M. Thompson
Mr. Charles Lee
Mr. M. D. Philpot (2)
Mr. A. L. Grubb
Records & Research Section, R/W Div.
County Commrs. of Talbot County (3)
Secretary's File
Town Commrs. of Oxford (3)
SRC-Talbot County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, NOVEMBER 5, 1963
* * *

Pursuant to Commission action of February 20, 1962, and on recommendation of Chief Engineer Fisher in letter of October 29, 1963, Chairman and Director Funk executed quadruplicate copies of the following agreement dated November 5, 1963, by and between the State Roads Commission of Maryland, the County Commissioners of Talbot County, and the Commissioners of Oxford, Maryland, transferring to the Commission, for maintenance purposes, a section of road in the Town of Oxford. Said agreement was previously approved as to form and legal sufficiency by Special Attorney Puderbaugh and approved by Chief Engineer Fisher, and had been executed by the County Commissioners of Talbot County, Maryland, and the Commissioners of Oxford, Maryland.

"THIS AGREEMENT, made this day of November 5, nineteen hundred and sixty-three, by and between the STATE ROADS COMMISSION OF MARYLAND, hereinafter referred to as 'COMMISSION,' party of the first part, and the COUNTY COMMISSIONERS OF TALBOT COUNTY, MARYLAND, and the COMMISSIONERS OF OXFORD, MARYLAND, hereinafter referred to as 'COMMISSIONERS,' party of the second part,

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

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of One Dollar ($1.00) and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said Commissioners, party of the second part, do hereby transfer to the Commission, party of the first part, for maintenance purposes, subject to the continuance in effect of any controls which have been established by the party of the second part for the protection of the traveling public, the following described section of road and ferry approach in the Town of Oxford:

> Beginning at the 'End of State Maintenance' at the end of the concrete on Morris Street, which is the intersection of the Strand, and proceeding northeasterly to the Oxford Ferry Slip approach, all within the Corporate Limits of Oxford, Maryland. This is more particularly shown on the prints attached and made a part hereof as Plats 1, 2 and 3, and occupying a portion of the area as described in the lease dated August 1, 1930, between the Commissioners of Oxford and the County Commissioners of Talbot County.

IN CONSIDERATION of the foregoing, the Commission, by the execution of these presents, does hereby accept the aforesaid section of road into the State Roads System for maintenance purposes, subject to the continuance in effect of any controls which may have heretofore been established by the Commissioners.

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

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

2. The road mileage will be altered accordingly in the inventory as of the first day of December, 1963.

3. The basis for the allocation of funds will delete this road mileage in the allocation to the Town of Oxford beginning the 1st day of July, 1964.

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, and includes all appurtenances to the ferry slip approach.

5. The Town of Oxford and the Commissioners of Talbot County will continue to enjoy the rights, privileges and controls on that portion of the pier beyond what is presently determined as the Ferry Landing.

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

Rd. Exchange

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, JANUARY 15, 1963
***

On request of the County Commissioners of Talbot County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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

| Road | Length | Election District | Proposed Width |
|---|---|---|---|
| Diamond Back Cove Road, from Road #51 | .7 mile | 1 | 40 ft. |
| Peachblossom Road, from Rt. 333 to bottom of first ravine | .2 " | 1 | " |
| South Clifton Addition, from Road #196 to #196 | .4 " | 1 | " |
| Stoney Ridge Road, from Dutchman's Lane to Dutchman's Lane | .4 " | 1 | " |
| Cedar Grove Road, from Royal Oak Station Road | .2 " | 2 | " |
| Manor Street, from Meadow Street to Radcliffe Avenue | .1 " | 2 | " |
| Back Bryan Road, from Rt. 50 to Bryan's Entrance | 1.4 " | 3 | " |
| Jack's Point Road, from Rt. 333 to Spear Entrance | .2 " | 3 | " |
| Foster Avenue, from Rt. 33 | .1 " | 5 | " |

Copy: Mr. D. H. Fisher
Mr. R. J. Hajnyk
Mr. G. W. Cassell
Mr. G. S. Chaires
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener (2)
Mr. M. M. Brodsky
Mr. G. N. Lewis, Jr. (3)
Mr. H. C. Downs
Co. Commrs. of Talbot County
SRC-Talbot County

# Eslbeck

Manufacturer of Cotton & Linen Sheets, Pillowcases, Bedspreads and Blankets

# Fidelity Mohair Skin

Sponsored by Lucky Tiger Hair Tonic

On request of the County Commissioners of Talbot County, and as representative of Lucky Tiger Hair Tonic, Sponsored in by Saint Nicholas Tribe, Children and Elements have selected the following prizes, for winner to place at the County Seals Square of Talbot County.

Blue Qualifier Surety Insures substitution by Mr. Hitchcock Outside this Sheet must have been accepted and recorded by the County Commissioners of Talbot County, penalizing for proposed sight of the sheet as set forth below.

| Prize | Sponsor | Number Required | Prize Value |
|---|---|---|---|
| Diamond Back Gone Hand, from Hard 237 | J. Ellis | 3 | $0 ea. |
| Cambridge Hand, from St. 329 in Season of Silver Angles | " | 1 | " |
| Swan Cutter Machine, from Hand 2780 in 2193 | " | 1 | " |
| Money Tiger Hand, from Thomson's Lane in Grandma's Lane | " | 1 | " |
| Color Gone Hand, from Royal Club Sweater Hand | " | 2 | " |
| Hunter Spring, from Monday Stamps in Elasticity Amount | " | 2 | " |
| Blue Jeans Hand, from St. 32 in Aqua's Theatre | " | 2 | " |
| Jack's Value Hand, from St. 329 in Gone Mattress | " | 1 | " |
| Tether Gamma, from St. 33 | " | 1 | " |

Copy to: Mr. J. H. Elder
Mr. H. J. Bailey
Mr. G. W. Cornell
Mr. J. B. Dudson
Mr. C. E. Hunter (2)
Mr. F. S. Cartwright (2)
Mr. H. M. Jackson
Mr. G. T. Smith, Jr. (2)
Mr. H. C. Jones
Mr. Cooper, of Talbot County
Sunshine County

Talbot County

State Roads Commission
TRAFFIC DIVISION
OCT 3 1961
Geo. N. Lewis, Jr.
Director

U.S 50 N.B. LANE
RAILROAD CROSSING

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, SEPTEMBER 26, 1961
* * *

Chairman and Director Funk executed for and on behalf of the Commission, agreement in triplicate dated August 11, 1961, by and between The Delaware Railroad Company and The Pennsylvania Railroad Company, through its lease of The Philadelphia, Baltimore and Washington Railroad Company, parties of the first part, therein sometimes called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "Commission," relative to construction and maintenance of an additional lane of U. S. Route 50 to be used for southbound traffic, requiring an additional grade crossing over the track and property of the Railroad's Oxford Branch at Valuation Station 2243+77.74, and also providing for the installation of automatic highway-railroad flashing light signal protection at the new crossing as well as necessary adjustments in the existing crossing across the track and property of the Railroad's Oxford Branch at Valuation Station 2240+25.75, just north of Easton in Talbot County, Maryland (covered by agreement dated November 29, 1944 between the same parties), which will become the northbound lane, wherein the parties thereto agree as to their respective responsibilities as more fully set forth therein.

The said agreement had previously been executed by both Railroads and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. C. L. Wannen
Mr. L. E. McCarl
Mr. A. L. Grubb (4)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. C. R. Sharretts (2)
Mr. C. S. Linville
Mr. E. K. Lloyd
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. L. S. Pfarr
Mr. Rolph Townshend
Major G. E. Davidson (2)
Maryland Traffic Safety Comm.
Secretary's File
SRC-Talbot County
Contract T-144-5-220

State Roads Commission
TRAFFIC DIVISION
DEC 9 1969

Geo. N. Lewis, Jr.
Director

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, DECEMBER 9, 1969
***

In request of the County Commissioners of Talbot County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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

| Road | Length | Election District | County Key Map No. | Proposed R/W Width |
|---|---|---|---|---|
| Hunting Creek Road, from Niel Donnahen property to Hunting Creek | 1.2 miles | 1 Co 213 | 115 | 50' |
| Tripp Avenue, from Route 333 toward south | 0.30 " | 1 Co 214 | 116 | 50' |
| Addition South Clifton, from U. S. Route 50 east | 0.35 " | 1 Co 215, Co 216 | 117 | 50' |
| Tilghman School Road, from Route 33 west | 0.10 " | 5 Co 212 | 33 | 50' |

Copy: Mr. D. H. Fisher
Mr. W. C. Hopkins
Mr. G. H. Chaires
Mr. E. J. Majzyk
Mr. C. A. Goldeisen
Mr. D. H. Sharretts (2)
Mr. Ralph Townshend
Mr. A. P. Scrivener
Mr. G. L. Hannon
Mr. G. N. Lewis, Jr.
Mr. M. G. Inman
Co. Commrs. of Talbot Co.
Sec.-Talbot County

Mr. Cassell

Copy: Mr. A. S. Gordon (2)
Mr. D. H. Fisher
Mr. W. E. Woodford, Jr.
Mr. R. J. Hajzyk
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. F. P. Scrivener
Mr. L. C. Moser (2)
Mr. G. H. Lewis, Jr. (8)
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. C. R. Sharretts (2)
Mr. Rolph Townshend
Mr. A. L. Grubb (2)
Mr. W. A. Friend
Mr. E. K. Lloyd (2)
Mr. H. C. Bowers
Mr. F. V. Dreyer
Mr. Charles Lee
Mr. M. D. Philpot (2)
Mr. J. E. Gerick
Records & Research Section, R/W Div.
Talbot County Commissioners (3)
Secretary's File #18964
" "
SRC-Twelve Year Program
SRC-Talbot County

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

Following discussion with the County Commissioners of Talbot County, who had previously requested an opportunity to meet with the Commission concerning the possibilities of proceeding with the Easton Beltway project, the Commission, upon motion of Mr. Owings, seconded by Mr. Brinsfield, unanimously adopted the following resolution:

WHEREAS, Section 205A of Article 89B of the Maryland Code (1957 Edition) provides that where a primary highway carrying through traffic is constructed sooner than proposed in the "Yellow Book" or "Green Book," the Commission shall have authority to construct or improve the remaining projects in the "Yellow Book," notwithstanding the mileage limitations provided in Section 205, and

WHEREAS, the Commission proposes to construct the Easton Beltway from Route 50 south to Route 33 and continuing from Route 33 southerly to Route 50, a distance of approximately 4.92 miles, and

WHEREAS, the Commission has determined that the aforesaid Beltway is a primary highway carrying through traffic and that the same should be constructed as soon as possible.

NOW, THEREFORE, BE IT RESOLVED that in accordance with the requirements of Section 205A of Article 89B, the State Roads Commission of Maryland does hereby declare the proposed Easton Beltway, described above, as a primary highway carrying through traffic and in connection with said project and pursuant to the authority in it vested, does hereby authorize initiation of the project to the extent of establishing alignment and the preparation of an authorization in the amount of $25,000.00 to cover the necessary engineering services.

TALBOT COUNTY

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

***

On request of the Commissioners of Talbot County, Maryland, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Pritchett, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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

| Road | Length | Election District | County Key Map No. | Proposed Width | |
|---|---|---|---|---|---|
| Teal Point Road from Route 370 to Miles River | .3 miles | 1 | 112 | 50' | CO 207 |
| Locust Grove Road from Bailey Neck Road toward Tred Avon River | 1.45 " | 1 | 113 | 40' | CO 205 CO 206 |
| Slaughter Road from U. S. Route 50 toward east | .075 " | 1 | 114 | 50' | CO 209 |
| Meadow Street from Seymour Avenue to Chew Avenue | .15 " | 2 | 78 | 50' | CO 208 |

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. G. H. Chaires
Mr. C. A. Goldeisen
Mr. C. H. Sharretts (2)
Mr. R. Townshend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. W. A. Jordan
Mr. G. H. Lewis, Jr.
Mr. H. C. Downs
Commrs. of Talbot Co.
SRC-Talbot County

TALBOT COUNTY

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, DECEMBER 10, 1959
* * *

On recommendation of Chief Engineer Pritchett in letter of December 3, 1959, Chairman and Director Funk executed agreement, in duplicate, by and between the Baltimore and Eastern Railroad Company, therein sometimes called "Railroad," and the State Roads Commission of Maryland, therein sometimes called "State," wherein the Railroad, insofar as it has a legal right and its present title permits, grants unto the State the use, right, liberty and privilege of constructing, establishing, repaving and maintaining, at its sole cost, a public highway, at grade, over and across the right of way and tracks of the Railroad's Denton Branch at Valuation Station 685+50±, near Queen Anne, Maryland, subject to the terms, limitations, covenants and agreements more fully set forth therein in connection with the Commission's improvement of Md. Route 309, Cordova to Queen Anne, Contract T-164-1-220; Q-384-1-220. The said agreement had previously been executed on the part of the Railroad and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

The said agreement provides for the installation and maintenance at the expense of the State of automatic highway-railroad flashing light signal protection at the crossing.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. C. L. Wannen
Mr. C. R. Sharretts (2)
Mr. A. L. Grubb (4)
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. C. S. Linville
Mr. L. C. Moser
Mr. G. N. Lewis, Jr. (8)
Mr. W. A. Jordan
Mr. F. P. Scrivener
Mr. G. B. Chaires
Mr. L. S. Pfarr
Major G. E. Davidson (2)
Mr. Rolph Townshend
Maryland Traffic Safety Comm.
Secretary's File
SRC-Talbot County
SRC-Queen Anne's County
Contract T-164-1-220; Q-384-1-220
Mr. H. C. Bowers

State Roads Commission
TRAFFIC DIVISION
DEC 2 1958

Geo. N. Lewis, Jr.
Director

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, DECEMBER 4, 1958

***

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

On request of the County Commissioners of Talbot County, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Pritchett, the Commission accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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

| | Road | Election District | Length | R/W |
|---|---|---|---|---|
| Co 199 | Lee Willey Road, from Town Limit south .15 mile | 3 | .15 mile | 40' |
| Co 202 | North Wittman Road, from Route 33 twd. East | 5 | .2 " | " |
| Co 192 | Greves Road, from Route 579 to Middle Point Farm | 2 | .2 " | 50' |
| Co 201 | Clayland Road, from Island Creek Road to Dr. White's | 3 | .4 " | 40' |
| Co 20 | Cedar Point Road, from Route 333 north 1.3 miles | 1 | 1.3 " | " |
| Co 197 | North Clifton Road, from Route 50 toward East | 1 | .1 " | 50' |
| Co 196 | South Clifton Road, from Route 50 toward East | 1 | .2 " | " |
| {Co. 4 Co 198} | Presquile Road, from Plumers Gate to Wye River | 1 | 2.5 " | 40' |
| Co 200 | Oak Avenue from Elwood Ave. toward East | 1 | .1 " | 50' |
| Co 29 | Rigby's Lot Road, from Route 329 to Smith's Entrance | 2 | 1.4 " | 40' |
| Co 140 | Oakwood Park Inn Road, from Church Neck Road to Oakwood Park Inn | 2 | ~~.6~~ .47 " | 42' |

Copy: Mr. M. M. Pritchett
Mr. W. C. Hopkins
Mr. C. L. Wannen
Mr. C. A. Goldsisen
Mr. C. R. Sharretts (2)
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. C. W. Clawson
Mr. G. N. Lewis, Jr.
Co. Commrs. of Talbot County
SRC-Talbot County

TALBOT COUNTY

STATE ROADS to CITY STREETS

SRC Nov. 26, 1958
Street Transfer to Town of Easton

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

TALBOT COUNTY

EASTON

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

* * *

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

Pursuant to its action September 26, 1958, and on recommendation of Chief Engineer Pritchett in letter dated November 21, 1958, the Commission executed agreement in quadruplicate dated November 26, 1958, between State Roads Commission of Maryland, therein sometimes called "Commission," and Town of Easton, therein sometimes called "Town," wherein the Commission and Town agree to change the status of certain streets in the Town from State-maintained streets to Town-maintained streets, as follows:

' Commission hereby agrees to exchange the following State-maintained streets to Town-maintained streets:

MD 332 1. North Aurora Street from Washington Street to Old Town Limits - 0.32 Mile. WAS C.S 20-15

MD 332 2. South Aurora Street from Brook Lane to Idlewild Avenue - 0.37 Mile. WAS C.S 20-15

MD 332 3. South Aurora Street from Dutchmans Lane to South Washington Street - 0.11 Mile. WAS C.S 20-15

MD 328 4. Goldsboro Street from Pennsylvania Railroad to U. S. Route 50 - 0.~~46~~ .47 Mile. WAS C.S 20-5

MD 772 5. Idlewild Avenue from Harrison Street to Aurora Street - 0.16 Mile. Was Part of C.S 20-26

MD 565 6. South Harrison Street from Brook Lane to Idlewild Avenue - 0.34 Mile. Was Part of C.S 20-16

It is further agreed by and between the parties hereto that the change in status of said streets shall become effective upon the fulfillment of the following conditions:

1. The additional mileage will be included in the inventory as of December 1, 1958 (unless otherwide specified).

2. The effective date for such transfer of State roads to be the date of this Agreement (unless otherwise specified). From said date the Town of Easton will assume the maintenance of and complete jurisdiction of said specified roads.

TALBOT COUNTY
EASTON



3. The allocation of funds will include the additional Town street mileage in the allocation to the Town of Easton, beginning July 1, 1959 (unless otherwise specified).

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

Town agrees to accept said streets for Town maintenance subject to the following conditions:

1. That Goldsboro Street be resurfaced in accordance with specifications prepared by the Town Engineer, the cost to Maryland State Roads Commission not to exceed $9,750.00.

2. That Idlewild Avenue be accepted by Town of Easton on and after July 1, 1959, when same has been resurfaced with asphaltic concrete between Aurora Street and South Harrison Street at a cost to the Maryland State Roads Commission not exceeding $5,800.00.

3. That a few spots on South Harrison Street where settling has developed be plated and brought up to section.

This Agreement shall inure to and be binding upon the parties hereto and their respective successors.'

The said Agreement had previously been executed on behalf of the Town of Easton by Walter H. Barnes, President, Town Council, and approved as to legal form and sufficiency by Special Attorney Robert S. Rothenhoefer.

all conditions have been met by the S.R.C.

TALBOT COUNTY

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, NOVEMBER 17, 1959
***

On recommendation of Chief Engineer Pritchett in letter dated November 12, 1959, Chairman and Director Funk executed agreement, in triplicate, dated October 6, 1959, by and between The Delaware Railroad Company and The Pennsylvania Railroad Company, through its lease of The Philadelphia, Baltimore and Washington Railroad Company, parties of the first part, therein sometimes called "Railroad," and the State Roads Commission of Maryland, acting for the State of Maryland, party of the second part, therein sometimes called "State," wherein said parties covenant and agree to and with each other concerning certain modifications in the Railroad's present drainage system for proposed relocation, located immediately North of and substantially parallel to the Railroad's Oxford Branch, and improvement of Maryland Route 309 between Cordova and Queen Anne, in Talbot and Queen Anne's Counties, Contract T-164-1-220; Q-384-1-220, as more fully set forth therein.

The said agreement had previously been executed by the Railroad, approved by Chief Engineer Pritchett, and approved as to form and legal sufficiency by Special Attorney C. C. Seymour.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. C. R. Sharretts (2)
Mr. W. A. Jordan
Mr. C. L. Wannen
Mr. H. G. Downs (4)
Mr. M. D. Philpot (2)
Mr. C. S. Linville (2)
Mr. L. C. Moser (2)
Mr. G. N. Lewis, Jr. (8)
Mr. A. L. Grubb (2)
Secretary's File
SRC-Talbot County
" -Queen Anne's County
Contract T-164-1-220; Q-384-1-220

TALBOT COUNTY

Mr Cassell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
FRIDAY, SEPTEMBER 26, 1958

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

As recommended by Chief Engineer Pritchett in letter of September 23, 1958, the Commission approved transfer of 1.79 miles of State highways to the Town of Easton upon completion of the resurfacing of two sections involving 0.62 of a mile, pending the submission of a formal agreement for execution by the Commission.

Copy: Messrs. Pritchett
Lewis
Sharretts
Secty's file
Talbot County

Cmtl

COPY

Talbot Co

State Roads Commission
TRAFFIC DIVISION
JUN 13 1956
Geo. N. Lewis, Jr.
Director

June 12, 1956

Mr. R. Townshend, District Engineer
Chestertown, Md.

Dear Mr. Townshend:-

Re: Extension Md. #579
Talbot County

In accordance with Legislative action, effective July 1st, 1956, that section of county road from the end of Md. #579 at Bozman to Neavitt becomes a part of the State System.

This road is a normal extension of Md.#579 and will carry that number.

Very truly yours,

P. A. Morison
Director of Highway Maintenance

PAM/gs/g

cc: Mr. G.N.Lewis,Jr.
Mr. C.Norris
Mr. F. P. Scrivener
Mr. L. Pfarr

Mr Cassell
Please
6/8/56

RUSSELL H. McCAIN, CHAIRMAN
EGAR T. BENNETT, MEMBER
BRAMWELL KELLY, MEMBER
C. R. PEASE, SECRETARY
A. S. GORDON, EXEC. ASST. TO CHR.
C. L. WANNEN, COMPTROLLER
JOSEPH D. BUSCHER, SPEC. ASST. ATTY. GENL.

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

NORMAN M. PRITCHETT, CHIEF ENGINEER
W. C. HOPKINS, DEPUTY CHIEF ENGINEER
P. A. MORISON, ASST. CHIEF ENGR.-MAINTENANCE
C. A. GOLDEISEN, ASST. CHIEF ENGR.-CONSTRUCTION
WILLIAM F. CHILDS, JR., ADVISORY ENGINEER

State Roads Commission
TRAFFIC DIVISION
JUN 7 1956
Geo. N. Lewis, Jr.
Director

June 7, 1956

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

Re: Bozman-Neavitt Road
Md. Route 579

Dear Mr. Lewis:

The 1956 session of the Legislature passed a bill over the Governor's veto which directed that the section of the Bozman-Neavitt Road extending from Bozman through the town of Neavitt be taken over for maintenance by the State Roads Commission.

This actually is an extension of Md. Route 579, and my reason in bringing this letter to your attention is to make sure that you are cognizant of the legislative action , and have or will take proper action with reference thereto.

Very truly yours,

Norman M. Pritchett

Chief Engineer

NMP:HMR

Tom:
For use in tabulation mileage for maint. + highway users funds for Jan. 1957. Geo.

House Bill 575
1956
Chapter 4

Mr. Don. E. Davis, Jr., Director
Traffic Division
State Roads Commission

Re: Norman-Shawnee Road
Id. Route 277

Dear Mr. Davis:

The 1958 annual [illegible] the Traffic Division issued a [illegible] over th[illegible] Commission's [illegible] indicated that the section of the Norman-Shawnee Road extending from Norman eastward from or Shawnee [illegible] taken over for maintenance by the State Roads Commission.

This actually is an extension of Rd. Route 277, and by a mere inclusion this letter is your attention to the fact that [illegible] would be on account of the legislative action, and that [illegible] action will refer me to that [illegible].

Very truly yours,

[illegible]

[illegible] Engineer

[illegible]

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, JULY 28, 1955

July 29th 1955 Received

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

On request of the County Commissioners of Talbot County, and on recommendation of District Engineer Ralph Townshend, concurred in by Chief Engineer Norman M. Pritchett, the Commission accepted the following sections of roads in Talbot County for maintenance as part of the County Roads System. Road Condition Survey Reports submitted by District Engineer Townshend indicate that these sections of road have been accepted and recorded by the County Commissioners of Talbot County providing for right of way widths as set forth below:

| | Key Map No. | Election District | Name of Road | Length | Right of Way |
|---|---|---|---|---|---|
| To Be Inv. | 103 | 1 | Co.196 Glebe Creek Road, from Villa Rd. to Glebe Creek | 1831 ft. | 50 ft. |
| To Be Inv. | 104 | 1 | Co.197 Snug Harbor Road, from Bailey's Neck Road for 2070 ft. | 2070 ft. | 50 ft. |
| To Be Inv. | 105 | 1 | Co.101 Ext. Avoncroft Road, from Bailey's Neck Road for 800 ft. | 800 ft. | 40 ft. |
| To Be Inv. | 106 | 1 | Co.198 Tred Avon Drive, from Waverly Road to Waverly Road | 3060 ft. | 60 ft. |
| To Be Inv. | 61 | 2 | Co.213 Polk Street, from Lincoln Ave. to Cleveland Road | 600 ft. | 60 ft. |
| To Be Inv. | 62 | 2 | Co.211 Cove Road, from Tennant Circle, 400 ft. to water | 400 ft. | 50 ft. |
| " " " | 63 | 2 | Co.210 Jackson Avenue, from Lincoln Avenue to Cleveland Road | 550 ft. | 60 ft. |
| " " " | 64 | 2 | Co.209 Harrison Avenue, from Lincoln Avenue to Cleveland Road | 550 ft. | 60 ft. |
| " " " | 65 | 2 | Co.208 Jefferson Avenue, from Lincoln Avenue toward Fair Harbor | 1850 ft. | 60 ft. |
| " " " | 66 | 2 | Co.207 Madison Avenue, from Rt. 33 toward old mansion and back to Jeferson Avenue | 2275 ft. | 60 ft. |
| " " " | 67 | 2 | Co.200 Tennant Circle, from Riverview Terrace to Riverview Terrace | 1700 ft. | 60 ft. |
| " " " | 68 | 2 | Co.205 Lincoln Avenue, from Rt. 33 to Riverview Terrace | 2025 ft. | 60 ft. |
| " " " | 69 | 2 | Co.201 Riverview Terrace, from Riverview Terrace to Tennant Circle | 1700 ft. | 60 ft. |
| " " " | 70 | 2 | Co.204 Landing Road, from Tennant Circle to water's edge | 465 ft. | 50 ft. |
| " " " | 71 | 2 | Co.203 Taylor Road, from Gardener Road for 950 ft. | 950 ft. | 40 ft. |
| " " " | 72 | 2 | Co.202 Cleveland Road, from Jefferson Avenue to Tennant Circle | 1150 ft. | 50 ft. |
| " " " | 73 | 2 | Co.216 Riverview Terrace, from Seymour Avenue to Rio Vista Development | 1700 ft. | 50 ft. |
| " " " | 74 | 2 | Co.199 Chew Avenue, from St. Michael's Town Limits to Radcliffe Avenue | 500 ft. | 50 ft. |
| " " " | 29 | 5 | Co.212 Dogwood Cove Road, from Rt. 451 to Dogwood Cove | 800 ft. | 40 ft. |

| Key Map No. | Election District | Name of Road | Length | Right of Way |
|---|---|---|---|---|
| To Be Incl. 80 | 5 Co.214 | Maple Hall Road, from Rt. 33, for 1000 ft. | 1000 ft. | 40 ft. |
| 81 | 5 Co.215 | Cooper Road, from Rt. 451 to John Cooper | 500 ft. | 40 ft. |

Copy: Mr. H. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Ralph Townshend
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. G. W. Clawson
Mr. G. H. Lewis, Jr.
Mr. F. P. Scrivener
Co. Commrs. of Talbot Co.
SRC-Talbot County

Mr Carroll

State Ro
TRAFF

FE

Geo.

MD 333 to MD 565

February 1, 1954

Mr. Rolph Townshend
District Engineer
Chestertown, Maryland

RE: Md. 565
Formerly Md. 333
Control Section 20-16

Dear Mr. Townshend:

That portion of Route Md. 333 from Harrison Street near Brook Lane in Easton, south to U.S. 50 near Stumptown, has been re-numbered Md. 565. This section of road is described in Control Section 20-16.

The Oxford Road from Idlewild Avenue and S. Washington Street, Easton to Oxford, will retain the number Md.333.

Very truly yours,

P. A. Morison
Asst. Chief Engineer

GES:rk
cc: Mr. Charles Norris
Mr. George N. Lewis
Mr. G. E. Springer

Mr Carroll

State Roads Commission
TRAFFIC DIVISION

FEB 5 1954

Geo. N. Lewis, Jr.
Director

February 1, 1954

Mr. Rolph Townshend
District Engineer
Chestertown, Maryland

RE: Md. 565
Formerly Md. 333
Control Section 20-16

Dear Mr. Townshend:

That portion of Route Md. 333 from Harrison Street near Brook Lane in Easton, south to U.S. 50 near Stumptown, has been re-numbered Md. 565. This section of road is described in Control Section 20-16.

The Oxford Road from Idlewild Avenue and S. Washington Street, Easton to Oxford, will retain the number Md.333.

Very truly yours,

P. A. Morison
Asst. Chief Engineer

GES:rk
cc: Mr. Charles Morris
Mr. George N. Lewis
Mr. G. E. Springer

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 28, 1953.

Present: Mr. Russell H. McCain, Chairman and Mr. David M. Nichols.

On request of the Commissioners of Talbot County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer, W. F. Childs, Jr., in letter dated October 21, 1953, the Commission accepted for maintenance as part of the County Roads System of Talbot County the following sections of roads:

Boone Creek Road, in 3rd Election District for a distance of 6,263 ft. and from Md. Rt. 333.

World Point Road, in 3rd Election District for a distance of 6,166 feet from Md. Rt. 333.

"ROAD CONDITION SURVEY REPORT", submitted by District Engineer Rolph Townshend, indicates that these sections of roads have been accepted and recorded by the County Commissioners of Talbot County, providing for a 40 foot Right of Way.

Copy: Messrs: Childs
Hopkins
Morison
Goldeisen
Townshend
Wannen
Di Domenico
Lee
Lewis
Scrivener
Co. Commrs. of Talbot Co.
SRC. Talbot County

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 Talbot County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted the following sections of roads in Talbot County for maintenance as part of the County Road System. Road Condition Survey Reports submitted by District Engineer Townshend indicate that these sections of road have been accepted and recorded by the County Commissioners of Talbot County, providing for right of way widths as set forth below.

| Section of Road | Length | R/W Width |
|---|---|---|
| Cannot Find Rpt. to D.E. To Be Inv. Oaklands Road, from Rt. 333 for 6,001 ft., in 1st Election District OK Co. 190 | 6,001 ft. 1.137 Miles | 50 ft. |
| Co. 52 To Be Inv. Travelers Rest Ext., from Kirkman Road, around loop back to end of Kirkman Road, in 1st Election District | 9,907 ft. 1.876 Miles | 40 ft. |
| Cannot Find Rpt. to D.E. To Be Inv. Clifton Road, from Rt. 50 to Rt. 50, in 1st Election District OK Co. 191 | 2,636 ft. 0.499 Miles | 60 ft. |
| To Be Inv. Kemp's Development, from Rt. 370 to Rt. 370 in 1st Election District OK Co. 192 | 3,683 ft. 0.698 Miles | 40 ft. |
| Cannot Find Rpt. to D.E. To Be Inv. North Tilghman Road, from Rt. 451 to Rt. 451, in 5th Election District OK Co. 193 | 3,418 ft. 0.647 Miles | 50 ft. |

Copy: Messrs. Childs, Jr.
Hopkins
Morison
Goldeisen
Townshend
Wannen
DiDomenico
Lee
Scrivener
Lewis, Jr.
Co. Commrs. of Talbot Co. SRC- Talbot Co.

State Roads Commission
TRAFFIC DIVISION

MAY 7 1953

Geo. N. Lewis, Jr.
Director

May 7, 1953

Mr. Ralph Townshend
District Engineer
Chestertown, Maryland

RE: Md. 518
Md. 303-1

Dear Mr. Townshend:

Effective July 1, 1953 Route No. Md. 518 has been reassigned to section of road as follows:

16' Conc. Road 0.07 mi. from Alt. Md. 404 to end of S.R.C. Mtce. at School Building

This restores the old number in use several years back. The number was withdrawn from use and the road included in Route Section Md. 303-1.

Very truly yours,

W. P. Scrivener
Maintenance Engineer

GBS:rk
c.c. Mr. Charles Norris
Mr. George N. Lewis

Talbot

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. Rolph Townshend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Co. Commrs. of Talbot Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 11, 1952
***

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

On request of the Commissioners of Talbot County, and on recommendation of District Engineer Rolph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, the following sections of road in Talbot County, for the distances and recorded widths as set forth below:

| | Road | Elec. Dist. | Distance | Width | |
|---|---|---|---|---|---|
| Co. 146 | Ulmer Road, from Ferry Neck to forks, | 2 | 0.65 mi. | 40 ft. | Inv. 8/26/36 |
| Co. 180 | Willis Street (1), from Rt. 309 to county road | 4 | 800 ft. | 40 ft. | Inv. 3/19/52 |
| Co. 182 | Willis Street (2), from county road, | 4 | 150 ft. | 30 ft. | Inv. 3/19/52 |
| Co. 181 | Willis Street (3), from Blacktop St., | 4 | 400 ft. | 30 ft. | Inv. 3/19/52 |
| Co. 183 | Willis Street (4), from Blacktop St., | 4 | 150 ft. | 30 ft. | No Inv. for Miles Inv. 3/19/52 |
| Co. 154 | Wade's Point Road, from Rt. 451, | 5 | 0.60 mi. | 40 ft. | Inv. 3/19/52 |
| Co 72B | Lovett Road, from Rt. 579, | 2 | 2,100 ft. | 40 ft. | Inv. 3/19/52 |
| Co. 185 | Seymour Avenue, from end of blacktop to water's edge | 2 | 1,900 ft. | 52 ft. | Inv. 3/19/52 |
| Co 186 | River View Terrace, from Seymour Ave. to Water's edge. | 2 | 1,200 ft. | 50 ft. | Inv. 3/19/52 |
| Co. 170 | Kennedy Street, from Rt. 50 to blacktop road, | 1 | 650 ft. | 50 ft. | Inv. 9/23/47 |
| Co. 64 | Gardener Road, from Hammond Rd., | 2 | 5,077.26 ft. | 40 ft. | Inv. 3/19/52 |
| Co. 187 | Hawkes Hill Road, from Rt. 579 to forks, | 2 | 2,550 ft. | 60 ft. | Inv. 3/19/52 |
| Co. 184 | Radcliffe Avenue, from Seymour Ave. to blacktop St. | 2 | 1,100 ft. | 50 ft. | Inv. 3/19/52 |

Road Condition Survey Reports submitted by District Engineer Rolph Townshend indicate that these sections of road have been accepted and recorded by the County Commissioners of Talbot County, providing for the widths of right of way as indicated above.

On each said Reports, Mr. Townshend states: "No funds necessary to put road in shape for maintenance."

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hughes
Mr. F. A. Martin
Mr. C. A. Gehlsen
Mr. Ralph Townsend
Mr. F. . Sertwener
Mr. C. L. Manson
Mr. J. F. Hillsemeier
Mr. Allan Lee
Mr. F. M. Lewis, Jr.
Co. Comm. of Tal'ot Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 11, 1952

***

Present: Mr. Russell M. Cohen, Chairman, Messrs. Avery R. Hall and David R. Nichols.

On request of the Commissioners of Talbot County, and on recommendation of District Engineer Ralph Townshend, concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, the following sections of road in Talbot County, for the distances and recorded widths set forth below:

| Road | Elec. Dist. | Distance | Width |
|---|---|---|---|
| Ulser Road, from Ferry Neck to forks, | 2 | 0.05 mi. | 40 ft. |
| Willis Street (1), from Rt. 309 to county road Willis Street (2), from county road, | 4 | 800 ft. | 40 ft. |
| | 4 | 150 ft. | 30 ft. |
| Willis Street (3), from Blacktop St., | 4 | 400 ft. | 30 ft. |
| Willis Street (4), from Blacktop St., | 4 | 350 ft. | 30 ft. |
| Neale's Point Road, from Rt. 451, | 5 | 0.30 mi. | 40 ft. |
| Lovett Road, from Rt. 579, | 2 | 2,100 ft. | 40 ft. |
| Seymour Avenue, from end of blacktop to water's edge, | 2 | 1,900 ft. | 32 ft. |
| River View Terrace, from Seymour Ave. to water's edge, | 2 | 1,250 ft. | 30 ft. |
| Kennedy Street, from Rt. 50 to blacktop road, | 1 | 850 ft. | 30 ft. |
| Gardener Road, from Bancroft Rd., | 2 | 3,177.25 ft. | 40 ft. |
| Newnam Mill Road, from Rt. 575 to forks, | 2 | 2,350 ft. | 40 ft. |
| Radcliffe Avenue, from Seymour Ave. to Blackson St. | 2 | 1,100 ft. | 30 ft. |

Road Construction Survey Reports submitted by District Engineer Ralph Townshend indicate that these sections of road have been accepted and recorded by the County Commissioners of Talbot County, providing for the widths of right of way as indicated above.

On each said Report, Mr. Townshend states: "No funds necessary to put road in shape for maintenance."

State Roads Commission
TRAFFIC DIVISION
AUG 27 1951
Geo. N. Lewis, Jr.
Director

SRC minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 16, 1951

***

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

The Traffic Division, following conference with authorities of Easton, recommend adoption of the following recommendations within the recently established new limits of the Town of Easton, and which have been concurred in by Resolution adopted July 16, 1951 by the Mayor and Council of Easton:

On South Washington Street (Md. 333) retain the present limits of the 30 mile zone and replace the existing small, non-luminous, 30 mile sign with an intermediate sign, luminous type. From this point southward to the new city limits establish a 40 mile zone due to the physical characteristics of the roadway and the partial development of the adjacent property.

On Port Street, also known as Easton Point Road (Md. 334), extend the existing 25 mile limit westward for a distance of 0.07 mile due to the development of the adjacent property in this area.

On Bay Street (Md. 33), the road from Easton to Claiborne, the existing 25 mile limit should be decreased in length a distance of 0.12 mile and from this point westward a 30 mile limit should be established for a distance of 0.3 mile to a point 50' west of the new town limits. This is a residential area and should be posted for a 30 mile limit.

On the Dover Road (Md. 331) remove the existing "BOULEVARD STOP-500 FEET AHEAD" sign on the west approach to U.S. 50 and erect the new type diamond-shaped, black on yellow, "STOP AHEAD" sign on both the east and west approach to U.S. 50.

Also erect a 30 mile limit sign just west of U.S. 50 for westbound traffic on Md. 331.

The Commission approved the recommendations as made.

Copy: Mr. H. F. Childs, Jr.
Mr. P. A. Morison (2)
Mr. Rolph Townshend
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mayor & Council of Easton
Md. Traffic Safety Commission
Major R. M. Ridgely (2)

TALBOT Co.

Present: Mr. Burgett, Mr. Wolcott, Chairman, and Mr. Avery, Jr.

The Traffic Division, Delaware and Hudson with authority of State, recommend adoption of the following resolutions which has recently established new limits of the town of Hudson, and which have been concurred in by Municipalities adopted July 14, 1947 by the Town and Village of Hudson:

On South Washington Street (No. 222) retain the present limits of the 30 mile zone and replace the existing north, non-business, 30 mile zone with an intermediate zone, business type. From this point south to the new city limits establish a 40 mile zone and the physical characteristics of the roadway and the partial development of the adjacent areas.

On Park Street, also known as Hudson Point Road (No. 349), extend the existing 30 mile limit westerly for a distance of 0.07 mile due to the development of the adjacent property in this area.

On Fox Street (No. 38), the cross from Stuyvesant to Chatham, the existing 30 mile limit should be decreased in length a distance of 0.12 mile and from this point between a 30 mile limit should a established for a distance of 0.5 mile to a point 400 feet of the new town limits. This is a residential area and should be passed for a 30 mile limit.

On the Lower Road (No. 22) remove the existing "Hudson" sign from Ancram Center and place on the east approach to U.S. 23 and erect the new type elongate-shape, black on yellow, "Hudson" sign on the west approach to S.R. 23.

Also erect a 30 mile limit sign just west of U.S. 23 for westbound traffic on No. 22.

The Commission approved the recommendations as made.

Copy: Mr. H. A. Smith, Jr.
Mr. [illegible] Gordon (2)
Mr. Joseph Lounsbury
Mr. E. [illegible], Jr.
Mr. Allan Lee
Mayor & Council of Hudson
Mr. Harry Bishop Consulting
Engr. H. E. Clapp (2)

C
O
P
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 |

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 P Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

WEDNESDAY, AUGUST 13, 1947

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

In line with information received from the County Commissioners of Talbot County to the effect that by unanimous action, and after compliance with local laws, a section of the Forrest Landing Road, leading from Pickering Creek, 0.8 mile east toward Longwood and ending at Locust Lane, had been closed to public use; likewise a section of Hyner's Land for a length of 600 feet to the west of Route 213 as relocated, the Commission issued instructions that these two sections of the County Road be removed from the Talbot County road records.

Copies: Mr. W. T. Ballard
Mr. W. F. Childs, Jr.
Mr. Rolph Townshend

O.K. in L.M. files

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 2, 1947

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

On the recommendation of the County Commissioners of Talbot County, which recommendation was concurred in by both Chief Engineer Ballard and District Engineer Rolph Townshend, the Commission voted to take over for maintenance as part of the County Road System, part of Hinner's Lane, in Election District No. 1, from Route 213 to Hinner's Lane, a length of 422 ft., the County Commissioners of Talbot County having accepted and recorded a 40' right of way for this roadway.

According to Road Condition Survey Report submitted by District Engineer Rolph Townshend, this section "does not neet to be improved, has been newly constructed under Contract T-67-1-281."

According to the County Commissioners' letter of June 27 to District Engineer Townshend, this 422 feet of new road on Hinner's Lane replaces the 600 feet closed.

Copy: Mr. W. T. Ballard
Mr. R. Townshend
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
Co. Commrs. of Talbot Co.

1947 L.M. Forms took out 0.11mi added.
0.08 mi of Hinner's Lane.
INV. #34 O.K. - changed on original Inv. sheet.

~~Not shown on G.H. map.~~
Shown on G.H. map tracing

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 2, 1947

Present: Mr. Robert M. Reinholler, Chairman, Messrs. F. Watson Webb and Russell H. McGuire

On the recommendation of the County Commissioners of Talbot County, which recommendation was concurred in by both District Engineer Ballard and District Engineer Ralph Townshend, the Commission voted to take over for maintenance as part of the County Road System, part of Skinner's Lane, in Election District No. 1, from Route 213 to Skinner's Lane, a length of 422 ft., the County Commissioners of Talbot County having accepted and recorded a 40' right of way for this roadway.

According to Road Condition Survey Report submitted by District Engineer Ralph Townshend, this section "does not need to be improved, has been newly constructed under Contract T-67-1-281."

According to the County Commissioners' letter of June 27 to District Engineer Townshend, this 422 feet of new road on Skinner's Lane replaces the 603 feet closed.

Copy: Mr. R. T. Ballard
Mr. R. Townshend
Mr. F. F. Scrivener
Mr. W. A. Cadd
Mr. L. S. Mann
Mr. M. T. Phillips, Jr.
Co. Commrs. of Talbot Co.

June 30, 1947

Mr. Harry Rash,
Residence Maintenance Engineer
State Roads Commission
Easton, Maryland

Dear Mr. Rash: re: County Road Abandonment

A copy of Mr. Townshend's letter to the Chief Engineer in regards to the closing of the Hyner's or Hinner's Lane Road in Talbot County has been received by this office.

We desire that you send to us a section of map with the location of this road shown or a sketch with sufficient information to enable us to locate the road properly.

We thank you for your cooperation in this matter.

Very truly yours,

Wm. F. Childs, Jr.,
Director

rf

BY- Geo. W. Cassell,
Supr. Inventory and Mapping
Traffic Division

cc: Mr. Childs

STATE ROADS COMMISSION
STATE OF MARYLAND

RECEIVED
JUL 2 19[illegible]
W. F. CH[illegible], Jr.

May 6, 1947

Mr. Harry C. Rash
State Roads Commission
Easton, Maryland

Dear Mr. Rash:

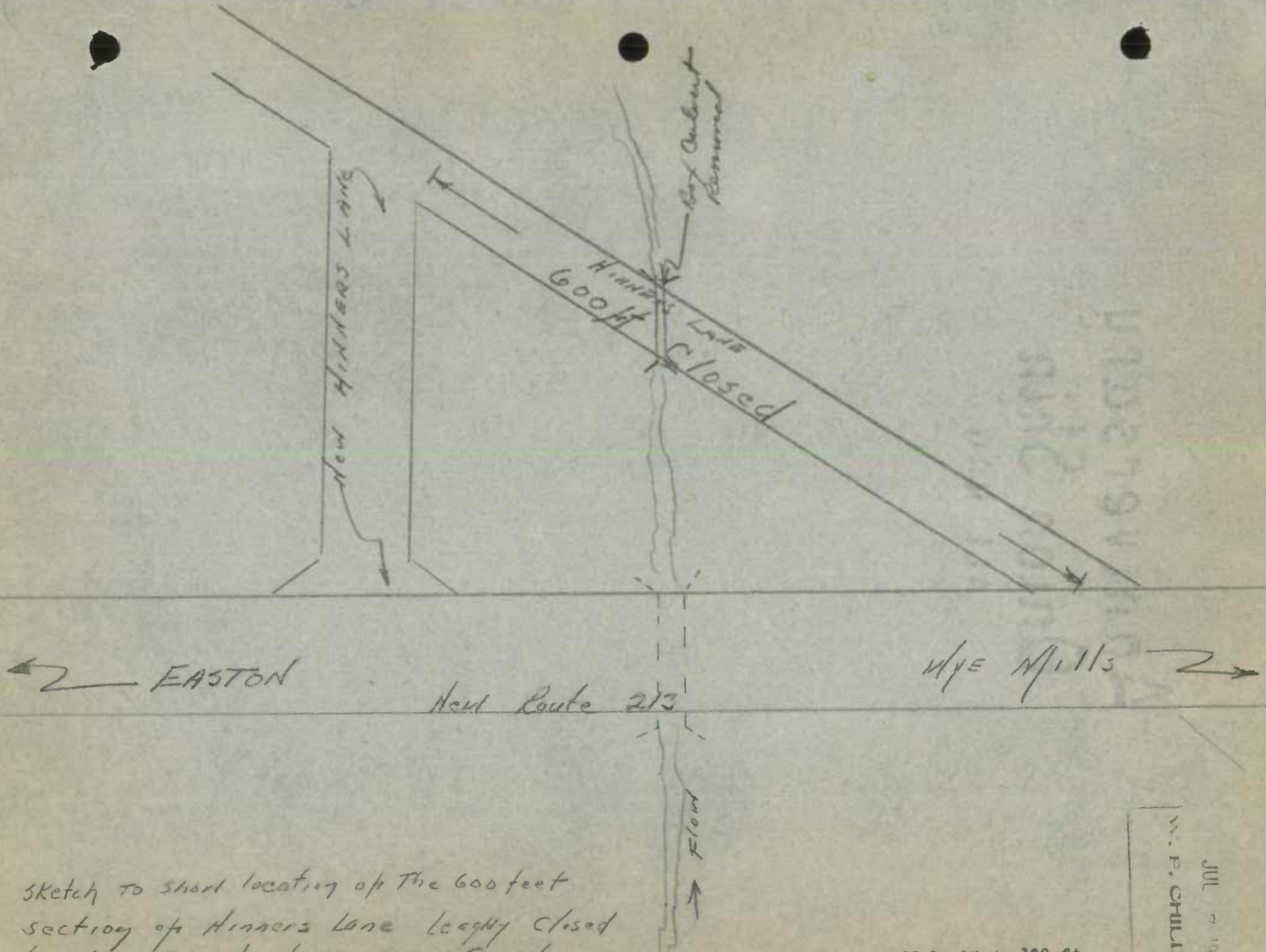
The County Commissioners advertised a part of Hyner's Lane Road to be closed in the Star-Democrat on March 28th and April 4th, 1947. There being no complaints to the closing of this road, the County Commissioners unanimously agreed on May 6th, 1947, to close this road.

Yours very truly,

Signed - Charles N. Sheridan, Clerk

cns/bj
copy: Mr. Townshend

COPY




Sketch to show location of the 600 feet section of Hinners Lane legally closed by the Board of Talbot County Commissioners

SCale 1" to 100 ft

RECEIVED
JUL 7 1947
W. F. CHILDS, JR.

# Anniversary Order Sign

ALL ROW

RECEIVED
JUL 7 1947
W. P. CHILDS, Jr.

May 6, 1947

Mr. Harry C. Rash,
State Roads Commission
Easton, Maryland

Dear Mr. Rash:-

The County Commissioners advertised a part of Hyner's Lane Road to be closed in the Star-Democrat on March 28th and April 4th, 1947. There being no complaints to the closing of this road, the County Commissioners unanimously agreed on May 6th, 1947, to close this road.

Very truly yours,

Signed Charles N. Sheridan,

Clerk

cns/bj
copy: Mr. Townshend.

RECEIVED
JUL 7 1947
W. P. CHILDS, Jr.

June 27, 1947

Mr. Wilson T. Ballard,
Chief Engineer.

Attached is copy of letter from Mr. Charles N. Sheridan, Clerk to the County Commissioners of Talbot County, dated May 6, 1947, in which he advises that the County Commissioners unanimously agreed on May 6, 1947 to close a part of Hinner's Lane.

This section of road is 600' long, in the 1st election district of Talbot County, and is part of County Road #22. Attached is sketch showing this section of road.

Very truly yours,

(Signed) Rolph Townshend,

District Engineer.

RT:B
Copy to Mr. Childs

June 27, 1947

Mr. Wilson T. Ballard,
Chief Engineer.

Attached is copy of letter from Mr. Charles E. Sheridan, Clerk of the County Commissioners of Talbot County, dated May 6, 1947, in which he advises that the County Commissioners unanimously agreed on May 6, 1947 to close a very short bypass.

This section of road is over land, in the 1st election district of Talbot County, and is part of County Road 222. Attached is sketch showing this section of road.

Very truly yours,

(Signed) Ralph Sommerhoff,

Director Engineer.

RS:M
Copy to Mr. Smalls

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY NOVEMBER 26, 1946

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

On recommendation of the County Commissioners of Talbot County, which recommendation was concurred in by District Engineer Rolph Townshend and by Chief Engineer Wilson T. Ballard, the Commission accepted for maintenance as a part of the County Road System, Shingle Row Road, in Election District #2, from Deep Neck Road to Shingle Row Farm Gate, a distance of 0.67 mile.

The Road Condition on Survey Report submitted by District Engineer Townshend states that a 40' right of way has been acquired by the County Commissioners and duly recorded, and that the estimated cost of repair of this section of roadway is as follows:

| | |
|---|---|
| Disching and grading | $ 100.00 |
| Placing 112' of 12" Culvert pipe | 200.00 |
| 3930 sq. yd. gravel surface 4" thick | 656.00 |
| Total cost | 956.00 |

Copy: Mr. W. T. Ballard
Mr. R. Townshend
Mr. E. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners

County road #60 orginally coded as county 0.50 Mile but in 1942 reported as private by D.E. and changed from County to O.P. for 1942 L.M.
GWC.

O.K. in L.M. forms
O.K. on C.H. map.

Acc Mir

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, october 15, 1946

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

Acting on the recommendation of the County Commissioners of Talbot County, which recommendation was concurred in by both District Engineer Rolph Townshend and Chief Engineer Wilson T. Ballard, the Commission accepted for maintenance as a part of the County Road System of said county, the Punch Point Road, in Election District No. 5, running from Route 451 to "Ensey's Gate", a distance of 0.44 mile.

District Engineer Rolph Townshend, in submitted Road Condition Survey Report, states: "Dirt road very bad condition - Needs clearing and grubbing, grading and side ditches, two 18" culverts placed and outlet ditches open - gravel surface course, Estimated Cost $2,071."

A notation is to the effect that a 40 foot right of way has been donated to the Board of County Commissioners by property owners, and deed recorded in the land Records of Talbot County.

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

Inventory Needed

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 22, 1946
***

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

Acting on the request from the County Commissioners of Talbot County that section of the Miles River Yacht Club Road, leading from the St. Michaels-Claiborne Road to the property of the Miles River Yacht Club, which is a macadam road, be taken into the County Road System, and following investigation and Road Condition Survey Report submitted by District Engineer Townshend, recommending that the said road be accepted as a part of the County Road System of Talbot County, which recommendation was concurred in by Chief Engineer Wilson T. Ballard, the Commission, upon motion duly made and seconded, voted to accept for maintenance as a part of the County Road System of Talbot County, the Miles River Yacht Club Road, in Election District No. 2, from State Route 33 to the Yacht Club, a length of .58 mile.

It is noted that the County authorities have been granted a 30' right of way, plus easement for ditches, and this right of way has been deeded to the County and placed on record.

District Engineer Townshend, according to his Condition Survey Report, indicates that an approximate expenditure of $900.00 will be necessary in order to place this road in serviceable condition.

CC: Mr. W. T. Ballard
Mr. R. Townshend
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.
County Commissioners of Talbot County

C
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P
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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, AUGUST 22, 1946

***

Present: Mr. Robert M. Rutherford, Chairman, Messrs. F. Watson Webb and Russell H. McCain.

Acting on the request from the County Commissioners of Talbot County that section of the Miles River Yacht Club road, leading from the St. Michaels-Oxfordmore road to the property of the Miles River Yacht Club, which is a private road, be taken into the County Road System, and following investigation and Road Condition Survey Report submitted by District Engineer Townshend, recommending that the said road be accepted as a part of the County Road System of Talbot County, which recommendation was concurred in by Chief Engineer Wilson T. Ballard, the Commission, upon motion duly made and seconded, voted to accept for maintenance as a part of the County Road System of Talbot County, the Miles River Yacht Club Road, in Election District No. 2, from State Route 33 to the Yacht Club, a length of .58 mile.

It is noted that the County authorities have been granted a 30' right of way, plus easements for ditches, and this right of way has been deeded to the County and placed on record.

District Engineer Townshend, according to his Condition Survey Report, indicates that an approximate expenditure of $800.00 will be necessary in order to place this road in serviceable condition.

CC: Mr. W. T. Ballard
Mr. H. Townshend
Mr. F. F. Carriveaux
Mr. W. L. Todd
Mr. L. L. Webb
Mr. R. E. Collins, Jr.
County Commissioners of Talbot County

Copy: Mr. R. M. Reindollar
Mr. W. T. Ballard
Mr. A. F. Shure
Mr. R. Townshend
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, FEBRUARY 14, 1946
***

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

The Commission, at its regular meeting held on September 25, 1945, formally approved program for post-war highway and bridge construction in Talbot County, as recommended by the Commissioners of said County and as submitted to the Commission for its consideration by Chief Engineer Ballard.

Under date of December 11, 1945, Mr. William S. Marvel, President of the Commissioners of Talbot County, Maryland, addressed a letter to Chairman, R. M. Reindollar, from which the following is quoted:

"In the construction program we note that we will have available $25,094.69 anticipated revenue for the construction of roads and bridges in this County. This does not include any Federal funds available. We note also that you have charged $712.75 for the construction of the Tuckahoe Bridge which we assume is part of our 1/8 charge for this bridge. We also note that you have us charged with $1,405.14 for the Matthews-Tuckahoe Road. It is our understanding that the Matthews-Tuckahoe Road is on the primary system, and that it will be constructed by the State Roads Commission, at no expense to Talbot County. We feel we should be credited with this amount, which would make our total available for construction $26,499.83.

Mr. Townshend has read to us an excerpt from the minutes of the State Roads Commission dated Tuesday, September 25th, 1945. We are in agreement with these minutes and understand that we will be an estimated amount of $6,000 in the red. We hereby agree to furnish this overdraft."

Mr. Marvel then requests that no more charges be made to the following projects: "T52-250, T90-250, T90-1-250, T91-250, T92-1-250, T93-250, T93-1-250, for the Peachblossom Creek Bridge, Easton-Bozman Road, Bailey's Neck Road, Glebe Road and Bellevue Road."

In reply to this letter under date of January 22, 1946, Chairman Reindollar advised Mr. Marvel that the Commission will comply with his request not to make any more charges to the several projects listed above, and that these accounts will therefore be closed out and charged to their construction account, also, that the item of $712.75 referred to in Mr. Marvel's letter will be charged against the County's proportionate share of the cost of the construction of the Tuckahoe River Bridge.

"A credit will be made to your account in connection with the $1,405.14 which has been charged against Contract T-86-250, which is understood to be financed from the primary construction funds and therefore, will not be charged against your county account. This will give you a balance available for construction in the county account of $26,499.83, as set forth in your letter.

It is our understanding that this money is to be expended in connection with the construction of two projects, namely, the Mills River Bridge, which is estimated to cost approximately $15,000.00, and also against your share of the construction of the Tuckahoe River Bridge, which is estimated to be $30,750.00.

Copy: Mr. R. H. Reinholler  Mr. R. Townsend  Mr. W. C. Hopkins
Mr. H. T. Talbert  Mr. W. F. Childs, Jr.  Mr. W. A. Todd
Mr. A. T. Shore  Mr. L. A. Kain  County Commissioners

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, FEBRUARY 14, 1945
***

Present: Mr. Robert R. Reinholler, Chairman, Messrs. F. Marion Webb and Maxwell H. McCain.

The Commission, at its regular meeting held on September 25, 1945, formally approved program for post-war highway and bridge construction in Talbot County, as recommended by the Commissioners of said County and as submitted to the Commission for its consideration by Chief Engineer Ballard.

Under date of December 11, 1945, Mr. William S. Harvel, President of the Commissioners of Talbot County, Maryland, addressed a letter to Chairman, R. H. Reinholler, from which the following is quoted:

"In the construction program we note that we will have available $25,000.00 anticipated revenue for the construction of roads and bridges in this County. This does not include any Federal funds available. We note also that you have charged $7112.75 for the construction of the Tuckahoe Bridge which we assume is part of our 1/5 share for this bridge. We also note that you have charged with $1,405.12 for the Matthews-Tuckahoe Road. It is our understanding that the Matthews-Tuckahoe road is on the primary system, and that it will be constructed by the State Roads Commission, at no expense to Talbot County. We feel we should be credited with this amount, which would make our total available for construction $26,405.88.

Mr. Townsend has read to us an excerpt from the minutes of the State Roads Commission dated Tuesday, September 25th, 1945. We are in agreement with these minutes and understand that we will be credited amount of $ ,000 in the r d. We hereby agree to furnish the overmatch."

Mr. Harvel then requests that no more charges be made to the following projects: "T72-250, T90-250, T90-1-150, T91-250, T72-1-250, T73-250, T73-1-250, for the Peachblossom Creek Bridge, Easton-Bozman Road, Bailey's Mill Road, Glade Road and Bellevue Road."

In reply to this letter under date of January 22, 1945, Chairman Reinholler advised Mr. Harvel that the Commission will comply with his request not to make any more charges to the several projects listed above, and that these accounts will therefore be closed out and charged to their construction account, also, that the item of $7112.75 referred to in Mr. Harvel's letter will be charged against the County's proportionate share of the cost of the construction of the Tuckahoe River Bridge.

"A credit will be made to your account in connection with the $1,405.12 which has been charged against Contract T-80-250, which is understood to be financed from the primary construction funds and therefore, will not be charged against your county account. This will give you a balance available for construction in the county amount of $26,405.22, as set forth in your letter.

It is our understanding that this money is to be expended in connection with the construction of two projects, namely, the Mills River Bridge, which is estimated to cost approximately $25,000.00, and also against your share of the construction of the Tuckahoe River Bridge, which is estimated to be $30,750.00.

In connection with the costs involved in the construction of the Mills River Bridge, one-half of this cost will be charged against the Federal secondary funds applicable to your County from the Federal Highway Act of 1944, which will leave an unexpended balance in this account available to you, assuming that the bridge will be constructed at the price estimated, of $19,304.79.

It is further our understanding that you agree to furnish the State Roads Commission any overdraft over and above the estimated amounts set forth for your proportionate share of the construction of these two bridges, which is estimated at this time to be approximately $6,000.00.

It is further our understanding that you do not desire to advance funds to permit the use of the balance of the funds applicable to your County from the Federal Highway Act of 1944 for the fiscal year ending June 30, 1946, namely, the $19,304.79, nor do you likewise desire to avail yourself of the money available in the next fiscal year in the amount of $26,804.79."

----"We are not making the decision with regard to the third year's funds, in the amount of $26,804.79, at the present time."

In answer to this letter, Mr. Reindollar received the following letter, dated February 9, 1946, from Mr. Marvel:

"In reply to your letter of January 22nd, 1946, after using the amount necessary for the Miles Creek Bridge which will leave approximately $19,304.79 for the fiscal year ending June 30th, 1946, the County Commissioners are willing for you to allocate this amount to the other counties.

However, the amount of $26,804.79 from the Federal Highway Act which will expire June 30th, 1947, the County Commissioners would like that this amount be held for them until January 1st, 1947, as at this date they are not sure whether they wish to match this fund or not."

COPY

In connection with the costs involved in the construction of the Mills River Bridge, one-half of this cost will be charged against the Federal secondary funds applicable to your County from the Federal Highway Act of 1944, which will leave an unexpended balance in this account available to you, assuming that the bridge will be constructed at the price estimated, of $19,304.79.

It is further our understanding that you agree to furnish the State Roads Commission any overrun over and above the estimated amounts set forth for your proportionate share of the construction of these two bridges, which is estimated at this time to be approximately $6,000.00.

It is further our understanding that you do not desire to advance funds to permit the use of the balance of the funds applicable to your County from the Federal Highway Act of 1944 for the fiscal year ending June 30, 1946, namely, the $19,304.79, nor do you likewise desire to avail yourself of the money available in the next fiscal year in the amount of $25,804.79."

----"We are not making the decision with regard to the third year's funds, in the amount of $26,804.79, at the present time."

In answer to this letter, Mr. Reinhardt received the following letter, dated February 9, 1946, from Mr. Harvel:

"In reply to your letter of January 22nd, 1946, after using the amount necessary for the Mills Creek Bridge which will leave approximately $19,304.79 for the fiscal year ending June 30th, 1946, the County Commissioners are willing for you to allocate this amount to the other counties.

However, the amount of $25,804.79 from the Federal Highway Act which will expire June 30th, 1947, the County Commissioners would like that amount be held for them until January 1st, 1947, as at this time they are not sure whether they wish to match this fund or not."

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, OCTOBER 23, 1945
***

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

On the recommendation of Chief Engineer Wilson T. Ballard, the Commission, upon motion duly made and seconded, accepted for maintenance as part of the State Highway System, section of Aurora Street Extended, Easton, for a distance of 0.11 mile, District Engineer Rolph Townshend having advised Mr. Ballard that the work of surfacing this section of road has been completed. This section has a right of way width of 50.09 feet, a width of surfacing of 22 feet, with 2-foot earth shoulders on each side. The roadway consists of gravel base course 9" in thickness with a 3" penetration top and a complete sealcoat.

Mr. Ballard's letter, dated October 19, addressed to the Commission, states:

> "Under date of April 17, 1945, the County Commissioners, through Honorable William S. Marvel, President, wrote District Engineer Townshend advising that the County Commissioners of Talbot County agreed to pay the cost of the improvement."

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, SEPTEMBER 25, 1945
***

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

Under date of September 21, Chief Engineer Ballard addressed a letter to the State Roads Commission, with reference to the recommendation of the County Commissioners of Talbot County, for that County's post-war highway and bridge construction program. He refers to a letter which bears the date of July 24, 1945, from the said County Commissioners, addressed to Mr. Ezra B. Whitman, Chairman, State Roads Commission, which letter contains the following resolution:

"Resolved, That we go on record as agreeing to furnish our proportion of the cost of the construction of the bridge over Miles Creek on the road from Manadier to Bruceville in the Third Election District, it being understood from Mr. Townshend that he thought that this bridge could be financed through the Federal Secondary Funds available for Secondary Roads and Bridges."

This Resolution, therefore, carries the recommendation of the said County Board, which recommendation is set forth in Mr. Ballard's letter addressed to the Commission for the Commission's approval. This one project is listed as follows:

| Location | Type of Highway or Bridge | Estimated Cost |
|---|---|---|
| Manadier to Bruceville | One Bridge over Miles Creek | $ 15,000.00 |

With respect to the funds available, we quote from Mr. Ballard's letter:

"The Federal Highway Act of 1944 makes available for Talbot County an annual sum of $26,804.79 and over a three year period a total of $80,414.37. Talbot County has as a reserve with this office a total of $33,983.53. Therefore, if the Federal funds were matched in equal amount there would be a total of $160,828.74 and inclusive of the reserve this amount would be increased to $194,812.27."

Mr. Ballard then refers to the letter containing the Resolution of the County Commissioners, wherein they state: "At the present time we do not feel that we are able to finance any other projects, however, should an emergency arise we would expect to take advantage of available Secondary Federal funds", and in this connection Mr. Ballard states that we have "as a result of this action possible unallocated Federal funds which will amount to $72,914.37 and County funds now in reserve which will amount to $26,483.53. As to the latter funds, however, the County Commissioners have requested in their letter to the State Roads Commission, which bears the date of November 8, 1944, an expenditure of its lateral gas tax funds for the construction of the Tuckahoe River Bridge to the extent of one-eighth of the cost of the structure, which is estimated to be $246,000. The County's share would as a result of this request amount to $30,750.00

Copy: Mr. L. T. Bailiard
Mr. H. H. Reinhardtsen
Mr. A. F. Shore
Mr. H. A. Dodd
Mr. I. A. Kahn
Mr. W. D. Hopkins
Mr. A. J. Phelps, etc.
Mr. E. Tomasmond

Excerpt from minutes of meeting of the State Road Commission
Tuesday, September 26, 1945

***

Present: Mr. Earl R. Whitman, Chairman, Mr. T. F. Wilson and Russell M. Morin.

Under date of September 21, Chief Engineer Bailiard addressed a letter to the State Roads Commission, with reference to the recommendation of the County Commissioners of Talbot County, for that County's post-war highway and bridge construction program. He refers to a letter which bears the date of July 24, 1945, from the said County Commissioners, addressed to Mr. Earl R. Whitman, Chairman, State Roads Commission, which letter contains the following resolution:

"Resolved, That we go on record as a request to publish our proportion of the cost of the construction of the bridge over Miles Creek on the road from Easton to Bozman in the Tilghman District. It being understood from Mr. Bomasmond that he thinks this bridge could be financed through the Federal Secondary Funds available for repairing roads and bridges."

This Resolution, therefore, carries the recommendation of the Talbot County Board, which recommendation is set forth in Mr. Bailiard's letter addressed to the Commission for the Commission's approval. This one project is listed as follows:

| Location | Type of highway or bridge | Estimated cost |
|---|---|---|
| Easton to Bozman | The bridge over Miles Creek | $ 15,000.00 |

With respect to the funds available, we quote from Mr. Bailiard's letter:

"The Federal Highway Act of 1944 makes available for Talbot County an annual sum of $26,800.72 and over a three year period a total of $80,402.17. Talbot County has as a reserve with this office a total of $32,989.53. Therefore, if the Federal funds were matched in equal amount there would be a total of $140,828.72 and inclusive of the reserve this amount would be increased to $173,182.22."

Mr. Bailiard then refers to the letter containing the resolution of the County Commissioners, wherein they state: "At the present time we do not feel that we are able to finance any other projects, however, should an emergency arise we would expect to take advantage of available Secondary Federal funds", and in this connection Mr. Bailiard states that we have "as a result of this action, unallocated Federal funds which will amount to $72,182.22 and County funds now in reserve which will amount to $20,989.53. As to the latter funds, however, the County Commissioners have requested in their letter to the State Roads Commission, which bears the date of November 8, 1944, an expenditure of the latter's pro rata for the construction of the Miles River Bridge to the extent of one-eighth of the cost of the structure, which is estimated to be $144,000. The County's share would be as a result of this request amount to $19,750.00.

"As the Tuckahoe River Bridge is on the primary system of highways no secondary funds can be used on the project, so the action of the Commissioners in financing one-eighth of the cost of the structure will, in addition to its matching fund to cover the cost of the Miles Creek Bridge, use up all of the present available reserve, and it is possible that the financing of its secondary program and making provision for its portion of the cost of the building of the Tuckahoe River Bridge is assured without any further financing by the County; thus leaving to the credit of the County the $72,914.37, all of which is the balance of funds available for secondary highway and bridge construction. Under the circumstances, therefore, a re-allocation of these secondary funds may be necessary."

Mr. Ballard then continues by stating that "the County Commissioners' program has been reviewed by the Traffic Division and by our Engineering Departments, and there are no recommendations contrary to the procedure as requested by the County authorities. We are advised by the Traffic Division that the road will unquestionably be a candidate for admission to the Federal-aid secondary system, in which event it will be eligible for secondary funds."

Mr. Ballard then summarizes the situation as follows:

"We have two projects in Talbot County which the County Board desires to finance with the $33,983.53 now held in reserve by the Accounting Department for use in Talbot County. First, the Miles Creek Bridge. This is to be financed to the extent of the total cost of $15,000.00 by $7500.00 from the County Reserve Fund and $7500.00 of the presently available Federal Funds for secondary highway construction. Second, the County desires to finance one-eighth of the cost of the Tuckahoe River Bridge, which bridge and approaches are on the primary system, and the County's apportionment is estimated to be $30,750.00. As a result, we have an unallocated balance from the Federal Government for secondary highway construction amounting to $72,914.37, to be re-allocated."

The Commission, after considering the facts as presented by Mr. Ballard, approved the program of the County Commissioners of Talbot County as recommended, and also as submitted by Chief Engineer Ballard, after giving due consideration to the financial status of the said County.

COPY

"As the Tuckahoe River Bridge is on the primary system of highway no secondary funds can be used on the project, so the action of the Commissioners in financing one-eighth of the cost of the structure will, in addition to its matching fund to cover the cost of the Miles Creek Bridge, use up all of the present available reserve, and it is probable that the financing of its secondary program and making provision for its portion of the cost of the outlying of the Tuckahoe River Bridge is assured without any further financing by the County; that leaving to the credit of the County the $72,916.37, all of which is the balance of funds available for secondary highway and bridge construction. Under the circumstances, therefore, a re-allocation of these secondary funds may be necessary."

Mr. Ballard then continues by stating that "the County Commissioners' program has been reviewed by the Traffic Division and by our Engineering Department, and there are no recommendations contrary to the procedure as requested by the County authorities. We are advised by the Traffic Division that the road will unquestionably be a candidate for admission to the Federal-aid secondary system, in which event it will be eligible for secondary funds."

Mr. Ballard then summarizes the situation as follows:

"We have two projects in Talbot County which the County Board desires to finance with the $72,916.37 now held in reserve by the Accounting Department for use in Talbot County. First, the Miles Creek Bridge. This is to be financed to the extent of the total cost of $15,000.00 by $7500.00 from the County Reserve Fund and $7500.00 of the presently available Federal funds for secondary highway construction. Second, the County desires to finance one-eighth of the cost of the Tuckahoe River Bridge, which bridge and approaches are on the primary system, and the County's apportionment is estimated to be $30,750.00. As a result, we have an unallocated balance from the Federal Government for secondary highway construction amounting to $72,916.37, to be re-allocated."

The Commission, after considering the facts as presented by Mr. Ballard, approved the program of the County Commissioners of Talbot County as recommended, and also as submitted by Chief Engineer Ballard, after giving due consideration to the financial status of the said County.

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, FEBRUARY 13, 1945.

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

As a matter of information and record, the following letter of Chief Engineer Wilson T. Ballard, addressed to the State Roads Commission under date of February 9, 1945, in reference to the proposed bridge across Tuckahoe Creek, is set forth herewith.

"I am writing to confirm the understanding reached at the Commission meeting on Tuesday, February 6th, with reference to plans for the proposed bridge across Tuckahoe Creek on the highway connecting Easton and Denton.

The plan approved by the Commission calls for treated timber bridge shown on the attached plan as Scheme "G", with 26' roadway and curbs one foot in width, at an estimated cost of $246,000.

This estimate includes the usual allowance of 15% for engineering and overhead. It does not include the cost of right of way or the cost of any portion of the highway on either side of the river. The structure will span the river and the marsh area on the Talbot County side.

I am advised informally by Mr. Dunn of the Public Roads Administration that this structure is the minimum that will meet with the approval of the Public Roads Administration. On this basis it will absorb $123,000 of Federal funds and under the terms of Chapter 404 of the Acts of 1943, it will require that the State provide $61,500 of reconstruction funds, that Talbot County provide $30,750 and that Caroline County provide a like amount.

We will proceed with the preparation of plans on this basis."

Copies: Messrs: W.T.Ballard
R.M.Reindollar
W.C. Hopkins
L.A.Kahn
A.F.Shure
W.A.Codd
R. Townshend
W.F.Childs,Jr.

(COPY)

Talbot

JUN 12 1943

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JUNE 1, 1943
***

Tab 1943

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

On recommendation of the County Commissioners of Talbot County, concurred in by Chief Engineer Wilson T. Ballard, the Commission voted to accept for maintenance as part of the County Highway System of said County .11 mile of Aurora Street Extended, from South of Dutchman's Lane to Trappe Road, Route 213, Sec. 25.

Mr. Ballard, in his letter of May 25, states that "completion of this section of highway will, in my opinion, materially facilitate movement of traffic between the southern part of Easton and our Route 213."

Condition Survey Report submitted by District Engineer Rolph Townshend indicates an expenditure of $1,052.00 to put this section of highway in proper condition.

The County Commissioners advised that deed covering the necessary right of way has been secured and is recorded.

Copy: Mr. W. T. Ballard
Mr. R. Townshend
Mr. W. A. Codd
Mr. L. A. Kahn
Mr. W. F. Childs, Jr.

AUG 25 1942

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, AUGUST 19, 1942
***

Talbot

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

Following recommendation made by the County Commissioners of Talbot County, the Commission voted to accept the Stewart Road, from Bar Neck Road to the north side of Gladys J. Stewart's property, a length of .15 mile, for maintenance as part of the County Highway System of said County.

District Engineer Townshend, according to Condition Survey Report, estimates $302.00 as the cost of conditioning this section of road.

According to information from the County Commissioners' office, this short section of road has been deeded to Talbot County, the deed being recorded in Liber No. 252, Folio No. 123.

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

J.V.D.

EXCERPT FROM MINUTES OF MEETING OF STATE ROADS COMMISSION
WEDNESDAY, OCTOBER 29, 1941

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

The County Commissioners of Talbot County, by letter, requested that the State Roads Commission take over for maintenance as part of the County Road System of said County, section of the Bozman - Neavitt Road through Neavitt to Neavitt Landing, a distance of approximately .10 mile, said County Commissioners having advised the Commission in their letter that a right-of-way for this road had been obtained and was on record.

Chief Engineer Ballard, in a letter dated October 28, addressed to the State Roads Commission, states: "District Engineer Townshend estimates it will be necessary to spend $75.00 for patching and draining this section of highway and he recommends the road be accepted into the County system for maintenance."

Mr. Ballard concurred in this recommendation, and the Commission, in view of the recommendation by both the District Engineer and Chief Engineer, upon motion duly made and seconded, voted to take over this section of County Road for maintenance as part of the County Road System of Talbot County.

COPY

~~Balto~~ TALBOT

HIGHWAY PLANNING SURVEY

INTEROFFICE CORRESPONDENCE

To Mr. G. W. Cassell, October 22, 1941.

From Mr. Wm. F. Childs, Jr.

Subject S. R. C. Minutes

We transmit herewith excerpts from minutes of meetings of the State Roads Commission of Thursday, October 16, and Tuesday, October 7, 1941:

"By formal action of the Commission, it was voted that Rolling Road from Frederick Road to Liberty Road, in Baltimore County, be designated as a Thru Highway or Boulevard....."

"Agreeable to the recommendation of the County Commissioners of Talbot County, the Commission approved the acceptance of the Plain Dealing Creek Road, from Royal Oak-Bellevue Road to Plain Dealing Creek, a distance of 1.0 mile, as a County road for maintenance as a part of the County Road system of said County...."

"The minutes of the meeting of October 7 make reference to communication between representatives of the Southern Maryland Agricultural Association and the Commission with respect to the improvement of County road in Prince George's County leading from the Defense Highway to the Bowie Race Track....."

Wm. F. Childs, Jr.,
Director.

D
cc: Road Inv. Revision

~~To Be Inv.~~

OCT 22 1941

Copy Made from S.R.C. minutes file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, OCTOBER 16, 1941
***

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

Agreeable to the recommendation of the County Commissioners of Talbot County, the Commission approved the acceptance of the Plain Dealing Creek Road, from Royal Oak-Bellevue Road to Plain Dealing Creek, a distance of ~~1.0~~ 0.98 mile, as a County road for maintenance as part of the County Road System of said County. The County Commissioners have advised the State Roads Commission that there is on record a recorded deed covering right of way thirty feet in width.

Chief Engineer Ballard, in submitting correspondence and Condition Survey Report of this road made by District Engineer Ralph Townshend, recommended that the said road be accepted for maintenance as part of the County highway system, and that an expenditure of approximately $695.00 will have to be made to provide satisfactory 4-inch gravel surface and drainage for the said road.

Copies: Mr. W. T. Ballard
Mr. R. Townshend
Mr. A. F. Shure
Mr. W. F. Childs, Jr.✓
Mr. W. A. Codd

See Inv. # 18-439

0.90 Mi.

TAKEN INTO SYSTEM 1941

Inv. After 1/1/44

JUL 9 1941

JUL 9 1941

Copy made from S.R.C. minutes file

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JULY 1, 1941
***

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

In accordance with letter, dated June 5, 1941, from the Commissioners of Talbot County, Maryland, addressed to the attention of Wilson T. Ballard, Chief Engineer, and on recommendation of Chief Engineer Ballard, the Commission voted to take over for maintenance as part of the County Road System of Talbot County the road from Bozman-Newitt Road to Public Landing on Harris Creek, a length of .25 mile.

Condition Survey Report on this road indicates an estimated cost of putting the road in condition, at $79.80. District Engineer Rolph Townshend, in letter submitting Condition Survey Report, advises that the right of way width on this road is 33 feet, and it is recorded in the Clerk's Office in Easton, in liber 249, folio 580 in the Land Records of Talbot County.

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

TAKEN INTO COUNTY SYSTEM 1941

#14-1940

Ino. 3/24/41

MINUTES FROM HEARINGS ON VACATION OF THE SELECT ROADS COMMISSIONER
SUNDAY, JULY 1, 1941

***

Present: Mr. Jere R. Hallman, Chairman, Messrs. F. Hudson Wood and F. Frank Jones.

In accordance with letter, dated June 6, 1941, from the Commissioners of Talbot County, Maryland, addressed to the attention of Milton F. Smith, Chief Engineer, and in accordance of Chief Engineer Smith's, the Commission voted to view and for ascertainment as part of the County Road system of Talbot County the road from Tunnel-Dodson Road to Bozman Landing on Little Creek, a length of .88 mile.

Condition Survey Report on this road indicates an estimated cost of putting the road in condition, at $72.00. Martin Engineer Main Commission, in letter submitting Condition Survey Report, advises that the right of way which on this road is 25 feet, and is recorded in the Clerk's Office in Easton, in Liber 200, folio 283 in the Land Records of Talbot County.

Copy to: Mr. F. T. Hallard
Mr. H. Tunnelwood
Mr. H. A. Todd
Mr. A. C. Shore
Mr. F. Smith, Jr.

~~To Be Inv.~~

OCT 22 1940

Copy made from S.R.C. minutes file

#95-1940

EXCERPT FROM MINUTES OF MEETING OF STATE ROADS COMMISSION
THURSDAY, OCTOBER 10, 1940
***

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

On recommendation of the County Commissioners of Talbot County, supported by the recommendation of Chief Engineer Ballard, the Commission voted to accept for maintenance as part of the County Road System of Talbot County, the Doncaster Road, from the Easton-Claiborne Road, Route 33, approximately two miles west of Easton to the entrance of Hughlett Henry and Joe Spencer, length .6 mile.

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

See Inv. #18-81

added to County system 1940

Inv After 2/21/44

Copy

~~To Be Inv.~~

OCT 22 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, OCTOBER 10, 1940

***

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

On recommendation of the County Commissioners of Talbot County, supported by the recommendation of Chief Engineer Ballard, the Commission voted to accept for maintenance as part of the County Road System of Talbot County, Washington Street in the town of Claiborne, from Route 33 in said Town to Entrance of Mr. Washburn, length 0.1 mile.

#24-1940

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

added 0.10 to County System 1940

This road has been inventoried

Copy made from S.R.C. minutes file

Copy

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
SEPTEMBER 24-25, 1940

***

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

On recommendation of the County Commissioners of Talbot County, supported by the recommendation of Chief Engineer Ballard, the Commission voted to accept for maintenance as part of the County Road System of said County, the following two sections of County Road:

#94-1940 Barclay-Trippe Road, from Kirkham Road to Barcley-Trippe's Entrance, a distance of ~~0.15~~ 0.20 mile.

#42-1940 Dawson Road, from Church Neck Road to Dawson's Farm Entrance, a distance of 0.6 mile.

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

Added to County System 1940

Copy Made from SSHC minutes for file

Fidelity Photo Stat
CO. STAM MISSOURI

JUL 22 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JULY 9th, 1940
****

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

Concurring in the request made by the County Commissioners of Talbot County in a letter dated June 20, 1940, that an extension of the Wharf road, a distance of 0.15 mile, from the end of the Wharf Road as now located in the town of Tilghman, Tilghmans Island, to the end of the new pier, be taken over for maintenance as a part of the County Road System of said County, the Commission, on recommendation of Chief Engineer Ballard, voted to comply with the request of the Talbot County Commissioners.

District Engineer Rolph Townshend submitted a Condition Survey Report, indicating an estimated cost of $150.00 to put the road in serviceable condition, and in a letter dated June 25, 1940, addressed to Mr. Ballard, Mr. Townshend makes the following statement:

"The length of this extension is .15 miles. It is a causeway constructed across tide water to the end of new pier. This causeway is constructed as follows: Creosoted piles were driven with from 8 to 10 foot penetration. These piles were spaced approximately 6 foot centers. The piles were 25 feet apart and are tied together across the road with 5/8 inch iron rods threaded on each end. A 6 x 6 creosoted wale was used for the entire length and creosoted sheet piling was driven along this wale. The creosoted sheet piling has about 4 foot penetration. In between the sheet piling is an old shell causeway which is many years old. After the sheet piling was driven the space in between the sheet piling, which was 25 feet in width, was filled with sand and clay material which was pumped into this area.

The County Commissioners do not want a hand rail placed on this causeway. They merely want the fill shaped up and the use of a roller to roll the slag which will be placed on the fill by someone other than this Commission."

This causeway lies 65' North of old bridge to Island
G.W.C.

CC: W. T. Ballard
R. Townshend
W. A. Codd
A. F. Shure
W. F. Childs, Jr.✓

#235-1940
Added to County System 1940
Tab. 1940 T-1945
Inv. By Ross 7/21/46
~~Inv. After April 44~~

JUN 22 1940

MINUTES OF MEETING OF THE WYNNS RIVER NAVIGATION
TUESDAY, JULY 9TH, 1940

Present: Mr. John R. Mathews, Chairman, and Mr. F. Jackson Davis.

Concerning the project made by the County Commissioners of Talbot County in a letter dated June 20, 1940, that an extension of the Miner road, a distance of 0.25 mile, from the end of the Miner Road as now located to the Wye River, Wyndham Island, be opened and the Wye River, be bridged over for A. Jackson Davis, a part, owner County Road System of said County, the Commission, on recommendation of Chief Engineer Tolland, wrote to notify the Commissioners of the Talbot County Commissioners.

Matters concerning dredging, removal of the Tuckahoe Bridge Report, including an estimated cost of $12,000.00 to put the road in serviceable condition, and in a letter dated June 20, 1940, addressed to Mr. Tolland, the Commission wrote the following resume:

"The length of this resumption is .15 miles. It is a causeway constructed across the water to the end of Wye River. This causeway is constructed as follows: Creosoted piles were driven with trash to 10 foot penetration. These piles were placed approximately 8 feet centers. The piles were 32 feet apart and are tied together across the road with 3/4 inch iron rods threaded or bolt rods. In a secondary main the road for the entire length and crossed cross piling was driven with this same. The creosoted sheet piling was about 6 feet penetration. In the creosoted sheet piling in an old draft measuring which is very young old. After the sheet piling was driven the space in the bottom the sheet piling, which was 32 feet in width, was filled with sand and clay material which was pumped into this area.

The County Commissioners do not wish a bridge built on this causeway. They merely want the fill removed by any one who is a willing to haul the sand which will be placed on the fill to connect Miner Road with Wyndham."

This concerns the dredging of a bridge in Island Creek.

Mr. F. Tolland
H. Tomlinson
R. A. Wade
R. F. Lowe
E. E. Smith, Atty.

B.4 - 1940 Revisions

JUL 13 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JUNE 25, 1940
***

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

In a letter dated February 17, 1940, Mr. William S. Marvel, President, Commissioners of Talbot County, addressed the State Roads Commission, requesting that the Jack's Point Road, leading to the south from the main "Pot Pie Road", near Wittman, be taken over and maintained as a part of the County Road System of Talbot County.

The Engineering Department has had a Condition Survey Report made of the road in question, and at this meeting, on the recommendation of Chief Engineer Ballard, the Commission, agreeable to the request of the Commissioners of Talbot County, voted to take over for maintenance as part of the County Road System of said County the Jack's Point Road (Harris Creek Road) from Wittman Road to Harris Creek, length 0.15 mile, the understanding of the Commission being that the right of way of 30 feet in width has been secured by the County Authorities and is on record in the Court House at Easton.

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

Added 0.15 to County 1940

Inv. 3/24/49

rec'd

JUN 6 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 21, 1940

***

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

#93-1940

Acting on the recommendation of the Commissioners of Talbot County, which recommendation was concurred in by Chief Engineer Ballard, the Commission voted to take over for maintenance as part of the County Road System of said County the Waverly Road, running from Route 333 to Carpenter's property, length 1.80 miles.

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

added 0.6 to County system 1940

Copy made for S.R.C. minutes file

JUN 8 1940

JUN 6 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 21, 1940
***

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

Agreeable to the recommendation of the Commissioners of Talbot County, 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 Lee Haven Road, running from U. S. Route #17 Easton-Claiborne Road, 1 1/2 miles from Easton, to Lee Haven, a length of 0.85 mile.

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

JUN 8 1940

#47 - 1940 Revision

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

***

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

Agreeable to the recommendation of the County Commissioners of Talbot County, as set forth in their letter dated April 9, 1940, addressed to the State Roads Commission, it was voted to take over as part of the County Road System of said County "the public road leading south from the Bush Neck Road, in Broad Creek Neck, known as 'Cooper's Point Road'," a length of 0.75 mile, deed for this road for a 33-foot right of way having been filed and recorded by the County Commissioners of Talbot County in the Clerk's Office at Easton, Maryland.

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

Added to County system 1964 for S.R.C.

Copy made for minutes file

Inv. 3/24/64

(Date Received) May 6, 1939

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, APRIL 25, 1939

***

Present: Senator J. Glenn Beall, Chairman, and Mr. Elmer R. Jarboe.

Acting on a request from the County Commissioners of Talbot County as set forth in a letter dated April 18, 1939 Presquile Road, for a length of 1.80 miles, from Shapes Road to Presquile Farm Entrance, be taken over as a part of the County Road System and maintained as such.

According to a letter from Chief Engineer Smith, addressed to the Commission under date of April 20, "District Engineer Townshend advises that this is a slag road and should have been included in the original group to be maintained by the State Roads Commission. No unusual expense is necessary in order to put the road in satisfactory condition and I, therefore, recommend that it be accepted as part of the County System and maintained in future by our forces."

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

Int. 8/4/39

Copied from S.R.C. copy
J. D.
5/26/39

Location shown on print of Base Maps of Talbot Co by R.J. 6/1/39
1.15 Mi. mentioned & in 1937 mile - check for Regular
0.65 " not " & not " "

Adjustment will be made on G.H. Map
6/5/39 J.T.D

Added to County 1939