



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.

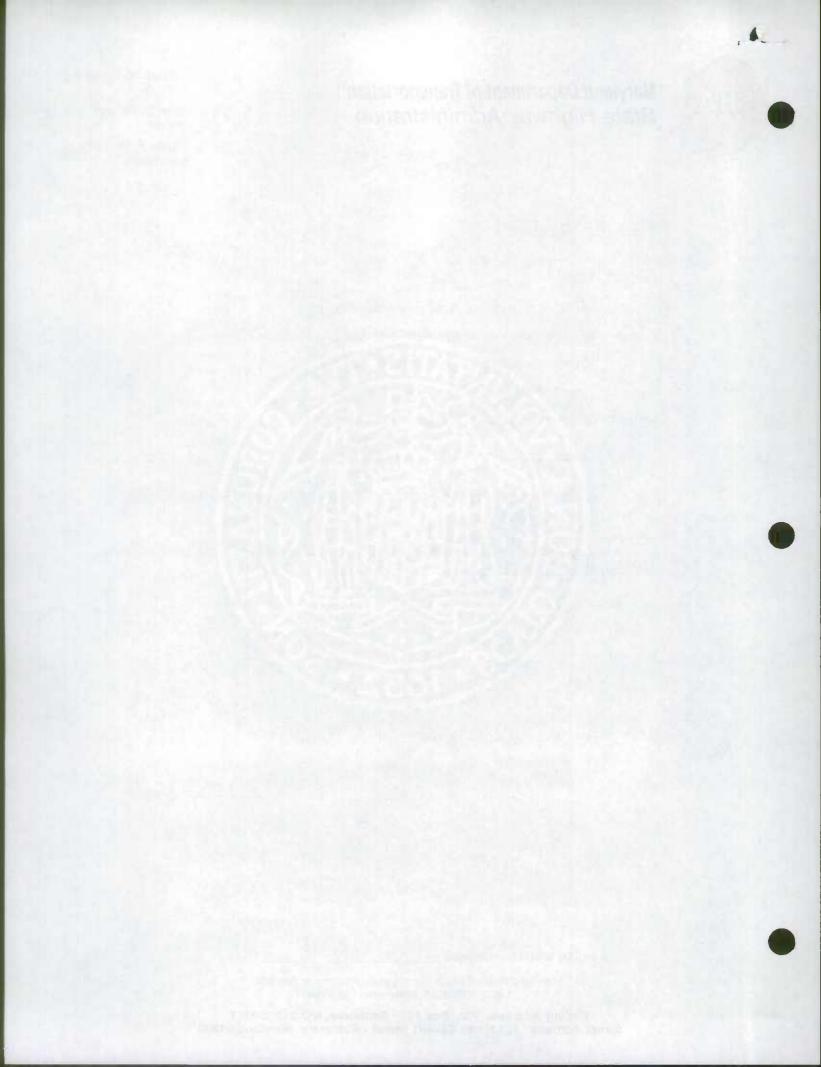
Accepted for mintonance S/19/04, HISD rotified S/4/05. Road transformed to Easter S/4/05, now part of MUZ77.



My telephone number is _

(410) 545-5518

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





Maryland Department of Transportation State Highway Administration

Parris N. Glendening Governor John D. Porcari

Secretary Parker F. Williams Administrator

NI MEMORANDUM OF ACTION OF NEIL J. PEDERSEN 519/01 DEPUTY ADMINISTRATOR/CHIEF ENGINEER FOR PLANNING AND ENGINEERING

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.

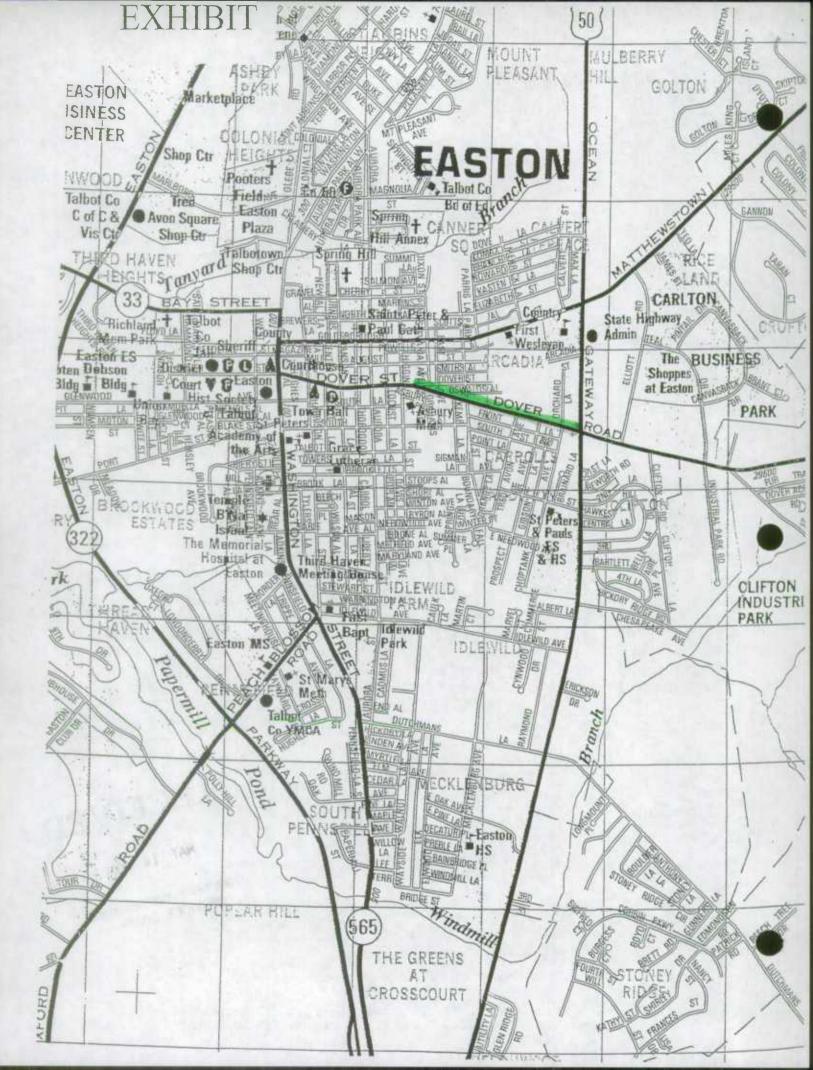
HTC:seb

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MIGHWAY INFORMATION SERVICES DIVISION

2812 My telephone number is .

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



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. Mr.		Lijewski McClelland
		Miller
Mr.	Κ.	Powers
Mr.	D.	Rose
Mr.	K.(G. Shelton
Mr.	D.	Simpson
Mr.	D.	Ward
Mr.	D.	Weddle
Mr.	P.I	F. Williams
Mr.	Μ.	Shah
Mr.	Ed	Schmidbauer
Mr.	R.	Lindsay
Ms.	Ρ.	Quinn
Mr.	Τ.	Wright

THE TOWN OF EASTON, MARYLAND

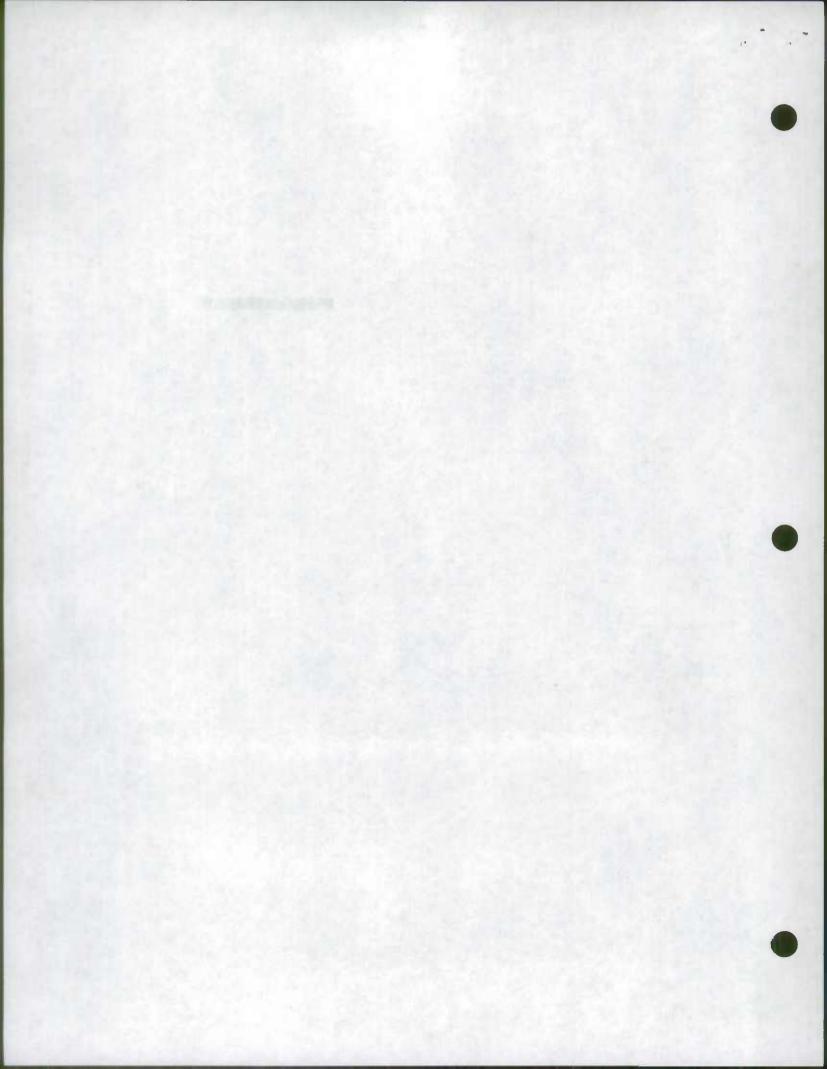
Mayor of Easton

Town Clerk

Town Attorney



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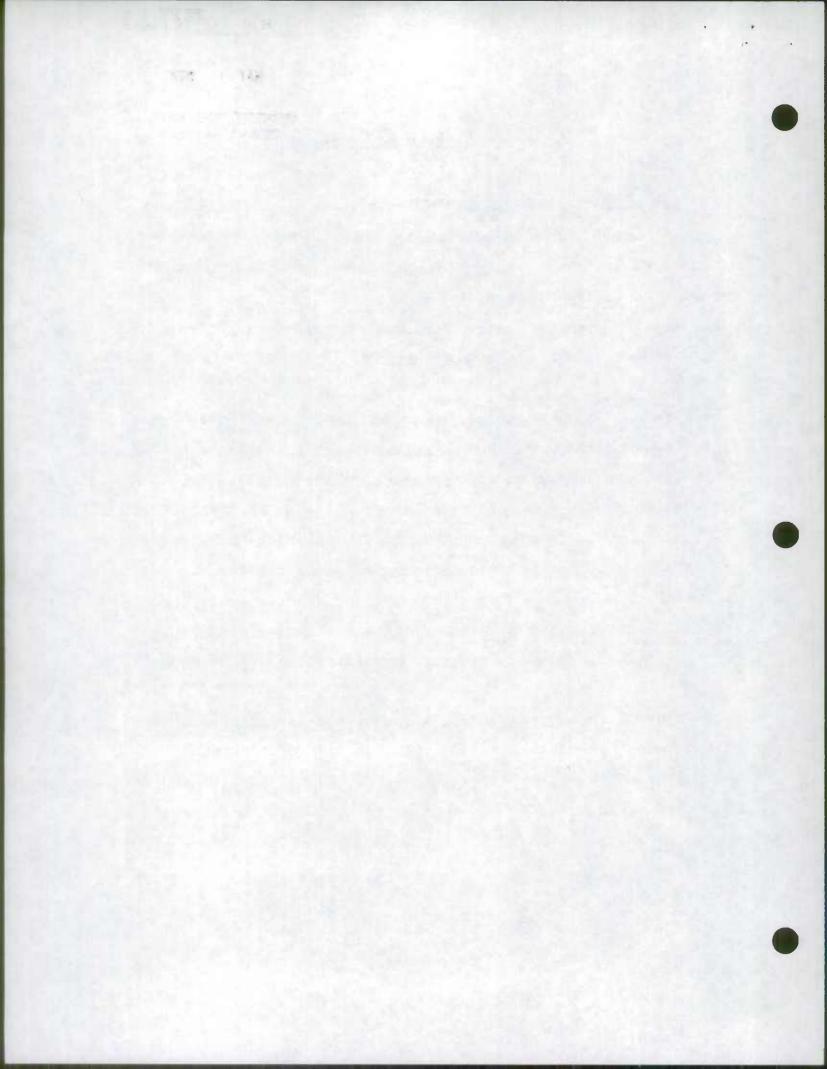
WERVICES DIVISION

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this <u>/e</u> day of <u>MAY</u>, 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:

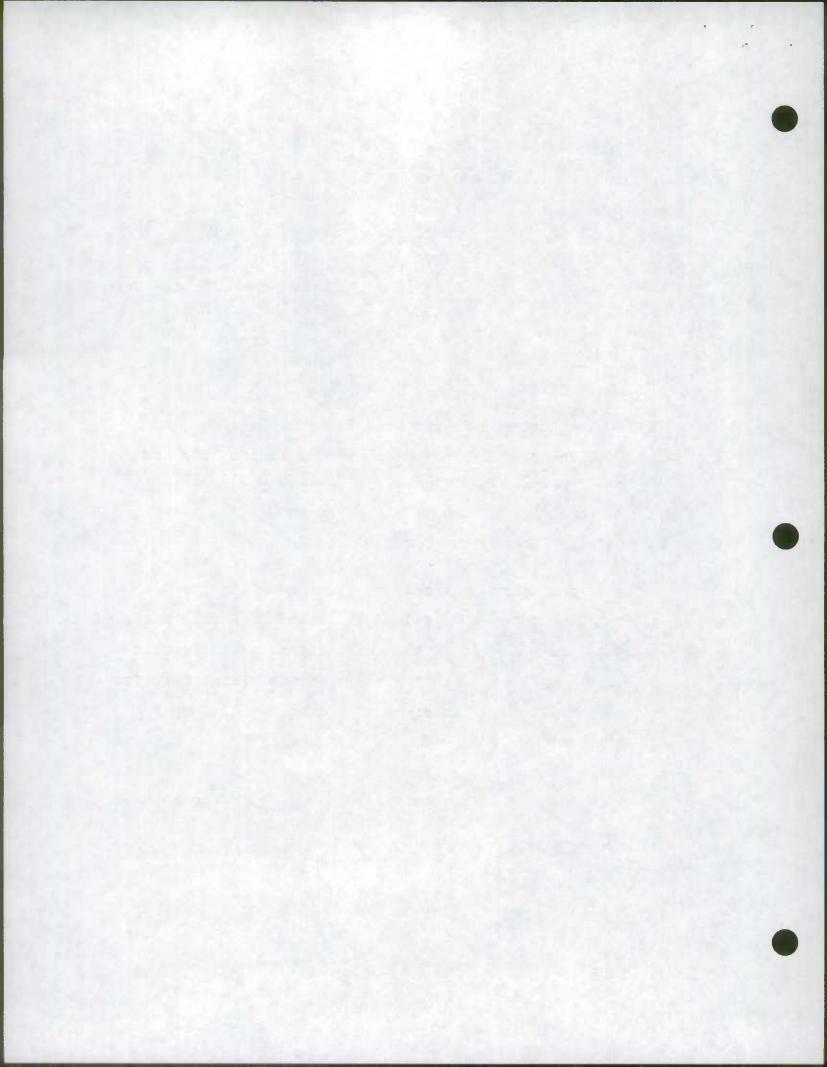
1. The Highway Administration does hereby transfer unto the Town and the Town does hereby accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described section of State highway and mileage as part of the Town's highway system, (hereinafter 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<u>+</u> mile

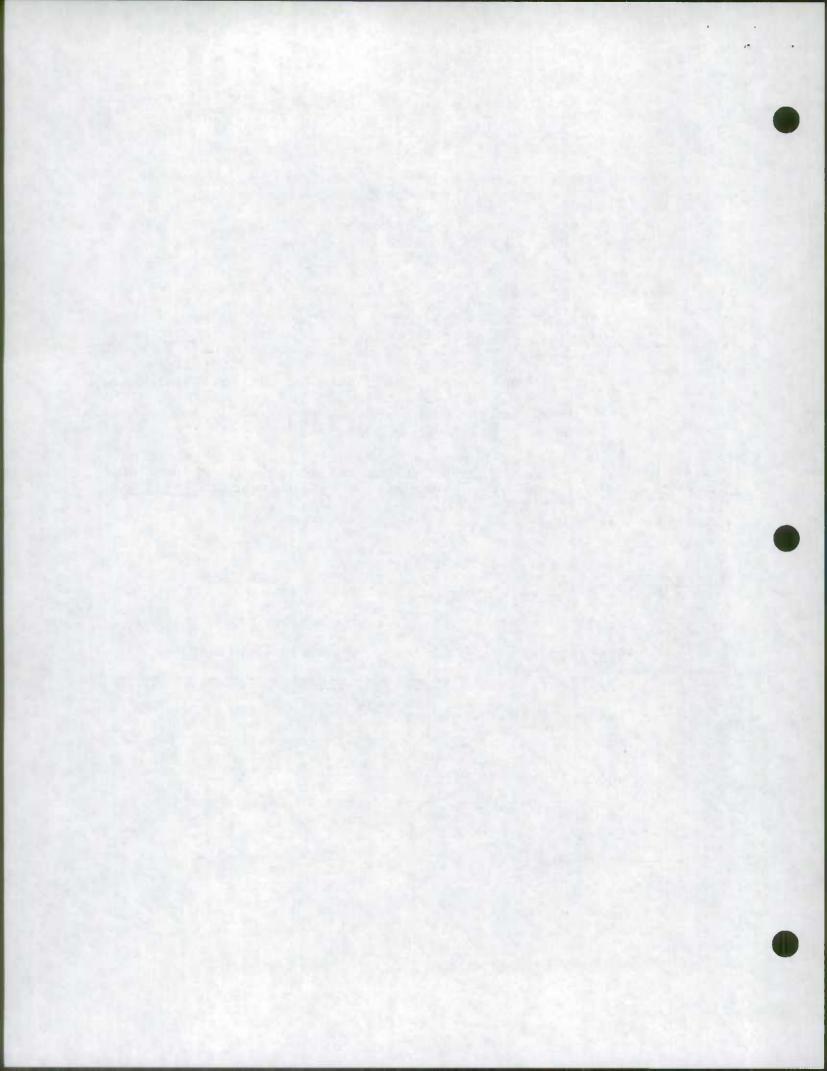
Item No.: 91009

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: By: N

Mil J I due

Deputy Administrator/Chief Engineer for Planning and Engineering

Approved as to form and legal sufficiency this $1^{s_{T}}$ day of FERRUARY 2001.

and Conveyance Section

Special/Counsel

Sidney/S. Campen, Jr.

RECOMMENDED FOR APPROVAL:

TOWN OF EASTON, MARYLAND

WITNESS:

Robert F. Karge

Town Clerk

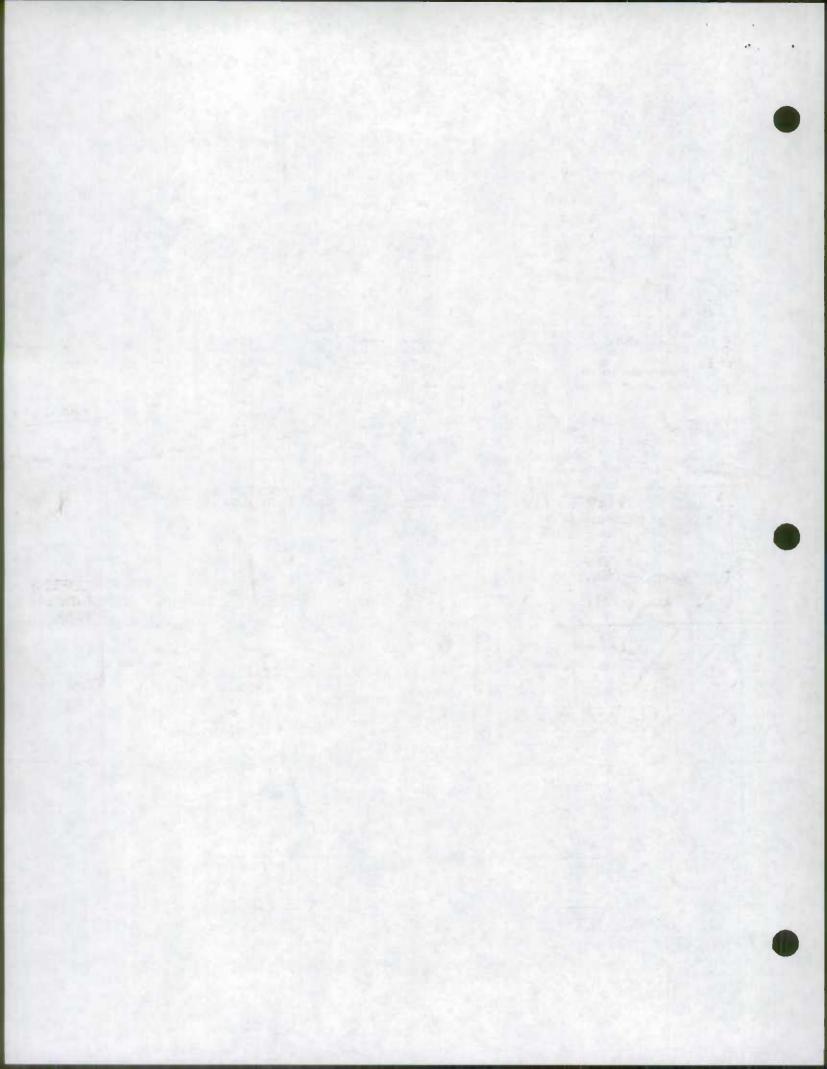
By:

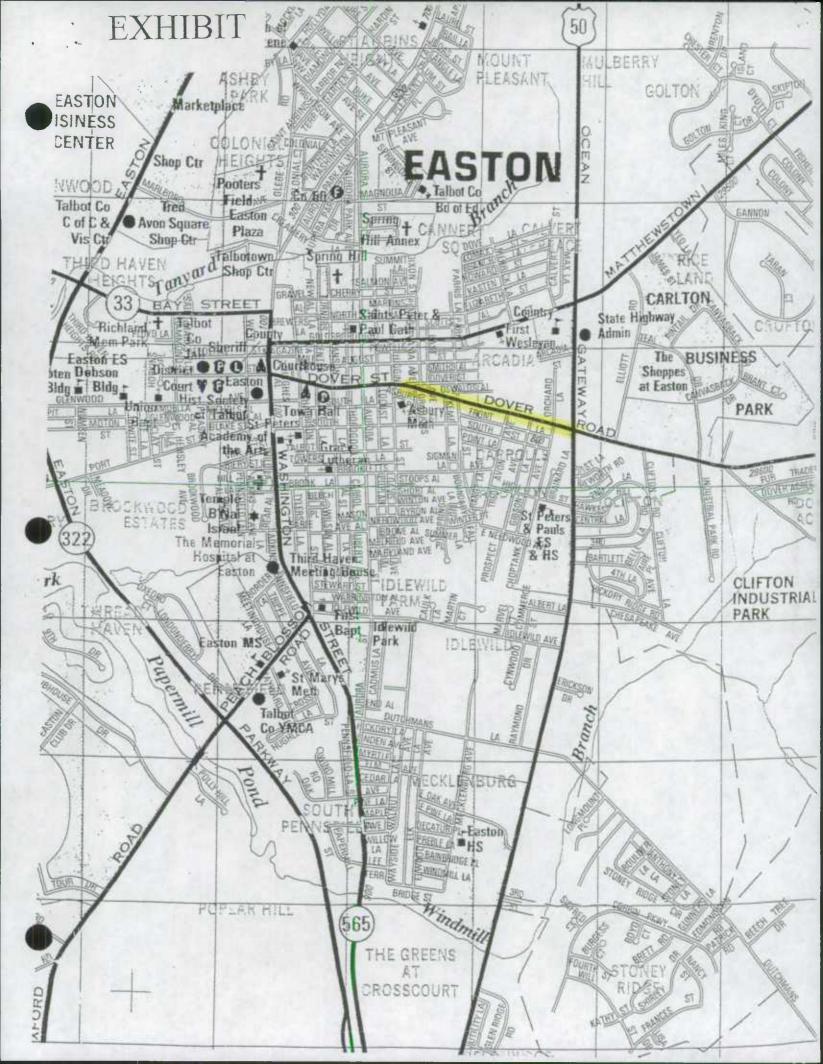
Eugene Butle

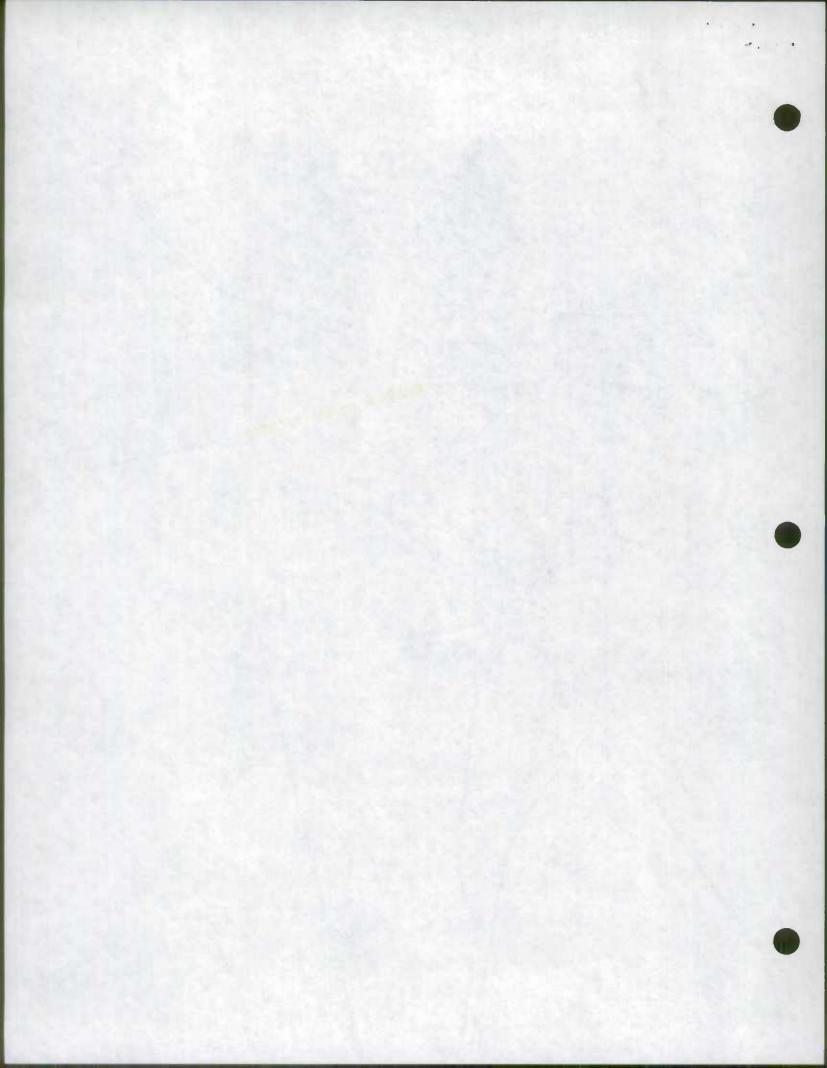
Mayor of Easton

Approval as to form and legal sufficiency this Star day of

Christopher B. Kehoe Town Attorney









Marvland Department of Transportation State Highway Administration

Parris N. Glendening Governor

David L. Winstead Secretary

Parker F. Williams Administrator

October 19, 1998

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MEMORANDUM

TO:

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

OCT 20 1998

FROM:

HIGHWAY INFORMATION SERVICES DIVISION Stephen N. Clarke, Jr., Chief 10 4 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.
- It appears that the SHA still owns any underlying fee, 3. however, any maintenance repairs and future liabilities are the sole responsibility of the DNR according to the agreement.
- The bridges were sold by a bill of sale to the DNR at 4. 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.

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

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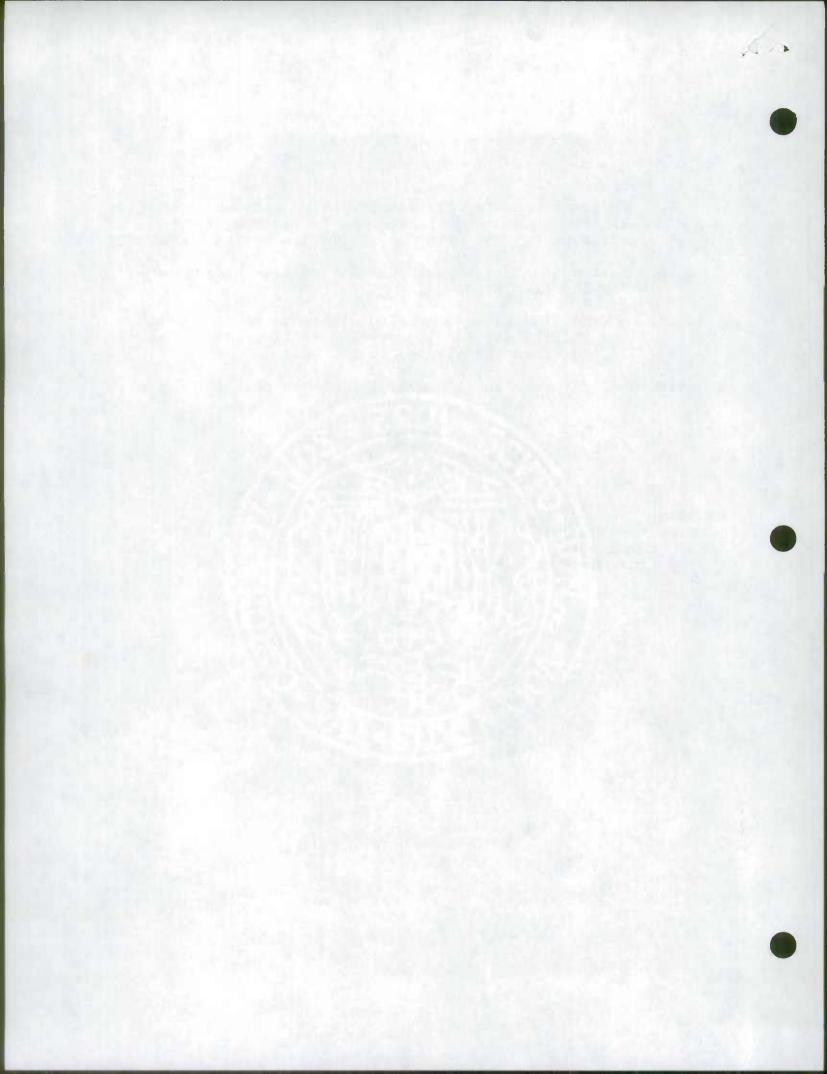
- 6. The road transfer agreement with Talbot County will be written so as to guarantee the DNR access from Bolingbroke Road after it is transferred to the County.
- 7. Talbot County does not want any future interest in Fishing Pier Road.
- 8. At the time the engineering clearance was completed, the Utility and Road Conveyance Section was not aware of the easements granted to the DNR.

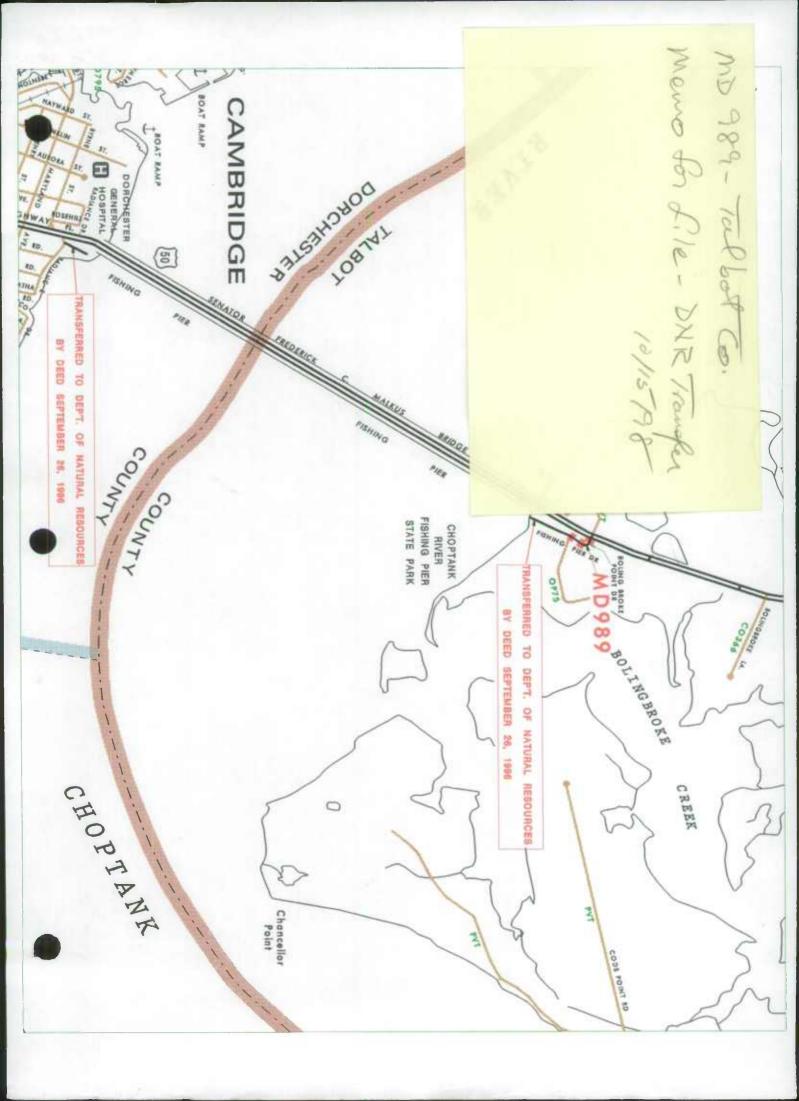
If additional information is necessary, please call our office.

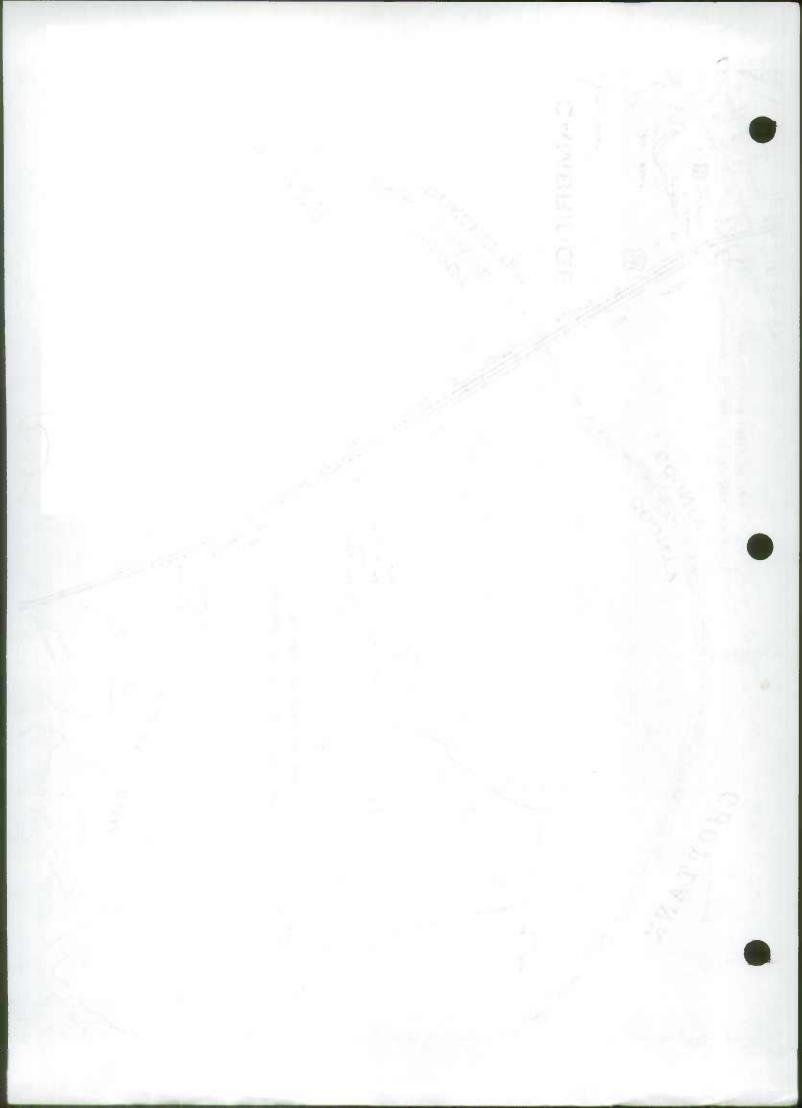
SNC:seb cc: Richard Lindsay Pat Quinn Jeffrey Squires

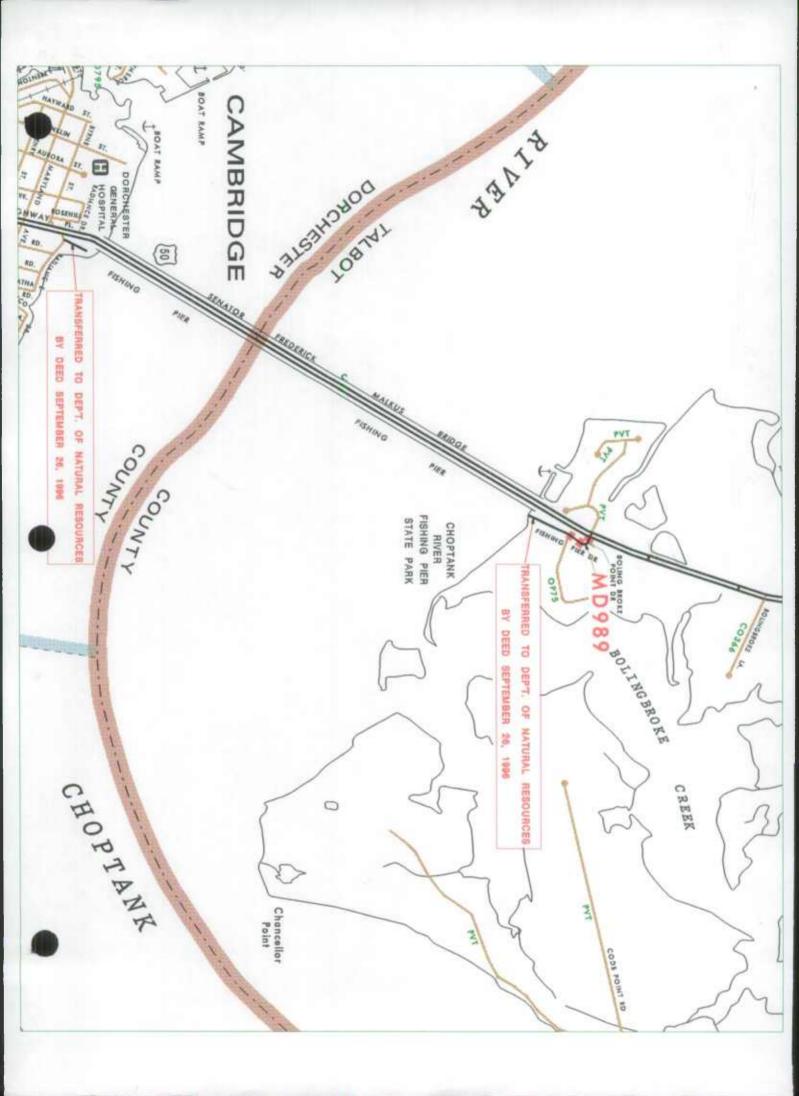


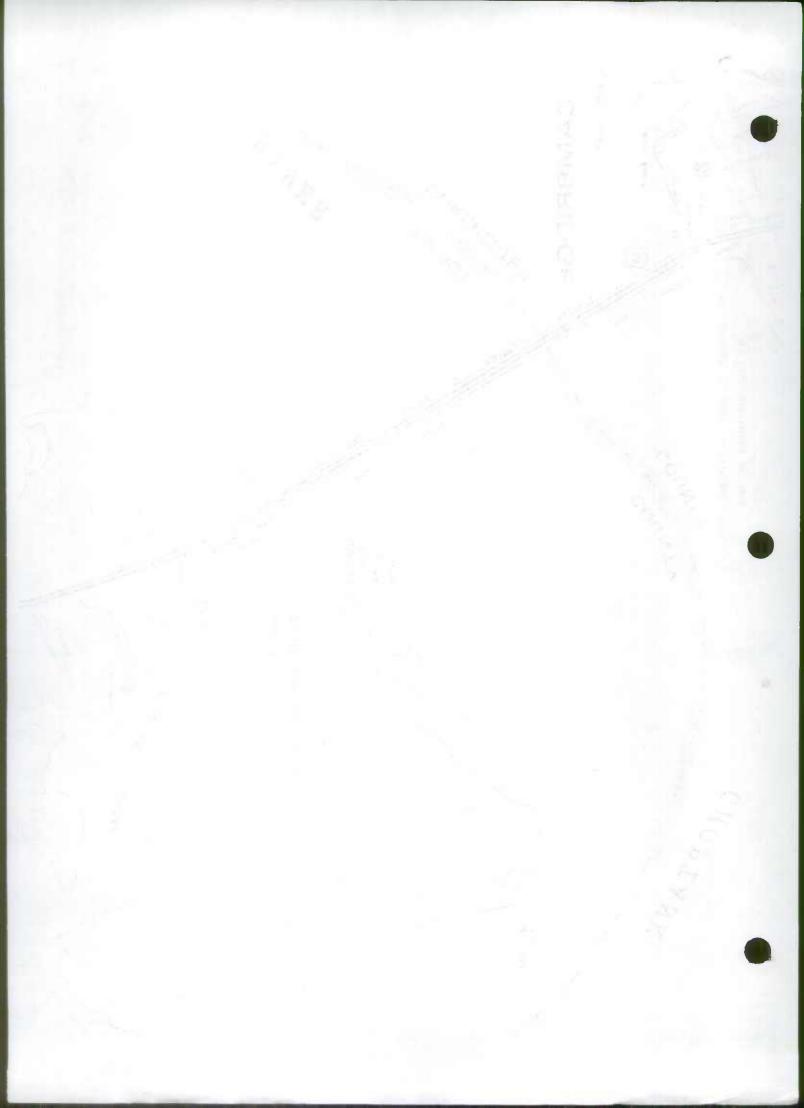












Alan. Cluck milege on MD 989 P.2 Parr Gove



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 PI OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

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.

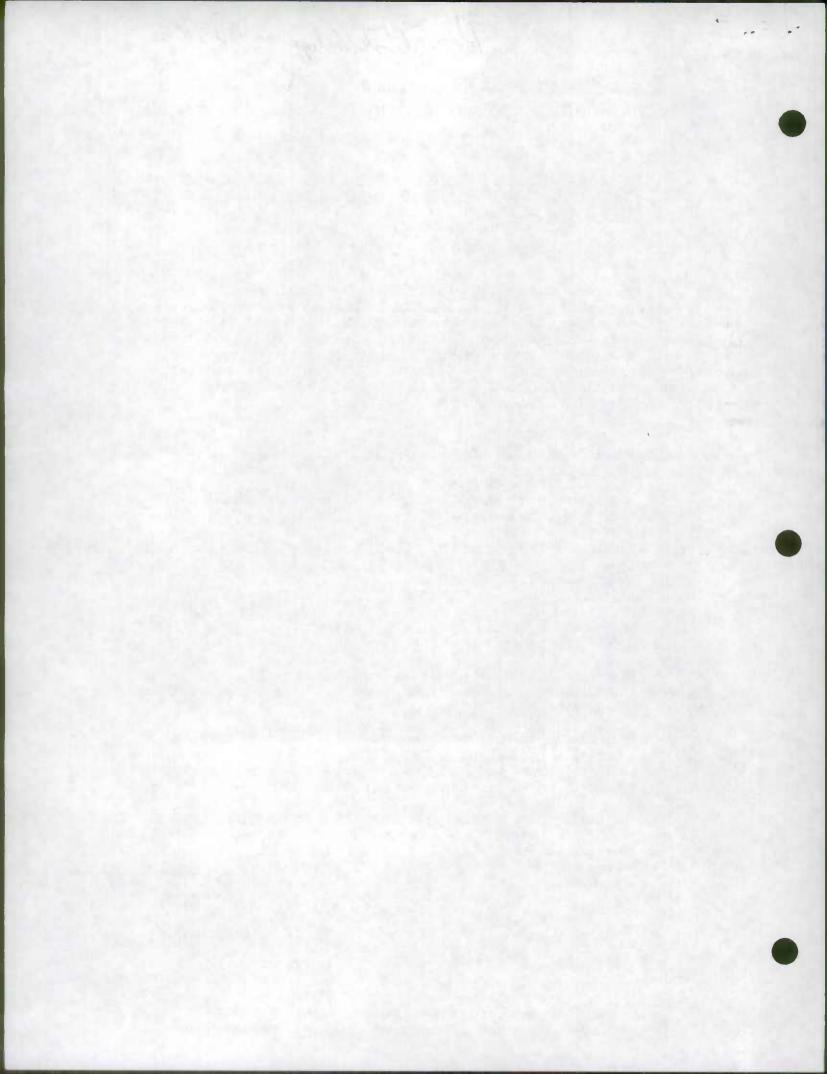
I.	State Highway	Administration to Talbot County	y, Mary	land

- 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<u>+</u> 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<u>+</u> 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<u>+</u> 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<u>+</u> 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<u>+</u> mile

My telephone number is _____

DEC 1 1998

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



page 2

- 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<u>+</u> 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
 - Co445 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<u>+</u> mile
 - (Ocean Gateway) M.P. 0.00 to road end M.P. 0.10, a total distance of 0.10<u>+</u> 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

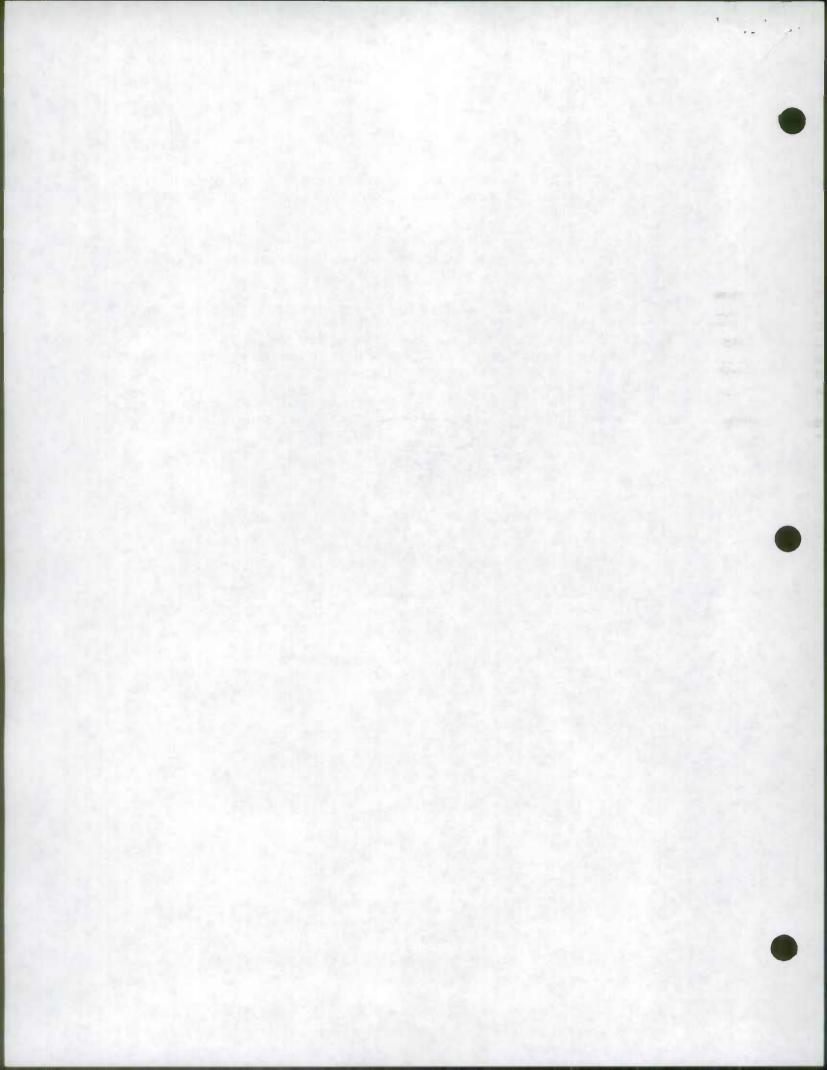
Total mileage to the State - 1.30+ miles

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.

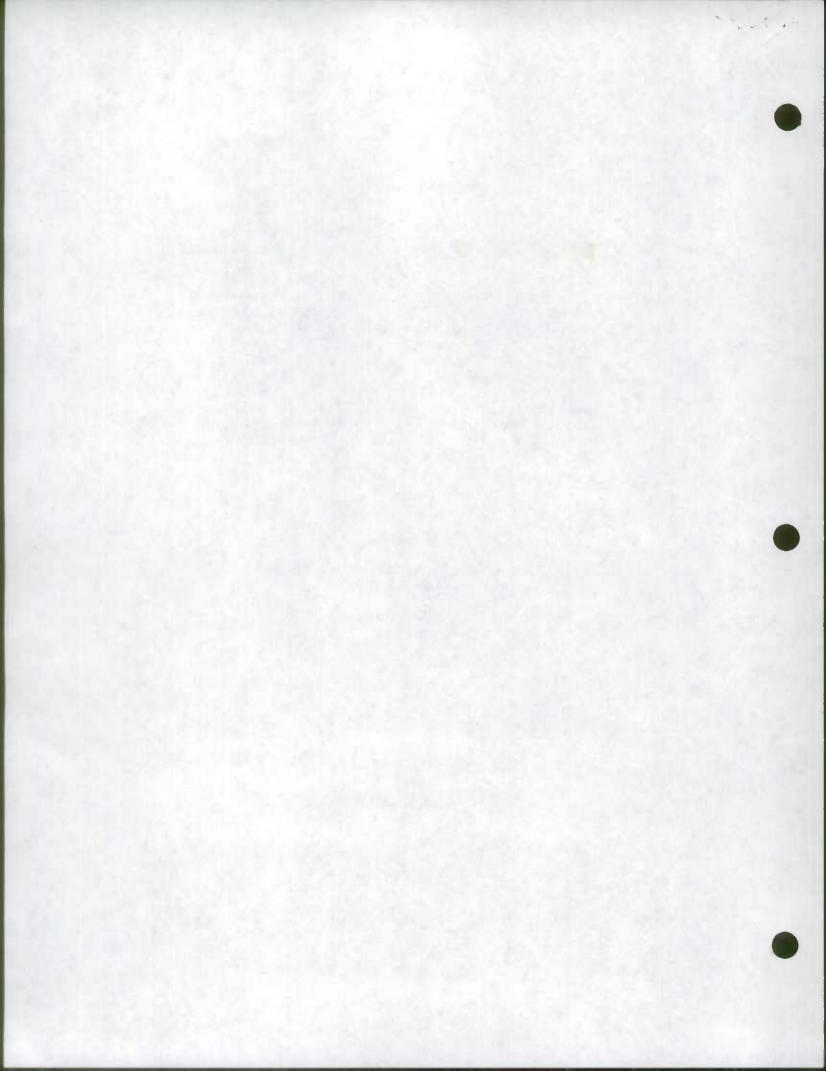
Mr.	S. Ade	Mr.
Mr.	M. Baxter	Mr.
Mr.	W.E. Brauer, III	Mr.
Mr.	R. Burns	Mr.
Ms.	Rose Davis	Mr.
Mr.	A.M. Capizzi	Mr.
Mr.	R. D. Douglass	Mr.
Mr.	L. H. Ege, Jr.	Mr.
Mr.	D. German	Mr.
Mr.	G. Hadel	Mr.
Mr.	T. Hicks	Mr.
Ms.	E. Homer	Ms.
Mr.	R Harrison	Mr.
Mr.	W. Kowalsky	Mr.
Mr.	E.S. Freedman	

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

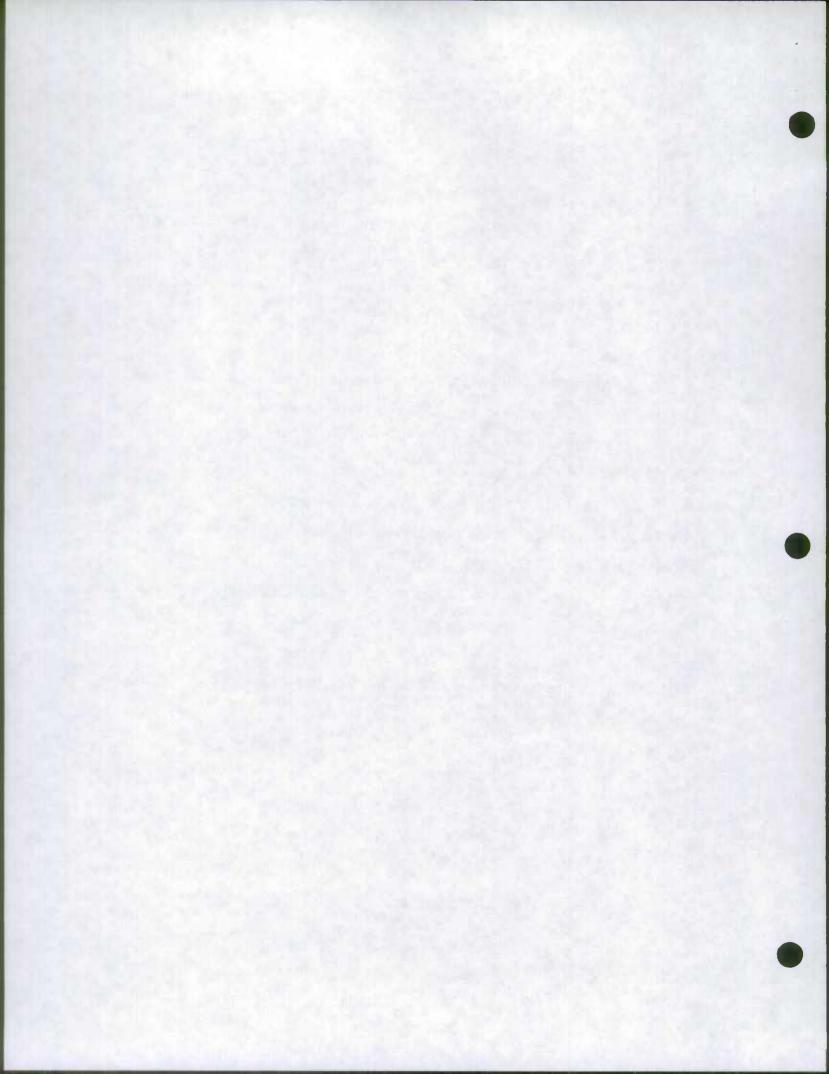


ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this <u>24</u> day of <u>NONEMBER</u>, 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:

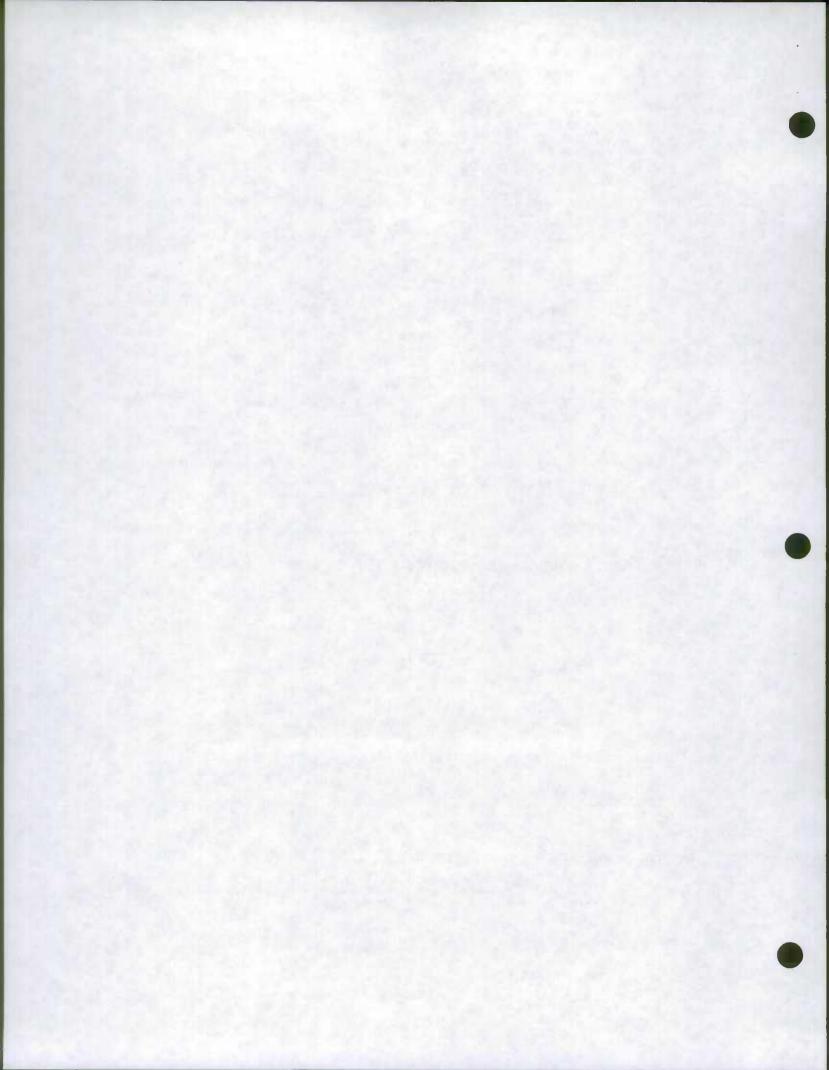
1. The Highway Administration does hereby transfer unto the County and the County does hereby accept from the Highway Administration jurisdiction over and responsibility for the maintenance of the following described sections of State highway and mileage as part of the County's highway system, as follows and as shown on <u>Exhibits A,B and C</u> 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<u>+</u> 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<u>+</u> 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<u>+</u> mile

2



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

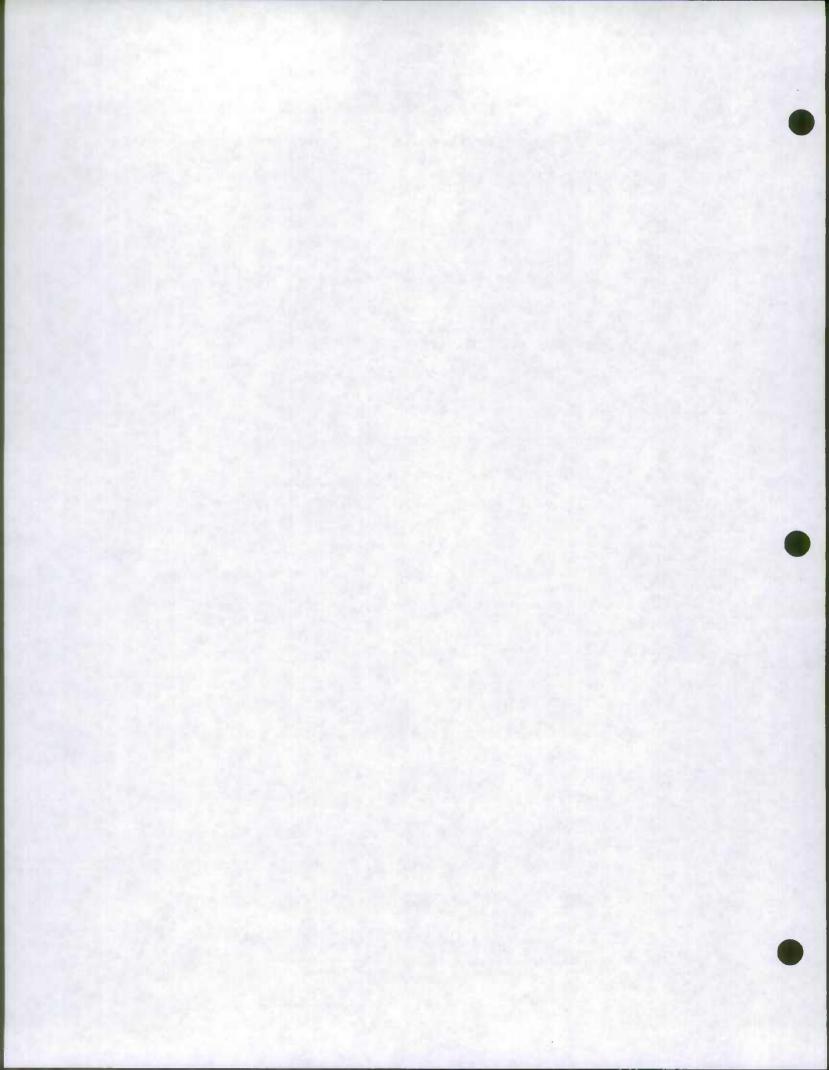
MD Rte. 451B (Claiborne Road) - From MD 33 (St. Michaels Road) M.P. 0.00, north to MD 451 (Easton Claiborne Road) M.P. 0.07, a total distance of 0.07<u>+</u> mile

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 $0.26\pm$ 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<u>+</u> 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

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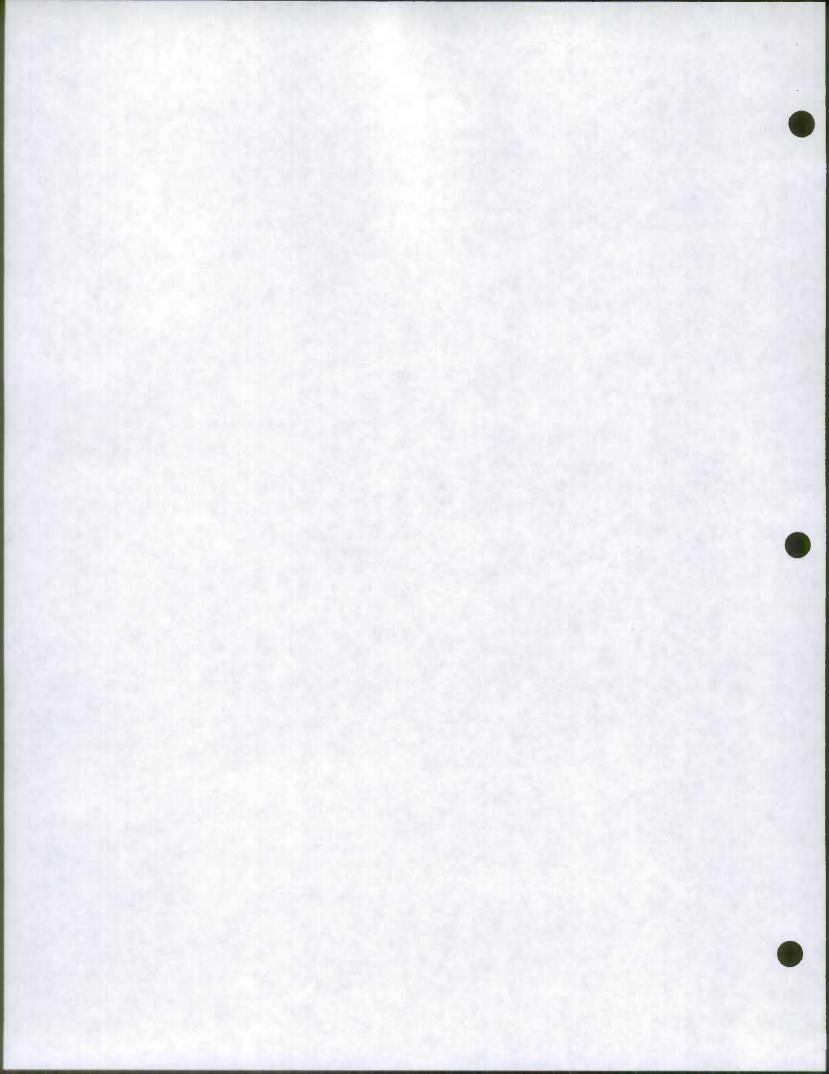


MD Rte. 989 (Bolingbroke Point Drive) - From US 50 (Ocean Gateway) M.P. 0.00 to road end M.P. 0.10, a total distance of 0.10+ mile

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

4

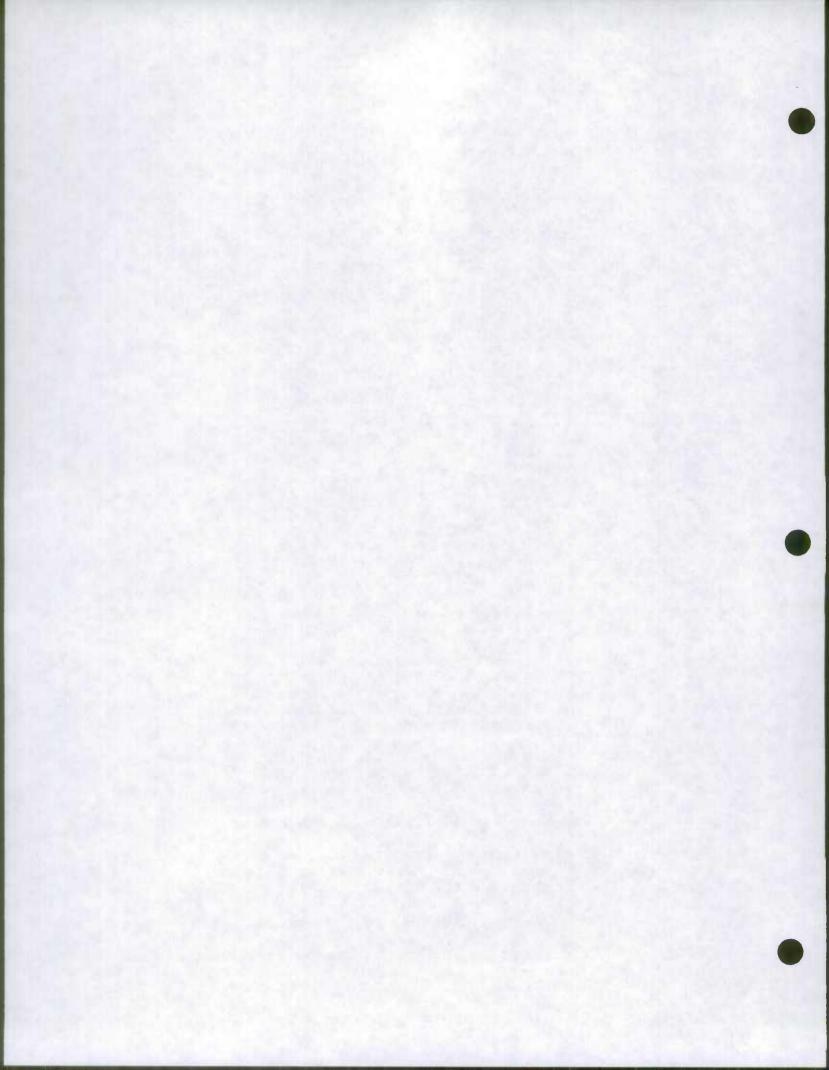


and responsibility for the maintenance of the following described section of County highway and mileage as part of the State's highway system, as follows and as shown on <u>Exhibit D</u> attached hereto and incorporated herein and referred to as the "County Roadway".

Talbot County to the SHA:

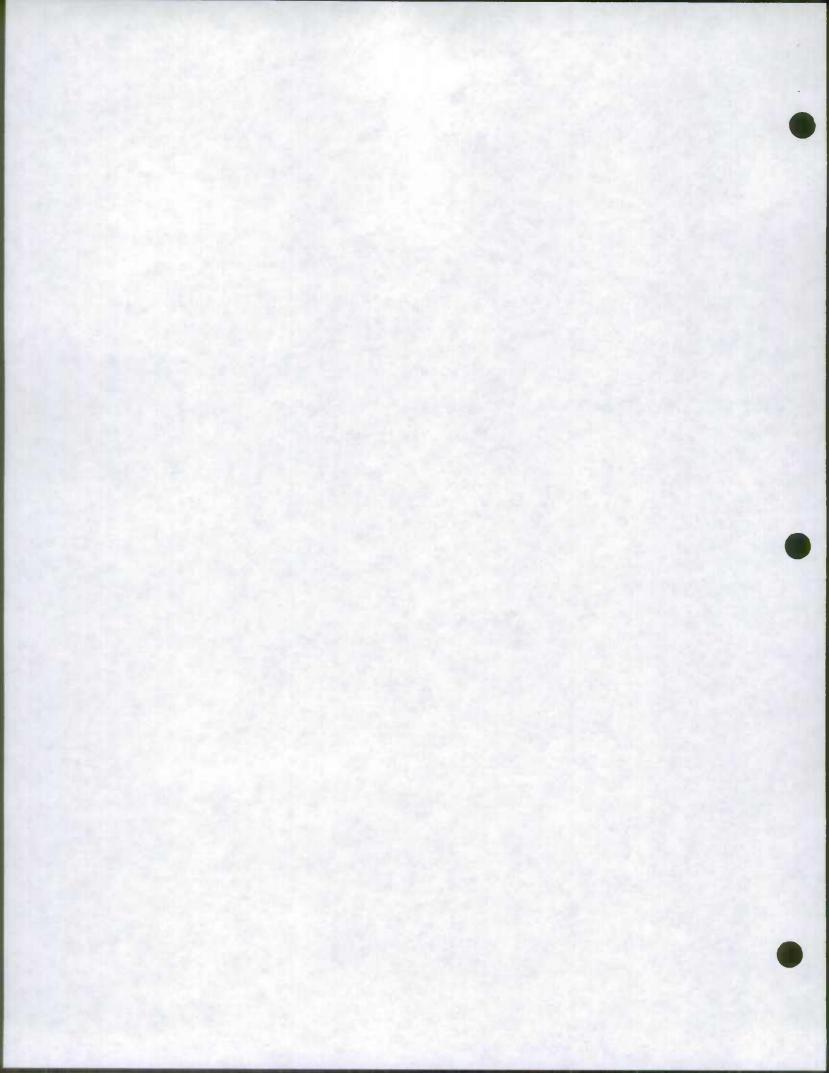
Centreville Rd (CO 188) - From Airport Rd to .02 south of Airpark Drive, a total distance of 1.30<u>+</u> miles Total mileage to the State - 1.30<u>+</u> miles

- 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 one

By: Director, Office of Planning and Preliminary Engineering

> Approved as to form and legal sufficiency this <u>12</u> day of weather , 1998.

Chief, Utility and Road Conveyance Section

Special Counsel

RECOMMENDED FOR APPROVAL

TALBOT COUNTY, MARYLAND

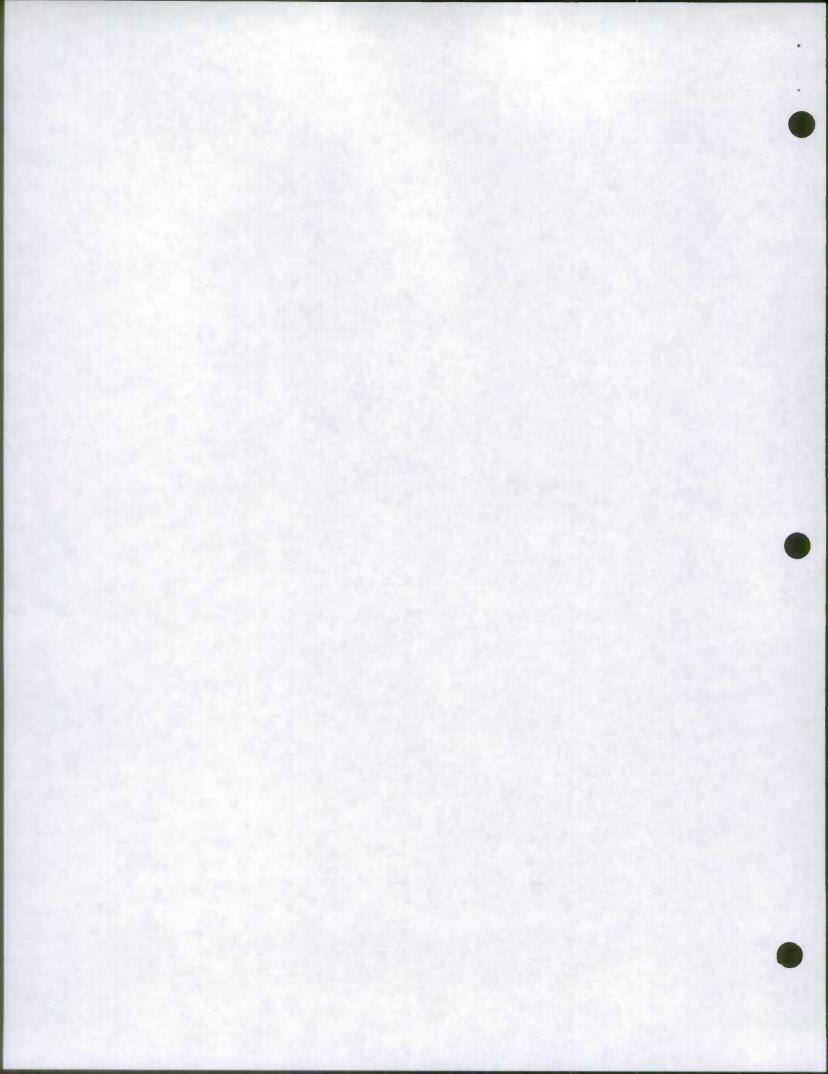
By:

WLTNESS:

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

M

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:

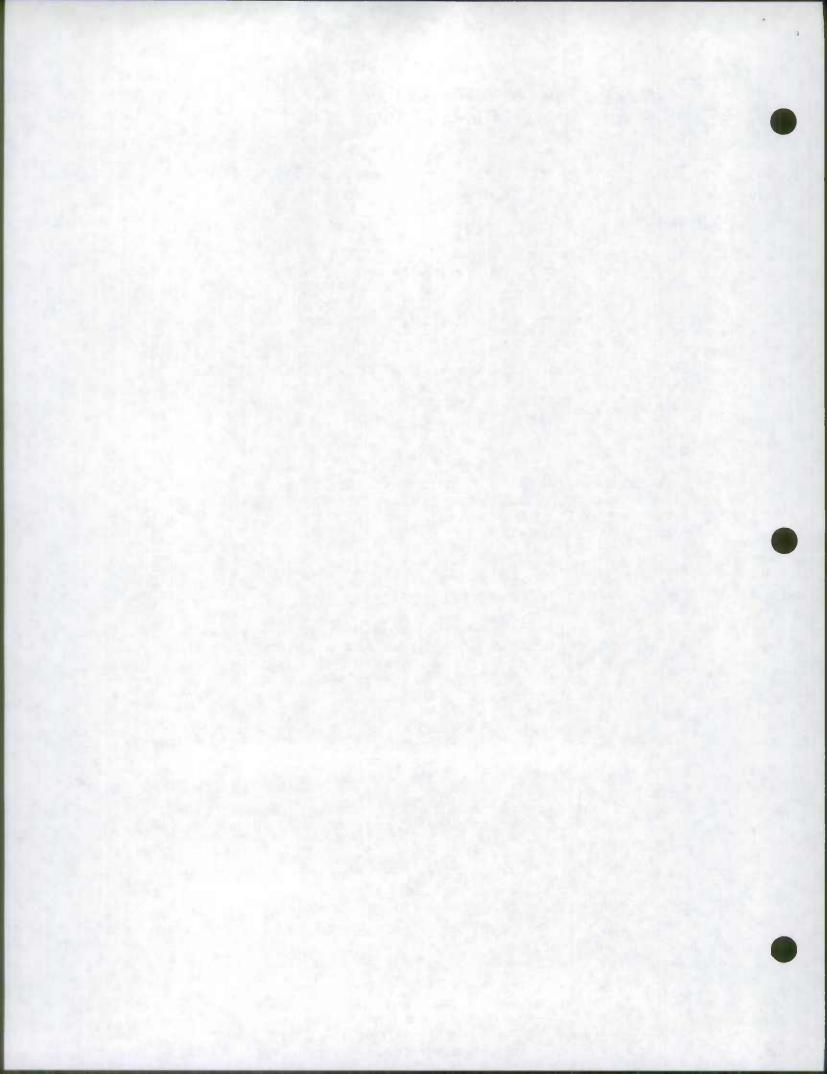
- MD Rte. 989 will be transferred and then conveyed to 1. Talbot County for a distance of 0.1 miles from US Rte. 50 to the road end.
- 2. The maintenance of Fishing Pier Road was transferred to the Department of Natural Resources by a Deed of Easement and Agreement dated September 26, 1998, which was approved by the Board of Public Works and is 1996 mutually binding upon both the SHA and the DNR.
- It appears that the SHA still owns any underlying fee, 3. 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.

2811

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

My telephone number is _

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



page 2

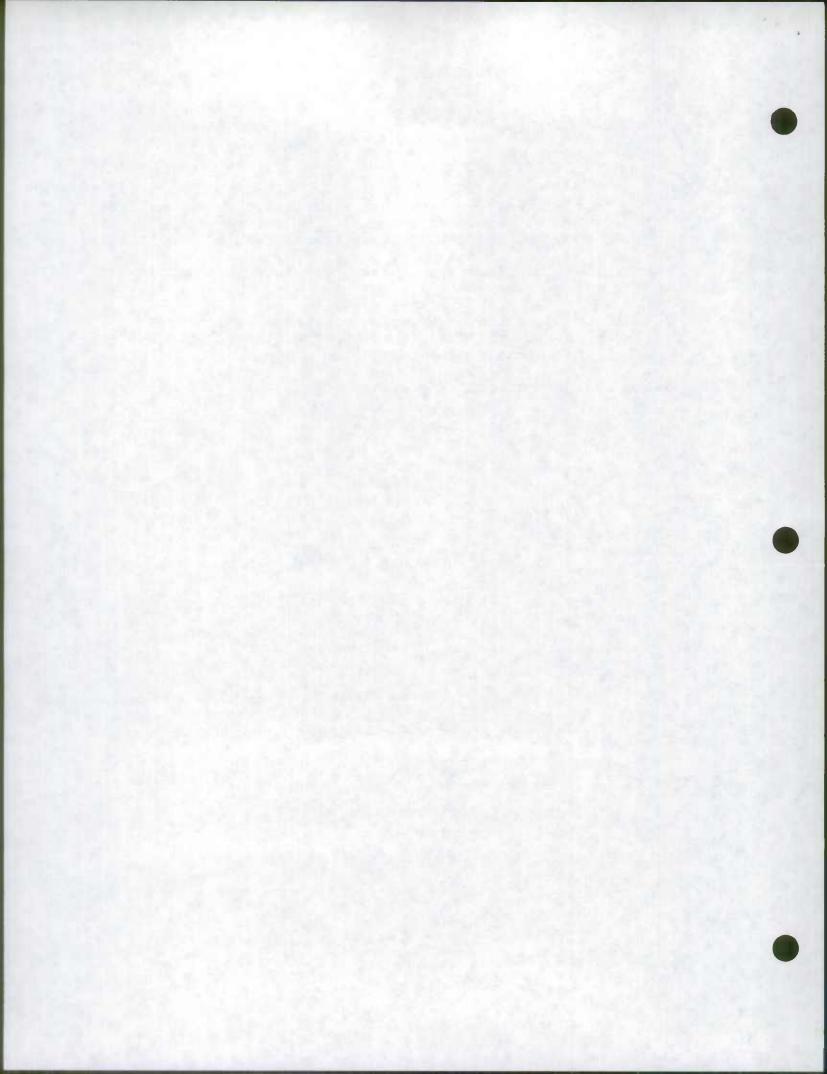
- 6. The road transfer agreement with Talbot County will be written so as to guarantee the DNR access from Bolingbroke Road after it is transferred to the County.
- 7. Talbot County does not want any future interest in Fishing Pier Road.
- 8. At the time the engineering clearance was completed, the Utility 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







TH THIS DEED OF EASEMENT AND AGREEMENT made this 26 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 essements and easement areas are subject to the terms and conditions hereinafter set forth, and are more fully described as follows:

- IMP FIL SLIKE \$ An easement for ingress and egress from Bolingbroke Drive 1. RECURDING FEE to the Old Bridge and an easement for parking by patrons of TOTAL the Public Fishing Pier in and over 2.034 acres of land, Rest ICR more or less, lying Talbot County, Naryland as described up and shown border shaded thus [1] Iying on State 1, 27, 132 Highway Administration Plat No. 52972 which is recorded or intended to be recorded among the Land Records of Talbot County, Maryland.
- An easement for ingress or egress from U.S. Route 50 to 2. the Old Bridge lying in Dorchester County, Maryland over Parcel 2 containing 0.331 of an acre of land, more or less MIA and Parcel 4 containing 0.107 of an acre of land, more or less, both Parcels being border shaded thus [____] and Sest IAU described on State Highway Administration Plat No. 49725 (Rev. 11/2/94) which is recorded or ir tended to be recorded 6: 24, 1996 among the Land Records of Dorchester County, Maryland.

INP FD SIRE 4 RECORD FEE Ropt # Bik f 163 815 9732

JH

5.63

29.63

25.83

82:33

Rept # 15322

B1k \$ 829

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/:)4).

HIGHWAY INFORMATION SERVICES DIVISION

P. 02

1998

OCT 15

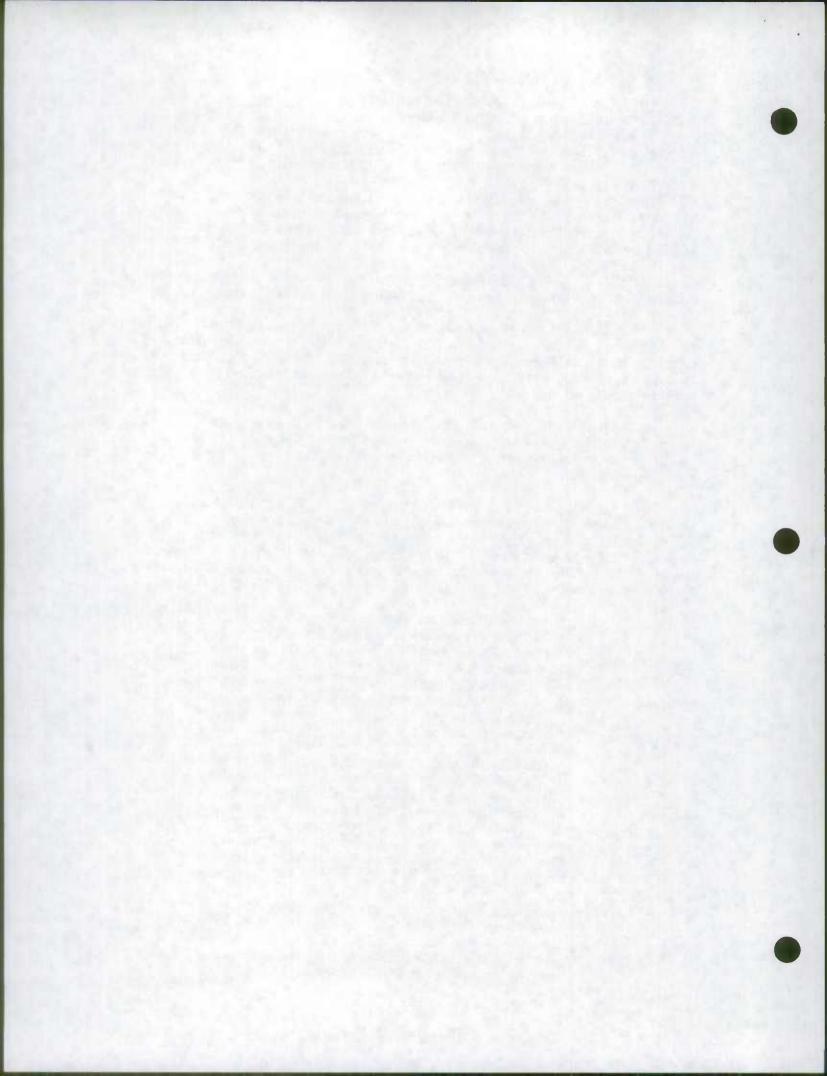
an

Land+

AHD:

Mary Land Dept. of Natural Resources Jawes State Ottice Building JSO jaylor AVE

LIBERO 84 | FOLIO? 09



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:

- 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.
- 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:

0

Guny Fletcler

Approved as to Form and Legal Sufficiency

Assistant Attorney General State Highway Administration

STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

Hal Kassoff State Highway Administrator

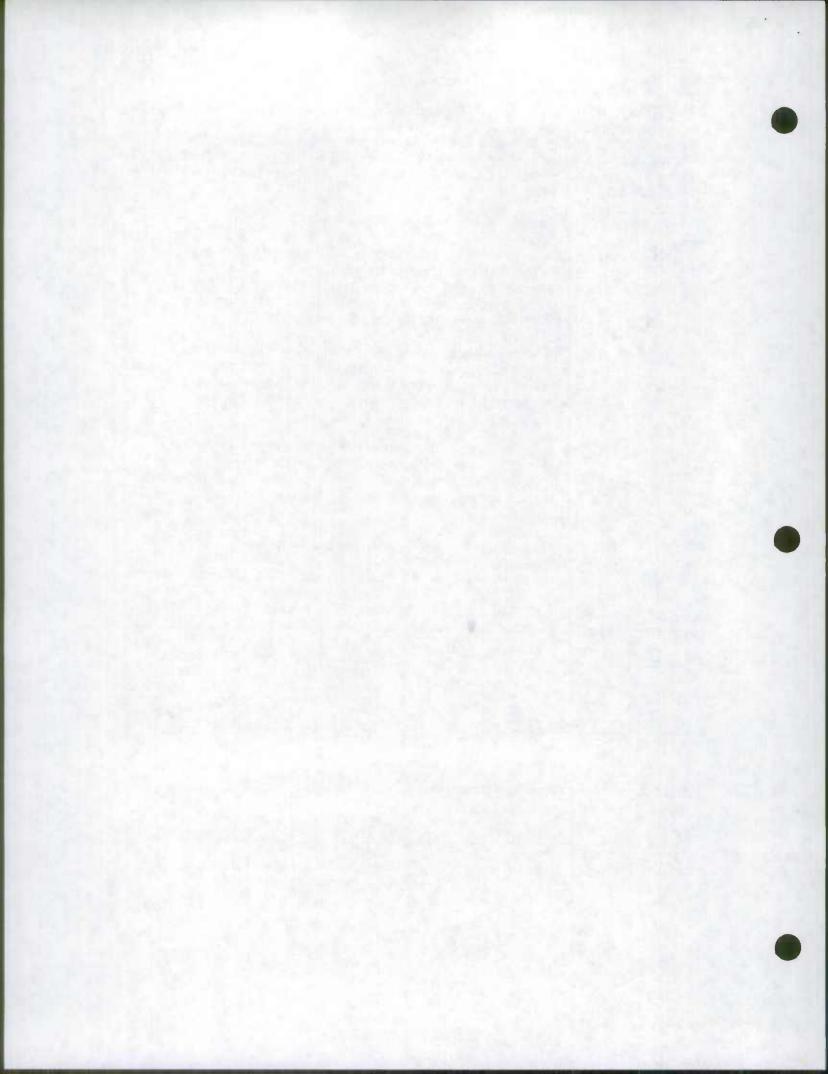
Concurred in by:

Ril-) cronect (Seal)

Kobert J. Finck, Director, Office of Real Estate State High way Administration

2

LIBERO 841 FOLIO210



LIBER 0347 FOLIO0508

(Seal)

(Seal)

ulation

Approved as to Form and Legal Sufficiency

godi R.O'(

Assistant Attorney General Department of Natural Resources

15

ATTEST:

WITNESS:

DEPARTMENT OF NATURAL RESOURCES (Seal) By: dhn'R. Griffin, Segretary

Alugle 18 colin

Parris N. Glendening Governor of Maryland

and Ic Remol Sandra K. Reynold Secretary

ouis L. Golcstein comptroller of Maryland

Ð

Richard N. Cixon Treasurer of Maryland

Constituting the BOARD OF PUBLIC WORKS OF MARYLAND

STATE OF MARYLAND, COUNTY OF BALTIMORS, 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 25 day of JULY in the year 1996

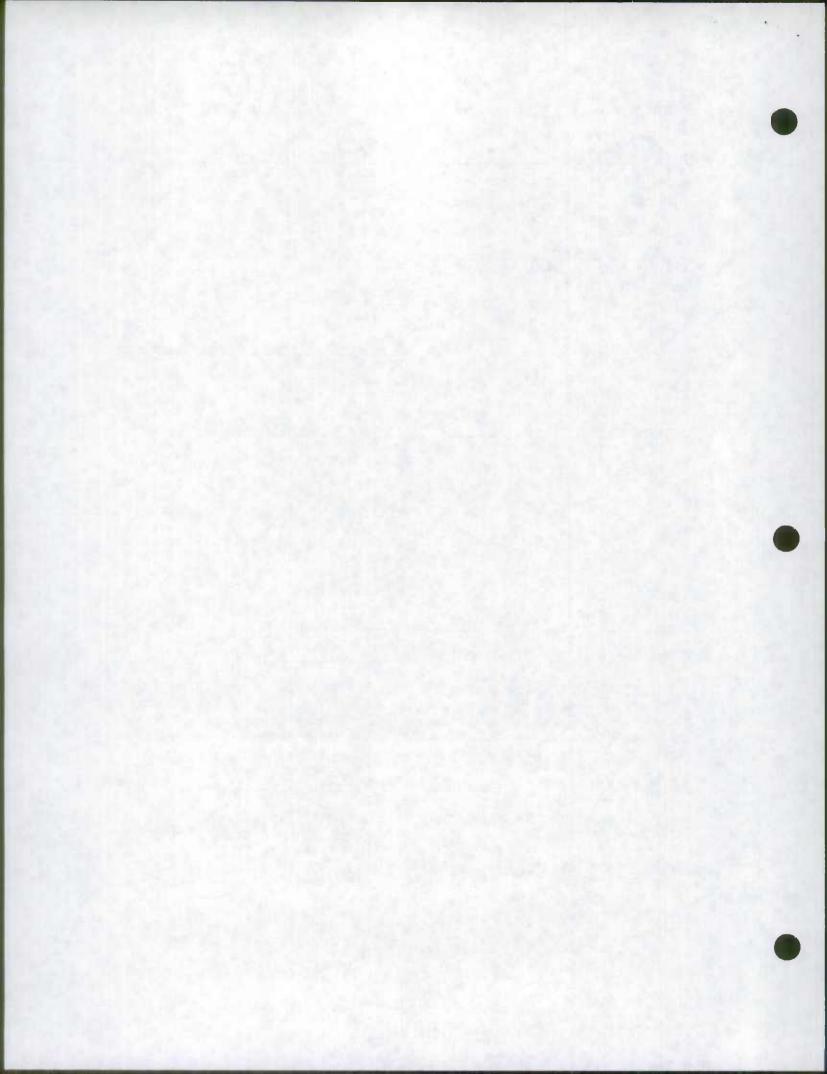
James F. Maherings

My Commission Expires: Ocr. 1, 1997

LIBERO 841 FOLIO2 1.1

3

CCT-14-98 WED 13:53 SHA DISTRICT



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 25 H day of JULY in the year 1996

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 Sptender in the year 1996 Musich J Bochers 7

My	Commission	Expires:	2		1	-9	9	l
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I hereby certify that this instrument has been prepared under my supervision, an attorney admitted by the Court of Appeals of Maryland.

4

IN COMPLIANCE OTHER LINETED 1391 20 ETDA TREACUREN OF EORCHASTER COUNTY -w LCR4\mb\a:\DNR

icultural Transfer Tay in the Amutti of the - c

Assistant Actorney General

Notary Public Haboring

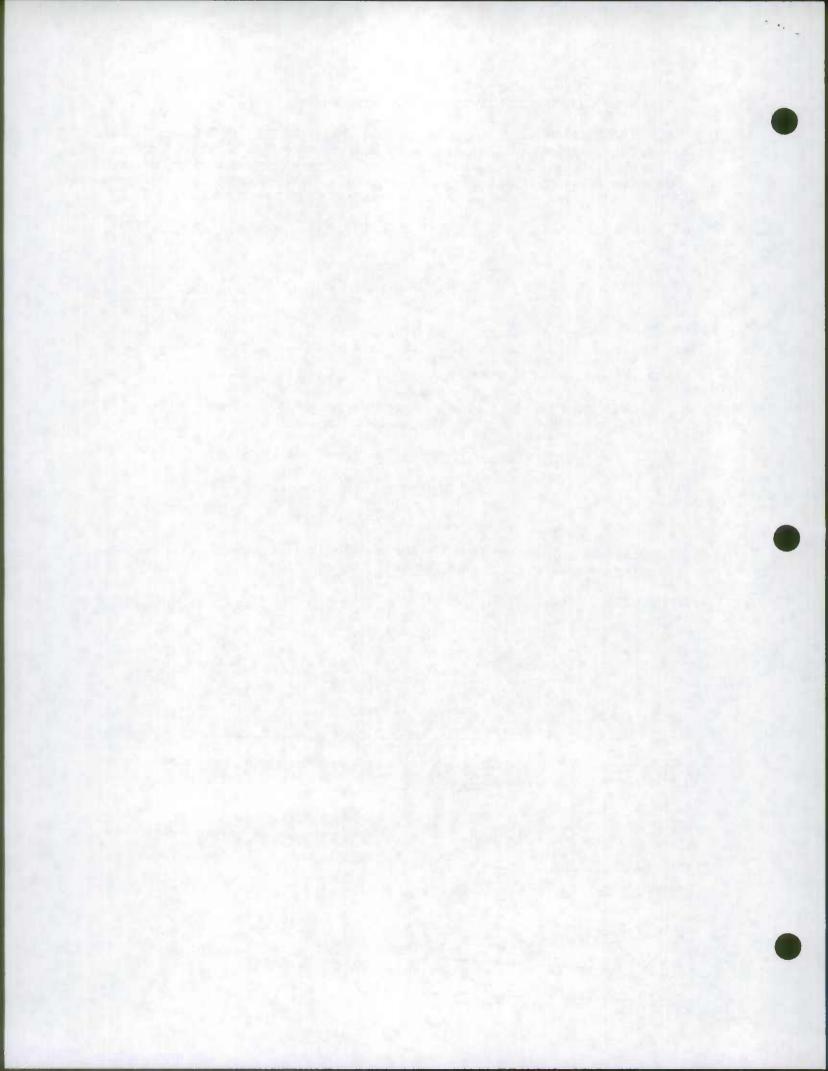
State Highway Administration

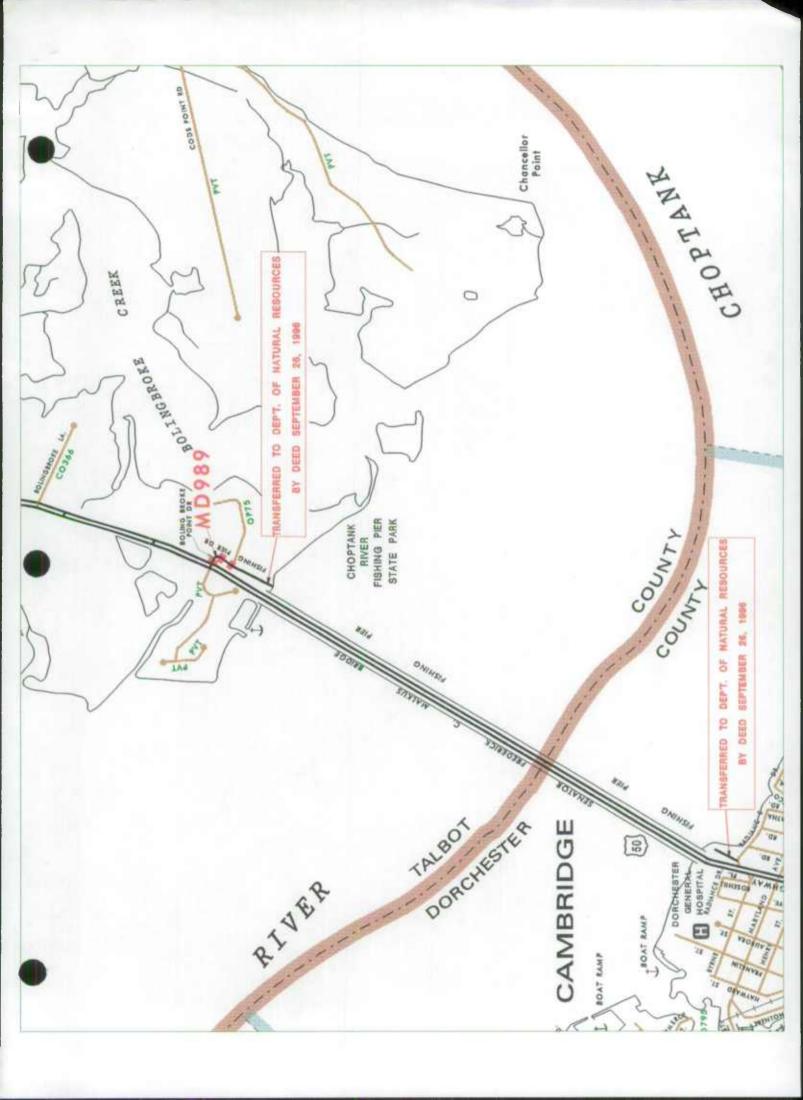
State Description of Assessments & Provid for Dorchester County

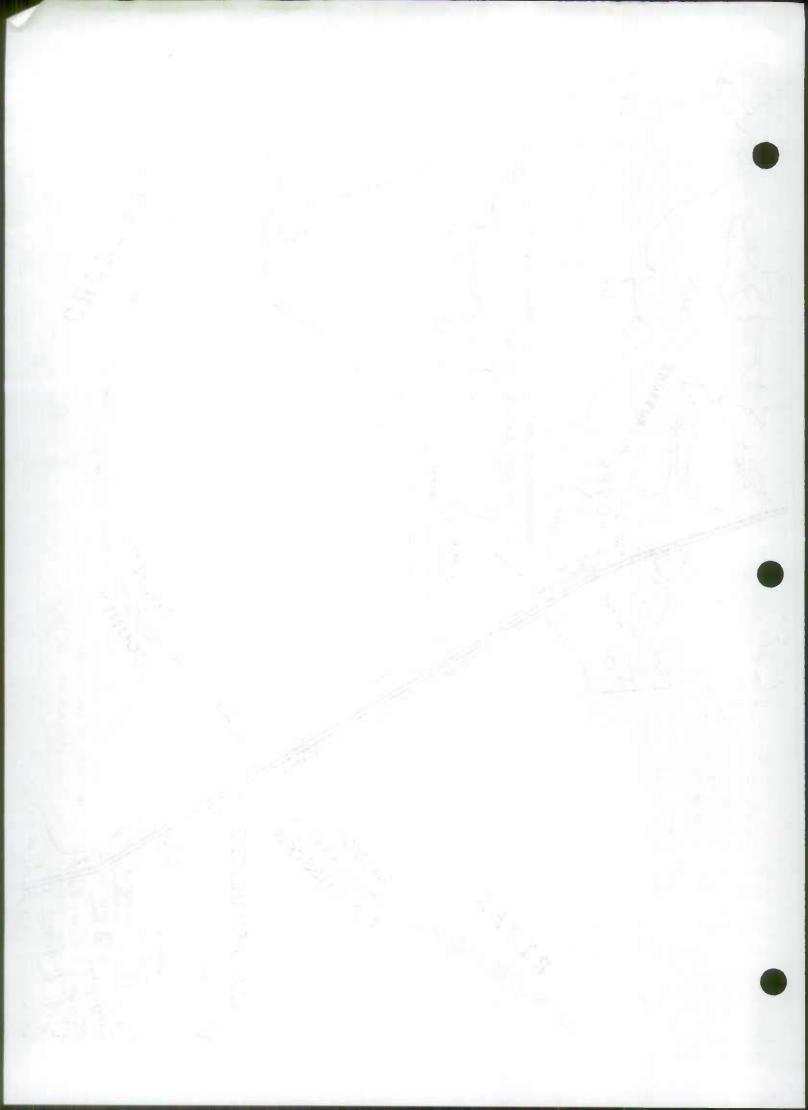
sy S-B. 11-LIBERO 841 FOLIO2 2

P. 05

OCT-14-98 WED 13:54 SHA DISTRICT 1









Maryland Department of Transportation Talbot State Highway Administration

David L. Winstead Secretary Parker F. Williams Administrator

MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN MIL 31=20107 OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

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 My 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

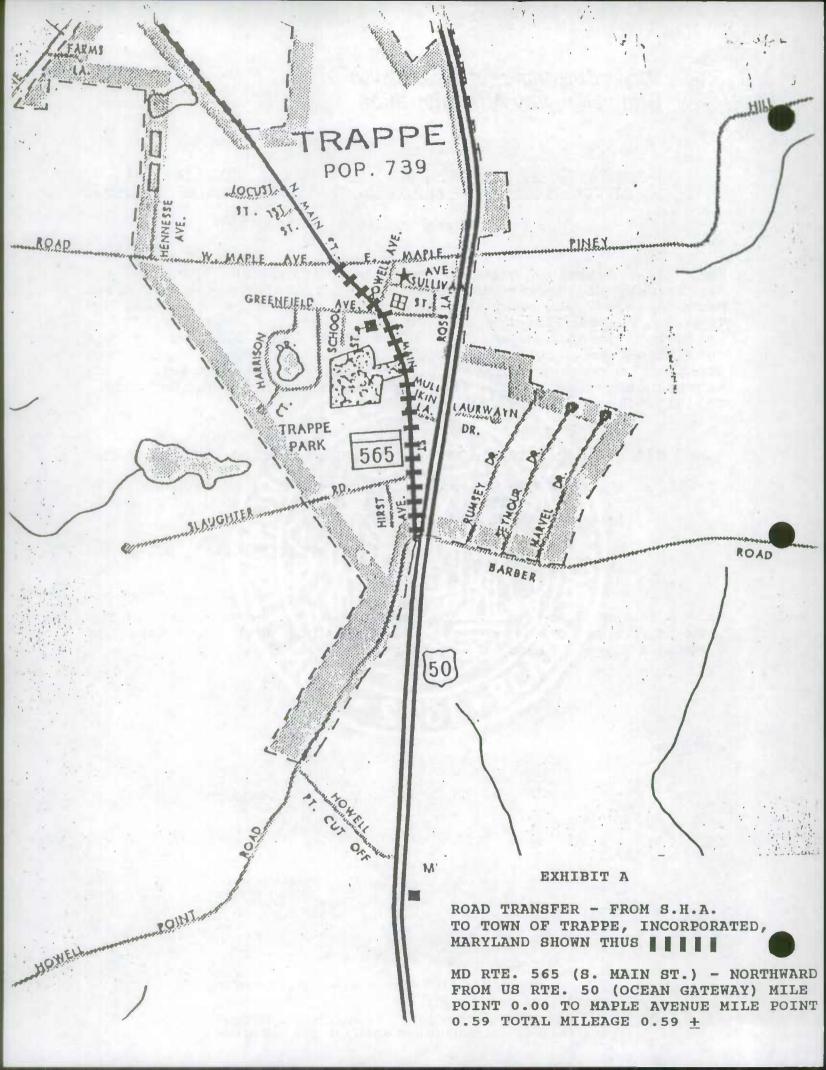


HIGHWAY INFORMATION SERVICES DIVISION

545-2811 My telephone number is ____

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

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



S.H.A.

cc:

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

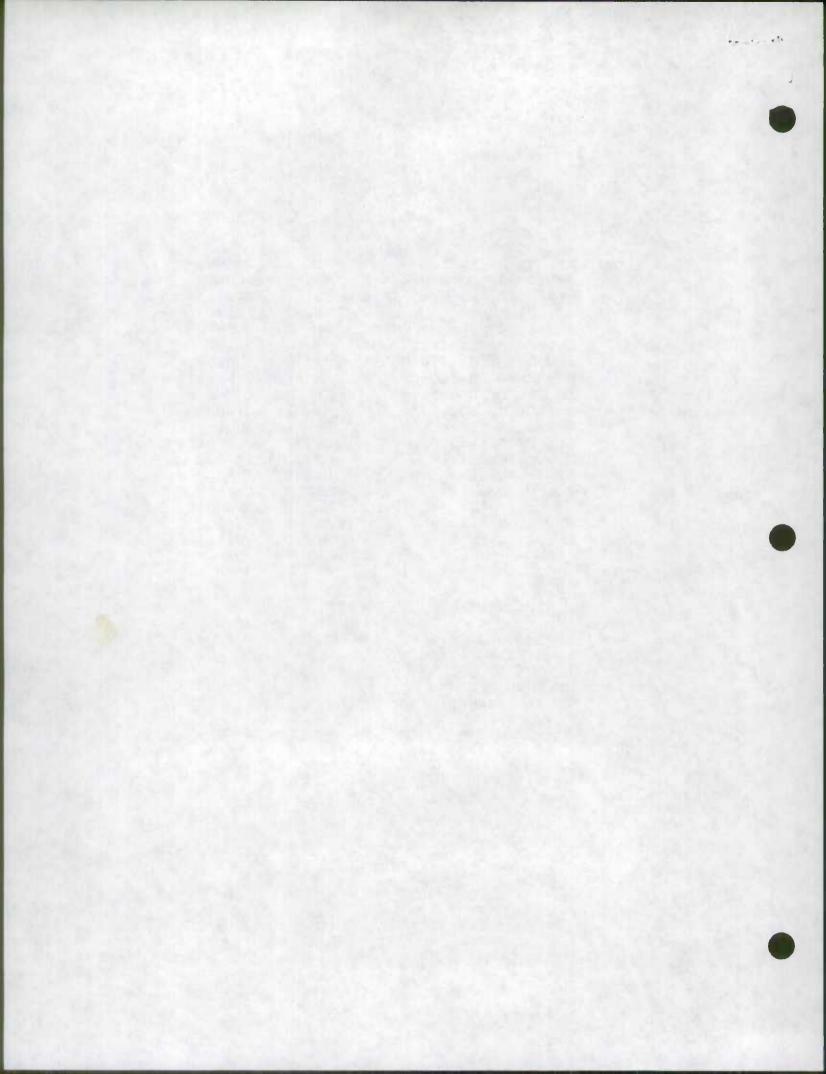
TOWN OF TRAPPE

Mr. Robert Quidas, President Town Council

Mr. Steve Kehoe Town Attorney



1.







Maryland Department of Transportation MAR 26 1996 State Highway Administration David L. Winstead Secretary Hal Kassoff Administrator

HIGHWAY ALFOHMATION SERVICES DIVISION

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

MARCH 20, 1996

3124196

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:

6431

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.

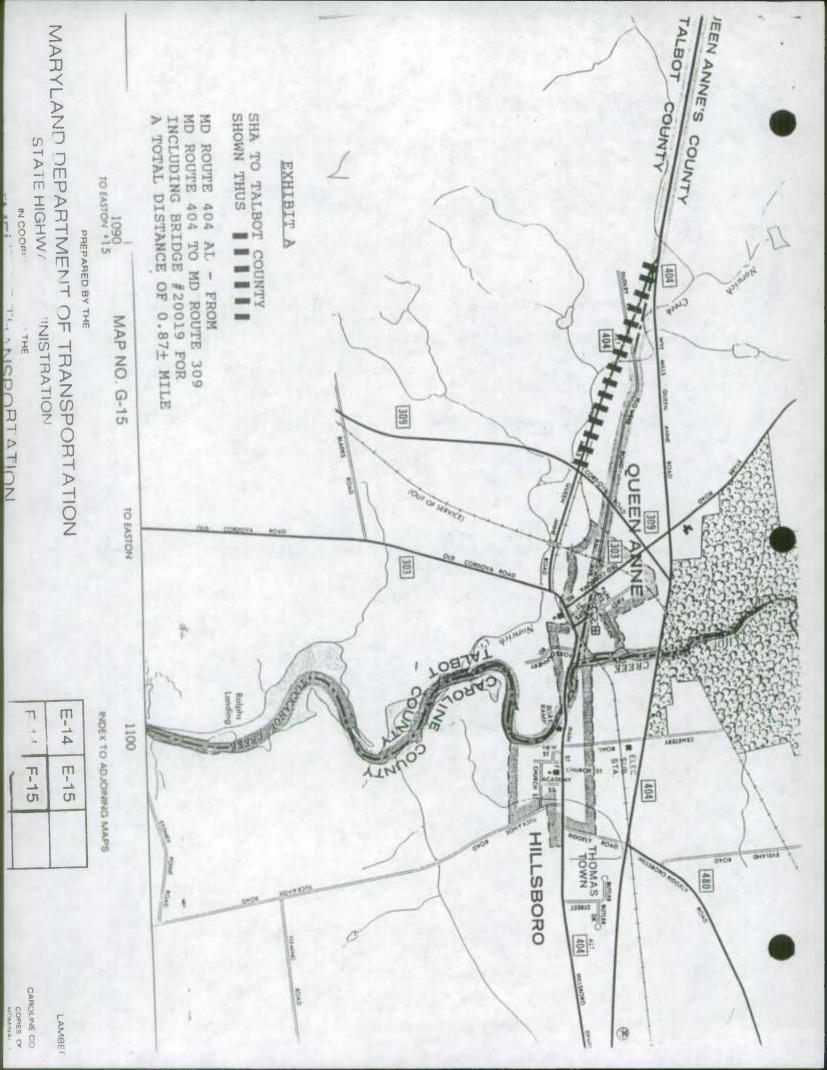
KO:RMP:cej



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



MOA MAR 20, 1996 PAGE 2

cc:	Mr.	Μ.	R. Baxter	Mr.	Ū
	Mr.	D.	A. Bochenek	Mr.	Ū
	Mr.	W.	E. Brauer, III	Mr.	
	Mr.	R.	Burns	Mr.	
	Mr.	W.	Butcher	Mr.	Ĵ
	Mr.	D.	A. Clifford	Mr. Mr.	Ĵ
	Ms.	G.	Courtney	Mr.	I
	Mr.	R.	L. Daff, Sr.	Mr.	I
	Mr.	R.	D. Douglass	Mr.	1
	Mr.	L.	H. Ege, Jr.	Mr.	1
	Mr.	R.	J. Finck	Mr.]
	Mr.	Ε.	S. Freedman	Mr.	I
	Mr.	к.	Hess	Ms.	I
	Mr.	т.	Hicks	Mr.]
	Ms.	Ε.	Homer	Mr.	
	Mr.	J.	Jannetti	Mr.	5
	Mr.	н.	Kassoff	R/W	6

8.H.A.

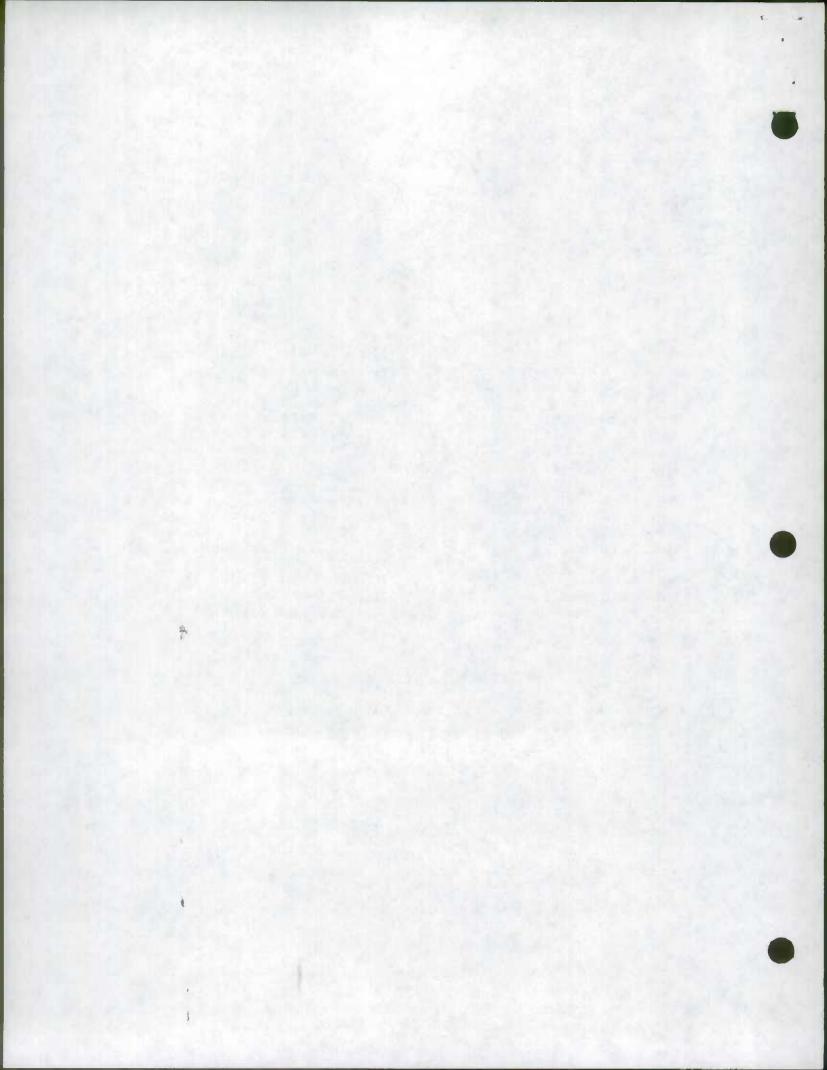
J. Kelly J. S. Koehn R. Lipps K. McClelland J. Miller J. Mullen 15 K. Oelmann E. T. Paulis, Jr. N. J. Pedersen L. Schultz K. G. Shelton D. Simmons D. J. Strausser L. Swift R. VandeVisser T. Wright Secretary File

3

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 * See Transfer Letter of State maintenance s. of Brook Lane, in Talbot County; a total of 1.03+ miles, Item 72377-A.

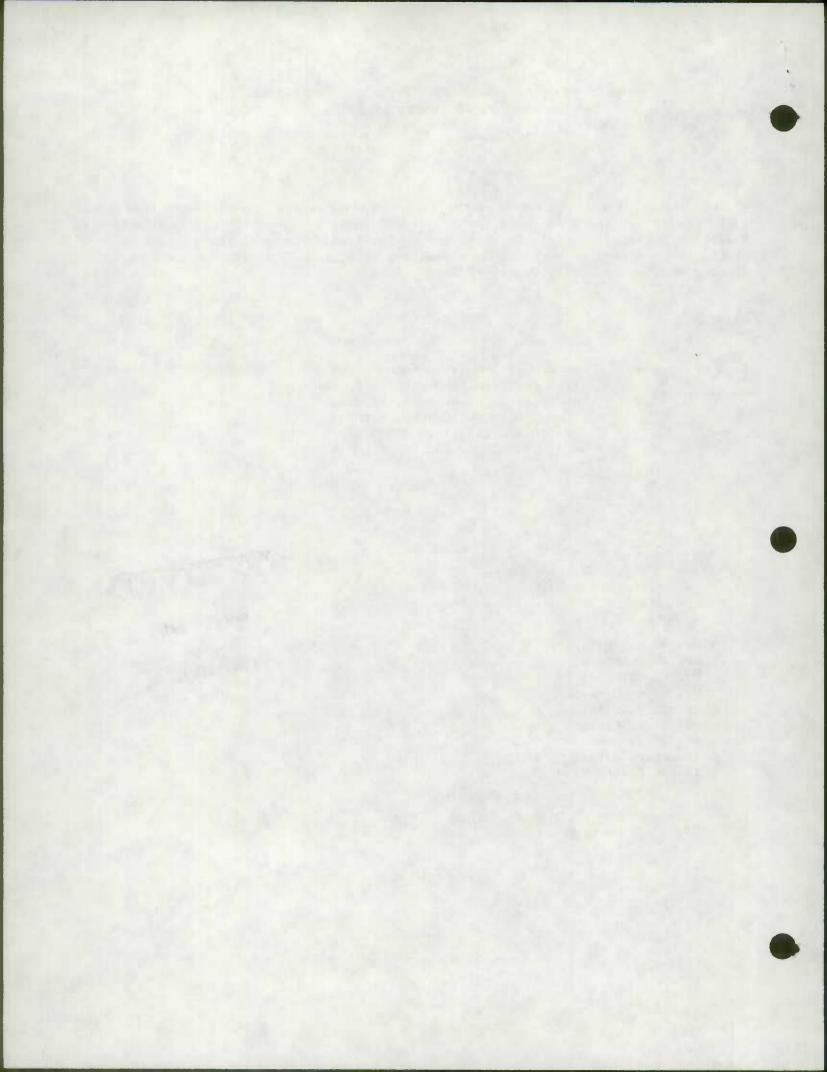
Request of Grantee Oct. 9, 1987



MAY 10 1988 U OF HIGHWAR 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 MEMORANDUM OF ACTION OF DIRECTOR NEIL J. PEDERSEN OFFICE OF PLANNING AND PRELIMINARY ENGINEERING STATISTICS

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 $1.05 \pm$ 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.

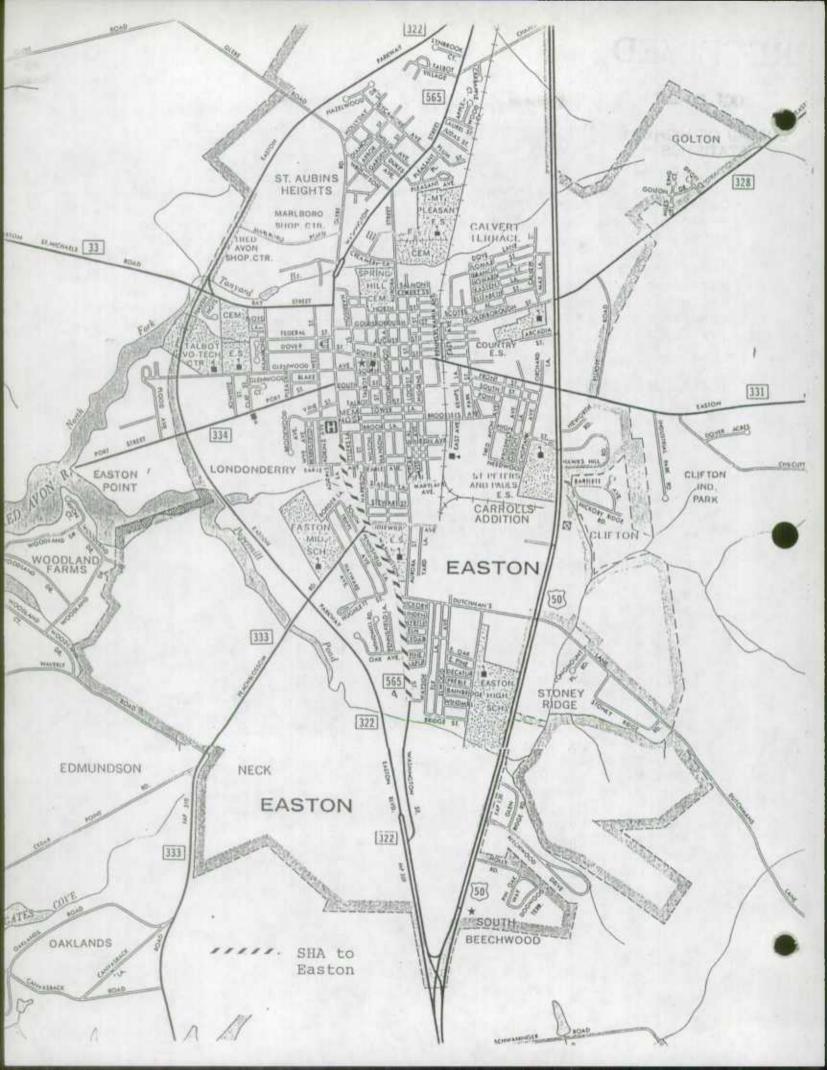
A map indicating the above road transfer is attached.

ATL:ELD

cc:	Mr.		Kassoff
			Agro
	Mr.	в.	B. Myers
	Mr.	J.	M. Welsh
	Mr.	Ε.	M. Loskot
	Mr.	Ν.	J. Pedersen
	Mr.	J.	T. Neukam
	Mr.	J.	W. Williams
	Mr.	т.	Gill
	Mr.	R.	J. Finck
	Mr.	J.	D. Bruck
	Mr.	R.	C. Davison
	Ms.	R.	W. Byron
	Mr.	₩.	E. Ensor
	Mr.	₩.	R. Smith
	Mr.	L.	Brocato
	Mr.	Ε.	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





STATE HIGHWAY ADMINISTRATION

May 12, 1987



MAY 19 1987 BUREAU OF HIGHWAY

MEMORANDUM

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

25 Free

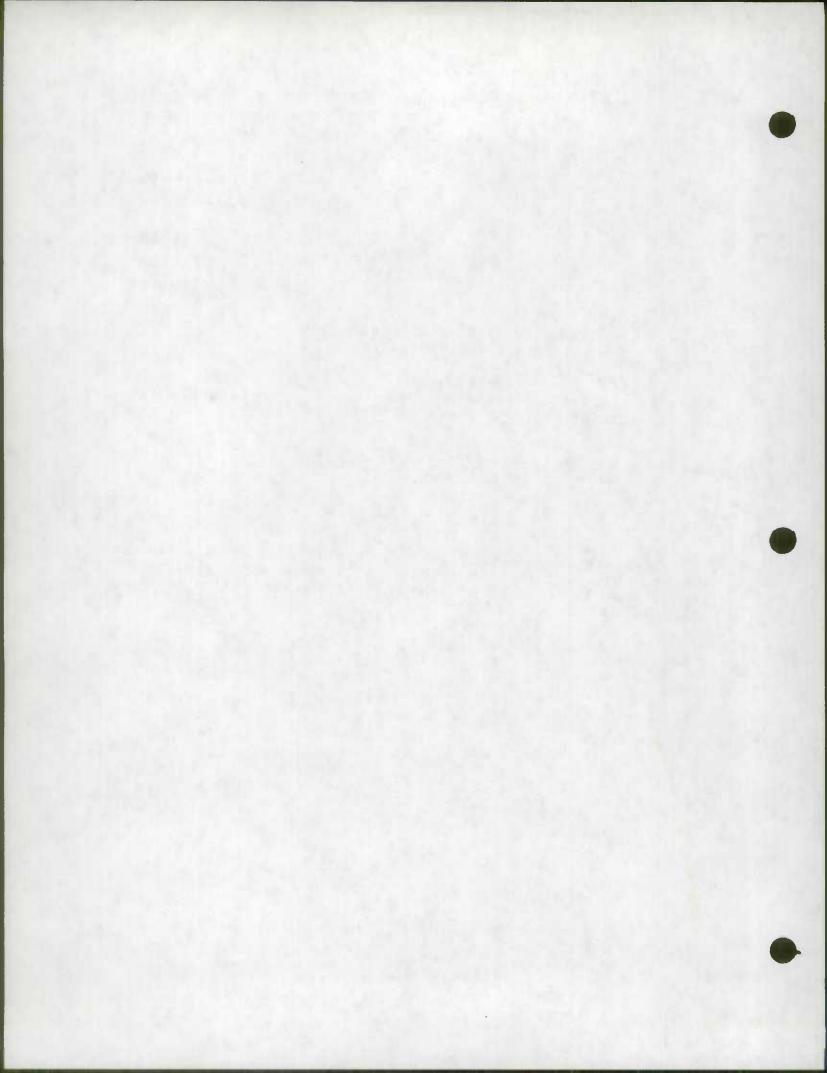
FROM: Earle S. Freedman Deputy Chief Engineer - Bridge Development

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

c:	Mr.	J.	Ag	ro	
	Mr.	G.	Ε.	Dailey	
	Mr.	С.	Τ.	Carter	
	Mr.	E.	Μ.	Loskot	
	Mr.	Ν.	J.	Pedersen	
				ight	
	Mr.	R.	J.	FInck	
	Mr.	J.	٤.	White	
	Mr.	R.	С.	Davison	
	Ms.	R.	Ψ.	Byron	
	Mr.	J.	Ν.	Day	
	Mr.	J.	W.	Williams	

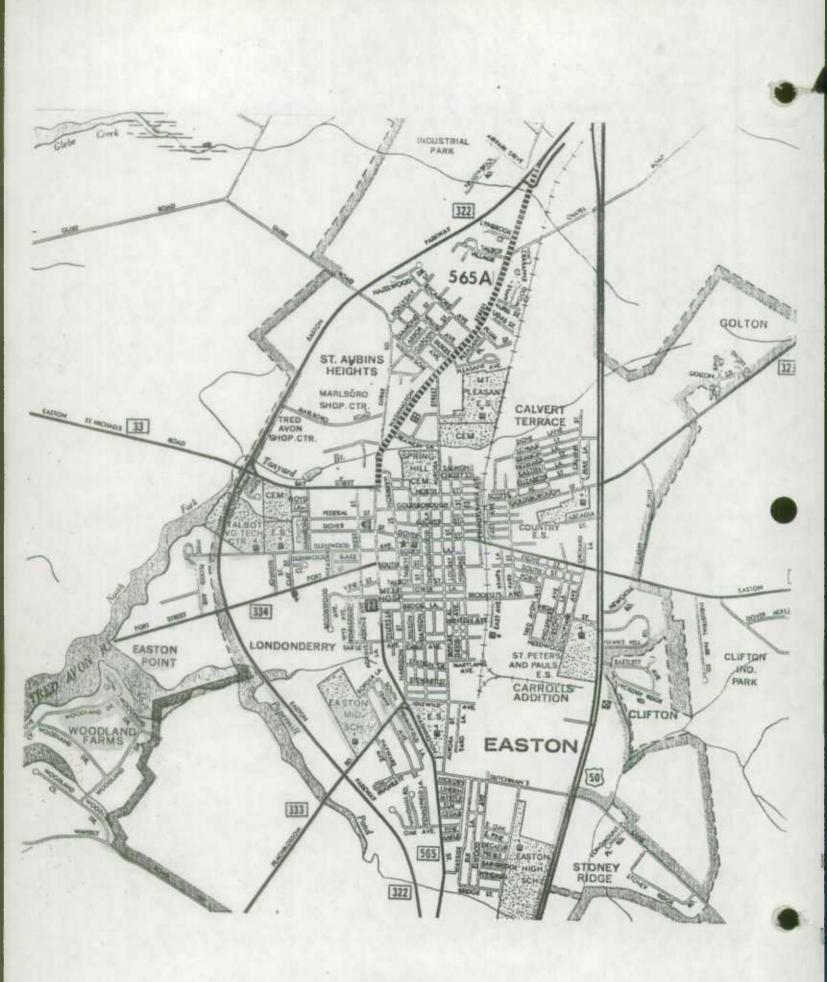
Transmed 110 by Karnes

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

Mr. K. V. Dodson

T- 347-501-277 Awarded 10/84





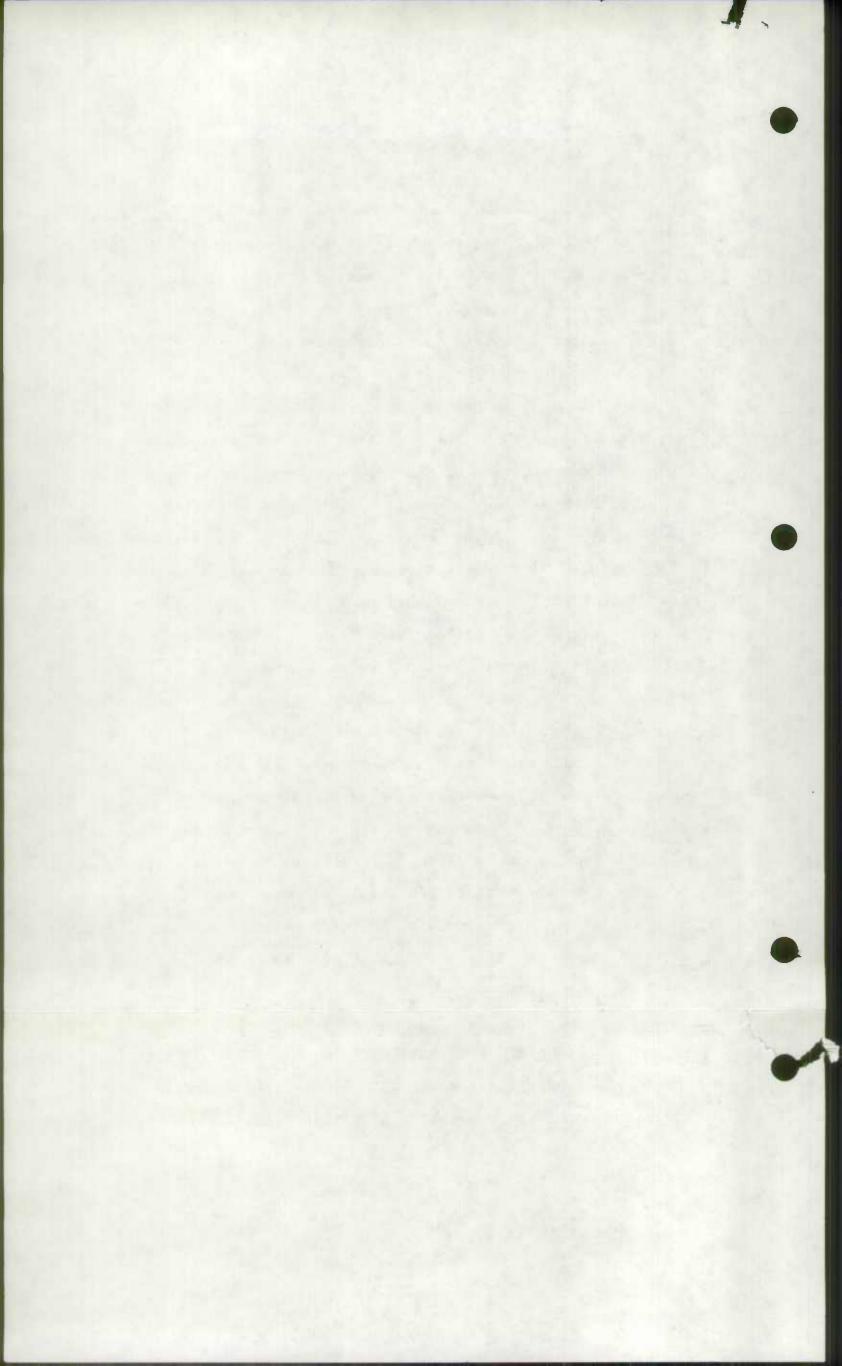
Minutes

THIS AGREEMENT made this $1^{5^{4}}$ day of <u>May</u>, 19<u>84</u>, 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.

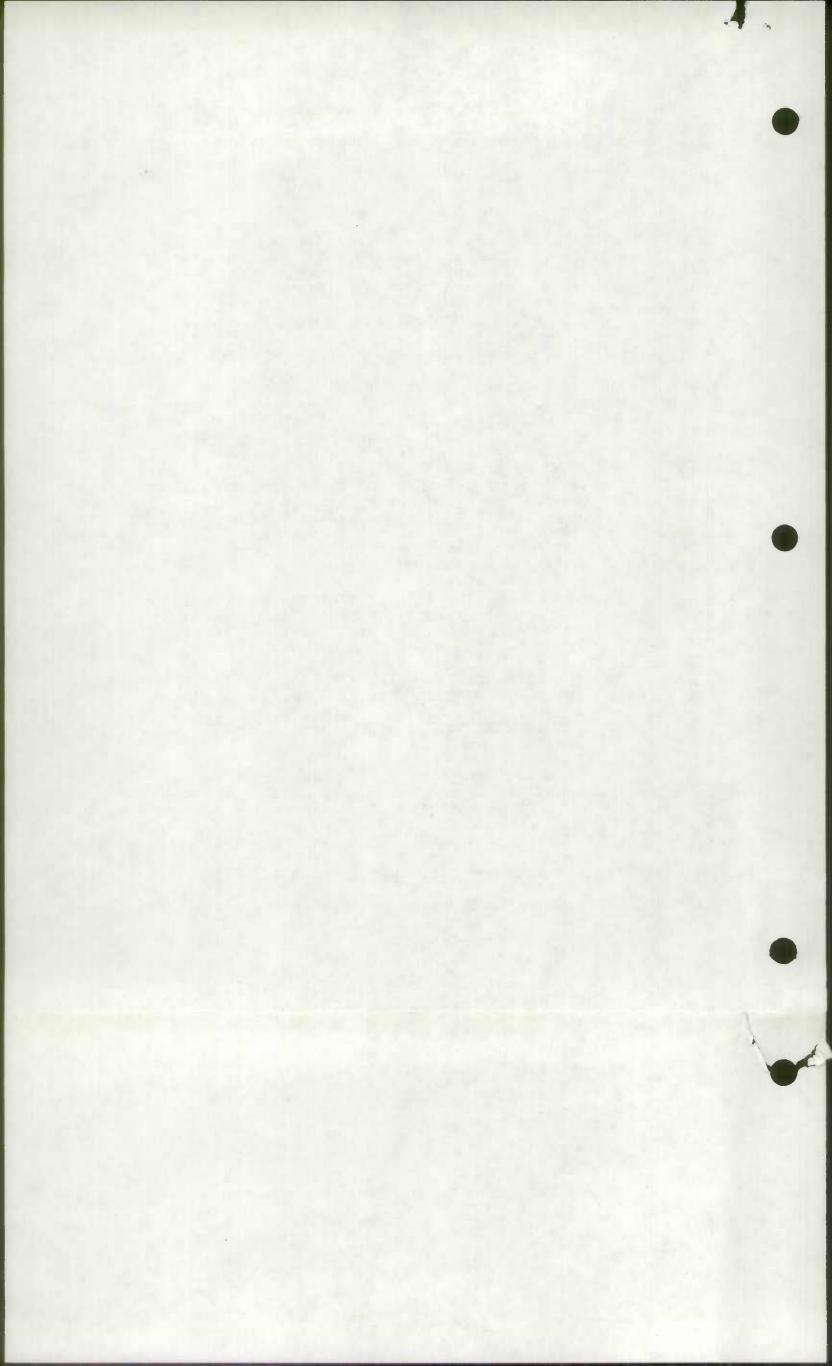
> Maryland Route 565 A (North Washington Street) from Maryland Route 33 (Bay Street) to Maryland Route 322 (Easton Parkway). A total distance of +1.41 miles.

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^m 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

Hudano E Hwy. Statistics Chief Bureau of

WITNESS:

Drothy J. D.-Corl By: Meil J Pedersen Director, Office of Planning & Preliminary Engineering

Approved as to form and legal sufficiency this $\frac{1}{\sqrt{10}}$ day of $\frac{1}{\sqrt{10}}$

him se

Assistant Attorney General

RECOMMENDED FOR APPROVAL:

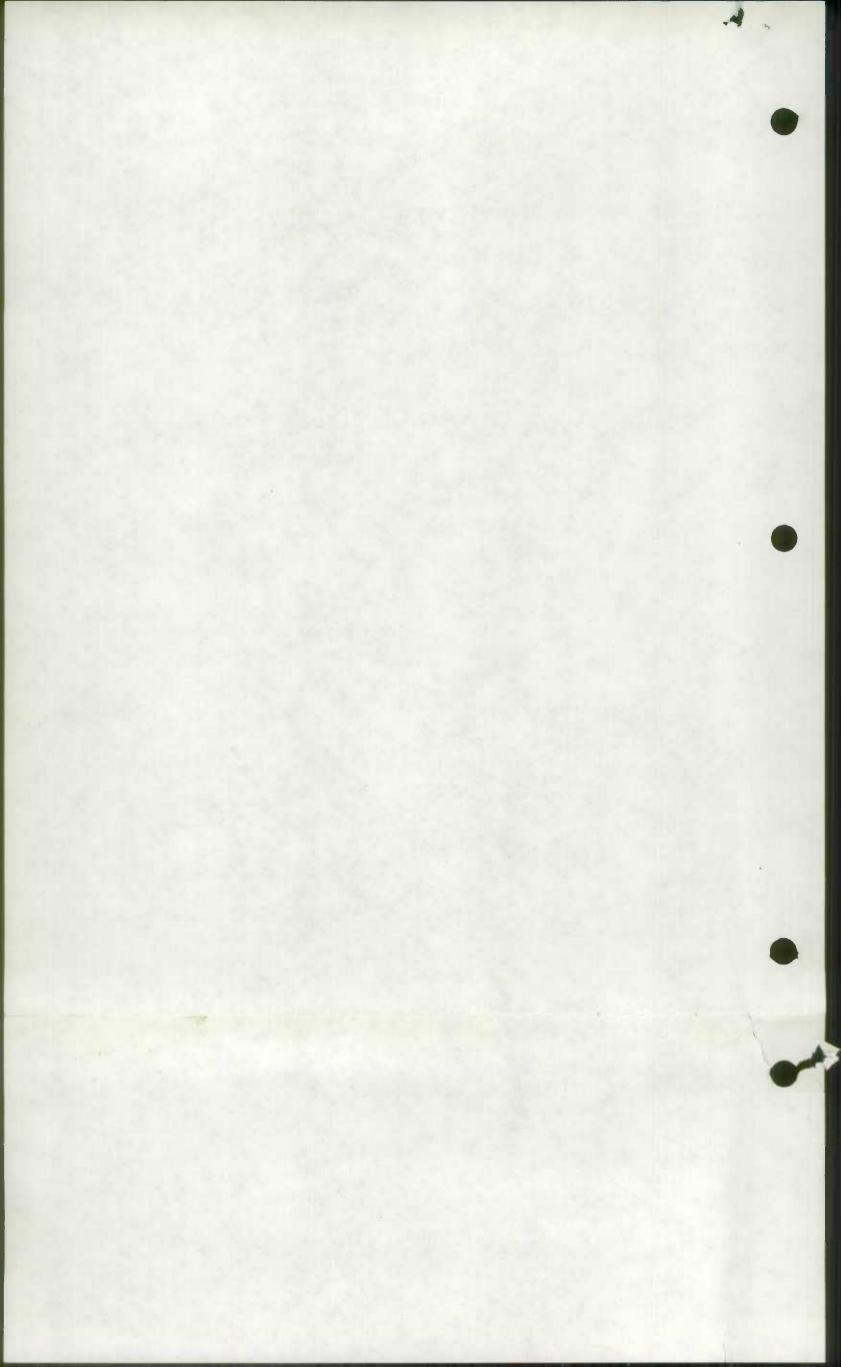
Tøwn Engineer

TOWN COUNCIL, EASTON, MARYLAND.

her e. 11. , 6 Mayor

Approved as to form and legal sufficiency this $1 + \frac{1}{2}$ day of $0 + \frac{1}{2} + \frac{$

My 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.

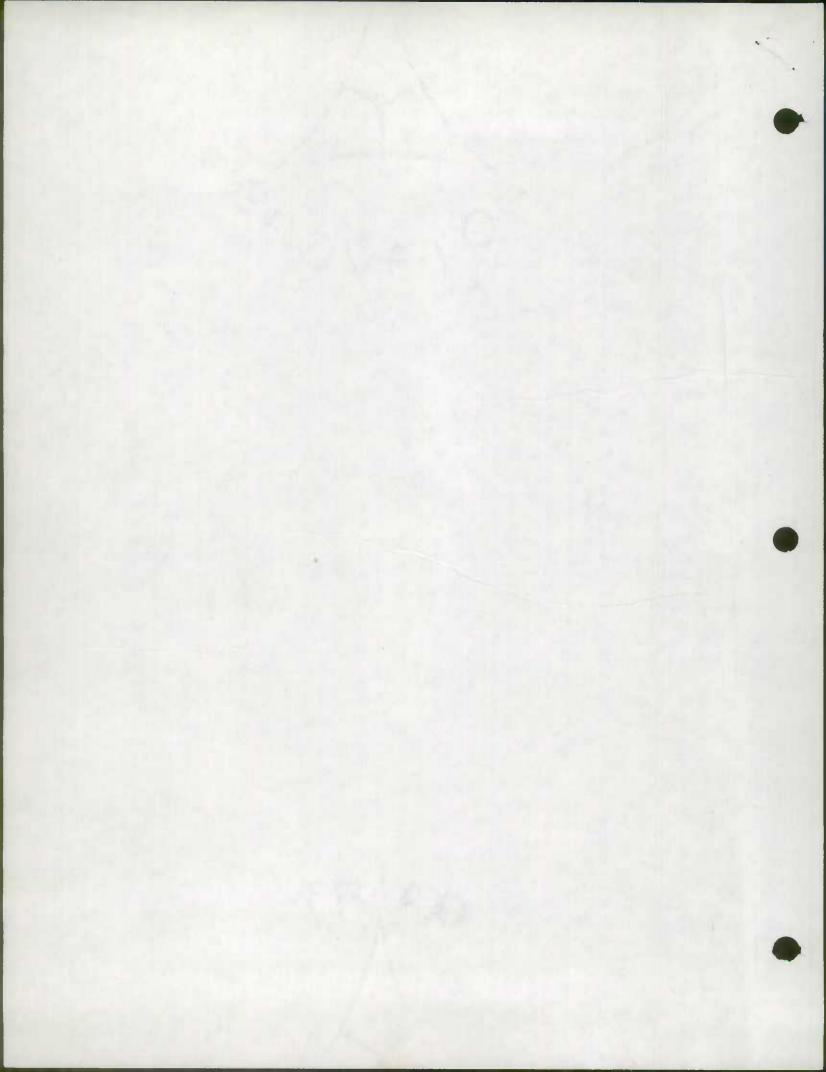
Md. 309 (Cordova Road) - from US 50 (Ocean Gateway) northeasterly to Md. 656 (Black Dog Alley Road), a total distance of 0.14+ mile.

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.

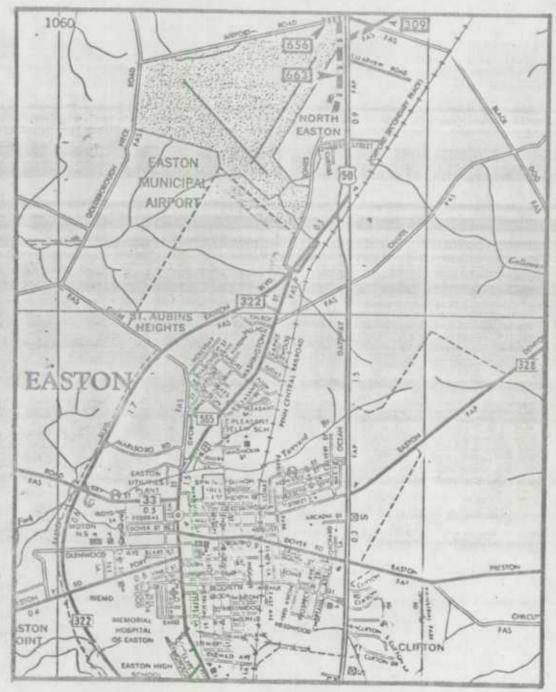
cc: Mr. F. Gottemoeller Mr. H. G. Downs Mr. W. F. Lins, Jr. Mr. A. L. Gardner Mr. H. Kassoff Mr. C. W. Reese Mr. J. M. Wright (2) Mr. J. N. Day Mr. T. Hicks Mr. R. C. Pazourek Mr. P. A. Milash Mr. C. P. Hyatt (2) Mr. E. S. Freedman Mr. C. Lee Mr. P. S. Jaworski Mr. R. C. Davison Mr. A. T. Landon, Jr.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





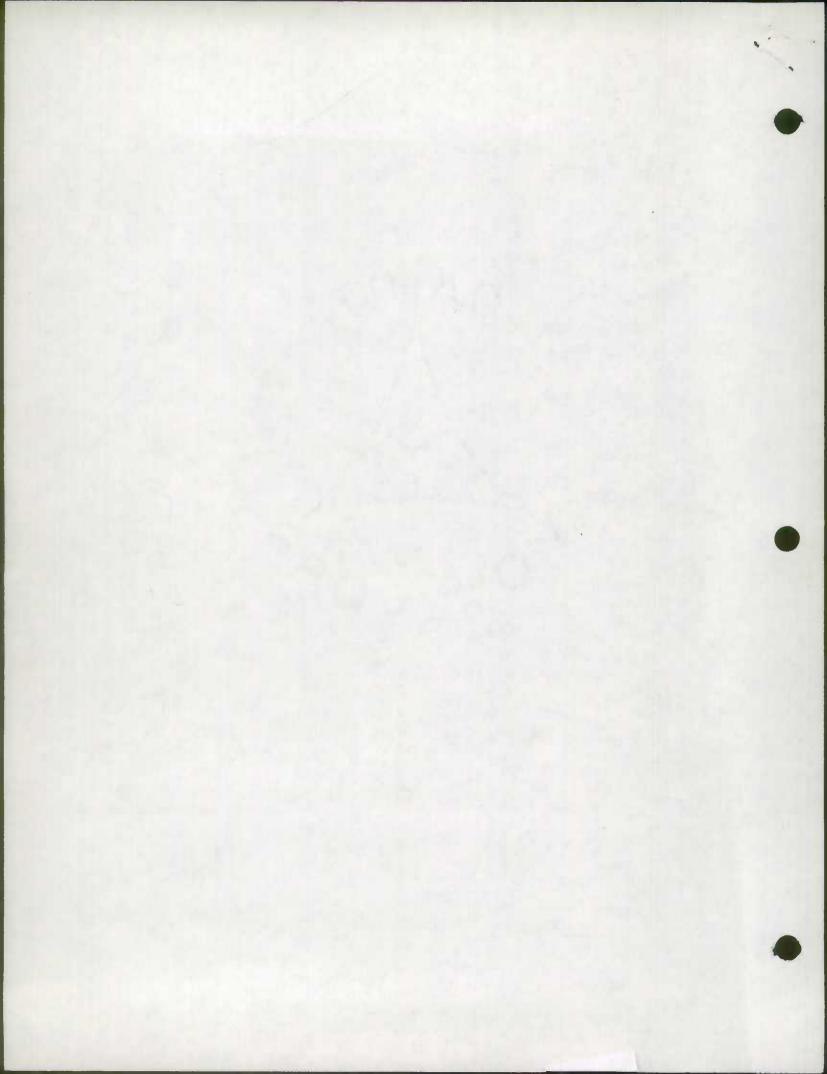


EASTON



Md. 656 (Airport Rd.) Md. 663 (Connector Rd.) Md. 309 (Cordova Rd.)

.



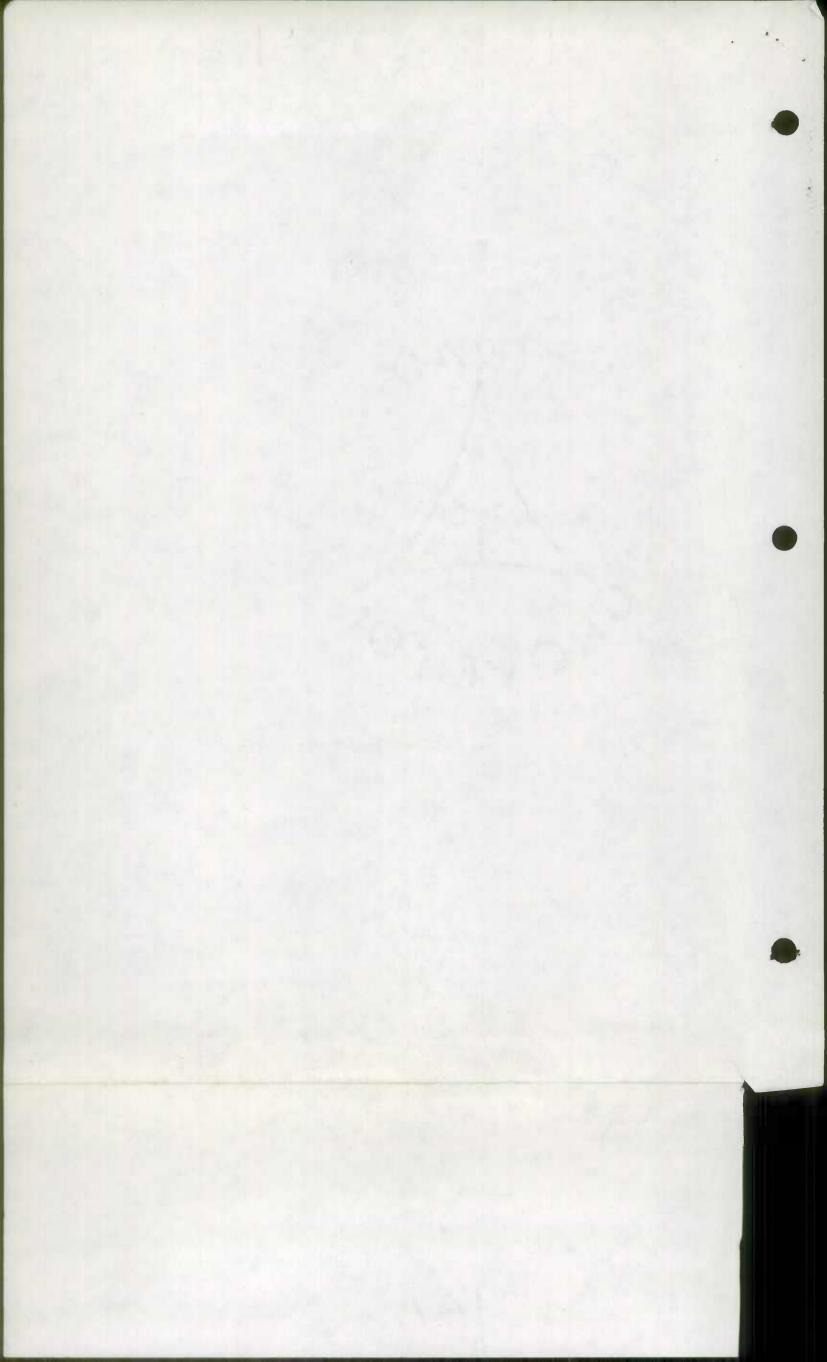
THIS AGREEMENT made this <u>6 th</u> day of <u>September</u> 19<u>79</u> by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part and Talbot County, Maryland, hereinafter referred to as "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 ubject 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 and 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 Caterry) westerly to end SHA Maintenance, a total distance of 0.12+ mile.

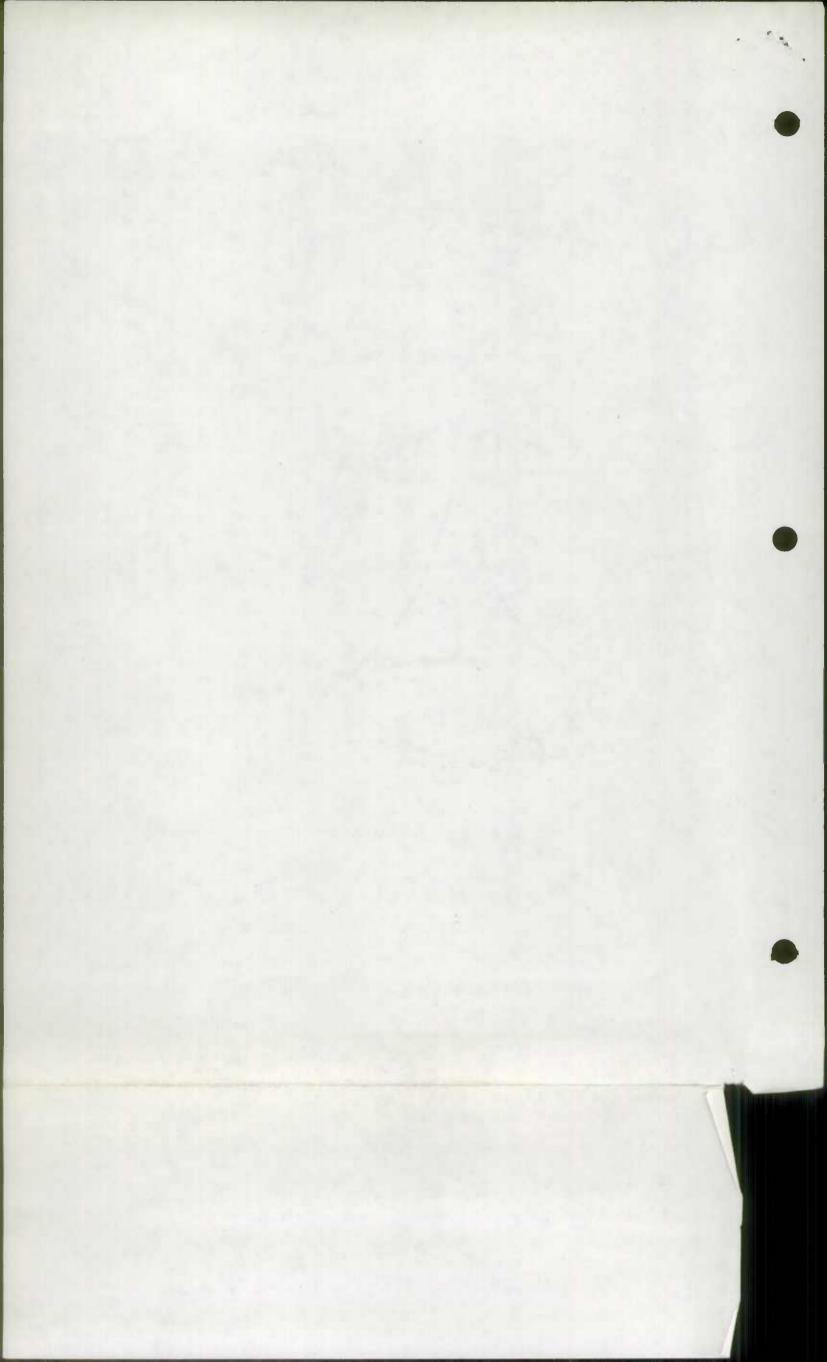
Md. 663 (Connector Rd.) - From Md. 656 (Airport Ed.) southerly to and SEA Maintenance at Co. 188 (Jones Rd.) a total distance of 0.47 mile.

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:

- The effective date of transfer shall be upon complete approval and execution of this agreement.
- 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 ISFURTHER 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:

aller. Chief, Bureau of Highway Statistics

WITNESS:

mary Scharf

THE STATE HIGHAY ADAINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

By:

Director, Office of Planning and Preliminary Ingineering

1000	101 136	1	6-16-
sufficiency	this	12	day of
	SEPT		19 79
	10	1	D.
	1		11

Administrative Special Attorney

RECOMMENDED FOR APPROVAL:

Albut R. wood

WITNESS:

1 Jary Foster

It Neil By:

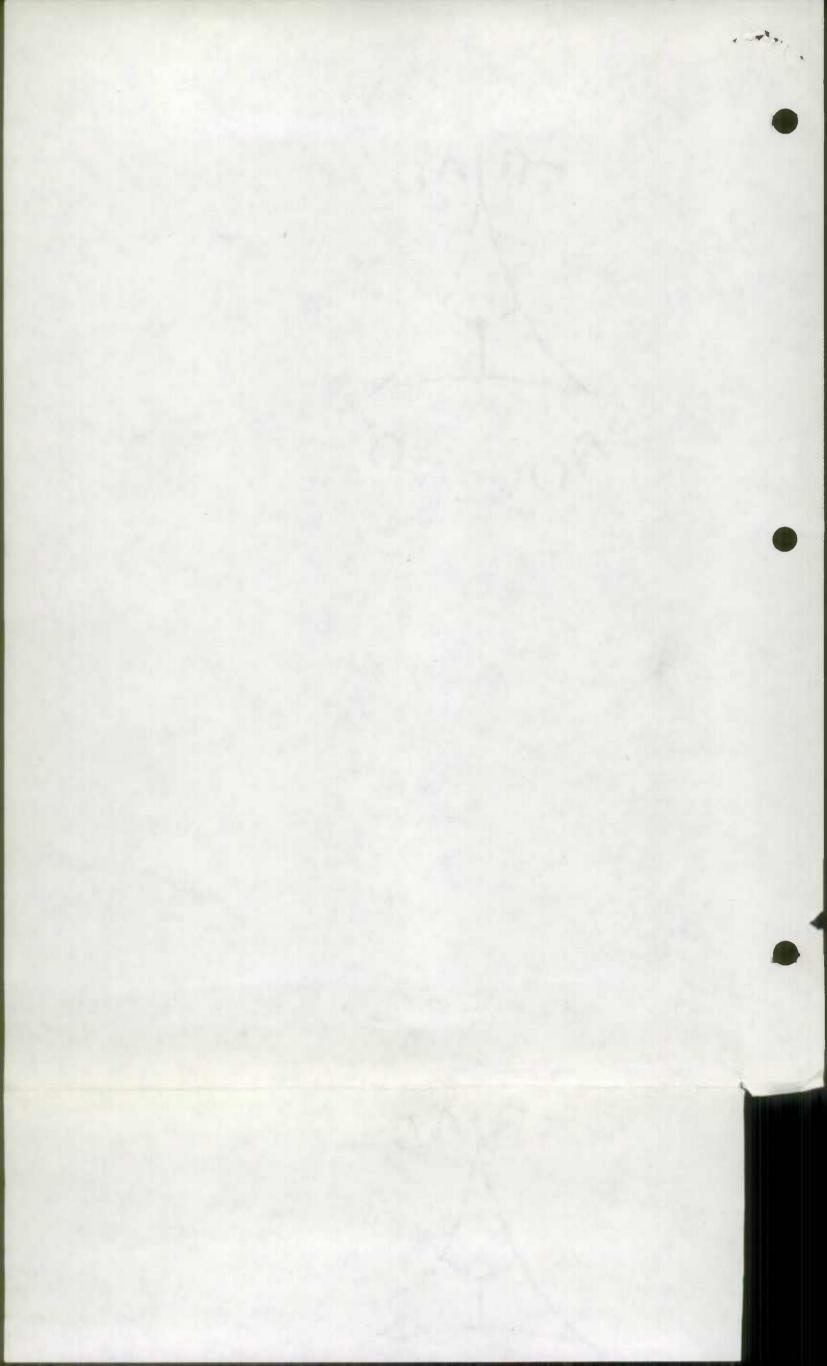
TALBOT COUNTY, MARYLAND

COUNTY COUNCIL

President

Approved as to form and legal sufficiency this 312 day of July 1979

County Actorney



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

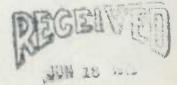
* * *

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.

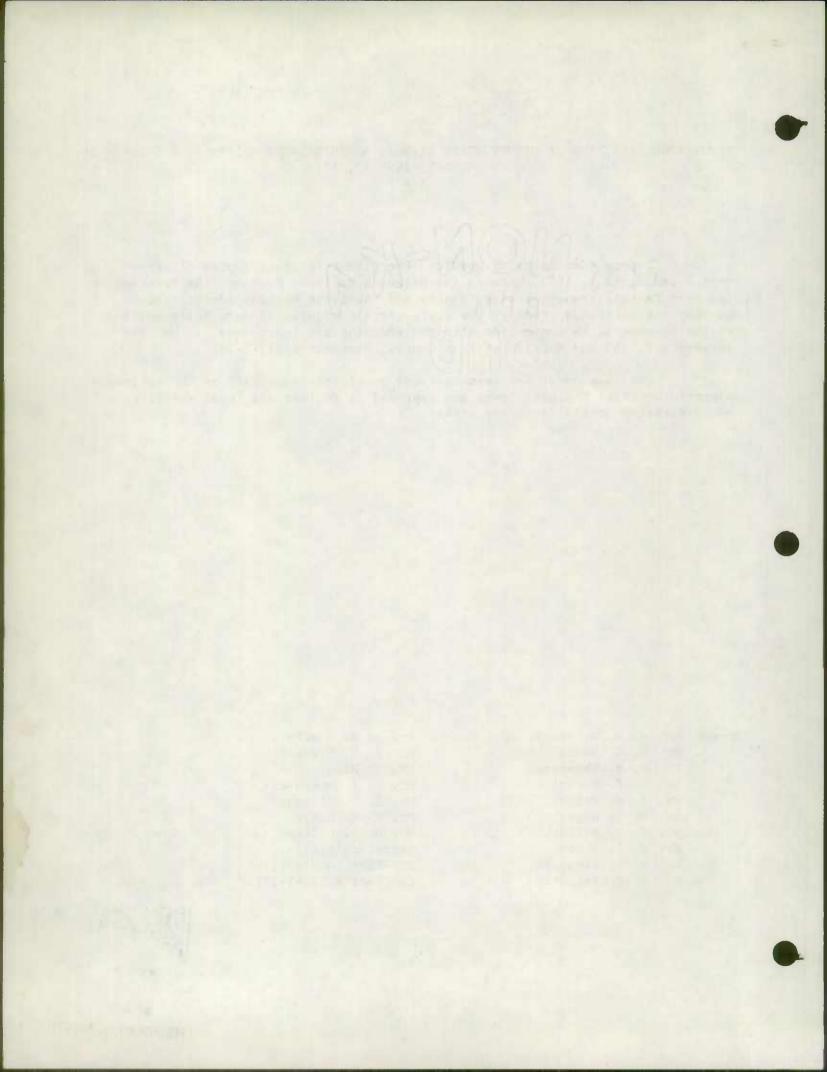
Said agreement had been executed previously on behalf of the Railroads, approved by Chief Engineer Downs and approved as to form and legal sufficiency Administrative Special Attorney Sfekas.

Copy:	Mr.	W.	E.	Woodford, Jr.
	Mr.	н.	G.	Downs
	Mr.	R.	Μ.	Thompson
	Mr.	L.	Ε.	McCarl
	Mr.	J.	Μ.	Wright
	Mr.	R.	J.	Hajzyk
	Mr.	Ρ.	R.	Miller
	Mr.	W.	L.	Shook
	Mr.	ω.	F.	Lins, Jr.
	Mr.	R.	с.	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



HIGHWAY STATISTICS



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

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

Trans. to Put. Owner

Conveyance

In Accordance With

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.

Copy:	Mr.	N.	в.	Friese
	Mr.	н.	G.	Downs
	Mr.	с.	w.	Reese
	Mr.	н.	в.	Felter
	Mr.	R.	s.	Bennett
	Mr.	R.	С.	Pazourek
	Sec	ret	arv	'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

Md 842 Entire Section 0.09 miles

State: Transfer Md 842 to B Private Road

. and the star star at a second . 51761 194+36 199+13 hoptank ML 842 .33 Ac. 200' YAWHUH ... UABRUA SOITSITATE ATP! P YAM DECENALED



Ad 842

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.

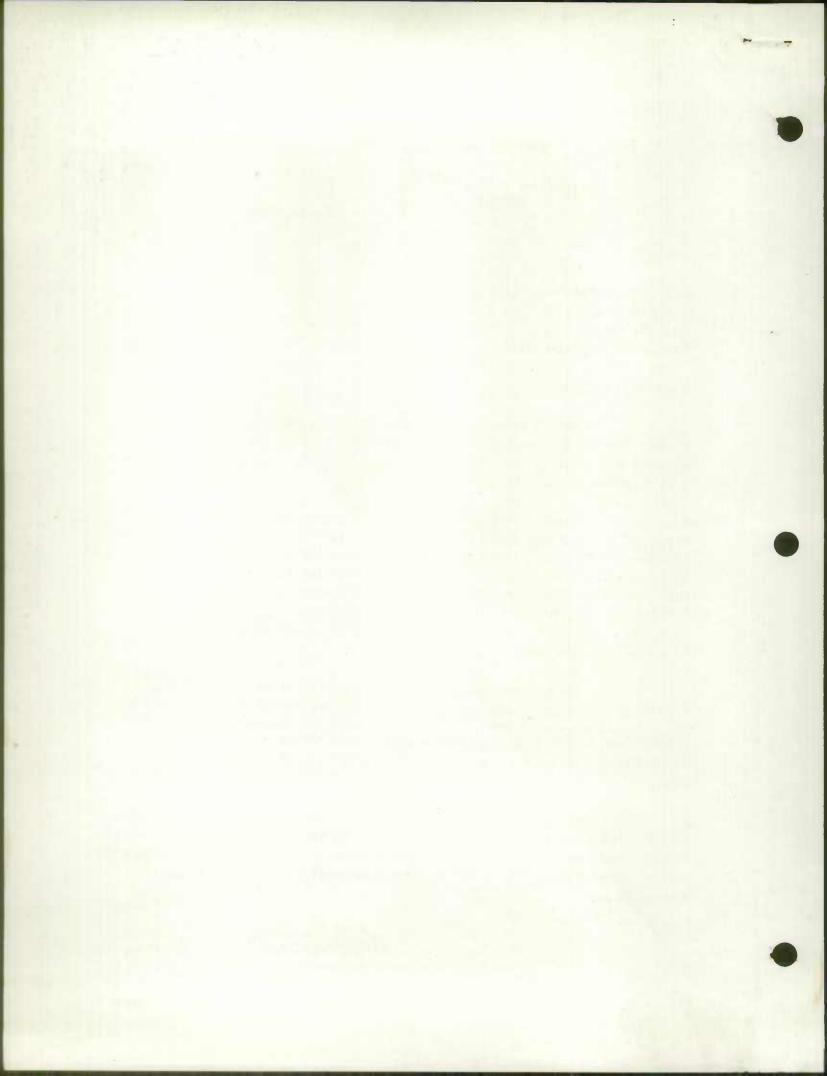
Very truly yours,

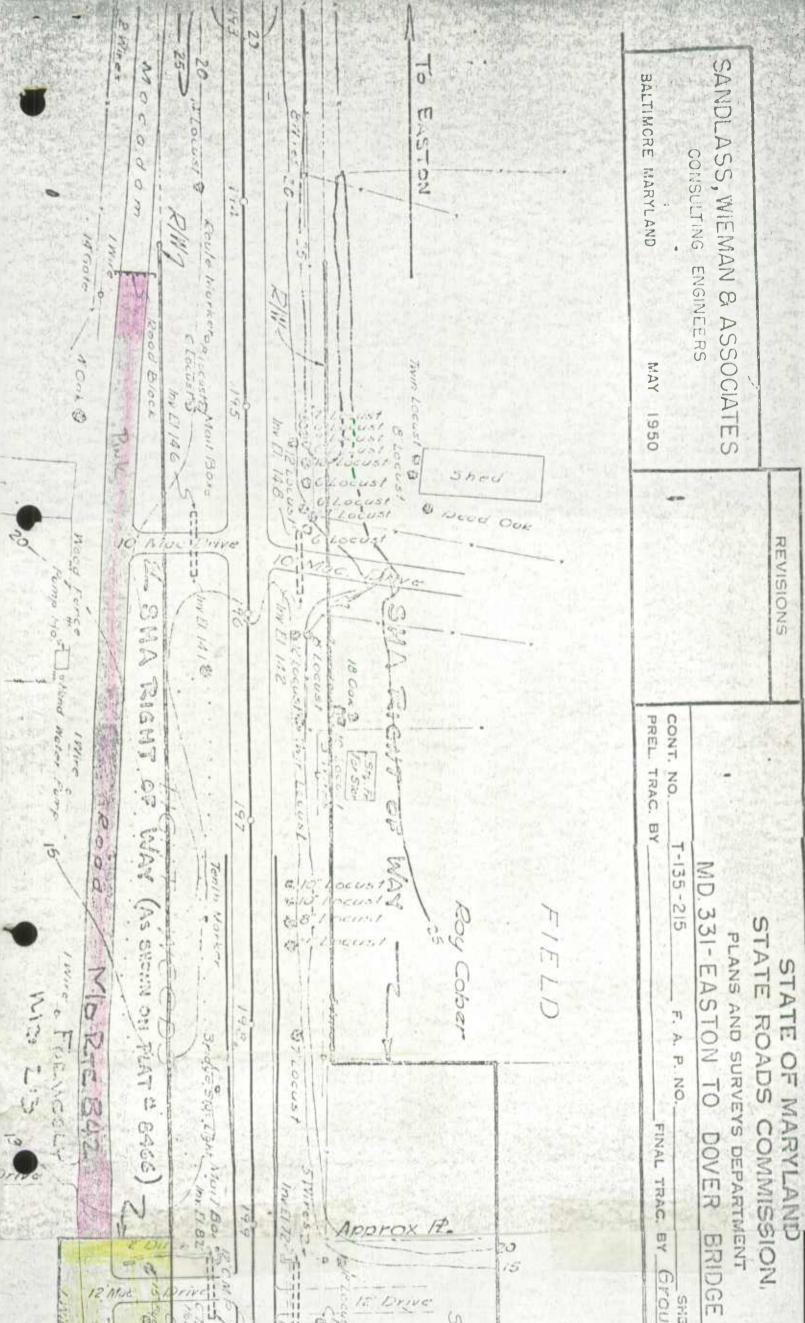
La Wordford

cc: Mr. Robert Bennett ^V Mr. James Wright Mr. Reginald Johnson Senator Robert E. Bauman Walter E. Woodford, Jr. Deputy State Highway Administrator

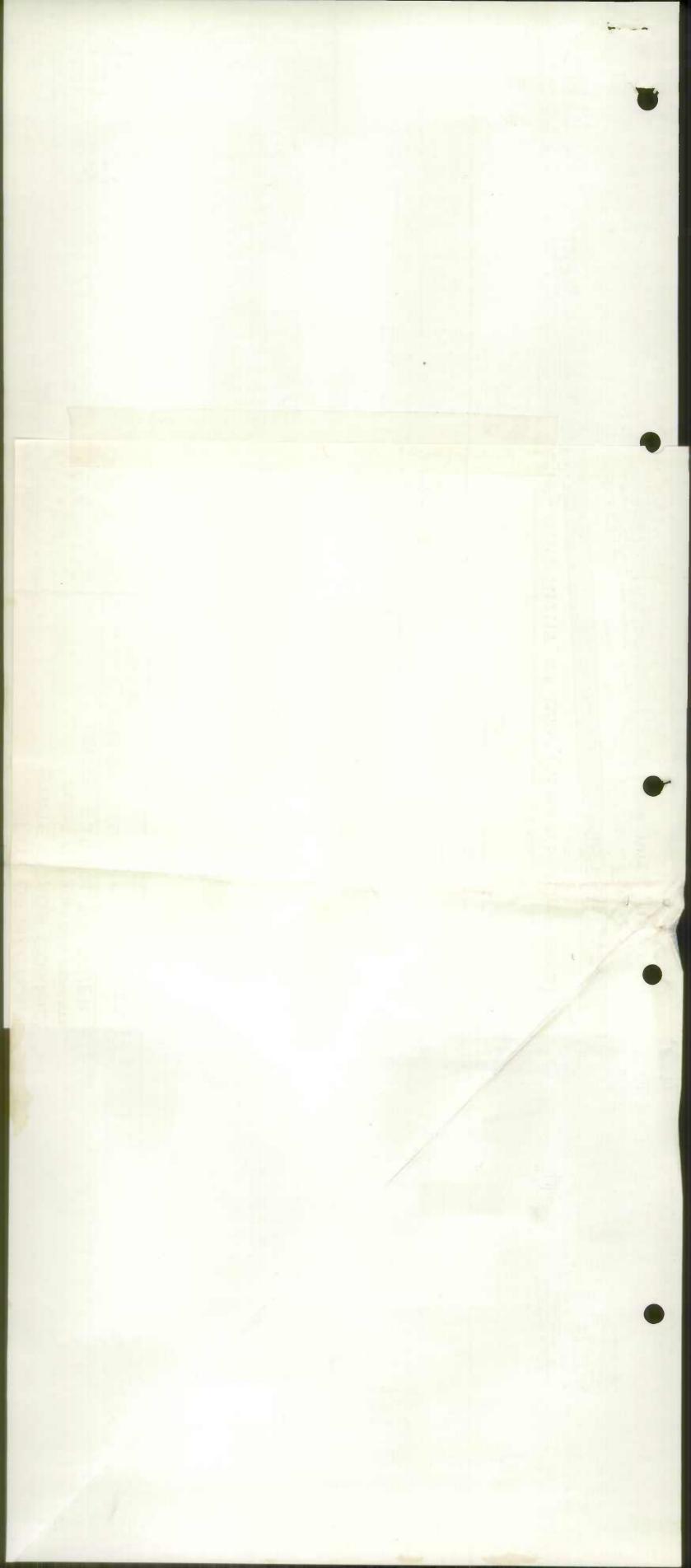


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FINAL TRAC. BY. InvEl 72-3 Tires 2+ 10x 11.82 661 Approx TP. k e, 0 101 15 þ 9 3 Group 6 C. W 12 Mod G Liviter rix Cal NO LI - Art Drive SHEET NO. 16 Count 1 Kush 15 Hand Kafer Fung State 2.850. T.C. LOTTP O Hove House Comore (B) 2% Sty. and an and a state of the state State 100175 R. Gourd Poil Ed Kollumit of Contract. 010 Acres & 7-135-215 1012 01 Ulo Sycomore 1k A Flaur 3 Control 10 200 07 18 Locust 24 Oak O 15 C. M. Banst 7-7-50 Sat this end -2211 di E ----*2 Tel Drain Box Maryland 0 Lornp Post 18 2Wires 0 Worth Jona , 3- 19 200.000 C Esters/ A. Wolly f -"JCMP ņ Road Bloc logts for de 10 9 5 51.5 Euge 1 24 122 2 (abp3) 大き たろ of 201 0 5-42 -34-30"E 2 TOM 50. 17 1.2 JOH J NUL 1 202 うる



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

Rubin Pasarew and Lyon A. Miller, surviving partners trading as Hammarlee Enterprises

Kenwood Golf and Country Club, a Delaware Corporation

Oakley Henry Robertson and Shirley R. Robertson

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

0.31<u>+</u> Acre of land in Montgomery County, being portion of the old roadbed of <u>River Road</u>, Item 39955, Contract M-485-18-320

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

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 Not Carried In Any System

In Accordance With

Option, Item 61509, Contract AA-572-4-571

SRC-DHF Actions of 5/14/69 and 7/7/69

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.

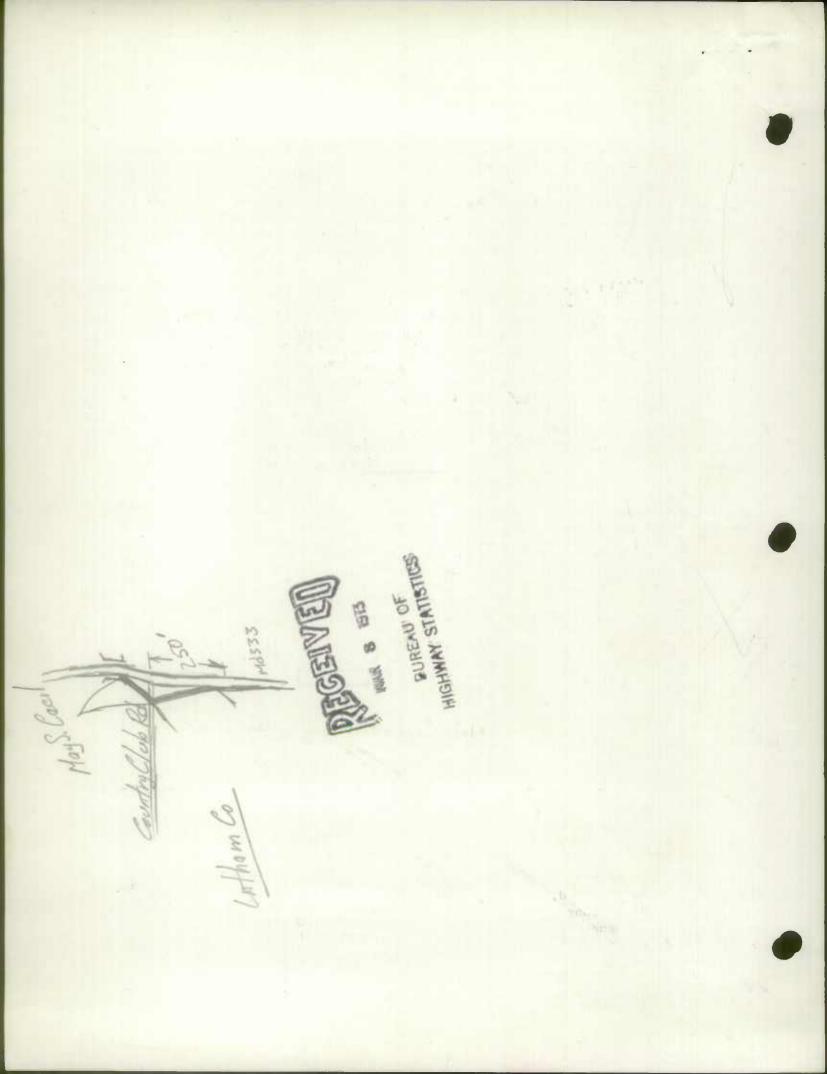
Approved sale of excess land at bid of \$1,465.00. Initial deposit of \$500.00 as required by bid form on file in Secretary's office; to be deposited with Cashier after BPW approval.

Copy:	Mr.	W.	Ε.	Woodford,	Jr.
	Mr.	R.	н.	Trainor	
	Mr.	R.	s.	Bennett	
	Mr.	R.	С.	Pazourek	
	Mr.	D.	н.	Fisher	
	Mr.	Α.	W.	Tate	
	Mr.	Μ.	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)



Cecil



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:

0.37+ Acre of land in Harford

County, being portion of former

Thomas A. Jones property, Item

50910, Contract H-439-2-420

Grantee

Conveyance

Raymond E. Ross and Patricia L., wife

The State of Maryland, to the use of the Maryland State Police, Department of Public Safety and Correctional Services

The Latham Company, a body corporate of the State of Maryland, and Lawrence G. Claggett 11.61+ Acres of land in Howard County, being portion of former Charles G. Grey property, Item 47075, Contract Ho-292-5-720

0.88<u>+</u> 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

Not Carried In Any System

In Accordance With

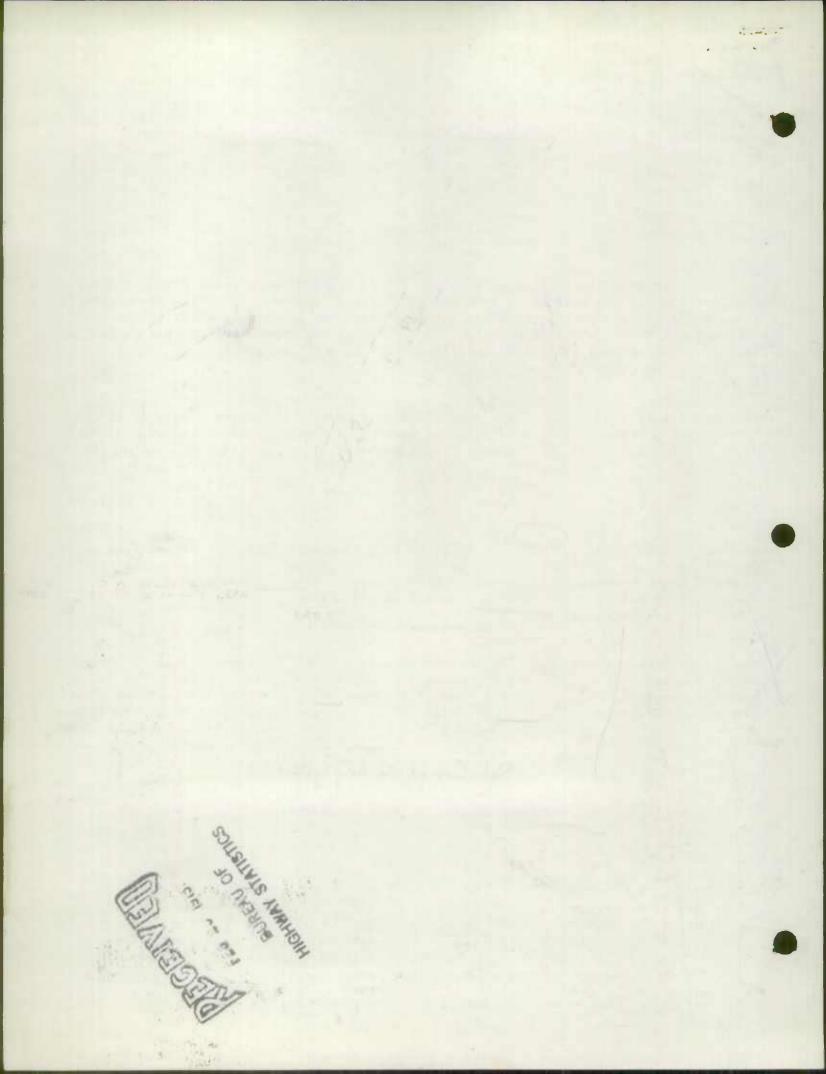
Approved sale of excess land at bid of \$225.00. Initial deposit of \$100.00 as required by bid form on file in Secretary's office; to be deposited with Cashier after BPW approval.

Request of grantee, subject to reverter clause included therein.

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.

Copy:	Mr.	W.	Ε.	Woodford,	Jr.
	Mr.	R.	н.	Trainor	
	Mr.	R.	s.	Bennett	
	Mr.	R.	С.	Pazourek	
	Mr.	Н.	J.	Pistel	
	Mr.	Т.	G.	Mohler	
				Wright	
	Mr.	D.	Η.	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)



Copy: Mr. W. E. Woodford, Jr. Office of Planning & Safety Mr. G. N. Cassell Mr. J. M. Wright Mr. A. W. Tate Mr. V. L. Shook Mr. C. E. Caltrider Mr. P. Jaworski Office of Finance Mr. W. F. Lins, Jr. Mr. E. J. Dougherty

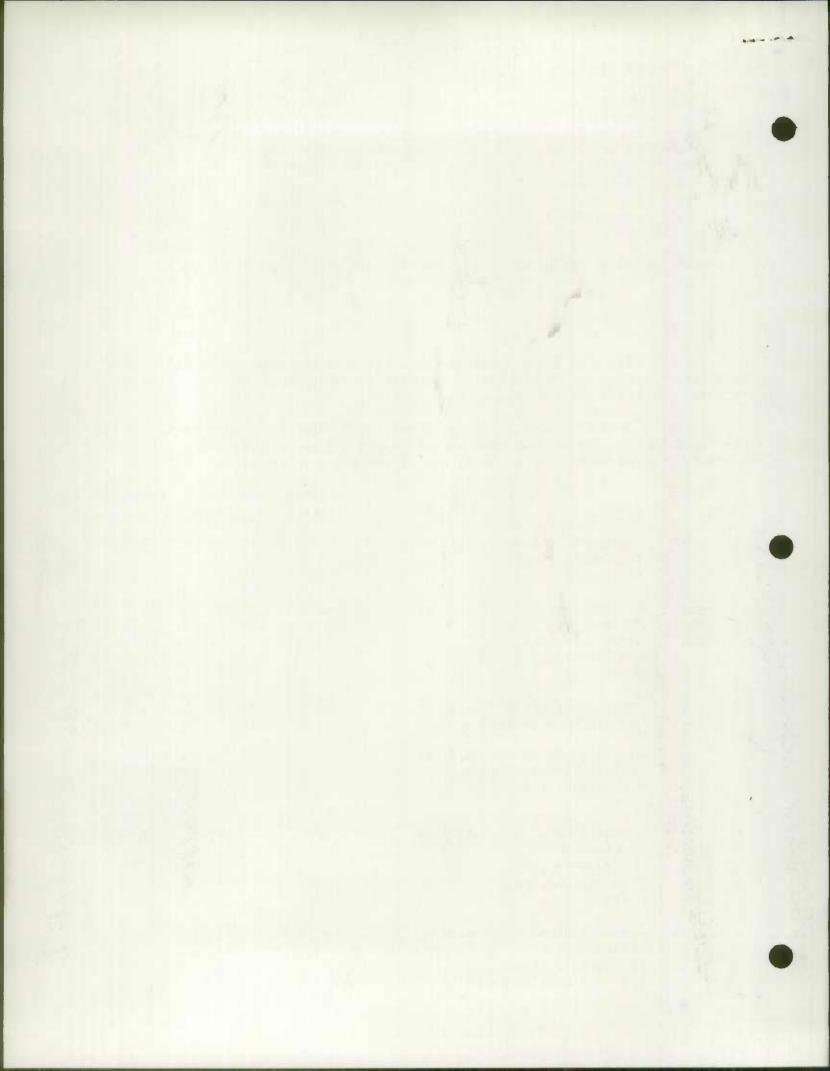
Mr. A. H. Wagener Miss D. J. Sinners Co. Commrs. of Cecil County Co. Commrs. of Charles County Co. Commrs. of St. Mary's County Co. Commrs. of Talbot County SHA-Cecil County file SHA-Charles County file SHA-St. Mary's County file SHA-Talbot County file

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER WEDHESDAY, JANUARY 12, 1972 to to the

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:

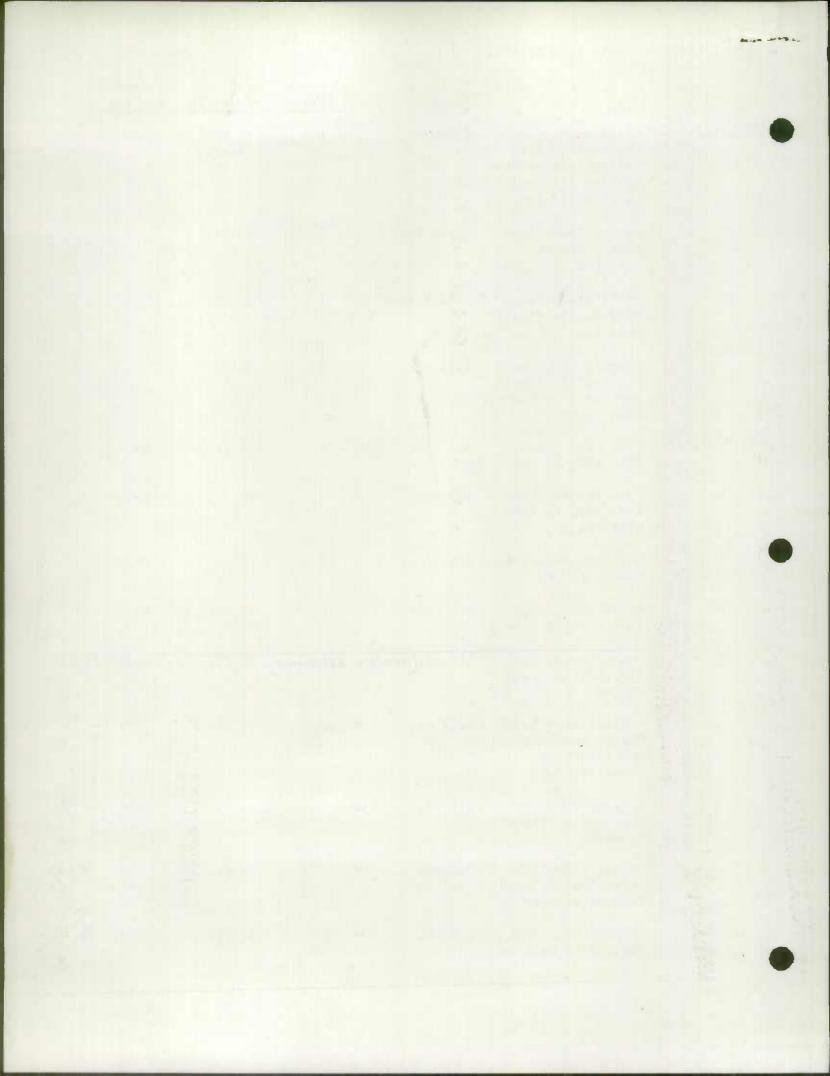
County	Road	Length	Election District	Froposed R/W Width	County Key Map No.
Cecil	Mocking Bird Lane, from Hacks Point to South	0.15 mi.	1	50 ft.	2.
11	Peacock Lane, Robin Drive, Arrow Head, from Craigtown Road to West	0 .27 mi.	7	50 ft.	3
11	Otter Point, from Old Elk Neck to East		3	50 ft.	4
	Riverside Drive (Gilpin Farms), from Ricketts Mill to West	0.20 mi.	3	50 ft.	1
11	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 Nor	0,10 mi, th	4	50 ft.	-





4.5				TTP STU	
SHA 1/12/72	- County Road Systems			Pa	ge 2
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.	
17	Hanson Road, from Hanson Rd. to Dead End	806.7 feet	6	50 ft.	-
28	Westfield Drive, from Hanson Road to Dead End	1343.3 feet	6	50 ft.	-
н	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
11.	Ext. Thomas Drive, from 3473 to 4325 Williams Dr.	387 feet	8	60 ft.	3474
53	Williams Drive, from Thomas to End	1757 feet	8	50 ft.	4325
21	Bryan Road, from 3473 to 4325 to end	450 feet	8	50 ft.	4326
albot	Swann Haven, from Rte. 328 to South to End	.62 mi . (HPS 30	Retenzo)	50 ft.	6-71 Co 263
н	Ripley, from Cedar Pt. to southwest and return to Cedar Pt. Road	0.52 mi.	1	40 ft.	7-71 Coz64
11	Ext. of Deep Neck, from end of blacktop	0.5 mi.	2	50 ft.	8-71 Co 58

to woods 9-71 6265 11 Haley, from Glebe Creek Road to west 0.2 mi. 10 1 50 ft. 2/10 mile at end 21 Kennedy St., from 10-71 Co 266 0.2 mi. 11 1 50 ft. Rte. 50 to East to End



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

NOV : 1970

On motion of Mr. Evans, seconded by Mr. Bogley, the Commission OF approved a request from the County Commissioners of Talbot County STATISTICS 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:

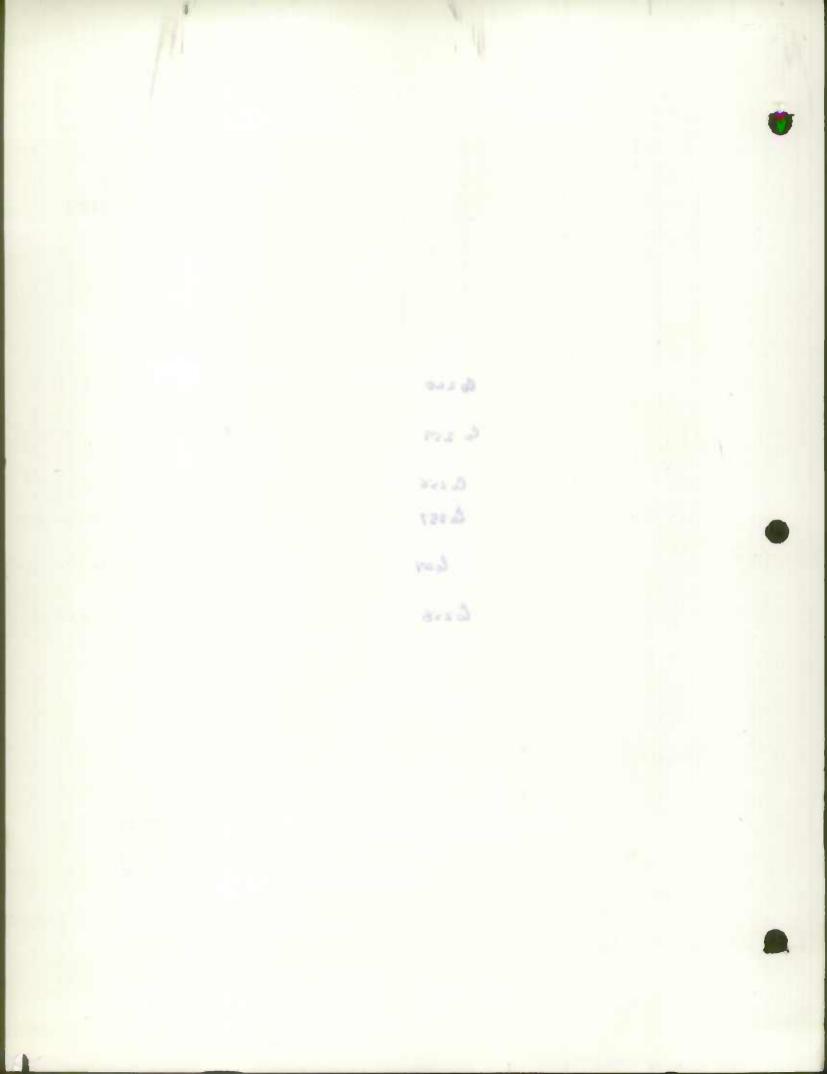
Roard Length	Election District	Proposed R/W Width
Sailors Retreat, from Rt. 333 6 260.8 mi. to Newcomb Entrance	3	50 ft. Hps 39 Received
Holly Harbor Ext., from Rd. 6 & 159.5 mi. # 252 to end	3	50 ft. Hys 34 Received
Dolvin, from Rt. 662 to Rt. 662 6256.3 mi.	L	50 ft. Hrs 39 Roceived
Plater Terrace, from Waverly Rd. 257.1 mi. to end	1	50 ft. HPS 39 Roceived
Clearview, from Extension Rd. 209 6204 mi. to end of road	1	50 ft. HPSBi Received
Phillips Road, from Co. Rd. 1276258.2 mi.	5	50 ft. HPS 39 Recoived

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



NOV 18 1970

BUREAU OF, HIGHWAY STATISTICS





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 Coass to Around Loop	1.4 miles	1	50 ft. hps 39 Received
Country Club Drive, from Rt. 333 to .8 mile 6 254	.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. 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

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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 153	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
C0251	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 V
	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



TALBOT CO.

HOISELAND MARK STATS INT OF INTERN TO ESTIMAT MARK TANKS

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indicate that there route have been accepted and recorded by the County Countering of Tailor County, providing for regits of any widthing as and forth balance

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berbury Drive, Erio Billing's. 16 Rd. to Old Gausschupp Rich Lana	arra	
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		-12	+ 281	
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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
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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> De reseaunt for al Dis County Deministrer of Tabbob County, and on reseaunt for al District Engineer Plater and Countral on an inter-Director-Ohief Engineer Plater and Countralonne Erans, Dederan and Mrestor Wolff are to be following road for materiance as part of tas County North Freise at Tabbot County.

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MAY 17 1967

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

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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Nr. 1. 8. 278er Mt. Cal. G. 2. Saultern (2) Nr. K. G. Deves Nr. L. G. Maner (3) Nr. K. G. Maner Nr. T. R. Linyt Nr. T. R. Linyt Nr. Charles (2) Nr. Alles Lee Nr. Alles Lee Nr. Talbot County Constraints (1) Nr. Talbot County Constraints (1)



BUREAU OF HIGHWAY STATISTICS

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

The Secretary referred to Commission sction of much 9, 1967, r ferring to Special Assistant Attorny General Juscher for an oblight the written request of Dalaste Thomas Junter Lose to remark the ston Bypess in Falbot County the Fiston Pirkwy. The Secretary quoted a portion of Ir. Juscher's opinion is follows: "* it is y opinion that the Commission can pass resolution donting the aston By-ass as pirkwy nd determine the n tur of the controls it wishes to i powe in exercise of its discretion relative thereto."

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

Copy: Hr. J. B. olff Mr. D. H. Fisher Hr. J. H. Huscher Mr. G. Lewis, Jr. (2) Mr. C. Cassell Mr. C. V. eese SC- and Disignations SC-Tabot County

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STATE OF MARYLAND STATE ROADS COMMISSION 300 West Preston Street BALTIMORE, MD. 21201 (MAILING ADOREST-P.O. BOX 717, BALTIMORE, MO. 21203)

03)

April 17, 1967

State Roads Commission Baltimore, Maryland

Gentlemen:

COMMISSION MEMBERS

MAN OF COMMISSION

AND DIRECTOR OF HIGHWAYS

JEROME B. WOLFF

LESLIE H. EVANS JOHN J. MCMULLEN

WILLIAM B. OWINGS

9. WALTER BOGLEY, JR.

HARLEY P. BRINSFIELO

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.





A. W. SMITH

A. S. GORDON

C. L. WANNEN

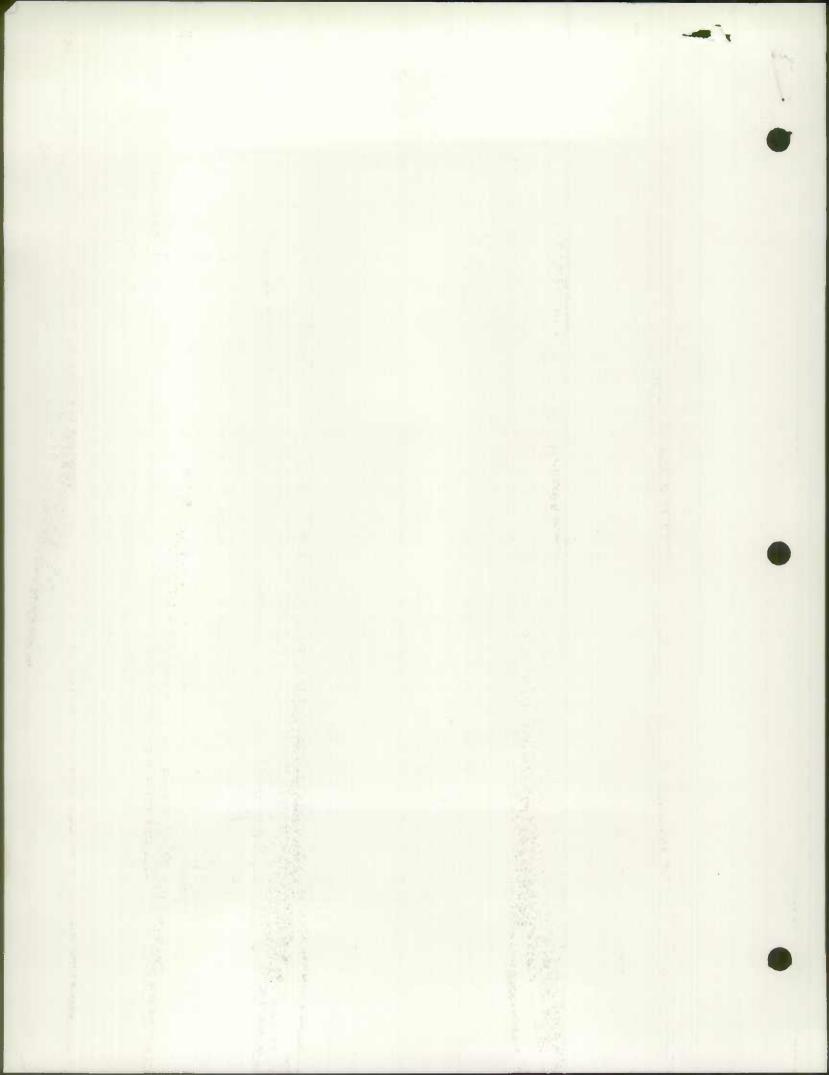
JOSEPH O. BUSCHER

SECRETARY

EX. ASST. TO CHM.

SPEC. ABST. ATTY. GEN.

COMPTROLLER



- 2 -

State Roads Commission

- --

April 17, 1967

(c) <u>Right of abutting owners to ingress and egress.</u> - 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) <u>Regulating access use</u>, maintenance, etc. - When any highway has been constructed as a parkway, the Commission

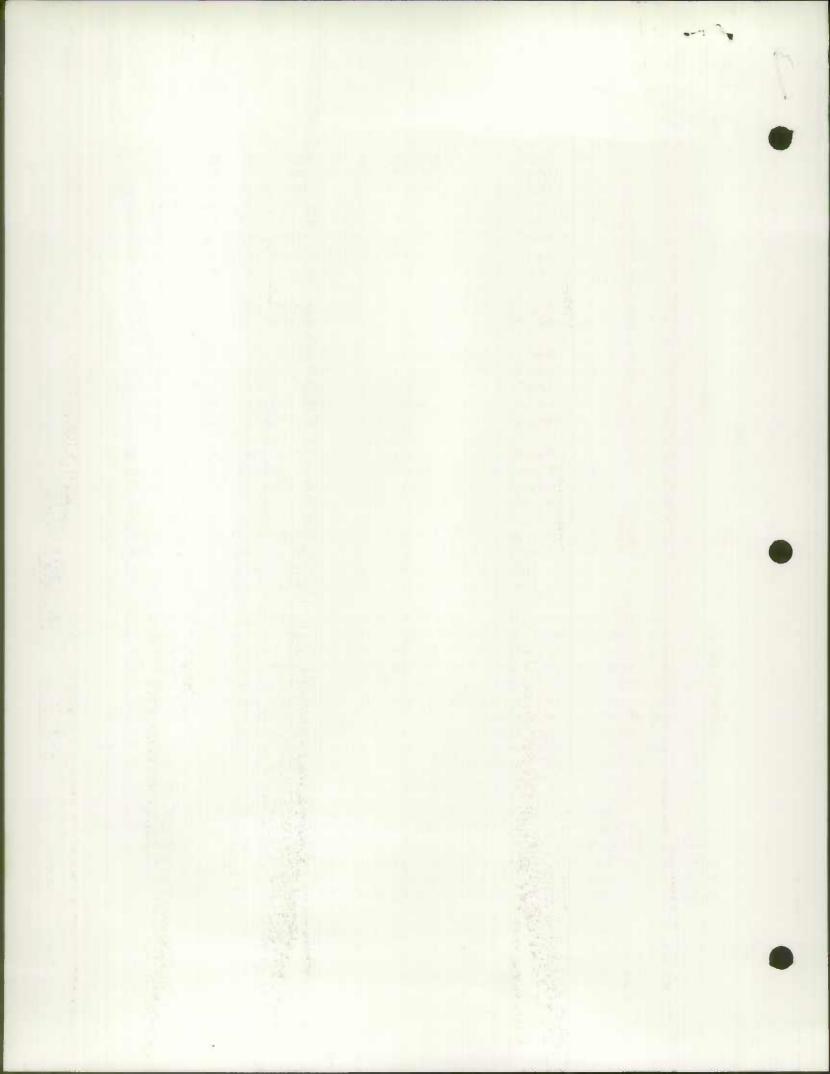
(1) May regulate, restrict or prohibit access to such parkway from any existing highway, road or street or from any new highway, road or street; provided, however, that reasonable access to such parkway from any existing or any new highway, road or street, shall be provided; and

(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".



-3-

State Roads Commission

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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 <u>no existing</u> 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.

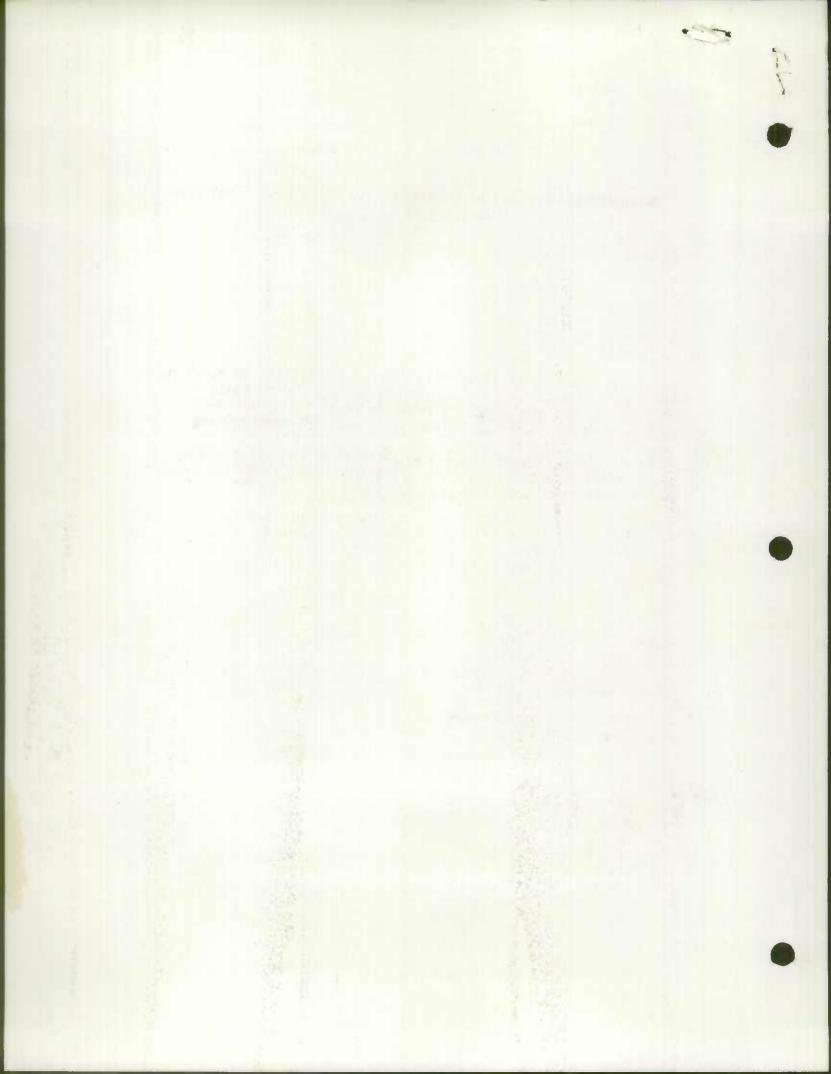
After careful consideration of the applicable law and the Commission's construction program, it is my opinion that the Commission can pass a resolution adopting the Easton By-Pass as a parkway and determine the nature of the controls it wishes to impose in exercise of its discretion relative thereto.

Very truly yours,

Josefer St. Brisches

Joseph D. Buscher Special Assistant Attorney General

JDB:ts





BUREAU OF HIGHWAY, STATISTICS

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 P rkway and Chairman-Director Wolff advised of a letter from Delegate Thomas unter 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: r. D. H. Fisher r. J. D. Busch r r. C. N. Lewis, Jr. (2) r. C. V. Cassell V rs. V. L. Pickard SPC-Name Designations STC-Talbot County





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HIGHWAY STATISTICS

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EXCERPT FROM MINUTES OF METTING OF THE STATE ROADS COMMISSION BUREAU OF TUESDAY, JANUARY 24, 1967 HIGHWAY, STATISTICS

On request of the County Commission rs 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 yster 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 Dutch- man's Lane to end of road	.1 mi.	1	60 ft. Co.R1.9
Beverly Road, from Pea Neck Road to end of road	.7 mi.	2	50 ft. 247, 248
Edgeview Road, from Bellevue Road to end of road	.4 mí.	2	50 Et. G. 13 246
Bildon Road, from Island Creek Neck Road to end of road	.7 mi.	3	50 ft. 1245

Copy: Mr. D. N. Fisher Mr. W. J. Addison Mr. G. W. Casell (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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MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND BY CHAIRMAN AND DIRECTOR JOHN B. FUNK MONDAY, JULY 11, 1966 ***

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

Awardec

Completed

7 228-277

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 24/2

ADMONANDON ON ANTEDNESS STATS ROADS CONSERVICE OF PATENCE BY CONTYAN AND DIRECTOR JULY BUT B. TOMA MONTAL JULY 11, 1976

Chairman sid litertor Pane executed for an an an an bahaif of the constants also depitents explore of errorsen that dated July 11, 100, be and "constantenton," party of the first part, and laps and Council of Heater a surficipal corporation of the runse of haryland, in Taitot Council of Heater therein referred to as "Tam Council," carty of the second part, and evented the terminer of the Council, " carty of the second part, and evented to as "Tam Council," carty of the council of Lists compared to as "Tam Council," carty of the second part, and evented to be the Council, or the four council for antendance evented to have of the Town's Director, of a section of Lists constructed the source of - New Street Press, and the section of Lists of sectors to the four tirest - New Street Four council to the test disting meters of the the tires threat - Item and a section of the test of the section of the test barrely the section of the test

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HE. A. L. Gruch HE. M. R. John HE. G. T. Commit HE. G. T. Commit HE. L. H. Herly HE. L. H. Herly HE. Commit Herler, LV IN HER THE A DAMAGE HERLER, LV IN HERLER, LV THIS AGREEMENT, Made this *lift* 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.

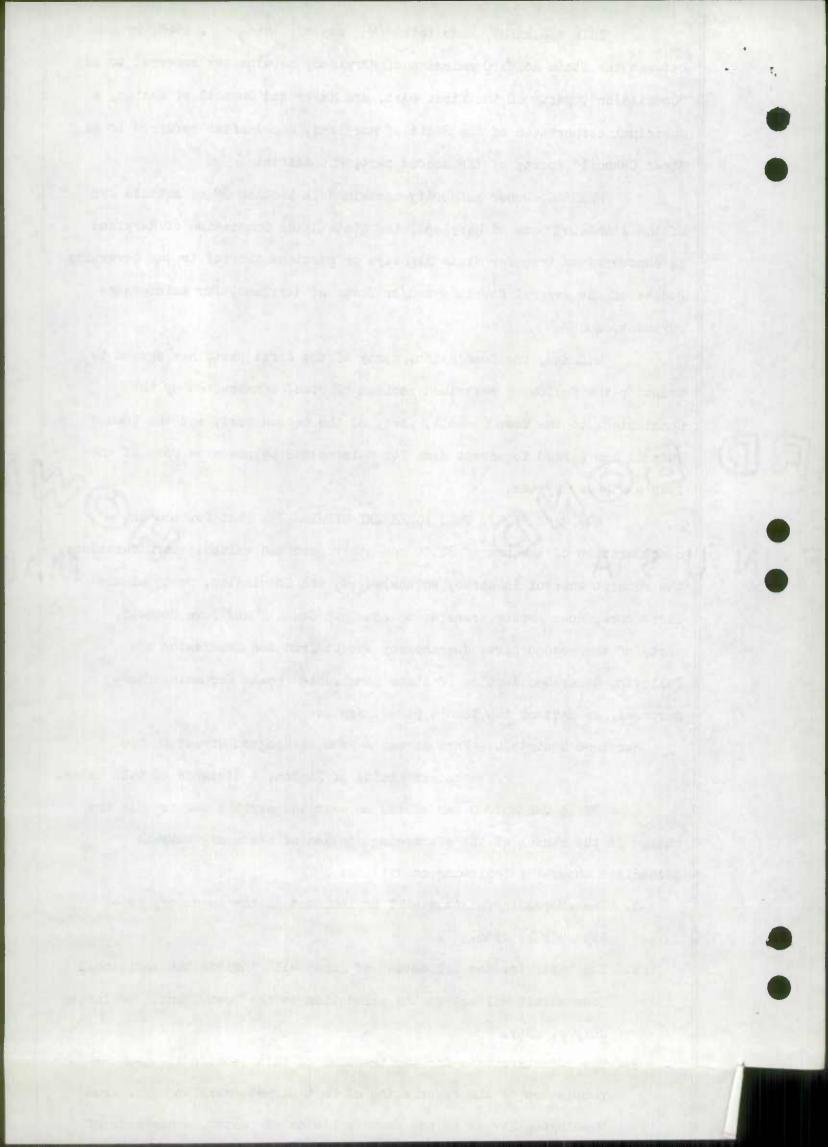
NOW, THEREFORE, THIS AGREEMENT WITNESSETH, That for and in consideration of the sum of \$1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the Commission, party of the first part, does hereby transfer to the Town Council and Town Council, party of the second 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 - Fram 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:

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

L. 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.

By

ATTEST:

Fircher. M. L. Kircher, asst Scottary

APPROVED:

David H. Fisher Chief Engineer

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

STATE ROADS COMMISSION OF MARYLAND

redenily a Ludhbar rederick A. Puderbaugh Special Attorney

Chairman and Director of Highways

MAYOR AND COUNCIL OF EASTON

John/B./Funk

ATTEST:

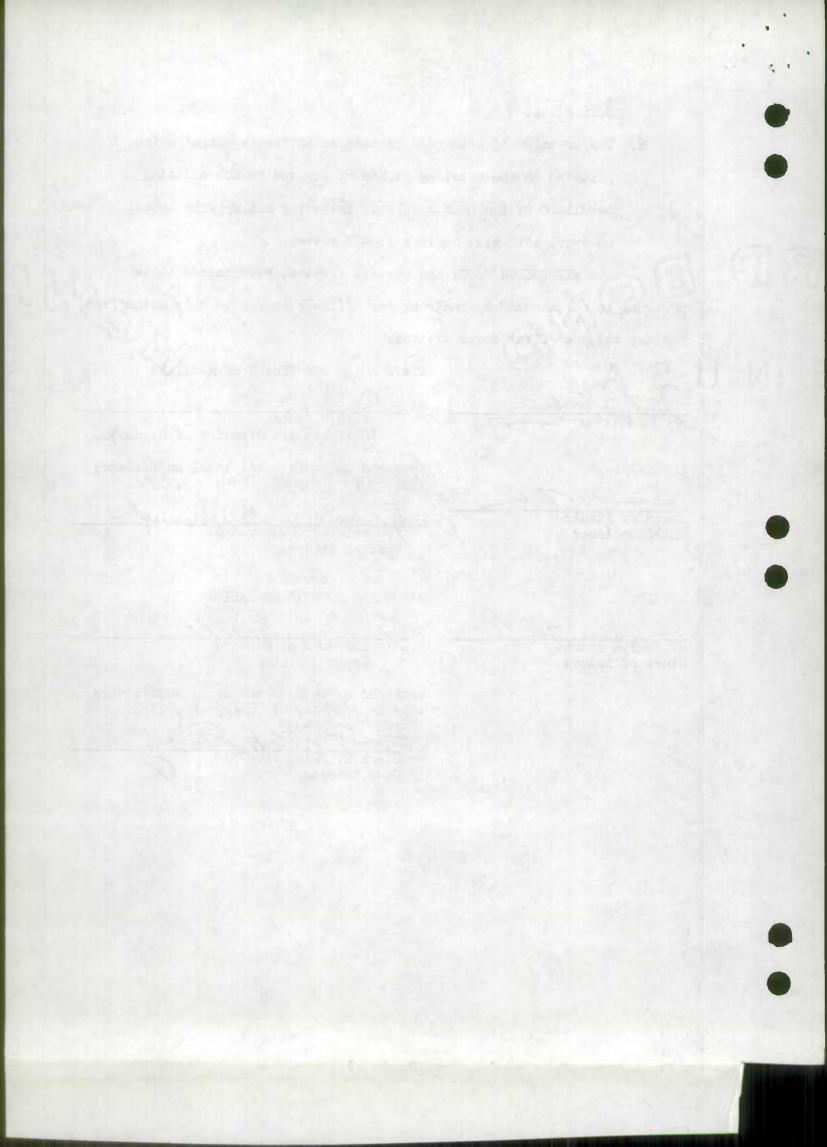
11. 7.6.

M. Evelyn Startt Clerk of Easton

Hack By Sherwood M. Hubbard Mayor

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

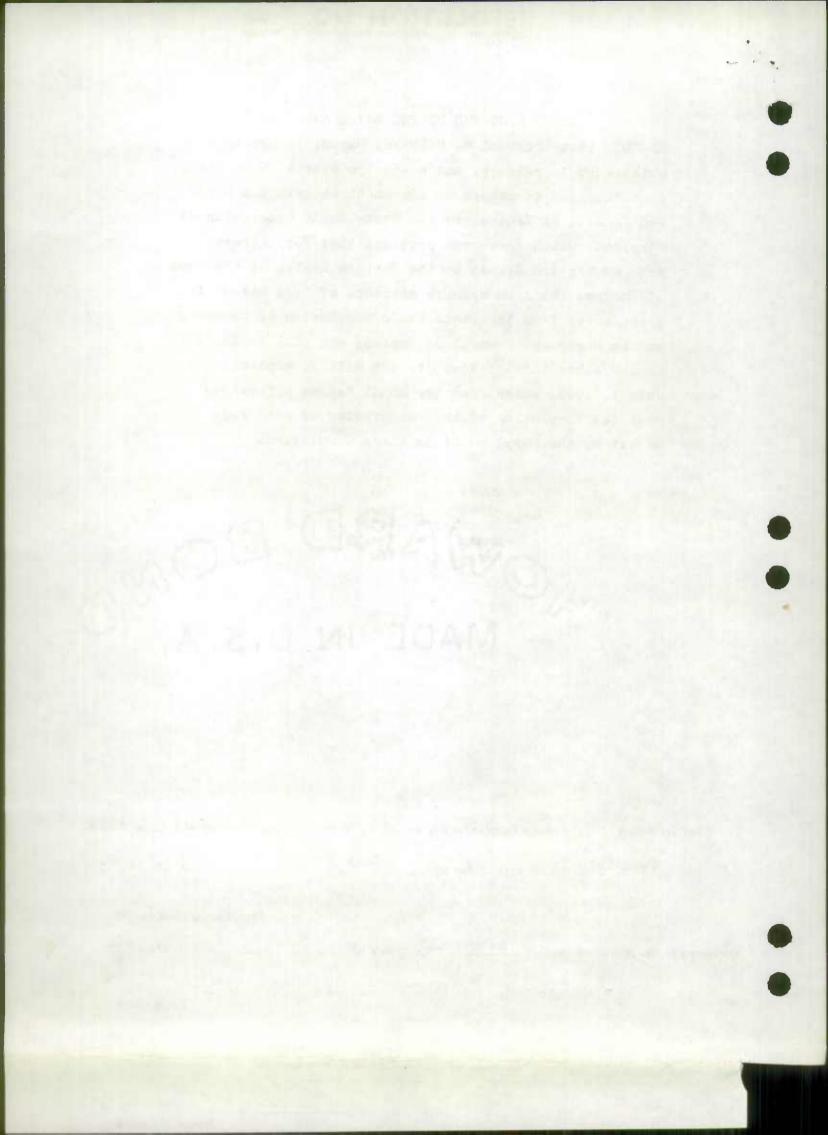
Purdy	-	Yea
Lyons	-	Yea
Shockley	-	Yea
Moore	-	Yea
Barnes	-	Yea

I hereby certify that the above Resolution was passed by a yea and nay vote of the Council this

****	twentieth	day of	Jung	*****	A. D., 19 6
			1	willight	Barner
				Presi	dent of the Council
Delivered to	the Mayor by me this _	twentieth	day of	June	, A. D., 19 66
				21 2. l.	faith
				4. l	Town Clerk

Mayor of Easton

Harban





MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND STATISTICS 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.	Α.	Goldeisen
	Mr.	L.	E.	McCarl
	Mr.	н.	G.	nowns
	Mr.	₩.	J.	Addison
	Mr.	٨.	L.	Grubb (2)
	Mr.	н.	Ρ.	Jones
	Mr.	Μ.	Đ.	Philpot (2)
	Mr.	Μ.	Μ.	Brodsky
	Mr.	F.	Ρ.	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 AND AND A MULTER OF DIVID TOADT CONTENTION OF MATLAND

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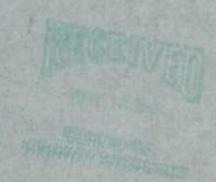
MENORANDER OF ACTION OF STATE ROADS COMPLESION OF MARYLAND BY CHAIRMAN AND DIRECTOR JOHN B. FUNK MONDAY, JANUARY 10, 1966 ***

On request of the County Commissioners of Talbot County, and on recommondation 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. Sh rretts indic te that these roads have been accepted and recorded by the County Countsion rs of Talbot County, providing for right of way widths as set forth below:

Rond	Longth	Election District	Proposed L/W Width
Jouhite Street, from Rt. 334 to Co. Rd. #211, Glenwood Av	.2 ml.	1	60 st. 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 Et. Co 249

Copy:	Ir. D. H. Fisher
	Mr. W. J. Addison
	Mr. G. W. Casselly
	Mr. C. R. Sh rretts (2)
	Mr. F. P. Scrivener
	Denton Office
	Mr. M. M. Brods y
	Mr. H. G. Down
	Co. Commrs. of Talbot Co.
	Mr. G. N. L. wis, Jr. (3)
	SRC-Talbot County
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Ameri Mr. J. R. Frieder
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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION AY STATISTICS 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.	н.	Fisher
	Mr.	с.	Α.	Goldeisen
	Mr.	L.	Ε.	McCarl
	Mr.	F.	Ρ.	Scrivener
	Mr.	М.	Μ.	Brodsky
	Mr.	С.	R.	Sharretts (2)
	Mr.	Η.	G.	Downs
	Mr.	Μ.	D.	Philpot (2)
	Mr.	н.	P.	Jones
	Mr.	Α.	L.	Grubb (2)

Mr. W. B. Duckett (2) Mr. L. C. Moser (2) Mr. G. N. Lewis, Jr. (8) Mr. G. V. Cassell Mr. C. S. Linville Mr. E. K. Lloyd Secretary's File SRC-Talbot County Contract T-160-2-220



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DESIDUATION OF ACTION OF STATE ROADS COMMUNICATION OF MARYLAND BY CHAINDAN AND DIRECTOR JORS B. FURE INCHORY, JANUARY 11, 1965

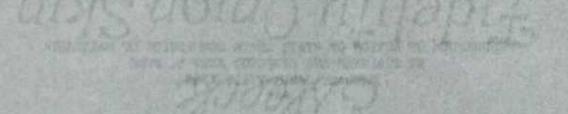
On request of the County Cosmissioners of Talbot County, and ou recommendation of District Engineer Sharrotts, concurred in by Chief Engineer Fisher, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Talbot County.

Road Condition Survey Reports submitted by Nr. 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	Lan	<u>eth</u>	Election District	Proposed	n/w silden
44	Clay Street, from Port Street to Glenwood Avenue	.2 :	sile	1	50	1. 6 243
44	Glenridge Road, from Woodridge Brive to St. 50	.2		1	40	= Co 246
	Holly Roed, for distance of .2 mile from Giebe Creek Road	.2		L	58	= C 242
	Industrial Park Road, for dis- tunce of .2 mile from Rt. 331	.2	24	1	50	" Co 244
	North Send Road, from St. 33 to and around toop	.2		1	50	n Ce 240
	Moodridge Drive, from Mt. 50 to and around loop	.9	-	I	40	" Co 245
	Moods Road, for distance of .2 wile from Globe Cresk Road	.2	**	1	50	- C. 241
	Porter's Fride Road, for distance of .5 mile from Rt. 33		-	2	50	- 6237
239	Royal Acres Roads from Perry Heck	.6	14	2	50	- 6.238
221	Gromeando Rond, From New Road En-					
	Extended	.4	31	5	50	" lo 236

10275	HE.	D. H.	Planor	Mr. N. H. Reodalcy	
	Br.	12. 3.	Addinon	Mr. O. U. Cassell	
	Mr.	T. T.	Serivener	Mr. C. R. Sharrotts C	25
	Hr.	G. N.	Louila, Jr. (3)	Mr. H. G. Downs	1
	Co.	Coome	s. of Talbot Co.	ano-Talbot County	





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MENORANDUM OF ACTION OF STATE ROADS CREMISSION OF MARYLAND BY CHALEMAN AND DIRECTOR JOHN B. FUNK HONDAY, 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 reads 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
31	Drum Point Road, estend- ing for distance of .9 mile from Pen Neck Road	.9 mi.	81	2	50 Rt. 6231
Z	Curtiss Street, extending for distance of .1 mile from Kennedy Street	.1 mi.	122	1	50 Et. 6 232
M	Tweedy Road, from Oakland Road to Oaklands Road	.8 mi.	123	1	50 Et. C. 233

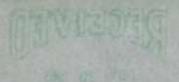
Copy: Mr. B. H. Flaher Hr. E. J. Hajsyk Hr. G. V. Cassell Hr. G. B. Chaires Mr. C. R. Sharratts (2) Hr. F. P. Scrivener (2) Mr. G. H. Lewis, Jr. (3) Hr. H. G. Downs Co. Commrs, of Talbot County SEC-Talbot County



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py:	Mr	Α.	s.	Gordon (2)	
	Mr.	D.	н.	Fisher (2)	
	Mr.	. V.	Ε.	Woodford, Jr.	
	Mr.	R.	J.	Hajzyk	
	Mr.	С.	Α.	Goldeisen (2)	
	Mr.	L.	E.	McCarl	

(Ag 2)

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)



PLANNING & PROGRAMING

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

Mr. H. C. Bowers Mr. G. J. Cassell-Mr. E. K. Lloyd

Mr. E. D. Reilly Mr. J. E. Gerick Mr. R. N. Thompson

Mr. Charles Lee

Mr. M. D. Philpot (2)

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 ACREEMENT, made this day of November 5, nineteen hundred and sixtythree, by and between the STATE POADS COMMISSION OF MARYLAND, hereinafter referred to as 'COMMISSION,' party of the first part, and the COUNTY COMMISSION RS OF TALBOT COUNTY, MARYLAND, and the COMMISSION RS OF OXFORD, MARYLAND, hereinafter referred to as 'COMMISSION RS,' party of the second part,

WHEREAS, under authority contained in Section 79 of Article 39B 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, THER FORE, THIS AGREEN (NT 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.

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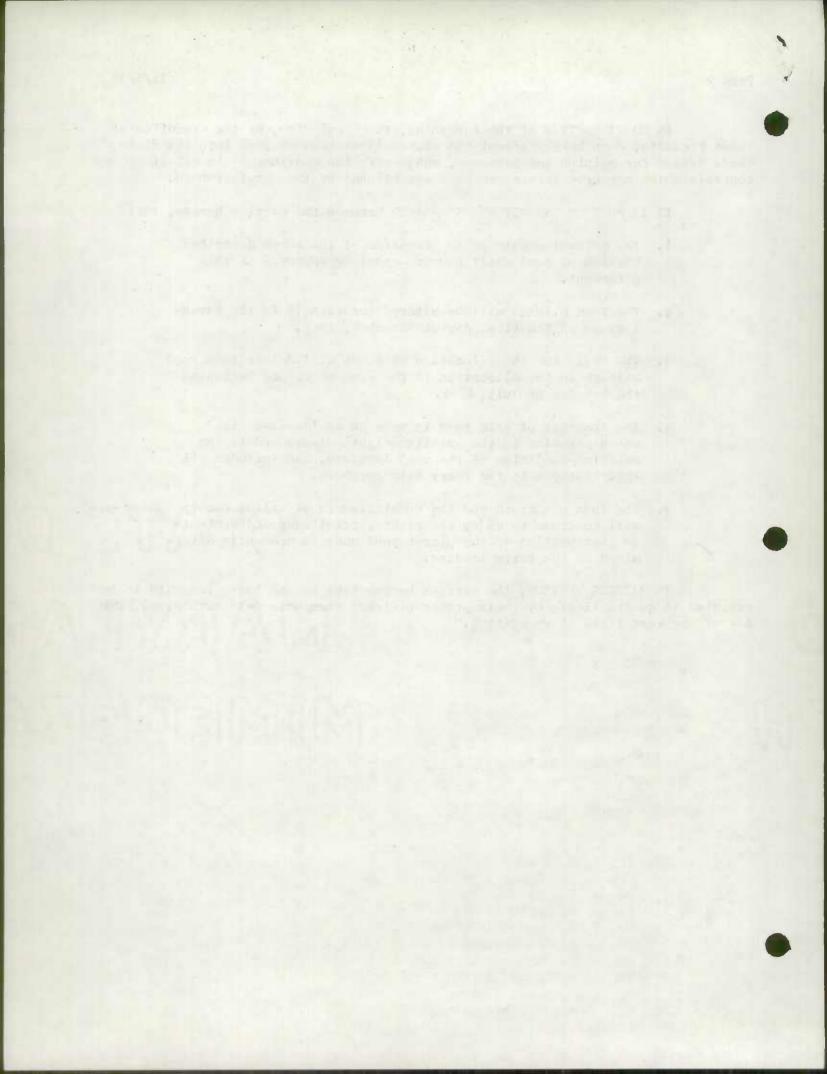
Page 2

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,

- 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."



MEMORANDRM OF ACTION OF STATE HOADS COMMISSION OF MARYLAND BY CHALMMAN AND DERECTOR JUNE B. FUEL TUESDAY, JANUARY 15, 1953

On request of the County Consisting 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 subsitted by Mr. Sharratts indicate that these roads have been accepted and recorded by the County Commissioners of Talbot County, providing for proposed right of any width as set forth below:

	hond	Lonith	Flactio	n District	Proposed Width
-	DLamond Back Cove Boad, from Rond #51	.7 =L	le	1	40 ft.
22	Peachblosson Rond, from Rt. 333 to bottom of first ravine	.2	-	1	-
	South Clifton Addition, from Road #195 to #195	.4		1	-
24	Stoney Ridge Road, from Dukehman's Lane to Dukehman's Lone	4.	-	1	-
Se la	Codar Grove Road, Eron Royal Oak Station Road	.2	-	2	-
	Manor Street, from Meadow Street to Hadeliffe Avenue	.1	*	2	-
1940 W	Back Bryan Road, from Rt. 50 to Bryan's Entrance	1.4		3	
S. Ste	Jack's Point Road, from Rt. 333 to Speer Retrance	.2	*	3	-
	Foster Avenue, from St. 53	4		5	-
	Copy: Mr. D. H. Fisher Mr. R. J. Hajuyk Mr. G. W. Cansall Mr. G. S. Chaires Mr. G. R. Sharretts (2) Mr. F. P. Sorivener (2) Mr. M. H. Mrodsky Mr. G. N. Lewis, Jr. (3) Mr. N. O. Downs Go. Commun. of Talbot County				

SRO-Taibot County

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Tallet County RAFFIC DIVISION

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

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 highwayrailroad 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. Mannen 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



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State Roads Commission

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Geo. N. Lewis, Jr.

Director

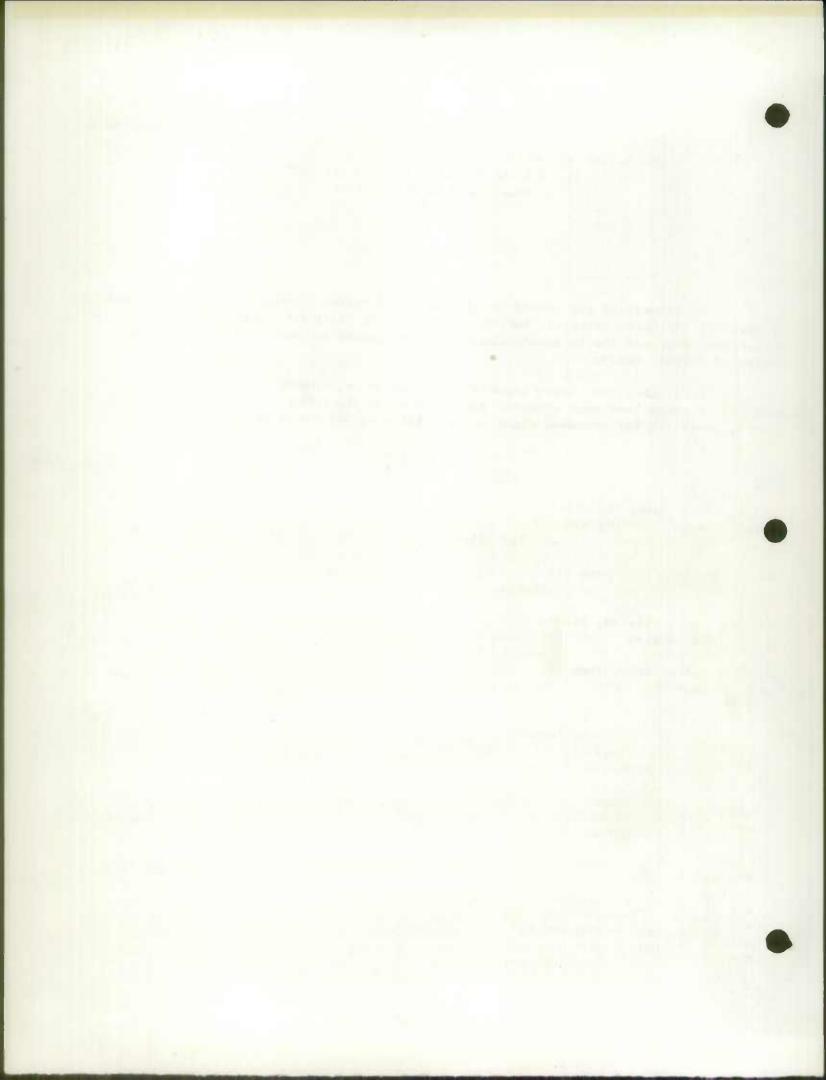
HUIGEANDAR OF ACTION OF TAIL OL IN A TIL ILA OF HARYLAND BY CHAIRWAN AND DILICTOR JOHN D. FURIT TULDIAY, DECEMBER 6, 1960

on request of the County Ormissioners of Talbot County, and on recommendation of District Angineer Charretts, concurred in by Chief Engineer Fisher, Chairban and Director Funk accepted the following runds for maintenance as part of the County Konds 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:

koad	Length	election District	County Fay Hap No.	trop cost 11/ 11dth
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Trippe Avenue, from Loute 333 treard apuil	0.30 "	1 6214	7 116	50*
Midition forth clifton, from	0.35 "	1 6 215,6	621617	50*
Till an School Road, from	0.10 "	5 Co 21	2 33	50*

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Mrs Lasell

Copy:	Mr.	Α.	S.	Gordon (2)
	Mr.	D.	Η.	Fisher
	Mr.	ч.	Ε.	Woodford, Jr.
	Mr.	R.	J.	Hajzyk
	Mr.	W.	C.	Hopkins
	Mr.	C.	Α.	Goldeisen
	Mr.	G.	в.	Chaires
	Mr.	F.	Ρ.	Scrivener
	Mr.	L.	C.	Moser (2)
	Mr.	G.	1.	Lewis, Jr. (8)
	Mr.	C.	L.	Wannen
	Mr.	H.	G.	Downs (4)
	Mr.	C.	R.	Sharretts (2)
	Mr.	201	loh	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 17 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 Baston 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.

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

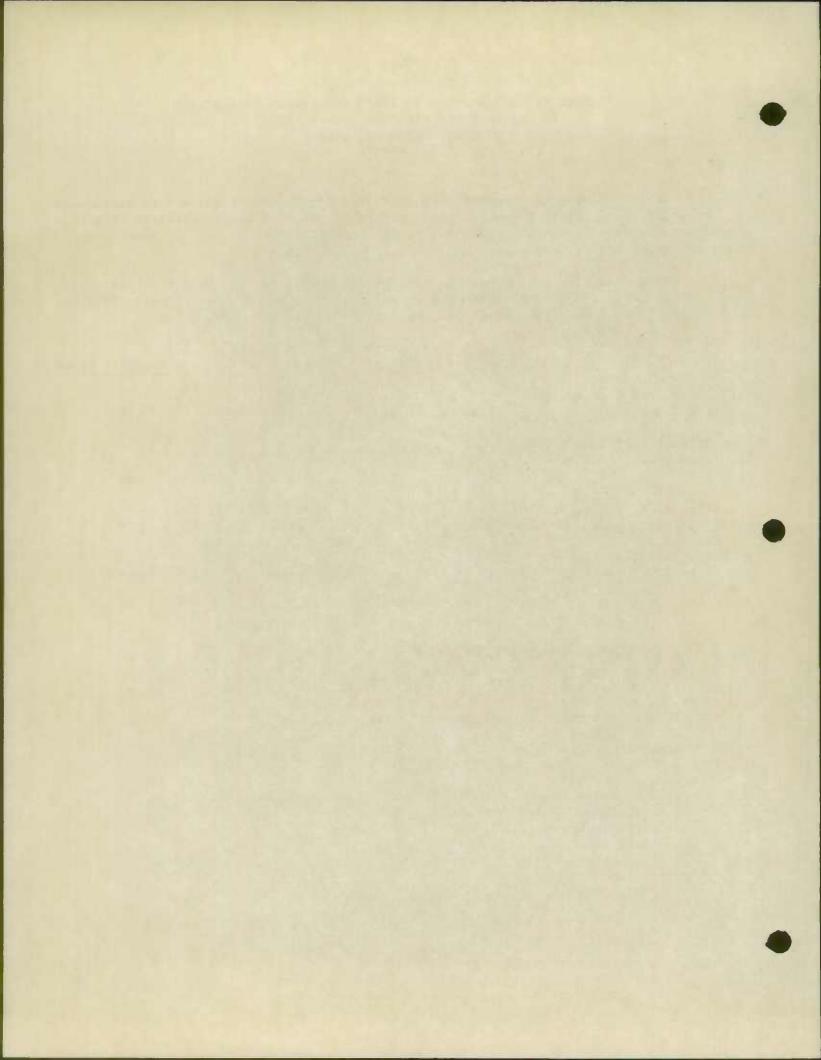
On request of the Commissioners of Talbot County, Maryland, and on recommendation of District Engineer Sharretts, concurred in by Chief Engineer Pritchett, Chairman and Director Funk accepted the following roads for maintenance as part of the County Roads System of Talbot County.

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 sut forth below:

Road	Longth	Election District	County Key Map No,	Proposed Width
Teal Point Road from Route 370 to Miles River	.3 miles	L	112	500 20 207
Locust Grove Road from Bailey Neck Road toward Tred Avon River	1.45 "	1	115	40° Co 206
Slaughter Road from U. S. Route 50 toward east	,075 "	1	114	50' 00 209
Meadow Street from Seymour Avenue to Chew Avenue	.15 "	2	78	50, CO 208

Copy:	Mr.	N.	H.	Pritchett
	Mr.	W.	G,	llopkins
	Mr.	G.	H.	Chaires
	Mr.	C.	An	Goldeisen
	Mr.	C.	R.	Sharretts (2)
	Mr.	R.	2:01	mshend
	Mr.	F.	P.,	Scrivener
	Mr.	C.	La	Wannen
	Mr.	W.	٨.	Jordan
	Mr.	G.	H.	Lewis, Jr.
	Mr.	H.	4	Downs
	Com	ITS,	, 01	Talbot Co.
				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 Reilroad Company, therein sometimes called "Reilroad." and the State Roads Commission of Marvland, 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 Reilroad'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; 0-384-1-220. 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; 0-384-1-220 Mr. H. C. Bowers



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ELCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION Director THURBDAY, DECEMBER 4, 1958

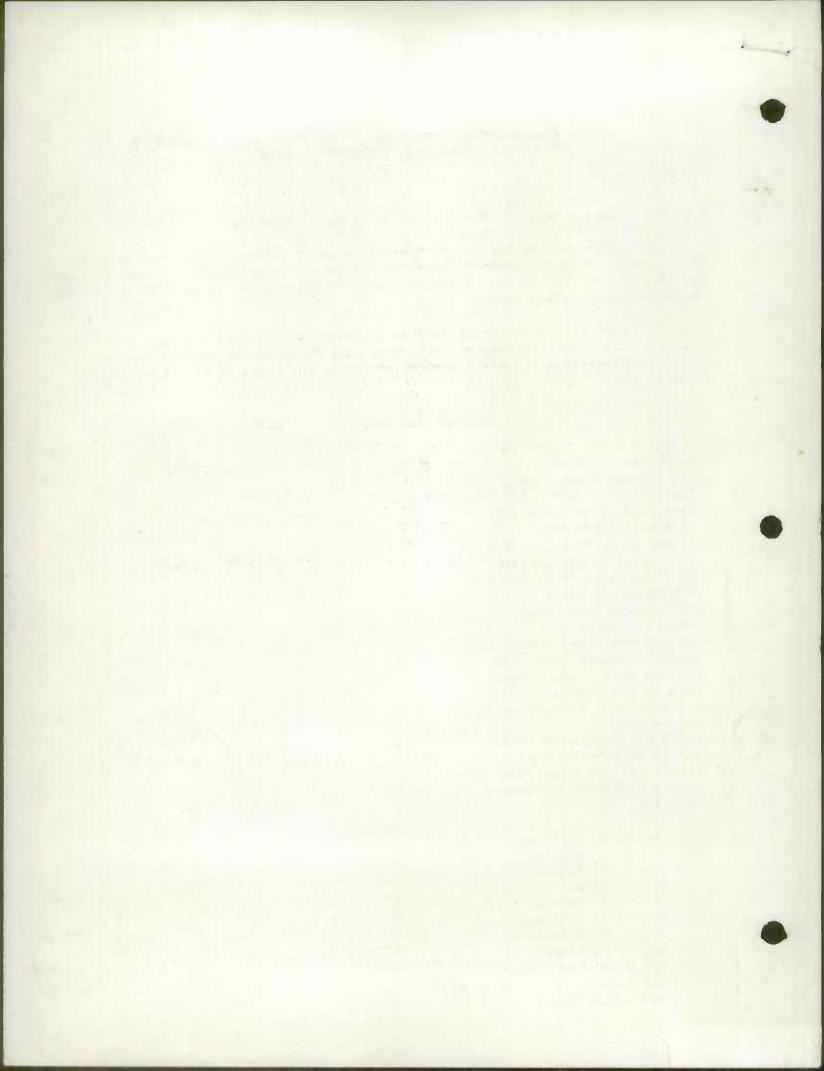
Present: Semitor Edgar T. Bennett and Mr. John J. MoMullen.

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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 Enerretts indicate that theme sections of reads have been accepted and recorded by the County Commissioners of Talbot County, providing for right of way width as set

	Road	Mootion District	Length	R/N
199	Les Willey Road, fria Yow Limit south .18 mile	n 3	.16 m	tile 40°
202	North Wittman Road, from Route 33 twd. East Greves Road, from Route St	5	. 2	w n
201	to Middle Point Farm Clayland Road, from Islam	2	.2	n 50 ·
20	Cruck Road to Dr. White' Cedar Point Road, from Roy	a X	.6	H 40 9
197	333 morth 1.3 miles North Clifton Road, from Route 50 temard Rast	1	1.3	W W
196	South Clifton Road, from Route 50 toward Mast	1	.1	" 50°
1983	Prosquile Road, from Plume Gate to Wye River	1 1	• 6	
0	Cak Avenue from Elwood Ave toward East	•	2.5	40 °
	Rigby's Lot Load, from Rour 328 to Builth's Entrance	2	1.4	401
140	Church Neek Road to Oaker Park Inn	bood		
	Copy: Mr. H. H. Pritchett Mr. W. C. Mopkin Mr. C. L. Mannes Mr. C. A. Coldeisen Mr. C. R. Sharretts M. J. P. Serivemer Mr. A. F. DiDomemon Mr. C. W. Clawson Mr. G. H. Lowis dr. Co. Coumrs. of Tiles MC-Talbot County		.47	435



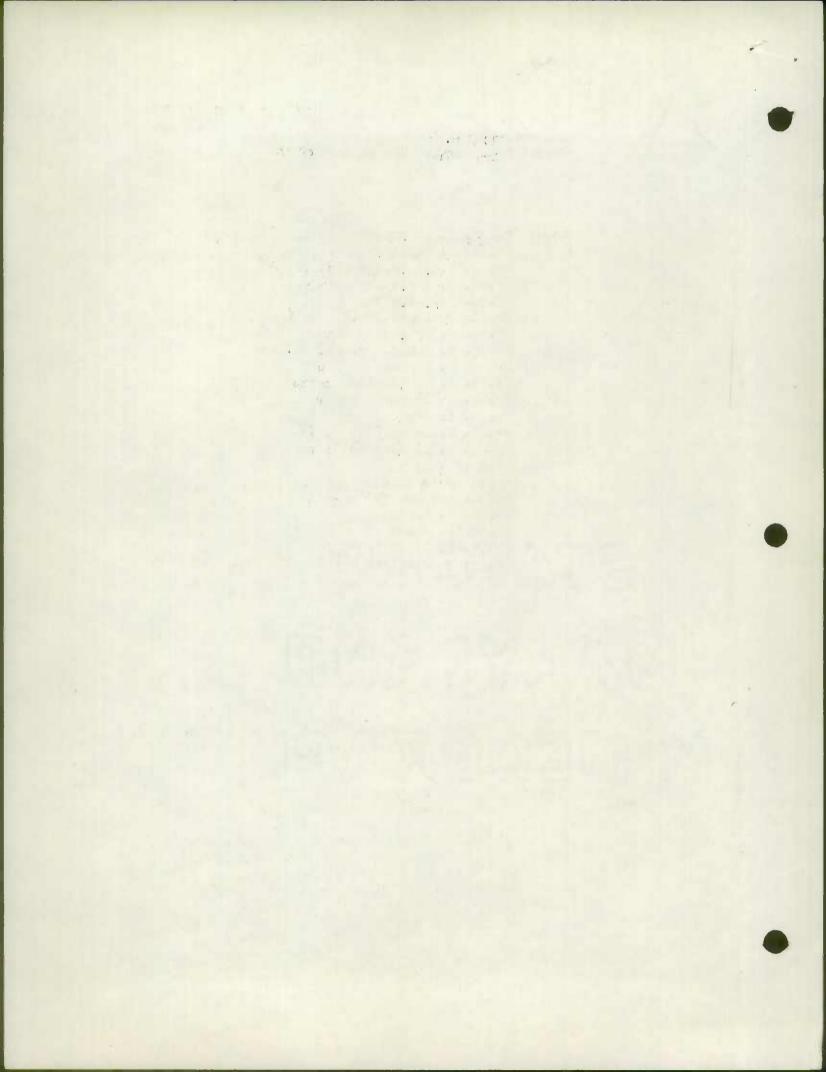
TALBOT COUNTY

STATE ROADS to CITY STREETS

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

1

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 GUNTY

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.

Fursuant 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 Statemaintained streets to Town-maintained streets, as follows:

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

MID 332	1.	North Aurora Street from Washington Street to Old W #3 65 20005 Town Limits - 0.32 Mile.
MD 33 2	2.	South Aurora Street from Brook Lane to Idlewild WAS 65 20-15 Avenue - 0.37 Mile.
MD 352	3.	South Aurora Street from Dutchmans Lane to South WH3 C.S 20-15 Washington Street - 0.11 Mile.
MA 3 28	4.	Goldsboro Street from Pennsylvania Railroad to U. S. Was cs 20-5 Route 50 - 0.46 Mile.
Mb 772	5.	Idlewild Avenue from Harrison Street to Aurora Street 2 5 20-26
no 565	6.	South Harrison Street from Brook Lane to Idlewild
	T+	is further screed by and between the meeting is to the

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.

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TALBOT COUNTY EASTON

SRC Nov. 26. 1958

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- 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

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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



STRADARDING DE ACTICANON UTATE ROADE GIBER GELER GE MARVIAND BY CRUICEAN AND DILECTOR JOIN B. 19950 FUESTAY, NOVEMBER 17, 1959

Soundar 12, 1959. Chaifean and Director. Puck executed antenant, in triplicate, dated totthat 5, 1959, by and petners list Delaware 2 al loom Generaly and The Pannaylvania Suilroad Generaly Chrony Lts Leets of The Philadelphia, Enitizore and Vanington Enfloyed Company, parties of the Germinsian of Haryland, souths but the State of Haryland, party of the accoud part, thereis eas times colled "state," wherein and parties covoust and arrea to and with each other constraint eartain modifieslocated inscience for an and unitarially parallel to the Horizon's end available interview of the state and the state and the state of the state of the production of the second second second to be an all the second terms of the second second second second second . alternatively and the state of the state of the state of the and the second of the second s The fait sevent ban previous is been receiped to the hat itons, Innal Bar 1993 an a have not fear installed coordination of boyoacd Is not unable with the providence of the providence o and the although the state of the second and the second states of the last second and the state of the state of the Start all the start of the start

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

2007 SK

TALBOT COUNTY

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



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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:-

Curl

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 Sistem.

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 COPY

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NORMAN M PRITCHETT. CHIEF ENGINEER W C HOPKINS. DEPUTY CHIEF ENGINEER P & MORISON ASST CHIEF ENGR MAINTENANCE

STATE OF MARYLAND STATE ROADS COMMISSION IOB EAST LEXINGTON STREET BALTIMORE-3. MD. STATE OF MARYLAND C. A GOLDEISEN. ASST CHEF ENGR. CONSTRUCT State Roads Commission F. CHILDS. J.R., ADVISORY ENGINEER TRAFFIC DIVISION

June 7, 1956

JUN 7 1956 Geo. N. Lewis, Jr. Director

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

Re: Bozman-Neavitt Road Md. Route 579

House BILL 575 (1950) Chaptert

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. Pontchets

Chief Engineer

MP: HMR Tom: in tabulation miléage For use in tabulation miléage for maint. + highway users funds for Jan. 19.57. 9200.



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ATTON FRITT TODAY

EXCERPT FROM MINUTES OF MERTING OF THE STATE ROADS COMMISSION 7955 THURSDAY, JULY 20, 1955

Presents Er. Russell H. MoCain, Chairman, Senator Edgar T. Bonnett and Er. Branwell Kelly.

In request of the County Consistioners of Talbot County, and on recommendation of listrict maineer Kolph Townshand, consured in by thief interest formant. Fritchett, the Consistion accepted the following sections of rems in Talbot County for maintenance as part of the County Leads system. Read Condition Survey Reports submitted by District maineer Townshand indicate that these sections of read have been accepted and recorded by the County Commissioners of Talbot County providing for right of way widths as set forth belows

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	Loy	lection		
	Lap lo.	District Hame of Road	Langth	Right of my
BE Inv.	103	1 Co.12 Globe Creek Road, from Villa Rd. to		
		Globe Creek	1851 ft.	. 80 ft.
O BE INVI	104	1 Co.197 mug Harbor Road, from Bailey's		
		Neck Road for 2070 ft.	2070 ft.	. 50 ft.
To Ba Inv.	105	1 Colol Avonoroft Hoad, from Beiley's Heck		
Peter Invi	106	EXT Bond for 800 ft. 1 (2.128 Fred Aven Drive, from Enverly Road	600 ft.	. 40 ft.
		to Haverly Road	3060 ft	. 42 00
Des Inv.	01	2 Co2/3 Polk Street, from Lincoln Ave. to		
		Cloveland Hoad	. J2: 000	. 00 ft.
To Ba Ind.	62	2 Co2 Cove Road, from Tennant Circle,		
	- 44	400 ft. to water	400 ft	. 50 ft.
11 10 13	00	2 Ca.210 Jackson Avenue, from Lincoln Avenue to Cleveland Read		
10 11 11	-64	2 Co 209 Harrison Avenue, from Lincoln Avenue	550 ft.	. 60 ft.
	Call States	to Cleveland Road	550 ft	. 00 ft.
*1. U V	- 65	2 Go.208Jefferson Avenue, from Lincoln Avenue		
u n a	E La La	toward Pair Marbor	1850 ft	. 60 ft.
in at at	- 65	Co.207 Macison Avenue, from Rt. 38 toward		
		old manaion and back to Jeferson Avenue	2275 24.	. 60 ft.
11 11 11-	- 67	Co.200 Tennant Circle, from Riverview Ter-	TRIA TO	
		race to Riverview Terrace	1700 21	. 60 1%.
11 72 14	- 68	2Co205 Incoln Avenue, from Rt. 33 to		
15 11 11		Riverview Terrace	2025 ft.	. 12 08 .
	340 0	2 Color ivervie Terrace, from iverview France to Terrate ircle	1700 ft.	. 60 ft.
11 12 11	- 70	Co.204 anding Road, from Tonnant Circle	TUNG TP	. 09 15.
		to water's edge	465 24.	. 50 ft.
30) O H	71	2 Co.203 Taylor Hond, from Gardaner Road		
11 11 11	APRIL 1	for 950 ft.	950 ft.	. 40 ft.
it re n	1.	# Co.M2 Cleveland Rond, from Jefferson Avenue to Tennent Circle	1100 00	
1 11 11	-78	" Cold liverview Terrace, from Deynour Ave-	1150 ft.	. 50 ft.
		nue to Rio Vista Development	1700 12.	. 50 ft.
11 11 11	- 74	2 Co.199 Chew Avanue, from St. Michael's Town		State Plant
	-	Limits to Radeliffe Avenue	500 ft.	50 ft.
11 11 4	20	5 Co.213 Degwood Cove Road, from Rt. 451 to Bogwood Cove		10.01
		selenae reig	500 ft.	. 40 ft.



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BRC 7/28/85.

	Ley Map Ho.	Election District Name of Road	Longth	Right of Way
Ind	50 31	5 <u>Co.214</u> maple Hall Road, from Rt. 35, for 1000 ft. 5 <u>Co.215</u> Cooper Road, from Rt. 451 to John Cooper	1000 ft. 500 ft.	
		<pre>kr. W. W. Pritchett kr. W. G. Hopkins kr. W. G. Hopkins kr. G. A. Goldeisen kr. Kolph Townshend kr. G. H. Hannen kr. A. F. DiDomenico kr. G. W. Chamsen kr. H. Lamis, Jr. kr. F. P. Scrivener Go. Comms. of Talbet Go. and-Talbet County</pre>		





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February 1, 1954

Mr. Colph Townshend District Engineer Chestertown, Maryland RE: Md. 565 ormerly Md. 333 Control Section 20-16

State Ro TRAFF

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Geo.

Dear Mr. Townshend:

That portion of oute d. 333 from arrison street near Brook Lane in aston, 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 load from Idlewild venue and S. ashington Street, aston to Oxford, will retain the number .333.

Very tral yours,

P. A. Morison Asst. Chief Engineer

CES:rk cc: r. Charles Forris L. Corge . Lewis



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TRAFFIC DIVISION

HEB 5 1954

Gen. N. Lewis, Jr.

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State Roads Commission TRAFFIC DIVISION

FEB 5 1954

Geo. N. Lewis, Jr. Director

February 1, 1954

Hr. Rolph Townshend District Engineer Chestertown, Maryland

Mr Currel

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

ar hr. Townshend:

That portion of oute d. 333 from arrison street near Brook Lane in Laston, 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 oad fro Idlewild Avenue and S. 'ashin ton Street, aston to Oxford, will r tai the number .333.

Very truly ours,

P. A. Morison sst. Chi f gineer

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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



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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. Nichels.

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
Batty	Oaklands Road, from Rt. 333 for 6,001 ft., in 1st Elec- tion District Of 6, /90 Travelers Rest Ext., from Kirkman Road, around loop	6,001 ft.	50 ft.
BeInd	back to end of Kirkman Road, in 1st Election District	9,907 ft.	40 ft.
the End	Clifton Road, from Rt. 50 to Rt. 50, in 1st Election District 1 Co. 191	2,636 ft.	60 ft.
Be Inv.	Kemp's Development, from Rt. 370 to Rt. 370 in 1st Election District of 2,792	3,683 ft.	40 ft.
ant Fat	North Tilghman Road, from Rt. 451 to Rt. 451, in 5th Election District	3,418 ft.	50 ft.
*	Copy: Messrs. Childs, Jr. Hopkins Morison Goldeisen Townshend Wannen DiDomenico Lee Scrivener Lewis, Jr.		

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Co. Commrs. of Talbot Co.

SRC- Talbot Co.

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State Roads Comariestum TRAFFIC DIVISION

MAY 7 1953

Geo. N. Lewis, Jr. Director

Hay 7, 1953

Mr. Rolph Townshand District Engineer Chestartown, Maryland ME: Md. 518 Md. 303-1

Dear Nr. Townshend:

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

16' Conc. and 0.07 ml. from Alt. Md. 404 to and of S.R.O. Mtos. at School Bailding

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

Very truly yours,

V. P. Scrivener Maintenance Engineer

CES:rk c.c. Mr. Charles Norris Mr. Ceor o M. Lavis

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MAY '7 1953

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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
Ca 146	Ulmer Road, from Ferry			
	Neck to forks,	2	0.65 mi.	40 ft. and 1/14/36
Co. 180	Willis Street (1), from Rt. 309 to county road	4	800 ft.	40 ft - In x 3/19/00
CA 182 -	Willis Street (2), from county road, Willis Street (2) from	4	150 ft.	30 ft In J 3/19/5
10.181-	Willis Street (3), from Blacktop St.,	4	400 ft.	30 ft Inv 3/19/12
Co. 183-	Willis Street (4), from Blacktop St.,	4	150 ft.	30 ft.
Co. 154-	Wade's Point Road, from Rt. 451,	5	0.60 mi.	
CO123-	Lovett Road, from Rt. 579		2,100 ft.	40 ft. In John
	edge River View Terrace, from	2	1,900 ft.	52 ft Invs/19/1
60.170-	Seymour Ave. to Water's edge. Kennedy Street, from Rt.	2	1,200 ft.	50 ft = 1 3/19/52
	50 to blacktop road, Gardener Road, from Hammo	l	650 ft.	50 ft Inv. 9/3/47
	Rd., Hawkes Hill Road, from Rt 579 to forks.	2	5,077.26 ft.	40 ft Law 3/19/00-
	579 to forks, Radcliffe Avenue, from Se	60 Y	2,550 ft.	60 ft Inv 3/17/52
184	mour Ave. to blacktop S	St. 2	1,100 ft.	50 ft. In1.3/19/52

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."

Conger Mr. M. F. Childs, Mr. G. L. Mannen Mr. K. G. Reakins Mr. F. A. Restarn Mr. C. A. Coldelation Mr. C. A. Coldelation Mr. C. M. Lewis, Jr. Mr. C. M. Lewis, Jr. Mr. C. Sordyman

> EXCEPTIONED A NUMBER OF RESIDED BY THE STATE WADE COLORSICH WEIMERDAY, JUNE 11, 1952

iresent: Fr. Reseall B. (cOnin, Chairman, Searry Avery A. Hall

On request of the Constantoners of 1,1000 County, and one a recommendation of District Engineer Solph Turnenond, construct in by Galef Engineer W. T. Childs, Jr., the Constraint accepted for saintenance as part of the Sounty Road Datter, the Foldith on meetican of read in Telbei Sounty, for the distinct and recorded widths at eat forth nelow:

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50.22			Segunour Ave. to Mater's
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	as.ma.et		Gardener Rosd, from Barmond Boy
		1. 1.1.5	Mawkee Hill Road, Tron Rt.
50 Ft.			Radniafie Avenue, from Sev-

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On anch said Seports, it Townshoud schees: Who Funda december, a put read in shape for maintenance."

State Rends Commission, TRAFFIC DIVISION

AUG 27 1951

Geo. N. Lewis, Jr.

INCERPT FROM MINUTES OF HEATING OF THE STATE BOADS COMPLETION Director THURSDAY, AUGUST 16, 1951

Proment: Mr. Russell H. McCain, Chairman, and Mr. Avery . Hall.

Ter

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

- constant to the second state of the second state of the second replace the existing small, non-luminous, 30 mile sign with an intermediat sin, luminous type. From this point southward to the new city limits e tablish a 40 mile zone due to the physical characteristics of the readway and the partial development of the adjacent property.
- On Port Str et, also known as ston oint Road (d. 334), extend the existin 25 mile limit westward for a distance of 0.07 mile due to the development of the adjacent property in this area.
- On Lay Street (d. 33), the rod from Laston to Claiborne, the xisting 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 Lover Road (1d. 331) remove the existing "ULLV D TCP-500 P T AH AD" sign on the west approach to U... 50 and erect the new type diamond-shaped, black on yellow, "TC AT D" sign on both the east and west approach to U... 50.

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

The Commission approved the recommendations as made.

Copy: D. F. Childs, Jr. A. orison (2) r. Holph Townshend r. G. N. Lewis, Jr. Mr. Allan Lee Myor & Council of Easton d. Taffic afety Commission Major R. . Holy (2)

TALBOT Co.



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November 9, 1949

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

Dear Mr. Townshend:

C O P Y

+10

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

Additions

1 2	Old Md. 313 between Goldsboro and Balto. Corner At Hollingsworth Cross Roads 22' Bitum. Road Mix	G 1915-48 0.65
22	From Childs to Pleasant Hill	E 1949
Ce	16' Cal. Clo. Treated Gravel	2.96
433 1 2	Smithville toward Federalsburg	G 1949
Co	20º Bitum. Base Course	2.72
1 2	Old Md. 404 to and thru Queen Anne 16' Conc. 2-3.0' S.A. Shou. 18' Spec. "B" 22' Spec. "B"	J 1915-41 1.23 0.18 0.29



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MILLERSFALLS

Mr. Rolph Townshend

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

The following are changes and will replace existing cards:

12	Eastern Shore Blvd. Wye Mills twd. Queen Anne	J 1915-41
	16' Conc. 2-3.0' S.A. Shou.	5.94
14	Eastern Shore Blvd. Hillsboro By-pass to and Thru Denton	J
	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.



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LXCLAFT FROM MINUTES OF ILETING OF THE STATE ROADS COLLISSION

.E.J.L.S.DAY, AUGUST 13, 1947

Present: Mr. Mobert M. Reindollar, Chairman, Lessrs. P. atson webb and Russell H. cCain.

In line with information received from the County CormissiOn rs of Talbot County to the effect that by unanimous action, and aft r compliance with local laws, section of the correst Landing Road, leading from Pickering Creek, 0.8 mile east toward Long ood and ending at Locust Lane, had been closed to public use; likewise a section of hymer's Land for a length of 600 feet to the west of hout 213 as relocated, the Commission issued instructions that these two sections of the County Road be removed from the "albot County road records.

Copies: Mr. .. I. Sallard Mr. .. F. Childs, Jr. Mr. Rolph Towns' end

O.H. in L.M. files

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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 too Koat allmiadded. 0.08 mi of Hinner's Lane. INV. # 34 O. M. - changed on original Inv. Sheet

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



Present. Mr. Robert M. Heindollar, Chainean, Measta. P. Wataon

OH the recommendation of the County Commissionars of Tailot County, and in recommendation was consurred in by both Chief Expinsor Ballard and District Engineer Holph Younshand, the Countstant voted to this over for maintenance as part of the North, from South 213 to Himmer's Lane, in Elsection District the County Countsticter of Tailot County having assected and the County Countsticter of Tailot County having assected and the County Countsticter of Tailot County having assected and the County Countsticter of Tailot County having assected and recorded a 401 tight of way for this readon.

According to foul Committee Survey asport submitted by District Sngimeer solph Townshead, this section "does not news to be improved, has been newly constructed under Contract T-67-1-281."

According to the County Gessiantoners' latter of June 27 to Matriet Engineer Townshows, this 422 feet of new road on Minner's lane replaces the 503 feet cloned.

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WFF: AU. 4. T. Hellard Ar. 8. Townsmand Ar. F. F. Scrivener Ar. 5. A. Cont Fr. 1. 5. Kaim Mr. 1. 5. Kaim Ar. 9. F. Ghilda, cr. Ar. Course. of Falbot Do.

atter month proved privation

June 30, 1947

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

Dear Mr. Rash:

re: Comty Load Abandonment

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

the 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.

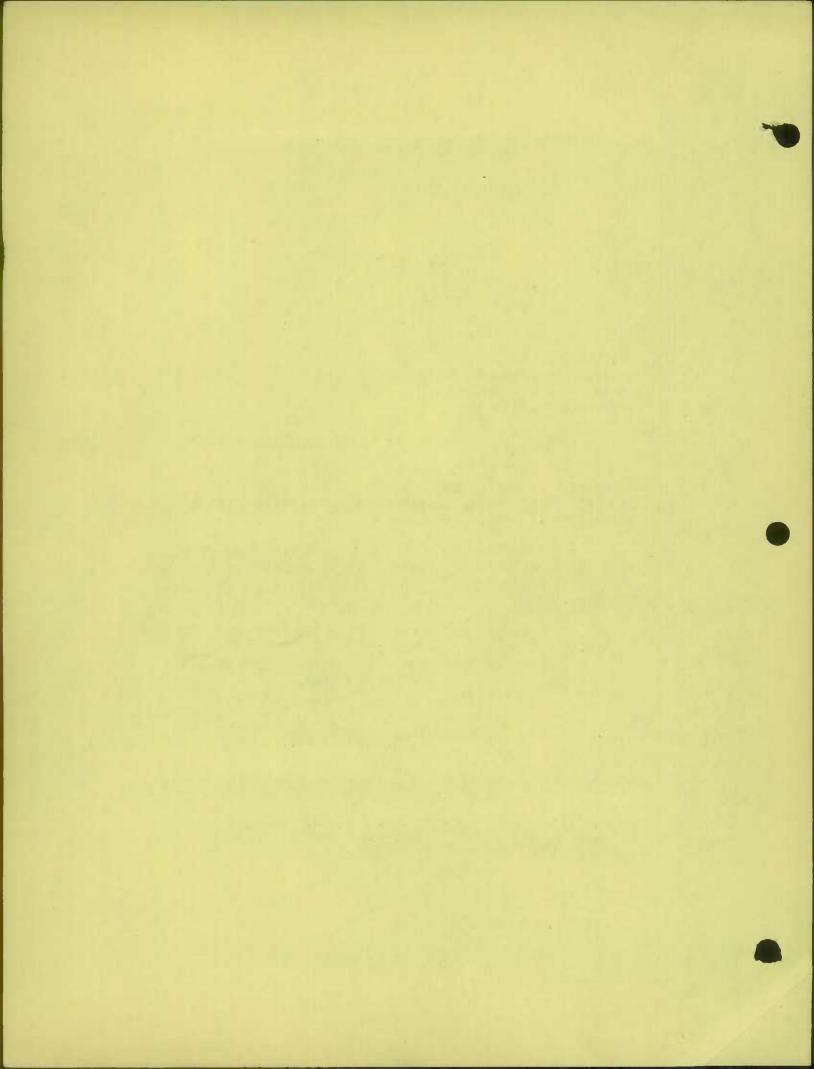
The F. Childs, Jr., Director

rf

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

cc: Mr. Childs





STATE ROADS COMMISSION STATE OF MARYLAND



May 6, 1947

Mr. Harry C. Rash State Reads Commission Easten, Maryland

Dear Mr. Rash:

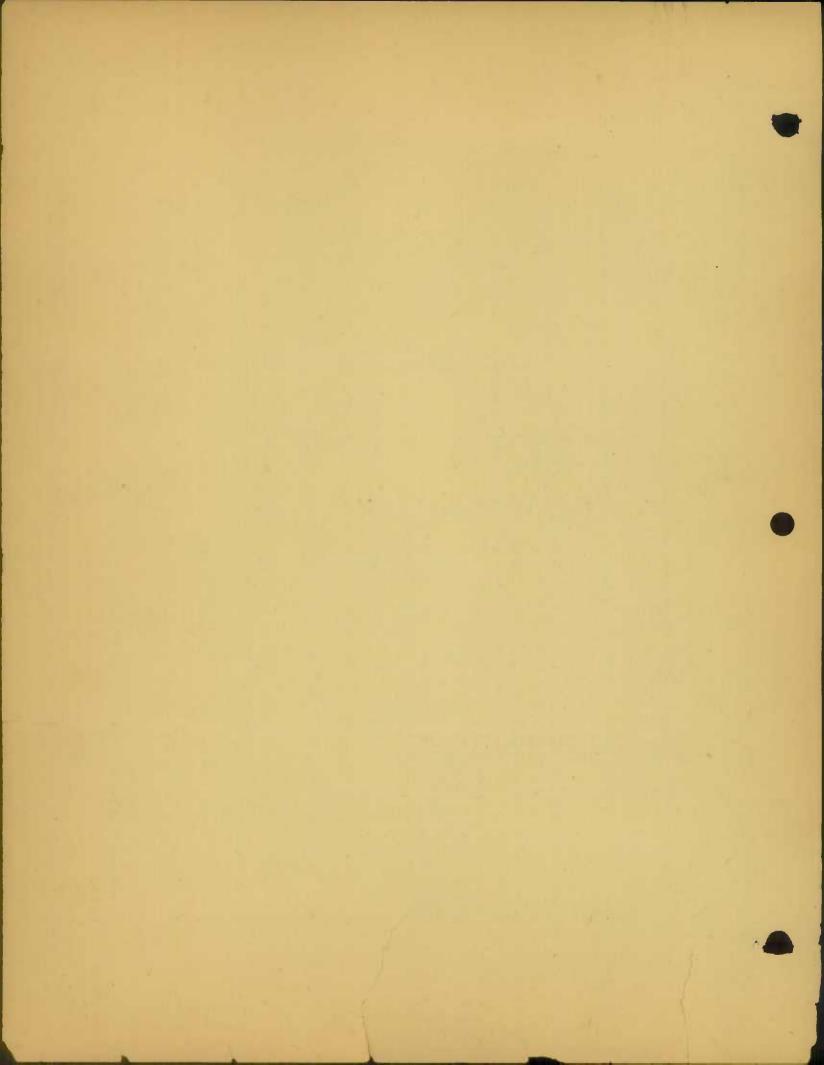
The County Consistioners divertised a part of Hyner's Lene Read to be closed in the Star-Democrat on March 20th and April 4th, 1947. There being no complaints to the closing of this read, the County Commissioners unanimously agreed on May 6th, 1947, to close this read.

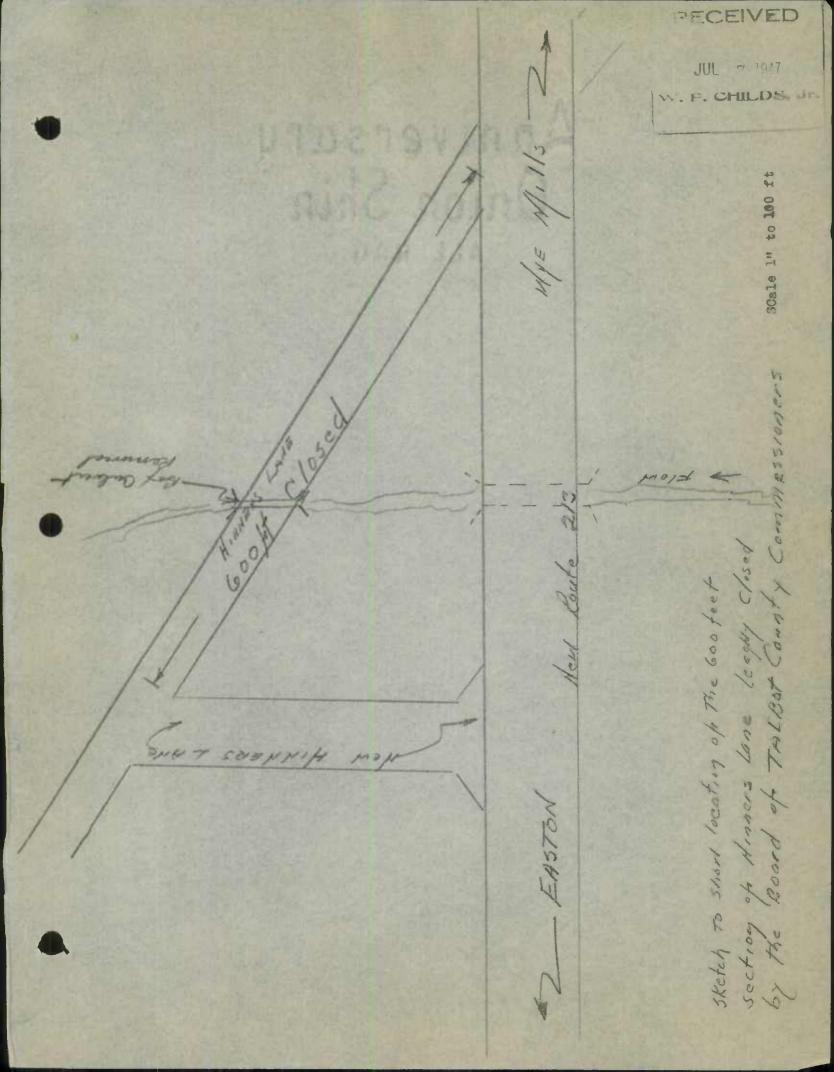
Yeurs very truly,

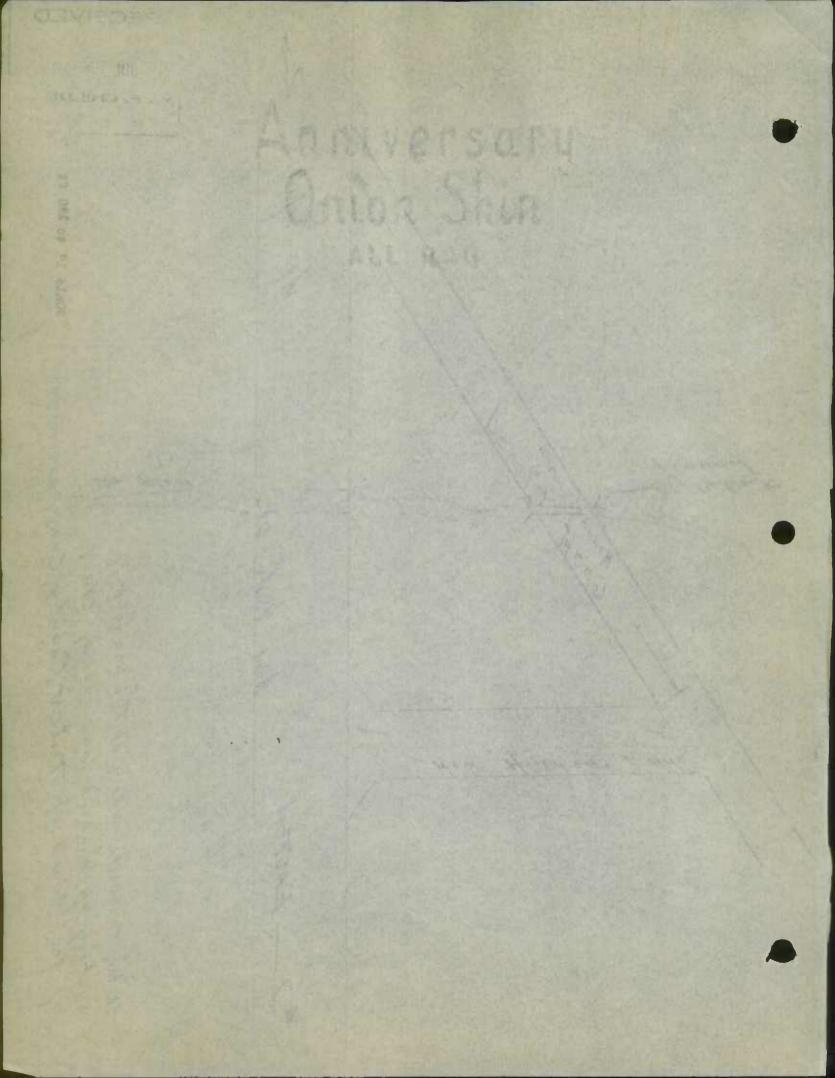
Signed - Charles N. Shoridan, Clerk

ons/bj ooly: Mr. Townshend









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

1961 6. 1961

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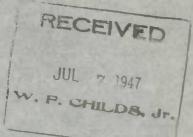
no. Arres C. Hanks Store Roads Counterio Execut. Maryland

Door Mr. Toshi

The Councy Committentences advertised a tart of itrar's Late Road to be bloced in the Star-comported on Marsh Sth and April 1th, 1917. There cang us accordiated to the closing of this road, the gradby Committee on May 6th, 1917, to allow this road.

And Stran

supplimit a nairanto feants.



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

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Mr. 711aon T. Ballard, Chiof Fryinser.

Astrobad is copy of letter from Mr. Carles . Moridan, Oleric to the County Comparisoners of allos County, onted Mayob, 1947, in which he advises that the County Countybionary apeniancely streed on May 6, 1947 to allos evenes astrone's Matter.

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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:

	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 LM. SWC.

O.K. in L. M. Forms 0. 11 on G.H. Map.

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AND REAL PLANE OF STREET STREET STREET

Present: Jir. Where E. naindellos, Christiane, Haners. P. 1 1555

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PO.d. Stors Injoi

Dopper Mr. M. C. Swilland Lin. H. Tempinisto Hr. E. F. scontrener Mr. G. M. Sain Hr. S. F. Ohlo M. Fr.

EXCLAPT 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 En ineer 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.



Inventory Needed

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 A REAL PROPERTY AND AND AND AND AND AND A REAL AND A RE

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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

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ELEMPT PROF MINUTSS OF PREFIXE OF THE STAIN ROADS SECTION

Prusent: Mr. Robert M. Saturallur, Chairman, Massira. P. Saturan.

Acting on the request from the County forminationary of Taibot County that meetian of the Milos siver Macht Clar Kone, teading from the St. Michaels-Claibonne noet to the property of the alies affect there there that has a mondam road, on the property of the alies have builted and following investigation and Lond Condition Survey the add System; and following investigation and Lond Condition Survey the add standarded by Obstiller houlinear formated, recommending that bot County, and the incompated as a part of the County Road System of Taitors County, and the second and a part of the County Road System of Taibot County, and the second and a part of the County Road System of Taiation T. bailard, in Counters as a part of the County Road System of Theor T. bailard, the Counters as a part of the County Road System wobed to accept for had not counter to the County Road System of Theor T. bailard, the Miles store Yadet Club band, in itsetien in the of the Miles store route 35 to the Tain of the Santy of the trict to, a firm of the Miles store Yadet Club band, in itsetien district to, a firm of the Miles store Yadet Club band, in itsetien district to. A firm of the Miles store Yadet Club band, in itsetien district to. A firm of the Miles store Yadet Club band, in itsetien district to. A firm of the Miles store Yadet Club band, in itsetien dis-

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

District Magineer Townshead, successing to his Camil Men Sarvey Seport, indicates that an approximite expandions of 9900.00 will be processery in order to place bits read in asystematic condition.

> 00: Mr. W. T. Hellard Mr. H. Toenshand Mr. H. Toenshand Mr. L. Codd Mr. L. Asha Mr. L. Asha Mr. L. J. J. J. J. J. Codd Mr. H. J. J. J. J. Codd

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.

L. R. Toensbend Lr. . F. Childr, Jr.

Litter C. Hooling

ELECTRIC FILLS OF MEETING OF THE STATE HALL SAMESSING. THEREDICE, FEBRULIT LE, 1965

resent: Mr. cobert M. Reincollar, Chairman, Messra. F. Schon Nobe and Summell N.

The Cominston, at its regular meeting held on september 25, 1945, for ally ap roved program for post-war highesy and oridge construction in taleot County, as reconstanted by the Sectoristicners of said County and as submitted to the Country, as for its consideration or Chief Societ Society.

Order data of December 11, 1985, er. vilitar of Marvet, resident of the conditioners of failed found, targland, address of a letter of definition, d. . solutellar, from mich the following is geored:

In the construction proprint a set of the way within a plant of the revenue for the construction of the set of

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in. arvel to: requist. that no nro dnarge be ind to in following projects: " 2-250, 10-250, 10-2-10, 11-20, 12-2-2-2, 12-20, 20-20, for the Perchaleston Grow Srile, 285 Join Cond., allog a nost on , Gabter are relevie Roal."

In reply to this retour ender date of donner, 22, 1925, the rem faindoller advied in there will the don fasion will dealy with the request not to make an more charges to the several projects listed above, and then these accounts will there of a closed out and charged to their construction recome, also, the blue the low of the cost of the construction of the frequency and the bounty's totate also all the construction of the frequency of the frequency.

"A credit will be made to your account in connection with the 1,405.14 and thes been energed main t Concrect 2-30-20, and 12 amentsond to be financed from the print is construction finance an therefore, will not be charged optimaty conconstructions. This will give you that he construction in the county counts of 20,409.23, as set forth in construction.



It is our middratanding that this money is to be expended in connection with the conneraction of the projects, mutaly, the wills giver Brian, which is antimered to cost representedly 225,000.00, and allo gripher your marke of the descretter of the indextence Myer Bridge, which is estimated to be 50,790.00. 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."

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In connection with the costs involved in the construction of the Mills fiver Brings, one-full of this cost will be costed analist the Federal Recorder, funds applicable toryour Domaty from the Federal distanyment of 1964, which will lanve an unorganded balance in this account available to you, assuming that the brings will be constructed at the price estimated, of 319,100.79.

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It is further ser understanding that you do not desire to advice their to permit the uso of the baince of the funds applicable to your county from the Federal Minway not of 1944 for the fiscal part ending dure 20, 1945, mumily, the 19, 34.77, nor to you likewise desire to avail yourself of the constanticate in the max fixed year in the arount of 525,854.79.7

in the amount of 526,304.79, at the restains with regard to the baird year's funds,

In answer to this letter, Mr. Reindoiller received the following latter, dated Webruary 9, 1926, from Mr. Marvel:

"In roply to your letter of January 2and, 1940, after while the amount necessary for the Miles Ursek Frid & with Isave aproximitely 19,300.79 for the fixed year ending June 30th, 1946, the County Countrationers are willing for you to allocate this emount to the other counties.

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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS CONMISSION 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 O.ll 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

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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 COLLISSION 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 \$194,512.27."

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

Goge: Ar. L. L. Salland Mr. R. S. Rendezlar

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Standat: Mr. Sam S. Maitean, Chairman, Man rs. F. Wilson Nobe and Research M. Moorin.

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with respect to the Runar systladie, we quote from it. Ball of a lotter:

¹The Percent Ri Emmy Lot of 10.2 makes available for Tables controls annual sum of 20,004.7° and over a three year period a total of 20,414.7. Tables County has as reserve with this office a total of 33, 2.5. There fore, if the Poderal Lumin were matched in equal amount there would be a total of 1 m, 208.72 and inclusive of the reserve this anount would be increased to 214, 31.27."

Mr. Helier their relevants to the loster outside in the second of the se

"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 statingthat "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.

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"We have two projucts in "albot fourty which the County Mare dailyne to firance with the \$93,963.53 now held in reserve by and Accounting Scpartness for use in billet bounty. First, the billes Great Hridge. This is to be firanced to the extent of the total cost of \$15,000.00 by \$7500.00 from the County isserve Fund and \$7500.00 of the medently available Federal Firantic for mechany highway construction. Account, the Great Bridge, which bridge firance ano-oighth of the cost of the Dokahos Higher bounty is equal to the acc approaches are on the primery system, and the Gounty's second to be in estimated to be \$20,750.00. As a remain we have an unaficated beinge in estimated to be \$20,750.00. As a remain we have an unaficated being in estimated to be \$20,750.00. As a remain we have an unaficated being in estimated to be \$20,750.00. As a remain which the fourty's secondary to ince the Country to be to-secondary highway countrattice to \$72,510.37. To be \$20,750.00.

The Counterion, after considering the facts as presented by Mr. Malkand, approved the program of the County Countering the factor of Tallot County as recommended, and also as submitted by Chief Engineer Balland, after giving due consideration to the Chanciel at the of the said County.

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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.

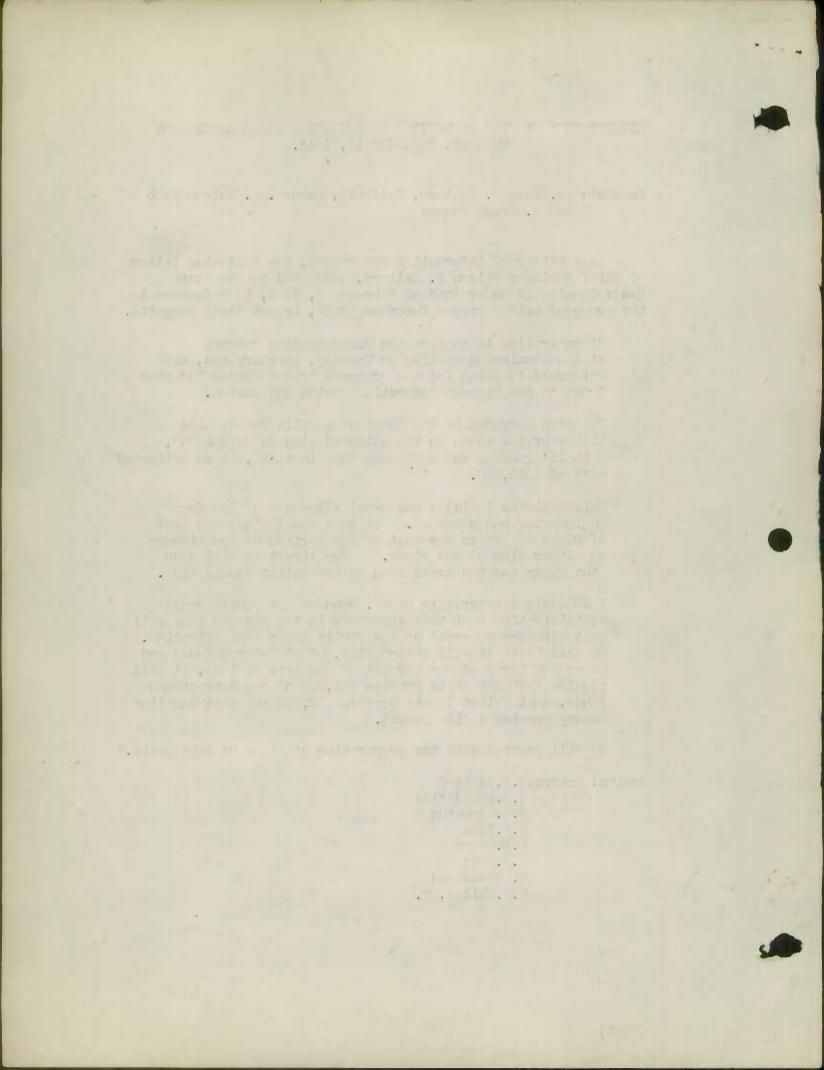
I am advised informally by Mr. Dunn of the Public Roads Administration that this structure is the minimum that will meet with the approval of the Public Roads Administration. On this basis it will absorb \$123,000 of Federal funds and under the terms of Chapter 404 of the Acts of 1943, it will require 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.





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

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

On recommendation of the County Commissioners of albot 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 cur 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. Fallard Mr. R. Townshend Mr. W. A. Codd Mr. L. A. Kahn Mr. W. F. Childs, Jr.

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ELCERPT FROM MINUTES OF MEETING OF THE STATE ROADS CONTISSION DESDAY, AUGUST 19, 1942

Fresent: Mr. Zzra E. Whitman, Chairman, Messrs. P. Watson Webb and T. Frank Thomas.

Following recommendation made by the County Commissioners of Talbot County, the Commission voted to accept the tewart coad, from ar eck Road to the north side of Gladys J. Stewart's property, a length of .15 mile, for maintenance as part of the County lineary 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 10. 252, olio 10. 128.

Copies: Mr. W. T. Ballard Mr. R. Townshend Mr. W. A. Codd Mr. L. A. Kahn Mr. F. F. Childs, Jr.V 12时 无效 自由

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Art. F. F. F. Stallard Mr. L. A. Dodd Nr. L. A. Connected Nr. L. A. Connected Nr. L. A. Connected Nr. L. A. Connected Nr. J. J. J. Stallard

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.

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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.

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HIGHWAY PLANNING SURVEY

INTEROFFICE CORRESPONDENCE

To Mr. G. W. Cassell,

October 22, 1941.

Balla TALBOT

From Mr. Wm. F. Childs, Jr.

Subject S. R. C. Minutes

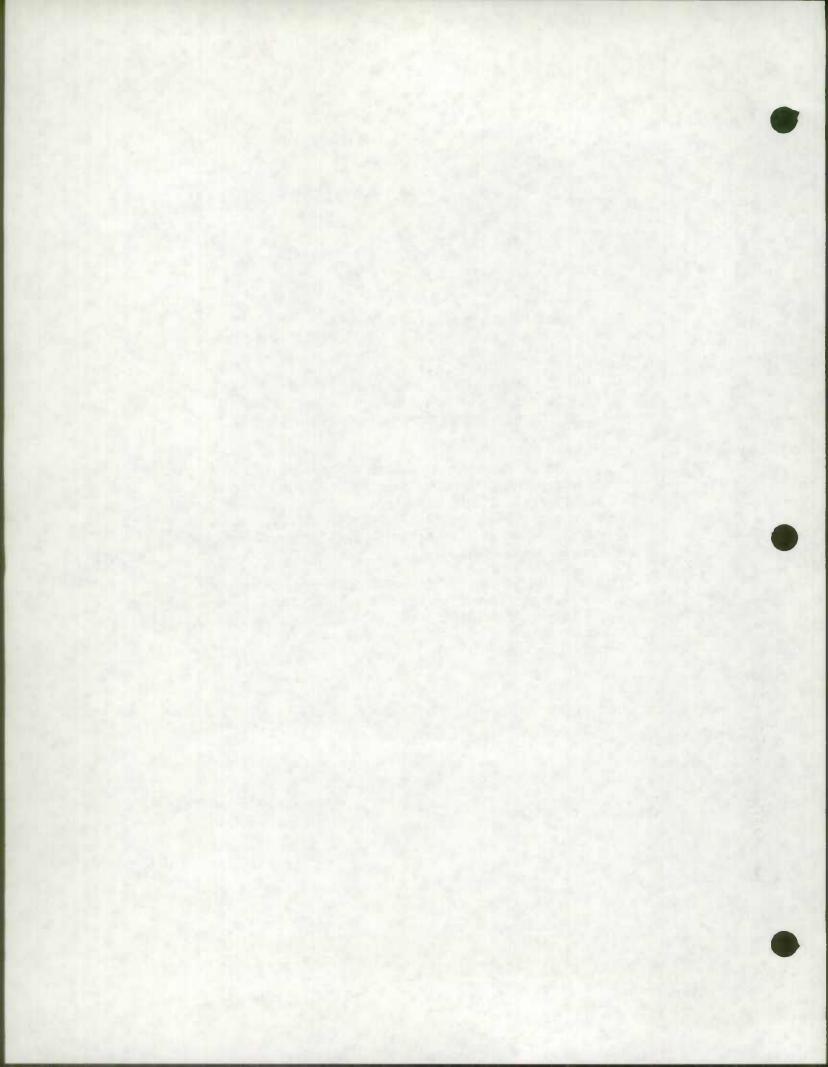
We transmit herewith excerpts from minutes of meetings of the State Roads Commission of Thursday, October 16, and Tuesday, October 7, 1941:

"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 Rage Track.

D cc: Road Inv. Revision Wm. F. Childs, Jr., Director.



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

To Be Lind

Present: Mr. Ezra B. Mhitman, 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 Dak-Bellevue Road to Plain Dealing Creek, a distance of 1.0 mile, as a County road for maint mance 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 read made by District Engineer Rolph 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 ravel surface and drainare for the said road.

See Inv. # 18-439 194

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

Present: Mr. Esra 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 ilson 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-Negvitt Road to Fublic 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 Fecords of Talbot County.

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

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

TTBE J-VIV

H 75 Present: Mr. Ezra B. Whitman, Chairman, Messrs. P. Matson 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 Hoad, from the Laston-Claiborne Road, Houte 33, approximately two miles west of Easton to the entrance of Hughlett Henry and Joe Spencer, length .6 mile.

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

See Inv. # 18-81

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

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

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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 Hoad System of Talbot County, ashington Street in the town of Claiborne, from Houte 35 in said Town to Entrance of Mr. Tashburn, length 0.1 mile.

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

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EXCERPT FROM NINUTES OF MEETING OF THE STATE FOALS CONVISSION SEPTEMBER 24-25, 1940

Fresent: r. Ezra E. Whit an, Chairman, Messrs. P. atson webb and . 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:

94-1411 Barclay-Trippe Road, from Kirkham Road to Barcley-Trippe's Entrance, a distance of Criff mile. 0.20

17-17 10 Dawson Hoad, from Church Neck Road to Dawson's Farm Intrance, a distance of 0.6 mile.

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

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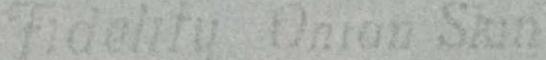
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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION TUESDAY, JULY 9th, 1940

Present: Mr. Ezra B. Whitman, Chairman, and Mr. P. Matson 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: Crecosoted 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 crecosoted wale was used for the entire length and crecosoted sheet piling was driven along this wale. The crecosoted 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 cause way lies 65 North Storid Bridge to Island GW.C.

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CC: W. T. Ballard R. Townshend W. A. Codd A. F. Shure W. F. Childs, Jr. ULET S.S. JUL

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

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

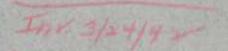
In a letter dated February 17, 1940, r. William S. Marvel, President, Commissioners of Talbot County, addressed the State Roads Commission, requesting that the Jack's Point Road, leadin to the south from the main "Pot Pie Road", near "ittman, be taken over and maintained as a part of the County Road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

The Engineering Department has had a Condition Survey Report made of the read in question, and at this meetin, on the recommendation of Chief Engineer Ballard, the Commission, a reeable to the request of the Commissioners of Talbot County, voted to take over for maintenance as part of the County Foad Syst of said County the Jack's Point woad (Harris Creek Head) from ittman Road to Harris Creek, length 0.15 mile, the understandin 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 r. R. Townshend r. A. F. Shure Mr. W. A. Codd Mr. W. F. Childs, Jr.V

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EXCERPT FROM WINUTES 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.

Acting on the recommendation of the Commissioners of Talbet 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 353 to Carpenter's property, length 1.80 miles.

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JUN 6 1940

EXCERPT FROM LINUTES 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.

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

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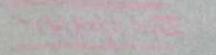
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EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION AFRIL 30, MAY 1-2, 1940

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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: N. T. Ballard W. A. Codd A. F. Shure W. F. Childs, Jr.-Addutter for the ARA Comparison of the Arabitan ARA Comparison of the Arabitan Arabit

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Present: Mr. Stra B. Vistant, D. Miran, Destruit, Messen webb and W. Frank Thomas.

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(Date Received) by 6, 1959

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

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Prosent: Senator J. Glenn Boall, 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 a a part of the County Road System and maintained a such.

According to a letter from Chi f Engineer Smith, address d 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 need sary 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. Child, Jr.

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

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