S.R.C. MINUTES

DISTRICT NO. 1

WORCESTER COUNTY

23. WORCESTER

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 Aetion – Worcester County

2001 Woreester County Road Improvement Report

From: Kevin Powers, Manager, State and Loeal Roadway Systems

Highway Information Services Division

Date: Junc 6, 2001

Subject: Road Transfers – Maryland Route 707-A, Old Bridge Road

Maryland Route 626-A, Golf Course Road

Maryland Route 626-A, Sunset Avenue

At the timc these roads were reported as transferred by Woreester County in their 1998 and 1999 Road Improvement Reports, the Highway Information Scrvices Division of SHA (HISD) had not reeeived a copy of either the Memorandum of Action or the exeeuted road transfer agreement. To my knowledge, we had not bcen verbally informed of the execution of these transfers.

HISD reccivcd a copy of the Memorandum of Action (dated April 26, 1999) and the cxecuted road transfer agreement (dated April 9, 1999) on Junc 6, 2001. Due to thc date on whieh HISD reeeived this, thc road transfer will be effected in the SHA – HISD databases for the 2001 calendar year

My telephone number is (410) 545-5518

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

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

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

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

NJP
5/23/99

April 26, 1999

Neil J. Pedersen, Director, Office of Planning and Preliminary Engineering executed a road transfer agreement dated April 9, 1999, between the State Highway Administration and the County Commissioners of Worcester 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 transfer of the Roadways to the County shall be upon complete approval and execution of the road transfer agreement.

State Highway Administration to the County Commissioners of Worcester County Maryland:

MD Rte. 707A - Old Bridge Road - From M.P. 0.79 at MD Rte. 611 (Stephen Decatur Road) to M.P. 1.87 at the Road End, a total distance of ~~1.80+~~ 1.08 miles.

MD Rte. 626A - Golf Course Road/Sunset Avenue - From M.P. 0.00 at MD 707A (Old Bridge Road) to the Road End at M.P. 0.72, a total distance of 0.72± miles.

Total Mileage to the County 1.80± miles

Item No.: 87788

Said agreement has previously been executed by the appropriate officials of Worcester County, Maryland and approved as to form and legal sufficiency by Special Counsel, George H. White.

SNC:seb

My telephone number is 545-2811

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

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

S.H.A.

Mr. S. Ade
Mr. M. Baxter
Mr. W.E. Brauer, III
Mr. R. Burns
Ms. Rose Davis
Mr. A.M. Capizzi
Mr. R. D. Douglass
Mr. L. H. Ege, Jr.
Mr. D. German
Mr. G. Hadel
Mr. T. Hicks
Ms. E. Homer
Mr. R Harrison
Mr. W. Kowalsky
Mr. E.S. Freedman
Mr. C. Larson
Mr. K. McClelland
Mr. J. Miller
Mr. K. Powers
Mr. D. Rose
Mr. K.G. Shelton
Mr. D. Simmons
Mr. D. Ward
Mr. D. Weddle
Mr. P.F. Williams
Mr. Donnie Drewer
Mr. Phil Robbins

WORCESTER COUNTY

County Commissioner

County Attorney

ROAD TRANSFER AGREEMENT

THIS ROAD TRANSFER AGREEMENT, made this 9th day of APRIL, 1998, by and between the State Highway Administration of the Maryland Department of Transportation, hereinafter referred to as the "Highway Administration", party of the first part, and the COUNTY COMMISSIONERS OF WORCESTER 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 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 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, (hereinafter collectively referred to as the "Roadways") as shown on the Exhibit attached hereto and incorporated herein:

SHA to Worcester County:

MD Rte. 707A - Old Bridge Road - From M.P. 0.79 at MD Rte. 611 (Stephen Decatur Road) to M.P. 1.87 at the Road End, a total distance of 1.08± miles.

MD Rte. 626A - Golf Course Road/Sunset Avenue - From M.P. 0.00 at MD 707A (Old Bridge Road) to the Road End at M.P. 0.72, a total distance of 0.72± miles.

Item No.: 87788 **Total Mileage to the County 1.80± miles**

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

   A. The effective date of transfer of the Roadways to the County shall be ~~August 28~~ Dec 15, 1998.

   B. The Roadways will be included in the County's inventory as of September 1, 1998.

   C. The basis for the allocation of funds to the County will include the Roadway (i.e., the additional 1.80± mile) beginning September 1, 1998.

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

3. The Highway Administration will hereafter prepare a deed conveying ownership of the Roadway to the County subject to the approval of the Board of Public Works of Maryland. A copy of the deed, plats, and Agreement will be presented to the party of the second part for review, with the understanding that the Highway Administration will execute and record the deed unless notified of any 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: Neil J. Pedersen
Director
Office of Planning and Preliminary Engineering

Approved as to form and legal sufficiency
this 11th day of November, 1998.

Stephen M. Clarke
Chief, Utility and Road Conveyance Section

George H. White
Assistant Attorney General -Special Counsel

RECOMMENDED FOR APPROVAL THE COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND

WITNESS:

By: Jeanne Lynch
County Commissioner

Approval as to form and legal sufficiency
this 6th day of April, 1999

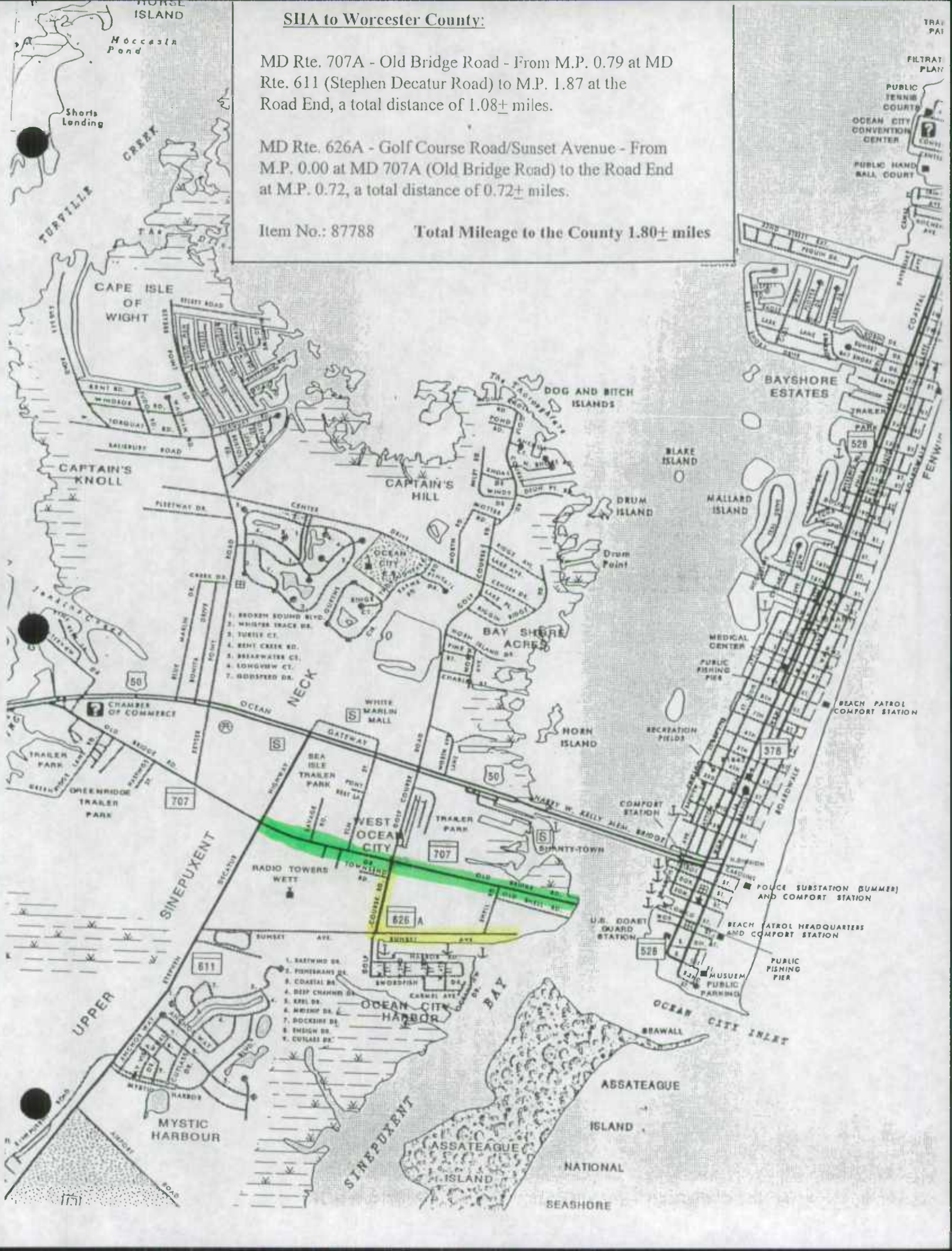
County Attorney

SHA to Worcester County:

MD Rte. 707A - Old Bridge Road - From M.P. 0.79 at MD Rte. 611 (Stephen Decatur Road) to M.P. 1.87 at the Road End, a total distance of 1.08± miles.

MD Rte. 626A - Golf Course Road/Sunset Avenue - From M.P. 0.00 at MD 707A (Old Bridge Road) to the Road End at M.P. 0.72, a total distance of 0.72± miles.

Item No.: 87788 **Total Mileage to the County 1.80± miles**



NJP
7/21/00

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

July 21, 2000

Director Neil J. Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number re-designation for the old section of US 113, north of US 50 to US 113 Relocated.

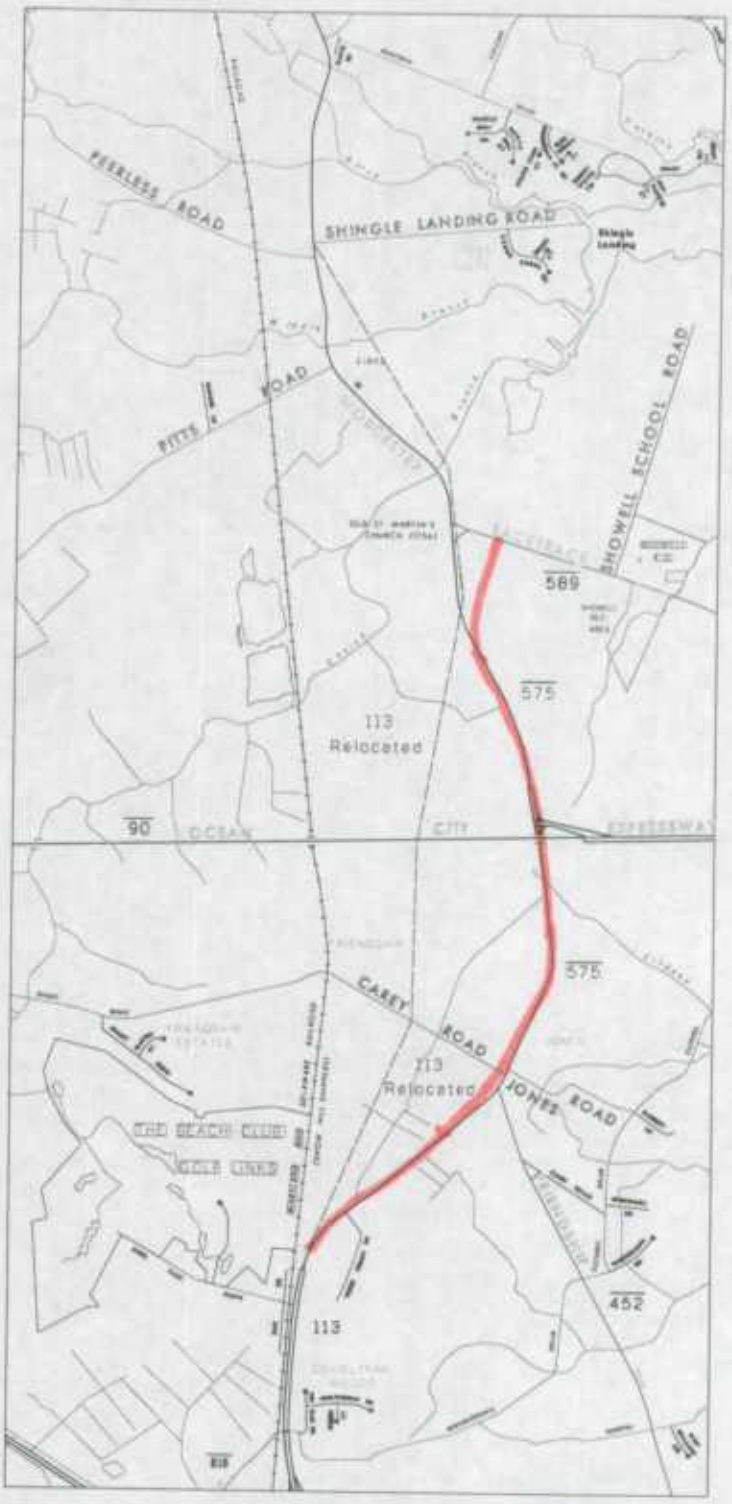
The re-designation for this section of roadway is MD 575.

A map indicating the affected roadway is attached.

Attachment

Distribution List

Ms. Mary Allewalt
Mr. Michael Baxter
Mr. William Brauer, III
Mr. Anthony Capizzi
Mr. Stephen Clarke
Mr. Gene Cofiell
Mr. Richard Daff
Mr. William De Mar
Mr. Robert Douglass
Mr. Donnie Drewer
Mr. Glenn Evans
Mr. Earle Freedman
Mr. Gary Gray
Mr. Robert Harrison
Mr. Karl Hess
Mr. Thomas Hicks
Ms. Elizabeth Homer
Mr. Kenneth McDonald
Mr. Neil Pedersen
Mr. Bruce Poole
Mr. Phillip Robbins
Mr. Douglas Rose
Mr. Edward Schmidbauer, Jr.
Mr. Leonard Schultz
Mr. Douglas Simmons
Ms. Cynthia Simpson
Mr. Robert Small
Ms. Dolores Strausser
Mr. Douglas Taylor
Mr. William Walsek
Mr. Richard Weddle
Mr. Parker Williams
Mr. James Wright
Mr. Russell Yurek
Worcester County Roads Department
Board of County Commissioners



WORCESTER COUNTY

DESIGNATE RELOCATED US 113

AS US 113

REDESIGNATE OLD US 113

AS MD 575

Maryland Department of Transportation
State Highway Administration

Parris N. Glendening
Governor

John D. Porcari
Secretary

Parker F. Williams
Administrator

MEMORANDUM

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

FROM: Michael R. Baxter
Assistant Division Chief
Highway Information Services Division

DATE: July 17, 2000

SUBJECT: Route Designation -- MD 575
Worcester County

Due to the relocation of US 113 performed under contract #WO7205170, the old section of roadway has been assigned a new state route number. After considering several choices, MD 575 was selected as the number for the roadway.

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

cc: Mr. William L. Walsek, Chief, Highway Information Services Division
Mr. Alan Lijewski, Highway Information Services Division
Mr. Karl Hess, Highway Information Services Division
Mr. Donnie Drewer, District Engineer, District One

My telephone number is 410-545-5511

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

From: MICHAEL BAXTER
To: DONNIE DREWER
Date: Wed, Apr 12, 2000 8:32 AM
Subject: Re: Old Section of US 113

MD 575 it is.

>>> DONNIE DREWER 04/12 8:25 AM >>>
How about 575? What ever!

>>> MICHAEL BAXTER 04/12 7:26 AM >>>
Donnie

This is a list of proposed route numbers for the old road -

MD 517
MD 575
MD 649
MD 691
MD 719

Do you have a preference?

Mike

Mike Baxter
Assistant Division Chief, HISD
Database Management, Traffic Monitoring, Road Inventory
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-607
Baltimore, MD 21202
(410) 545-5511 (voice)
(410) 209-5033 (fax)
email: mbaxter@sha.state.md.us

From: DONNIE DREWER
To: MICHAEL BAXTER
Date: Wed, Feb 16, 2000 3:56 PM
Subject: Re: US Route Numbers

That's fine. Thanks

>>> MICHAEL BAXTER 02/16 1:20 PM >>>
Donnie,

We just did a US 113 Bus. in Snow Hill a few years ago.

I am going to hold off requesting a change for the AASHTO spring session - we can wait until the fall if we want to assign a US route to the old section. How about MD 113 or MD 113 Bus.?

Whatever we decide upon, we have to give the local elected officials an opportunity to review the choice(s), so we would have to wait until the fall anyway.

Mike

>>> DONNIE DREWER 02/04 9:15 AM >>>
Rte 113 that is being replaced by the new dual section should be changed to another route number or to Business 113. I think Bus 113 would be appropriate.

>>> MICHAEL BAXTER 02/04 7:47 AM >>>
Gentlemen,

AASHTO is requesting notice of any changes we may want to make in the US Route Numbered System. If you have any changes you would like to request for the Spring, 2000 session, please let me know by Friday, Feb. 11th, so that we will have time to prepare the package and correspondence.

Please respond by email either way so that I know you saw this message.

Thanks.

Mike

Mike Baxter
Assistant Division Chief, HISD
Database Management, Traffic Monitoring, Road Inventory
Maryland State Highway Administration
707 North Calvert Street, Mail Stop C-607
Baltimore, MD 21202
(410) 545-5511 (voice)
(410) 209-5033 (fax)
email: mbaxter@sha.state.md.us

Worcester

bjl 6/22/97

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

June 19, 1997

Director Neil J. Pedersen, Office of Planning and Preliminary Engineering, has approved the following route number redesignation for MD 394 and a portion of MD 12 from US 113 south of the Town of Snow Hill to US 113 north of the Town of Snow Hill in Worcester County.

The redesignation for this section of roadway is US 113 Business.

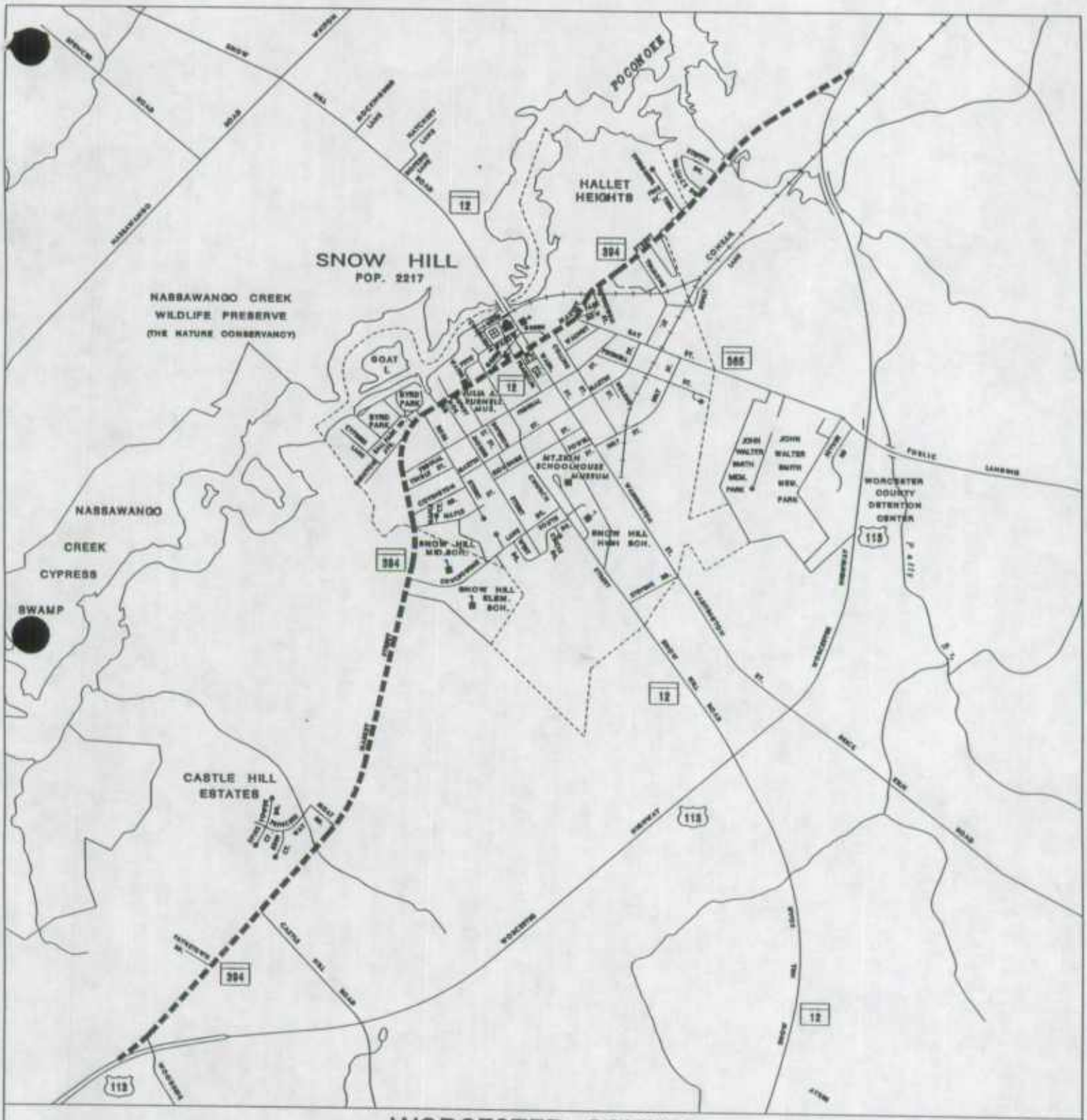
This redesignation was reviewed and approved by AASHTO and is effective immediately.

A map indicating the affected roadway is attached.

Attachment

Distribution List

The Honorable Craig Johnson
Ms. Patricia Compton
Mrs. Susan Binder
Ms. Mary Allewalt
Mr. Michael Baxter
Mr. William Brauer, III
Mr. Ronald Burns
Mr. Anthony Capizzi
Mr. David Clifford
Mr. Gene Cofiell
Mr. Richard Daff, Sr
Ms. Rosemary Davis
Mr. Robert Douglass
Mr. Donnie Drewer
Mr. Louis Ege, Jr.
Mr. Earl Freedman
Mr. Robert Harrison
Mr. Thomas Hicks
Ms. Elizabeth Homer
Mr. James Mahorney
Mr. Joseph Miller
Mr. Neil Pedersen
Mr. Douglas Rose
Mr. Leonard Schultz
Mr. Ken Shelton
Mr. Douglas Simmons
Ms. Dolores Strausser
Mr. Douglas Taylor
Mr. William Walsek
Mr. Parker Williams
Mr. Russell Yurek
Mr. Dimitrios Zafiris
Worcester County Roads Department
Board of County Commissioners



WORCESTER COUNTY

Redesignation of MD 394 / MD 12 to US 113 Business

Mike

NJP
5/5/94

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

May 4, 1994

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

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

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

A map indicating the affected roadways is attached.

Attachment

Distribution List

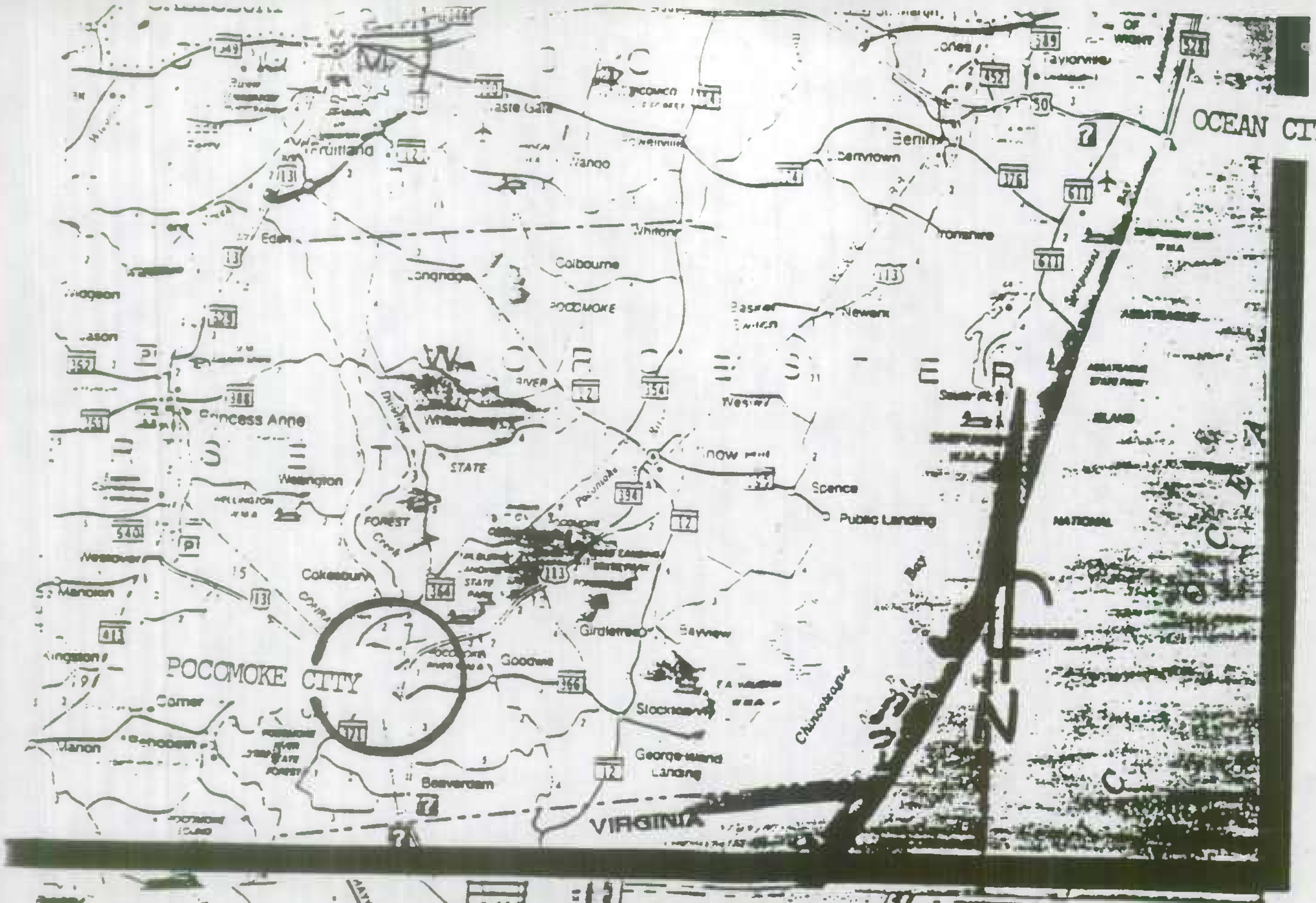
Mr. C. B. Adams
Ms. M. J. Allender
Mr. P. D. Armstrong
Mr. M. R. Baxter
Mr. T. W. Beaulieu
Mr. D. A. Bochenek
Mr. G. Courtney
Mr. R. D. Douglass
Mr. D. L. Drewer
Mr. L. H. Ege, Jr.
Mr. R. J. Finck
Mr. J. F. Finkle
Mr. E. S. Freedman
Ms. L. Garliauskas
Mr. B. Grey
Mr. E. S. Harris
Mr. C. R. Harrison
Mr.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

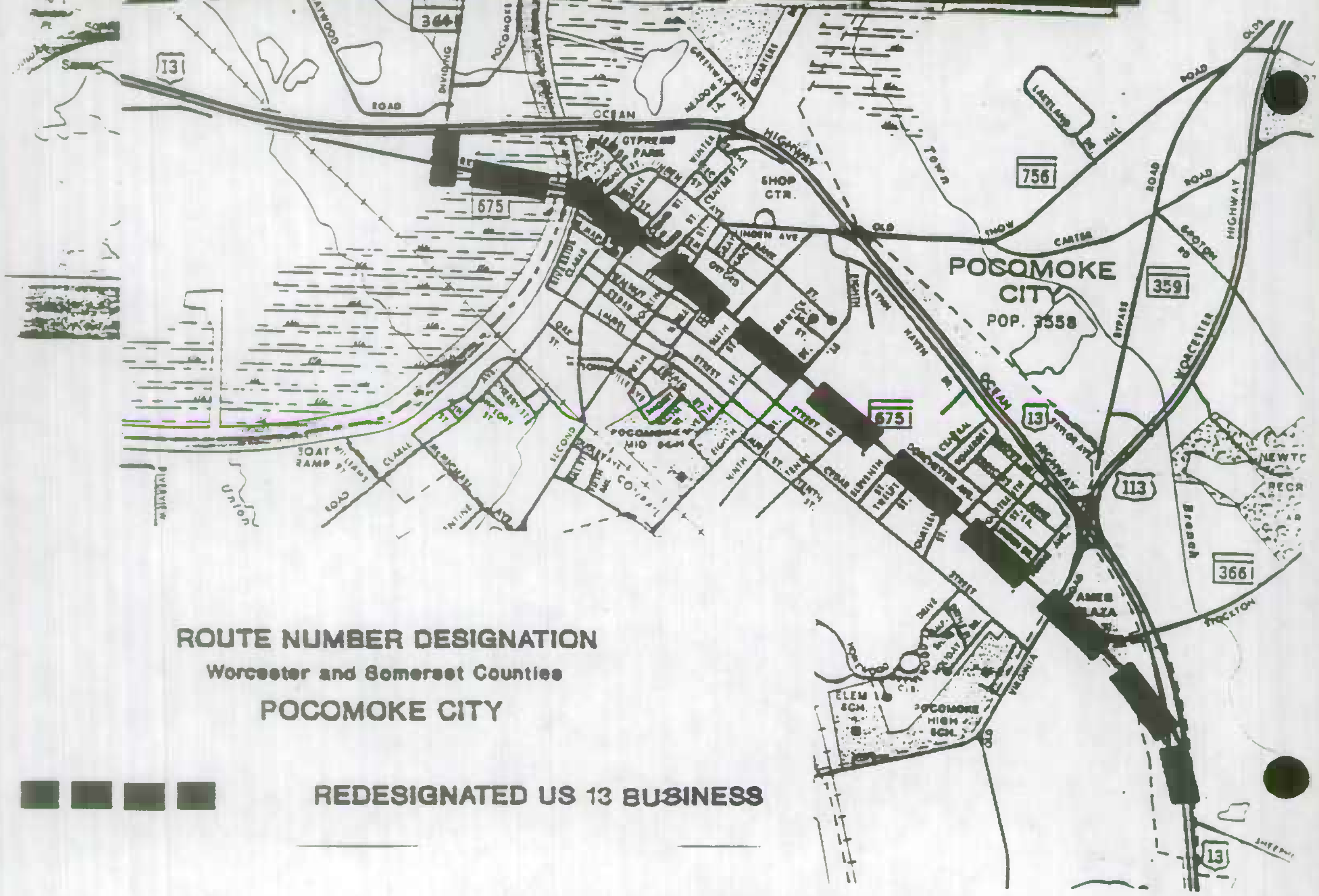
Mr. Melvin A. Cusick, Director
Somerset County Roads Dept.

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

Planning and Zoning Commission
Somerset County
Worcester Counties

Mr. Curt Lippoldt
Mayor of Pocomoke City





ROUTE NUMBER DESIGNATION

Worcester and Somerset Counties

POCOMOKE CITY

■■■■ REDESIGNATED US 13 BUSINESS

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

December 6, 1991

Director Pedersen, Office of Planning and Preliminary Engineering executed a road transfer agreement effective November 30, 1991, between the State Highway Administration and the Town of Ocean City, Maryland relative to the transfer of the following described section of highway and subject to the conditions more fully set forth in the agreement.

State Highway Administration to the Town of Ocean City

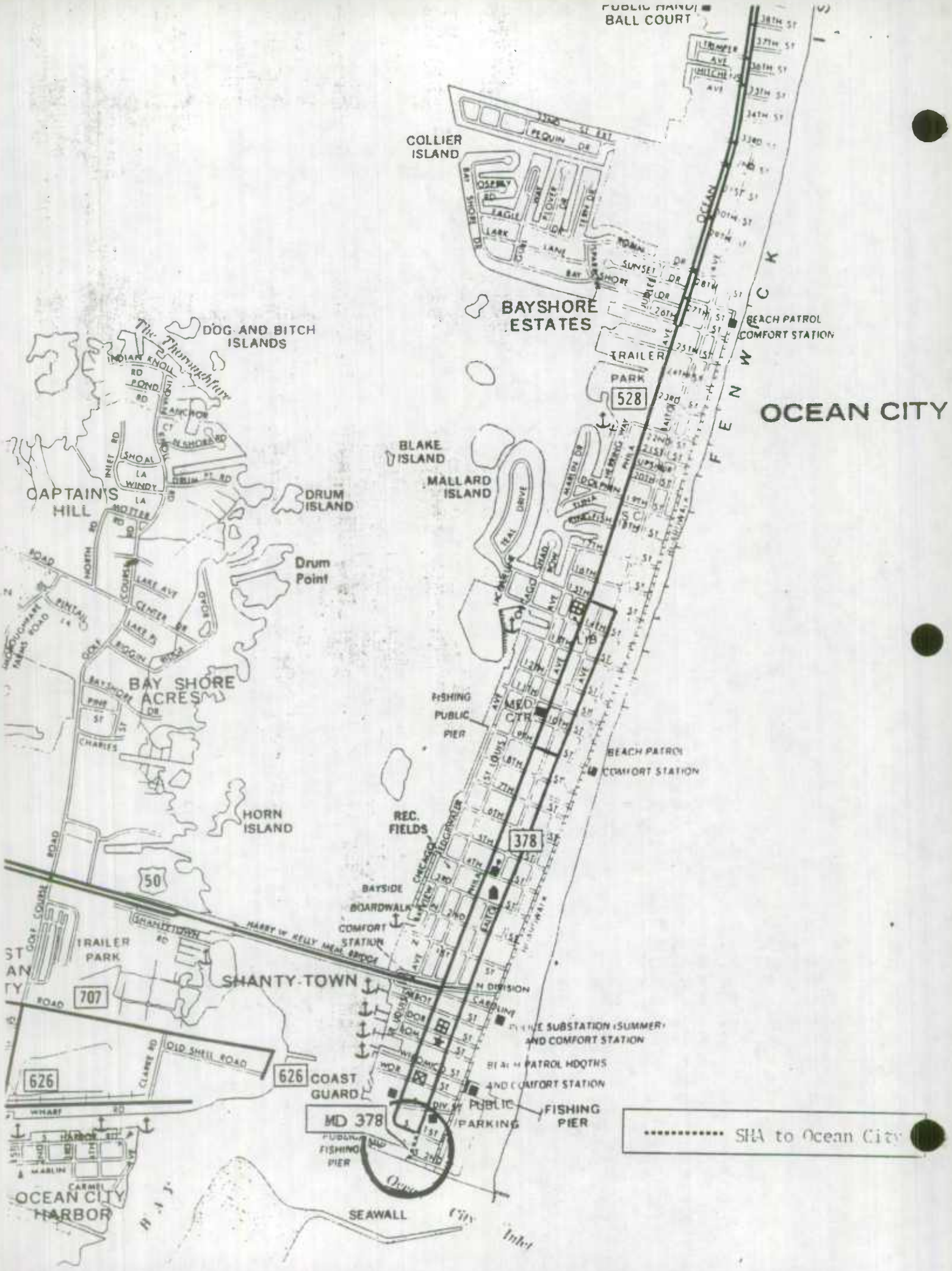
MD 378 (Baltimore Avenue) from Mu 9025 (South 2nd Street) northerly to Mu 9015 (South 1st Street) a distance of 0.05+/- miles. MU 0070

Said agreement had previously been executed by the Mayor and City Council of Ocean City, and approved as to form and legal sufficiency by Assistant Attorney General Edward S. Harris.

A map indicating the road being transferred is attached.

JH:jel
Attachment

cc: Mr. H. Kassoff
Ms. E. Homer
Mr. C. R. Olsen
Mr. J. M. Welsh
Mr. R. D. Douglas
Mr. N. J. Pedersen
Mr. E. S. Freedman
Mr. T. Hicks
Mr. R. J. Finck
Mr. L. Ege
Secretary's File
Mr. D. L. Drewer
Mr. J. R. Wright
Mr. W. P. Hobbs
Mr. J. G. Willis
Mr. J. T. Neukam
Mr. J. D. Bruck
Mr. R. C. Davison
Ms. D. J. Strausser
Mr. W. E. Ensor
Mr. J. Miller
Mr. D. Clifford
Mr. J. Contestible
Mr. R. B. Cunningham
Mr. R. L. Daff, Sr.
Mr. D. A. Bochenek
✓Mr. M. R. Baxter
Mr. E. T. Paulis, Jr.
Mr. P. E. Perkins
Mr. G. Gray
Mr. P. Stout
Mr. J. S. Koehn
Mr. W. Brauer
Mr. R. A. Kochen
Mr. K. Oelmann
Mr. G. S. Jannetti
Mr. J. Thompson
Mr. L. Schultz
Planning and Zoning Commission, Worcester County
Roads Board Administrator, Worcester County


PUBLIC HAND BALL COURT
COLLIER ISLAND
BAYSHORE ESTATES
BEACH PATROL COMFORT STATION
TRAILER PARK
528
OCEAN CITY
DOG AND BITCH ISLANDS
BLAKE ISLAND
MALLARD ISLAND
CAPTAIN'S HILL
DRUM ISLAND
Drum Point
BAY SHORE ACRES
FISHING PUBLIC PIER
BEACH PATROL COMFORT STATION
HORN ISLAND
REC. FIELDS
378
50
BAYSIDE BOARDWALK COMFORT STATION
HARRY W. KELLY MEM. BRIDGE
TRAILER PARK
SHANTY-TOWN
707
OLD SHELL ROAD
626
626
COAST GUARD
MD 378
PUBLIC PARKING
FISHING PIER
AND COMFORT STATION
OCEAN CITY HARBOR
SEAWALL
SHA to Ocean City

THIS AGREEMENT, made this 30th day of November, 1991, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and the Mayor and City Council of Ocean City, 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, 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.

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 its Municipal highway system.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt of which is hereby acknowledged, 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 Municipal highway system:

MD 378 (Baltimore Avenue) from Mu 9025 (South 2nd Street) northerly to Mu 9015 (South 1st Street) a distance of 0.05 +/- miles.

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

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

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

3. The basis for the allocation of funds will include the additional 0.05± miles in the allocation to the Town beginning July 1st of the year following the date as set forth in Item #2 above.

4. The transfer of said road is made on an as-is basis which pertains to the existing rights-of-way and the existing condition of the road involved including all appurtenances and bridge structures.

5. The Town accepts jurisdiction over, and responsibility for, the maintenance of said road as of the effective date of transfer as set forth in Item #1 above.

IT IS FURTHER UNDERSTOOD AND AGREED that the Highway Administration will hereafter prepare a deed of conveyance for the above described section of State highway to the Town, subject to the approval of 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 written.

THE STATE HIGHWAY ADMINISTRATION
OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Jenny Howard

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

Approved as to form and legal sufficiency this 14th day of February, 1991.

RECOMMENDED FOR APPROVAL:

John T. Merkam
Chief, Highway Information
Services Division

Assistant Attorney General

MAYOR AND ~~TOWN~~ CITY COUNCIL OF
OCEAN CITY, ~~MARYLAND~~

ATTEST:

Carol L. Jacobs
Town Clerk

By: Harold S. Powell
Mayor

Approved as to form and legal sufficiency this 30th day of April, 1991.

Town Attorney

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

November 8, 1984

Director Pedersen, Office of Planning and Preliminary Engineering, executed a road transfer agreement dated November 7, 1984, between the State Highway Administration and Worcester County, relative to the transfer by the Administration to the County of the following described section of State constructed road, subject to the conditions more fully set forth in the agreement.

Maryland Route 705 from Maryland Route 376
to Maryland Route 376
A total distance of ± 0.22 mile

MD 705 ABANDONED.
STATE BUILT a.15 ±
(SINEPUXENT RD) EXTENSION
FROM MD 376 NORTH APPROX.
.06 - .02

Said agreement had previously been executed by the President of the Board of County Commissioners of Worcester County and approved as to form and legal sufficiency by Assistant Attorney General Norman Polski.

cc: Mr. J. Agro
Mr. G. E. Dailey
Mr. C. T. Carter
Mr. E. M. Loskot
Mr. N. J. Pedersen
Mr. J. W. Magill
Mr. R. J. Finck
Mr. J. L. White
Mr. R. C. Davison
Ms. R. W. Byron
Mr. J. N. Day
Mr. W. D. Plank
Mr. A. D. Budnichuk
Mr. D. Ramsey
Mr. L. Ege
Mr. K. V. Dodson
Secretary's File
Mr. P. E. Becker
Mr. E. S. Freedman
Mr. P. W. Jaworski
Mr. T. Hicks
Mr. C. Lee
Mr. A. M. Capizzi
Mr. R. C. Pazourek
Mr. R. Weaver
Mr. W. P. Hobbs
Mr. J. S. Koehn
Mr. J. Shea
Mr. A. L. Larson
Mr. M. F. Munk


FRIENDSHIP ESTATES
JONES
113
Friendship
DOVER
CONRAIL
Taylorville
452
DOUGLYNNE WOODS
BERLIN
OCEAN
GATEWAY
50
State Police
Berlin Post
Sunset Memorial Park
Berlin Shop Ctr
Stephen Decatur HS
Ames SC
346
818
BRIDDLETOWN
Kitts
KITTS HILL
STATE
ROAD
374
Berlin MS
County
377
OCEAN
CITY
WESTERN
RAILROAD
Health Dept Satellite Clinic
Saint Paul's
FRANKLIN HEIGHTS
BERLIN
Buckingham Presbyterian and Senior Citizens Services
Buckingham ES
BY-PASS
Hudson
BAY
STREET
Stephen Decatur Memorial Park and Monument
Evergreen
HIGHLAND PARK
Branch
Worcester County
Buckingham
Battle
Branch
376
TRAPPE
POMONA HEIGHTS
County Highway Dept
ALEXANDRIA DRAFTING COMPANY
MD GRID 1,310,000 FT
Joins Map 16
75°12'30"
1,320,000 FT

THIS AGREEMENT made this 7th day of November, 19 84, by and between the State Highway Administration of the Department of Transportation of Maryland, hereinafter referred to as "Highway Administration", party of the first part, and Worcester County, Maryland hereinafter referred to as "County" party of the second part.

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

NOW, THEREFORE, THIS AGREEMENT WITNESSETH, that for and in consideration of $1.00 and good and valuable consideration, the receipt whereof is hereby acknowledged, the "Highway

Administration" does hereby transfer unto the "County" and the "County" 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 County Highway System.

Maryland Route 705 from MD 376 to
MD 376
A total distance of ±0.22 mile

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 upon complete approval and execution of this agreement.

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 ±0.22 mi. in the allocation to the County beginning July 1st of the year following the date as set forth in Item 2 above.

4. The "County", at its sole expense, shall acquire all necessary rights of way and temporary easements necessary for the extension of Sinepuxent Road from MD Rte. 705 to MD Rte. 376.
A total distance of ±0.06 mil.

5. The SHA will construct the extension of Sinepuxent Road, whereupon completion of construction, the "County" will accept same into the County Highway System.

6. The SHA will remove the existing structure carrying MD 705 over Trappe Creek excluding the footers.

7. The SHA will remove the existing road material on MD Rte. 705 from those areas not required to service existing properties.

8. The "County" accepts jurisdication over and responsibility for the maintenance of the said Sinepuxent Road connection as of completion of construction.

IT IS FURTHER UNDERSTOOD AND AGREED that the "Highway Administration" will hereafter prepare a deed of conveyance for the above described section of "State" maintained highway to the County subject to the approval of 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:

John T. Newbauer
Chief, Bureau of Highway Statistics

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

WITNESS:

Dorothy J. McCord

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

Approved as to form and legal sufficiency this 19 day of August, 1983.

Norman Polsh
Assistant Attorney General

RECOMMENDED FOR APPROVAL:

Administrative Director

Board of County Commissioners
Worcester County, Maryland

WITNESS:

Edward A. Hanna

By: Donald E. Powell
President

Approved as to form and legal sufficiency this 1 day of June, 1984

Edward A. Hanna
County Attorney

10-1585

Maryland Department of Transportation

State Highway Administration

Hermann K. Intemann
Secretary
Bernard M. Evans
Administrator

October 18, 1977

Project Wo 341X-14-120
Md. Rte. 12-1.0 miles
south of Snow Hill towards
Stockton
Former Old R/W Md. Rte. 12 MD 709
General File 26395

Mr. Edward R. Collick
Duck Road
P.O. Box 52
Girdletree, Md. 21829

Dear Mr. Collick:

We are forwarding to you an executed deed conveying the excess land of the above-captioned property containing 0.77 acre, plus or minus, to Herbert Collick, John M. Harmon and Edward R. Collick, as trustees of the Coolspring United Methodist Church.

It would be appreciated if you would have this deed recorded among the Land Records of Worcester County and forward a reference of the recordation, indicating the date, liber and folio numbers, in order for us to complete our records on this transaction.

Thank you for your cooperation in this matter.

Very truly yours,

David E. Muser, Assistant Chief
Property Management Section
Office of Real Estate

DEM:jl
Attachments: deed with attached plat 45857
cc: Mr. Carroll T. Richardson
Mr. William K. Lee, III
Mr. Schuyler L. Mellor
Mr. Thomas E. Collins
Mr. Richard R. Baker
Mr. Edgar Chambers
Mr. Paul Becker
Mr. James O'Donnell

CERTIFIED MAIL-RETURN RECEIPT REQUESTED

Md 756 (Sixth St.) St. to
Town of Pocomoke

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

March 9, 1976

Director Hajzyk, Office of Planning and Preliminary Engineering, executed agreement dated February 20, 1976 between the State Highway Administration and Pocomoke City, Maryland relative to the transfer by the Highway Administration to the Town for maintenance purposes as part of the Town Highway System of the following described section of road subject to conditions more fully set forth in the agreement.

Md. 756 (Sixth St.) - From Md. 675-A (Market St.) to U.S. 13 for a distance of 0.37 ± miles.

Said agreement had previously been executed by the Mayor and Town Council of Pocomoke City and approved as to form and legal sufficiency by Administrative Special Attorney, James S. Sfekas.

Copies to:
Mr. N. B. Friese
Mr. H. G. Downs
Mr. A. W. Tate
Mr. L. E. McCarl
Mr. R. J. Hajzyk
Mr. C. W. Reese
Mr. C. E. Caltrider
Mr. T. Hicks
Mr. W. K. Lee, III
Mr. R. C. Pazourek
Mr. E. S. Freedman
Mr. W. F. Lins
Mr. T. L. Cloonan
Mr. E. J. Dougherty
Mr. C. Lee
Mr. P. S. Jaworski
Mr. J. T. Neukam
Mr. R. C. Davison
Mrs. E. K. Roche
Worcester County (Town of Pocomoke City)
Secretary's File
SHA-Worcester County File (Town of Pocomoke City)

THIS AGREEMENT made this 20th day of February 1976, 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 Pocomoke City, Worcester County, Maryland, hereinafter referred to as "Town," party of the second part.

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

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

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

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged the "Highway Administration," party of the first part, does hereby transfer, convey and quitclaim unto the "Town" and the "Town," party of the second part,

does hereby accept such transfer from the "Highway Administration" of the following described section of State constructed road as a part of the Town Highway System:

Md. 756 (Sixth St.) - Md. 675-A (Market St.) to U.S. 13 for a distance of 0.37± miles.

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

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

2. The aforegoing mileage will be included in the Town inventory as of December 1, 1975.

3. The basis for the allocation of funds will include the additional 0.37± miles in the allocation to the Town beginning July 1, 1976.

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

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

THE STATE HIGHWAY ADMINISTRATION OF THE DEPARTMENT OF TRANSPORTATION

By: Robert J. Fossil
Director, Office of Planning and Preliminary Engineering

WITNESS:

Clyde P. Hyatt

Approved as to form and legal sufficiency this 3rd day of March, 1976.

APPROVED:

Chief, Bureau of Highway Statistics

Administrative Special Attorney

MAYOR and TOWN COUNCIL of
POCOMOKE CITY, WORCESTER
COUNTY, MARYLAND

By: J. Frances Clarke
Mayor

APPROVED:

Russell J. Blake
City Manager

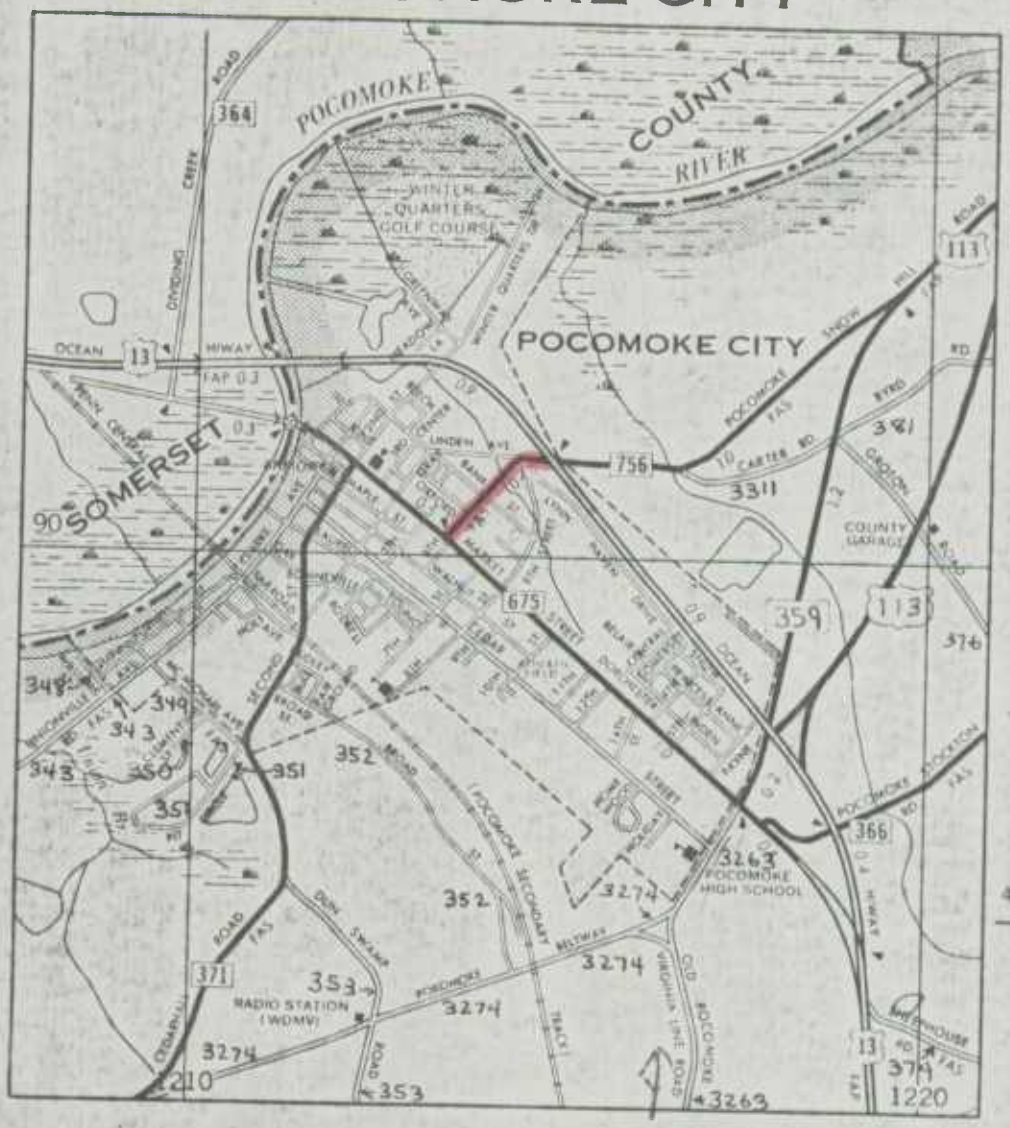
Approved as to form and legal sufficiency
this 20th day of February,
1976.

Raymond A. Snelburne
City Attorney

ATTEST:

Elizabeth H. Dryden
City Clerk

POCOMOKE CITY



MEMORANDUM OF ACTION OF ACTING STATE HIGHWAY ADMINISTRATOR NORTHAM B. FRIESE
MONDAY, MARCH 31, 1975

* * * *

Acting Administrator Friese executed triplicate copies of agreement dated March 3, 1975 between the Philadelphia, Baltimore, Washington Railroad Company and the State Highway Administration in connection with the construction of the Ocean City Expressway from U.S. 50 to Ocean City in Worcester County, Contract Wo-438-009-126, in accordance with the terms and conditions more fully set forth therein.

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

Copy: Mr. N. B. Friese
Mr. H. G. Downs
Mr. L. E. McCarl
Mr. E. S. Freedman
Mr. A. W. Tate
Mr. I. C. Hughes
Mr. W. K. Lee
Mr. R. C. Pazourek
Mr. R. J. Hajzyk
Mr. T. Hicks
Mr. C. W. Reese
Mr. D. E. Hambsch
Mr. W. L. Shook
Mr. W. F. Lins
Mr. T. L. Cloonan
Mr. H. Berger
Secretary's file
SHA-Worcester County file
Contract Wo-438-009-126

STATE HIGHWAY ADMINISTRATION

P. O. Box 717 / 300 West Preston Street, Baltimore, Maryland 21203

MEMORANDUM

TO: State Highway Administrator
Department of Transportation

DATE: March 23, 1973

FROM: Mr. Walter E. Woodford, Jr.
Chief Engineer

SUBJECT: F.A.P. No. F-918-1(4)
Contract No. Wo-425-10-171
U. S. Route 113
Snow Hill By-Pass

Forwarded for your approval is agreement (triplicate) between the Penn Central Transportation Company and the Maryland State Highway Administration, dated March 5, 1973 covering proposed grade crossing, pipe culverts, and the installation of automatic flashlight signal protection required across the single track and right of way of the Railroad for the Snow Hill By-Pass, U. S. Route 113, at Snow Hill, Worcester, Maryland.

Railroad grants S.H.A., for a consideration of $350. payable within 60 days after execution of agreement by the S.H.A., necessary easements for the ultimate dual highway and automatic protection required for the Snow Hill By-Pass, U. S. Route 113, together with the necessary easements for the pipe culverts required for storm drainage under the track and across the right of way of the Railroad as shown on State's Plat No. 43503 attached to agreement. The agreement provides that in the event of abandonment of the dual highway for the Snow Hill By-Pass, U. S. Route 113, the right of easement shall close and terminate and upon notice from the Railroad, S.H.A. at its expense shall remove the crossing and restore premises.

Upon completion, S.H.A. at its expense, shall maintain, repair and renew the entire highway crossing.

The usual clauses for insurance, collision, etc., carried in agreements for projects of this nature are included in the attached agreement.

The agreement has been executed by officials of the Railroad. It has been approved as to form and legal sufficiency by Mr. James S. Sfekas, Administrative Special Attorney.

It is recommended for approval by the Administration.

WEW,Jr:gvd
Attachments

Paul
Check this out
Clk

MEMORANDUM OF ACTION OF STATE HIGHWAY ADMINISTRATOR DAVID H. FISHER
MONDAY, JULY 24, 1972
* * *

Administrator Fisher executed the following deed dated July 24, 1972, 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 grantee named, the parcel of land as indicated and as more fully described in the deed:

Grantee	Conveyance	In Accordance With
Beach Homes Development Corporation	Quitclaim to 0.18± acre of land in Worcester County, being part of the old bed of Philadelphia Avenue (a Paper Street), Item 4700, Contract Wo-171-1-115	Request of grantee and to remove any possible cloud on title.

This Rd Not Carried In any System. OBB

Copy: Mr. R. H. Trainor
Mr. R. S. Bennett
Mr. T. L. Cloonan
Board of Public Works of Maryland
Secretary's File
Contract Wo-171-1-115

MINUTES OF ACTION OF STATE HIGHWAY ADMINISTRATION, DAVID H. HIRSHA
MONDAY, JULY 24, 1972
* * *

Administrator Hirsha was sent the following dated July 21, 1972, previously approved as to form and legal sufficiency by the office of the Special Assistant Attorney General, by which the Administration proceeds to approval of the Board of Public Works of Maryland, that the general of land as indicated and to wit fully described to the Board:

Grantor	Consideration	In Accordance With
Beth Israel Congregation	Pertains to 0.187 acre of land in Montgomery County, being part of the old bed of Philadelphia Avenue (a paper street), item 0700, Contract No-171-1-115	Request of grantee and to remove any possible cloud on title.

Copy: Mr. R. E. Talmor
Mr. A. P. Dunnel
Mr. V. E. Flanagan
Form on Board's Notes of Maryland
Secretary's File
Contract No-171-1-115

225-2308

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MAY 5, 1971

* * *

On motion of Mr. Evans, seconded by Mr. Wilson, the Commission approved and Chairman-Director Fisher executed duplicate copies of agreement dated May 5, 1971, between the State Roads Commission and the Mayor and Council of the Town of Ocean City, Worcester County, Maryland, relative to transfer by the Commission to the Town for maintenance purposes as part of the Town Highway System, of the following described sections of State constructed roads, subject to the conditions more fully set forth in the agreement:

U.S. 50 (Caroline St.) - From Md. 528 (Philadelphia Ave.) to Md. 378 (Baltimore Ave.), a distance of 0.07 mile

Md. 707 C (Worcester Ave.) - From Md. 378 (Baltimore Ave.) to a road end at the Sinepuxent Bay, a distance of 0.17 mile

Md. 708 (St. Louis Ave.) - From Md. 528 (Philadelphia Ave.) to Md. 528 (Philadelphia Ave.), for a distance of 0.23 mile

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

N. First St. - Between Md. 378 (Baltimore Ave.) and Md. 528 (Philadelphia Ave.), for a distance of 0.07 mile

N. Ninth St. - Between Md. 378 (Baltimore Ave.) and Md. 528 (Philadelphia Ave.), for a distance of 0.07 mile

N. Fifteenth St. - Between Md. 378 (Baltimore Ave.) and Md. 528 (Philadelphia Ave.), for a distance of 0.07 mile

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

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

THIS AGREEMENT made this 5th day of May, 1971, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and the Mayor and Council of the Town of Ocean City, Worcester County, Maryland, hereinafter referred to as "Town Commissioners", party of the second part, Witnesseth:

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

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

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

U.S. 50 (Caroline St.) - From Md. 528 (Philadelphia Ave.) to Md. 378 (Baltimore Ave.), a distance of 0.07 miles.

Md. 707 C (Worcester Ave.) - From Md. 378 (Baltimore Ave.) to a road end at the Sinepuxent Bay, a distance of 0.17 miles.

Md. 708 (St. Louis Ave.) - From Md. 528 (Philadelphia Ave.) to Md. 528 (Philadelphia Ave.), for a distance of 0.23 miles.

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

1. The effective date of transfer shall be upon complete approval and execution of this agreement.
2. The aforegoing mileage will be included in the inventory as of December 1, 1971.
3. The basis for the allocation of funds will include the additional 0.47 miles in the allocation to the "Town Commissioners" beginning July 1, 1972.
4. The transfer of said Roads is made on an "As-Is-Basis" which pertains to the existing rights of way and to the existing condition of the Roads involved, including all appurtenances and bridge structures.

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

N. First St. - Between Md. 378 (Baltimore Ave.) and Md. 528 (Philadelphia Ave.), for a distance of 0.07 miles.

N. Ninth St. - Between Md. 378 (Baltimore Ave.) and Md. 528 (Philadelphia Ave.), for a distance of 0.07 miles.

N. Fifteenth St. - Between Md. 378 (Baltimore Ave.) and Md. 528 (Philadelphia Ave.), for a distance of 0.07 miles.

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

1. The effective date of transfer shall be upon complete approval of this agreement.
2. The mileage respecting the aforesaid section of Town Street will be excluded from the inventory as of December 1, 1971.
3. The basis for the allocation of funds will exclude the 0.21 miles of Town Street mileage in the allocation to the "Town Commissioners", beginning July 1, 1972.

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

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____
Secretary

Approved as to form and legal sufficiency this 4th day of May, 1971.

_____
Administrative Special Attorney

APPROVED:

_____
Chief Engineer

MAYOR AND TOWN COUNCIL OF OCEAN CITY
WORCESTER COUNTY, MARYLAND

By _____
Mayor

APPROVED:

_____
City Engineer

Approved as to form and legal sufficiency this 2nd day of August, 1971.

ATTEST:

_____
Clerk

_____
Town Attorney

November 27, 1967

Re: Contract: Wo-223-1
Pocomoke City to Virginia Line
Quitclaim Deed to Old Roadbed
through Barnes Estate
File: 12231
Md.250-C

TO: Mr. Carroll L. Brewington
Asst. District Engineer - Construction
Salisbury

Mr. Clyde P. Hyatt
Chief, Analyst and Record Control Section
Traffic Bureau - Office

MD 250-C

FROM: R. D. Wooten
Chief, Bureau of Right of Way Administration

The State Roads Commission and the Board of Public Works have executed a quitclaim deed, dated October 24, 1967, to the executors of the Paul T. Barnes farm in Worcester County, Maryland.

Under the terms of the deed, the Commission quitclaims to the Estate all right, title and interest in and to that portion of the former state road approximately 1420 feet in length from its intersection with the right of way of the new highway opposite station 225+58 on plat No. 5154, and running thence northerly to the stream known as Beaver Dam Branch Run, Beaver Dam Creek and/or Pitts Creek.

This area is shown in red on the attached copy of a print of the Paul T. Barnes farm.

I do not know the procedure with respect to abandoning portions of old state highways, and it will be appreciated if you will institute the necessary steps to remove this section of abandoned road from the State Roads Commission inventory.

If there is any further information either of you need, I will be glad to provide it on request.

R. D. Wooten

RDW:hra

Mr. G.W. Cassell

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

October 16, 1967

Re: Contract Wo 223-1-113
Pocomoke City to Virginia State Line
Request of Barnes' Estate for Deed
to Abandon Roadbed
Item No. 12231

MD 250-C
(old US 13)

State Roads Commission
Baltimore, Maryland

Board of Public Works
Annapolis, Maryland

Gentlemen:

We present herewith, for execution by the Commission and the Board of Public Works, the following quit-claim deed:

DEED TO LOMA D. NORTHAM, IRVING CUSTIS AND MARY B. HINMAN, EXECUTORS OF THE LAST WILL AND TESTAMENT OF LINCIE E. BARNES, LATE OF WORCESTER COUNTY, MARYLAND, DECEASED, QUIT-CLAIMING ABANDONED ROADBED, APPROXIMATELY 1,410 FEET IN LENGTH, IN WORCESTER COUNTY, MARYLAND.

When the above designated project was built on a new location in 1944, an option and deed were obtained from Paul T. Barnes and Lincie E. Barnes, his wife, covering the right of way required for the relocated project as shown on State Roads Commission Plats numbered 5153, 5154, 5582 and 5931.

Nothing was contained in the original option with respect to the abandonment of the old road which is shown in yellow on the attached print of the Barnes Farm. Had the subject been brought up by the grantors at that time, in all probability the old roadbed would have been quit-claimed by the Commission to the original grantors, inasmuch as it lay entirely within their property and was not needed in connection with the State Highway System.

Mr. Paul T. Barnes died first and subsequently his wife, Lincie E. Barnes, died.

Mr. William H. Price, attorney at Snow Hill, is now engaged in settling the Barnes' estate preparatory to the sale of the property under the provisions of the will. He has made a formal request to this Division that it execute a quite-claim deed to the executors and has indicated his willingness to pay a reasonable fee to cover the cost of the conveyancing. To assist us in our necessary research, he provided us with copies of the recent survey made for the estate by W. Ballard Miles.

A small-scale reproduction of Mr. Miles' print is attached to this letter and, on the same, we have shaded in yellow the portion of the old roadbed which is to be quit-claimed to the estate, and on which we have shaded in red the right of way required for the relocated road. On this plat, we have indicated by red lines the boundaries of the Barnes Farm and it will be noted that the area being quit-claimed lies entirely within property belonging to the estate and the quit-claiming thereof will not jeopardize any outstanding interests.

Before preparing the deed, the matter was presented to Deputy Director-Chief Engineer Fisher and, after checking with the District Office and with other Divisions of the Commission, Mr. Fisher has indicated his approval of the quit-claiming of the old road, subject to the conditions that the conveyance comply with the proper legal requirements and that the interests of any public utilities who might have any outstanding rights be protected. The latter condition is covered by our standard paragraph which appears as the next to last paragraph of page 3 of the proposed deed.

With respect to his first condition, this Department has checked carefully with the Bureau of Highway Statistics of the Commission and has found that the area in question has been carried on our records for a number of years as Maryland Route 250-C.

Checking further with the District Engineer's office, we have ascertained that the old bridge over Pitts Creek (see red X on the attached print) was removed some years ago, that the old road has not been used as a State highway for a considerable number of years and, as a matter of fact, is now overgrown, with very little evidence left, in some places, of the original concrete surface. The District Office further advises that there has been little or no maintenance on the road for a great many years and that no snow removal has been performed by the Commission forces. The District Office has recommended that the old roadbed be conveyed to the estate so that the Commission can be relieved of any possible question of maintenance and so that the area in question can be removed as a part of the State Highway System.

Checking back on the old records, we have never been able to find any conveyance to the Commission of the original roadbed. The original road between Pocomoke City and the Virginia Line was started in 1915, but right of way plats were only prepared throughout the northern area, which is beyond the Barnes Farm. The road was widened about 1929 but, here again, there is no record of any conveyance to the Commission and, as far as we can determine from the records, there was no right-of-way acquisition cost involved in either the original construction or the 1929 widening.

When the road was relocated in 1944 the above recited conveyance was obtained and at a figure which this Department felt was a fair consideration.

Considerable research has gone into the examination of records in this case and, although the Commission only enjoyed a highway easement while the road was in use and theoretically has no land to actually convey to the estate, we do feel that the executors of the estate should assume the cost of this work and have estimated that such a fair cost would be $150.00. This, the executors are willing to do.

Anticipating that the Commission will concur in this Division's recommendation, we present herewith, in duplicate, the deed from the Commission and the Board of Public Works to the estate, which we recommend be executed by both the Commission and the Board of Public Works. It will be noted that the said deed bears approval of Special Attorney Nolan H. Rogers as to legal form and sufficiency.

After the deed has been executed by both bodies and recorded, this Division further recommends that this 0.27 mile section, now known as Maryland 250-C, be removed from the State System.

Respectfully submitted,

Louis A. Yost, Jr.

Louis A. Yost, Jr., Deputy Chief
Right of Way Division

LAY:RDW:ab

Attachments

cc: Mr. David H. Fisher, Deputy Director-Chief Engineer
✓ Mr. George W. Cassell, Chief, Bureau of Highway Statistics
Mr. C. L. Brewington, District Engineer
Mr. James A. Smith, Jr., Chief, Right of Way District 1

STATE ROADS COMMISSION
OF MARYLAND

FILE MEMORANDUM		THIS COPY TO BE PLACED IN PROPER ORDER BY DATE IN
Subject: QUIT-CLAIM DEED TO PART OF OLD ROAD THROUGH BARNES ESTATE	Time: 9:15 AM Date: 10/16/67	FILE NO:- 12231
CONFERENCE WITH:	PHONE CALL From To	

At the conference between Mr. Fisher and Mr. Cody on Friday, October 13th, Mr. Fisher raised two questions which concerned him.

First, he wanted to be sure that utilities were protected. I showed him the next to last paragraph on page 3, which accomplished this.

His next concern was whether or not we are complying with all legal requirements which deal with old-road abandonment procedures. He knew that a County road required advertising and hearings, and wanted to be sure that such procedures were complied with if necessary. I told him that I would talk to Mr. Buscher about this phase, but Mr. Buscher was tied up on a policy-steering committee meeting, was leaving for the AASHO Meeting this week, and could not talk to me. I did go over the matter carefully with his assistant, Mr. Nolan H. Rogers, and he advised me that if the old road is a State road, the recitals in the deed to that effect were sufficient and there would be no necessity of an abandonment resolution.

On the other hand, he stated that if the old road is a County road, i.e., that the County is maintaining the same as a part of the mileage agreement pursuant to the latest Acts relating to County roads, then, and in that event, it would be necessary for the County to advertise for the prescribed time, hold hearings if there were any objections, and otherwise comply with the basic provisions of the County road procedure.

Upon arrival at the office this morning, I immediately checked with Mr. Clyde Hyatt of the Bureau of Highway Statistics, as to the status of the several sections of the old road. His records, which he showed me, indicate that the old road between Pocomoke and the Virginia Line was divided into three segments known as Maryland Routes 250A, 250B and 250C.

The two segments designated as 250A and 250B (see attached memo of action dated March 8, 1967) were turned over to Worcester County for maintenance in exchange for the Steven Decatur Memorial Highway. It will be noted that both of these segments are north of Beaver Dam Branch.

The third segment, known as Maryland 250C, is that area between Beaver Dam Creek and the flare at Station 225+58, as shown on Plat No. 5154, i.e., the section shown as abandoned State road on the Miles' plat. His records thus show that this particular area has been carried for years as a State road.

I then telephoned Mr. Clarence Taylor, in the District #1 office, and he advised me as follows:

The old bridge across Beaver Dam Creek or Pitts Branch was removed some years ago and is no longer in existence. The old road south of the bridge is overgrown, in some places shows very little evidence of concrete remaining and, to all practical purposes, has been

R. D. WOOTEN, CHIEF
BUREAU OF R/W ADMIN.

STATE ROADS COMMISSION
OF MARYLAND

FILE MEMORANDUM		THIS COPY TO BE PLACED IN PROPER ORDER BY DATE IN
Subject: QUIT-CLAIM DEED TO PART OF OLD ROAD THROUGH BARNES ESTATE	Time: 9:15 AM	
	Date: 10/16/67	FILE NO:- 12231
CONFERENCE WITH:	PHONE CALL From To	

completely abandoned. To the best of his knowledge, there has been no maintenance by State forces or snow removal from this section for a number of years, because the area is either swampy or wooded, is entirely within the Barnes' property and there has been no necessity for maintenance or snow removal. Mr. Taylor further advised me that it was because of this reason that they had recommended it be returned to the owner and removed from the State system.

A few minutes after talking to Mr. Taylor, Mr. Price called me from the Record Office of Snow Hill, where he had gone early this morning to check over some of the references and material in connection with the copy of the proposed deed which I had sent to him on Friday. Mr. Price recommended and I agreed to the following changes:

(1) The correct name of Mr. Custis is "Irving Custis".

(2) The correct reference in the first "WHEREAS" clause should have been Liber JEB No. 21, instead of CWN Jr. No. 21.

(3) The fourth "WHEREAS" clause on page 3, which refers to the cross-hatching, should limit the same to Plats Nos. 5153 and 5582, which are the only two, out of the four plats, on which this hatching is shown.

(4) The two clauses regarding vehicular access and Through Highway are also to be eliminated, inasmuch as this is a conventional highway and no denial of access was contemplated by the original acquisition.

Having complied with all of Mr. Fisher's requirements and having now received final approval by Mr. Price of the form of deed, and his authority to refer to the Miles' Survey of the Barnes' Farm in the deed itself and to attach a copy thereof to the deed, we are now in a position to submit the deed for approval by the Commission.

I promised him that this would be in the Commission's hands before I left for vacation.

R. D. W.

RDW:ab

R. D. WOOTEN, CHIEF
BUREAU OF R/W ADMIN.

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JEROME B. WOLFF
WEDNESDAY, MARCH 8, 1967

* * *

Pursuant to Commission actions of September 21 and October 25, 1966, and January 24 and February 1, 1967, Chairman and Director Wolff executed for and on behalf of the Commission duplicate copies of agreement dated March 8, 1967, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and Worcester County, Maryland, therein referred to as "County," party of the second part, wherein, subject to the conditions more fully set forth in said agreement, the Commission transfers to the County, for maintenance purposes as part of the County Highway System, the following sections of State constructed roads:

C0263 Md. Route 250-A - from Md. 675 (Market Street) at Pocomoke southeasterly to U. S. Route 13, a distance of 2.07 miles

C0264 Md. Route 250-B - from road end near Beaverdam Branch northerly to end of State maintenance southwest of U. S. Route 13, a distance of 0.51 mile,

and the County transfers to the Commission, for maintenance purposes as part of the State Highway System, the following section of County constructed road:

Stephen Decatur Memorial Highway (County Road 147) - from the end of State maintenance 0.05 mile south of the junction of Md. Route 376 and Md. Route 611 southerly to the beginning of the approaches to the Assateague Island Bridge, a distance of 2.31 miles.

Said agreement had been executed previously by Ray F. Redden, President, County Commissioners of Worcester County, Maryland, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Rogers.

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. L. Brewington (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.
County Commissioners of Worcester Co.(3)
Secretary's File
SRC-Worcester County

THIS AGREEMENT made this EIGHTH day of MARCH, 1967, by and between the State Roads Commission of Maryland, hereinafter referred to as "Commission", party of the first part, and Worcester County, Maryland, hereinafter referred to as "County", party of the second part, Witnesseth:

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

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

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

Md. 250-A - From Md. 675 (Market St.) at Pocomoke, southeasterly to U.S. Route 13, a distance of 2.07 miles.

Md. 250-B - From road end near Beaverdam Branch, northerly to end of State Roads Commission Maintenance Southwest of U.S. Route 13, a distance of 0.51 miles.

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

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

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

Stephen Decatur Memorial Highway (Co. Rd. 147) - From the end of S.R.C. maintenance 0.05 mile south of the junction of Md. 376 and Md. 611 southerly to the beginning of the approaches to the Assateague Island Bridge, a distance of 2.31 miles.

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

1. The effective date of transfer shall be upon complete approval of this agreement.
2. The mileage respecting the aforesaid section of County Highway will be excluded from the inventory as of December 1, 1967.
3. The basis for the allocation of funds will exclude the 2.31 miles of County Highway mileage in the allocation to Worcester County, Maryland, beginning July 1, 1968.
4. That such transfer is made on an "As-Is-Basis" which pertains to the existing Rights of Way and to the existing condition of the Road involved including all appurtenances and bridge structures at the time of acceptance for State maintenance.

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

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman and Director of Highways

ATTEST:

_____

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

APPROVED:

_____
Chief Engineer

_____
Special Attorney

COUNTY COMMISSIONERS OF WROCESTER COUNTY, MARYLAND

BY _____
President

ATTEST:

_____
Clerk to the County Commissioners

Approved as to form and legal sufficiency this 21 day of February, 1967

_____
Counsel to the County Commissioners of Worcester County

MD 365
Snow Hill

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
TUESDAY, AUGUST 9, 1966
* * *

Pursuant to Commission action of July 13, 1966, Chairman and Director Funk executed for and on behalf of the Commission duplicate copies of agreement dated July 15, 1966, by and between the Town Council of Snow Hill, Maryland, therein referred to as "Town Council", party of the first part, and the State Roads Commission of Maryland, therein referred to as "Commission", party of the second part, pertaining to transfer by the Town Council to the Commission, for maintenance purposes as part of the State Highway System, of the following section of highway:

> Bay Street between U. S. Route 113 and the beginning of Md. Route 365 at the Pennsylvania Railroad track crossing in Snow Hill, a distance of 1,581 feet (0.31 mile)

Said agreement had been executed previously for the Town Council of Snow Hill by Mayor James T. Sturgis, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Puderbaugh.

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

THIS AGREEMENT, made this 15th day of July, 1966 by and between the Town Council of Snow Hill, Maryland, hereinafter referred to as "Town Council", parties of the first part, and the State Roads Commission of Maryland, hereinafter referred to as "Commission" party of the second part.

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

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

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

Bay Street - From U.S. 113 in Snow Hill to beginning of State Route 365, maintenance at the Pennsylvania Railroad tracks for a distance of 0.31 miles.

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

1. The effective date for the transfer of this section of highway is upon complete approval and execution of this agreement.
2. The aforegoing mileage will be excluded from the inventory December 1, 1966.

3. The basis for the allocation of funds will exclude the 0.31 mile of town street mileage in the allocation to Snow Hill beginning July 1, 1967.

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

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

TOWN COUNCIL OF SNOW HILL
WORCESTER COUNTY, MARYLAND

By James T. Sturgis
Mayor

ATTEST:

Martley Stevens
Clerk to Town Council

Approved as to form and legal sufficiency this 16th day of July, 1966

William S. Price
Town Attorney

STATE ROADS COMMISSION OF MARYLAND

By
Chairman and Director of Highways

ATTEST:

Secretary

APPROVED:

Chief Engineer
(State Roads Commission)

Approved as to form and legal sufficiency this 13 day of July, 1966

Special Attorney

REVISED CORRECTED COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 13, 1966
***

Chief Engineer Fisher recommended and, on motion of Mr. Evans, seconded by Mr. Brinsfield, authorization was granted for the State Roads Commission to take over from Town of Snow Hill, 1581 feet of Md. Route 365 at Snow Hill, and then resurface at estimated cost of $5,384 as part of Contract Wo-372-1-141.

ACCEPTED FOR MAINTENANCE
October 14, 1966

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. A. Skirven (2)
Mr. M. M. Brodsky
Secretary's File
SRC-Worcester County
Contract No. Wo-372-1-141
FAP S-9124(1)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 13, 1966

***

Chief Engineer Fisher recommended and, on motion of Mr. Evans, seconded by Mr. Brinsfield, authorization was granted for the State Roads Commission to take over from Worcester County, 1581 feet of Maryland Route 365 at Snow Hill.

See revised corrected minutes

Copy: Mr. D. H. Fisher
Mr. W. J. Addison
Mr. G. W. Cassell
Mr. C. A. Skirven (2)
Mr. M. M. Brodsky
Secretary's File
SRC-Worcester County

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 22, 1966
* * *

MD 365 Extension
Snow Hill

Mr. Evans referred to a request from Mayor Sturgis of Snow Hill, Worcester County, relative to resurfacing of a two-block section of Bay Street (Md. Route 365) from U. S. Route 113 to the Pennsylvania Railroad, presently a town street.

On motion of Mr. McMullen, seconded by Mr. Brinsfield, the Commission suggested that Mayor Sturgis write a letter requesting the State Roads Commission to take the said section of street into the State system, and further, authorized that it be resurfaced if and when it is taken into the State system.

SEE MINUTES
DATED JULY 13, 1966
CONTRACT NO. 372-1-141
FAP S-9124(1)
ACCEPTED FOR MAINTENANCE
OCTOBER 14, 1966

Copy: Mr. L. H. Evans
Mr. G. N. Lewis, Jr. (2)
Mr. G. W. Cassell
Mr. W. J. Addison
Mr. M. M. Brodsky
SRC-Worcester County

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

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

The Commission approved and Chairman and Director Funk executed for and on its behalf duplicate copies of the following agreement dated October 16, 1964, by and between the State Roads Commission of Maryland, therein referred to as "Commission," party of the first part, and the Town Commissioners of Pocomoke City, Worcester County, Maryland, therein referred to as "Town Commissioners," party of the second part, providing for transfer to said Town Commissioners for maintenance purposes of sections of Md. 990-A, Md. 990-B and Md. 990-C as indicated. The agreement had been executed previously for the Town Commissioners by M. J. Peacock, President; approved by Chief Engineer Fisher, and approved as to form and legal sufficiency by Special Attorney Seymour.

"THIS AGREEMENT, made this 16th day of October 1964, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the Town Commissioners of Pocomoke City, Maryland, hereinafter referred to as 'Town Commissioners,' party of the second part.

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

WHEREAS, the Commission, party of the first part, has agreed to transfer the following described sections of State roads to the Town of Pocomoke City for maintenance purposes.

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

Md. 990-A - from Linden Avenue (Md. 756) Sta. 0.00 to Somerset Avenue, Sta. 34+07 - 0.64 mile

Md. 990-B - Presbyterian Cemetery Road - from Greenway Avenue Sta. 5+67 to 0+38 and from 0+00 to 0+88 (L.O.W.) approximately 0.12 mile

Md. 990-C - from U. S. 113 Sta. 0+20 (L.O.W.) to 9+41 (L.O.W.) - approximately 0.18 mile

IN CONSIDERATION of the foregoing, the Town Commissioners, by the execution of these presents, do hereby accept the aforesaid sections of State roads into the Town Street System, for maintenance purposes under the following conditions:

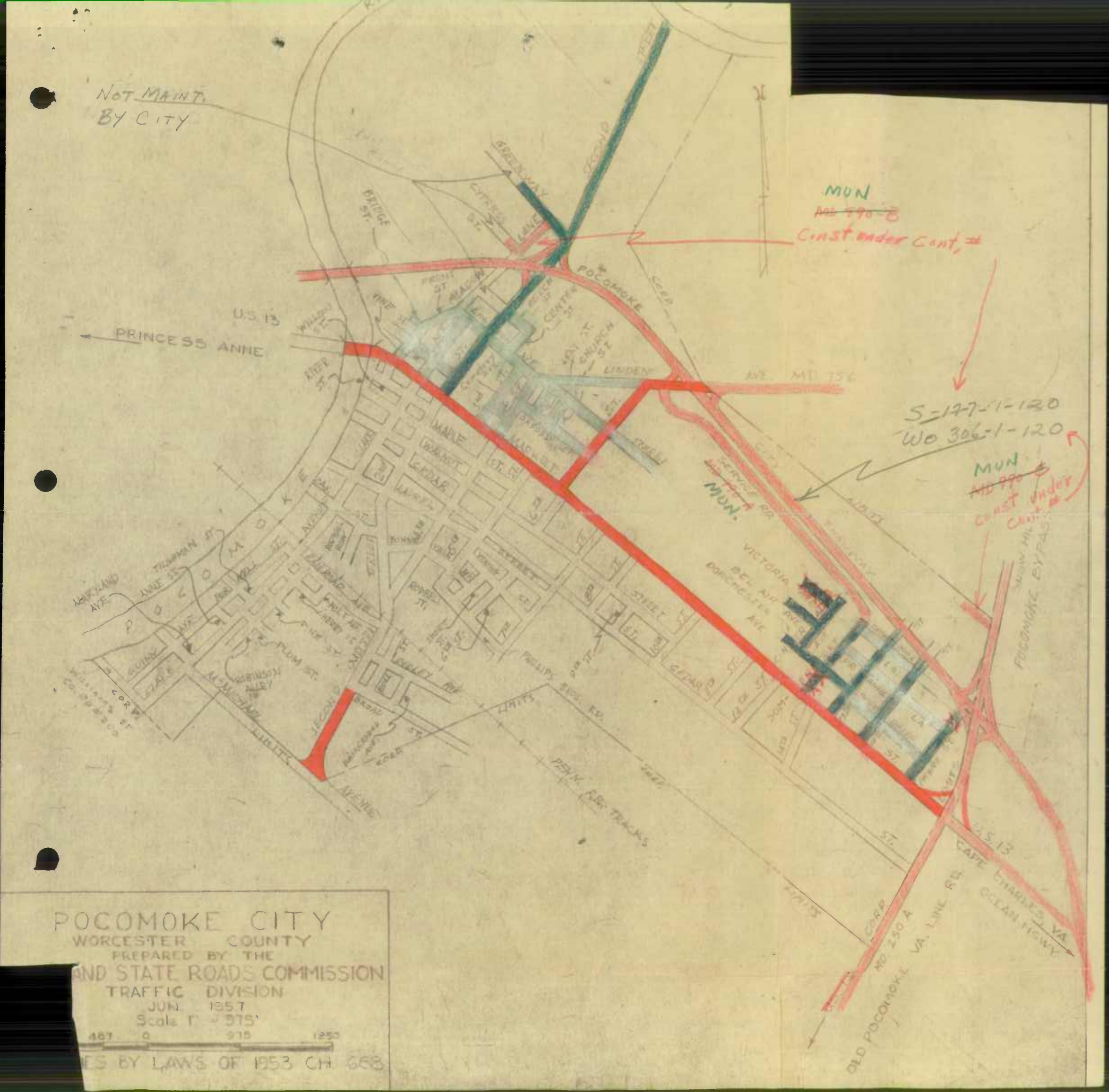
1. The effective date of transfer shall be upon complete approval and execution of this agreement.

2. The mileage respecting the aforementioned sections of State roads will be included in the inventory as of December 1, 1964.

3. The basis for the allocation of funds will include the additional Town street mileage in the allocation to Pocomoke City beginning July 1, 1965.

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

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



POCOMOKE CITY
WORCESTER COUNTY
PREPARED BY THE
AND STATE ROADS COMMISSION
TRAFFIC DIVISION
JUN. 1957
Scale 1" = 375'
487 0 975 1950
ES BY LAWS OF 1953 CH. 668

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

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, SEPTEMBER 14, 1964

* * *

Chairman and Director Funk executed, for and on behalf of the Commission, duplicate copies of agreement dated September 1, 1964, by and between the Town of Snow Hill, Maryland, party of the first part, and the State Roads Commission of Maryland, party of the second part, transferring to the Commission a section of Church Street for maintenance purposes. Said agreement had been executed previously by James T. Sturgis, Mayor of Snow Hill, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Seymour:

"THIS AGREEMENT made this 1st day of September, 1964, by and between the Town of Snow Hill, Maryland, hereinafter referred to as 'Town,' party of the first part, and the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland, the governing bodies of the several counties are empowered to transfer county roads and/or town streets or portions thereof, to the State Roads Commission of Maryland as part of the State roads system, and

WHEREAS, the Town, party of the first part, has agreed to transfer the following described section of street to the Commission, party of the second part, the Commission has agreed to accept same for maintenance purposes, as part of the State roads system.

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

> Church Street - from U. S. Route 113 to the southeast corporate limits of Snow Hill, for a total distance of 0.96 mile.

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

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

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

3. The basis for the allocation of funds will exclude the mileage of Town street in the allocation to the County Commissioners beginning July 1, 1965.

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

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

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

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, SEPTEMBER 14, 1964

* * *

Chairman and Director Funk executed, for and on behalf of the Commission, duplicate copies of the following agreement dated September 1, 1964, by and between the State Roads Commission of Maryland, party of the first part, and the Town of Snow Hill, Maryland, party of the second part, transferring to the Town a section of Washington Street for maintenance purposes. Said agreement had been executed previously by James T. Sturgis, Mayor of Snow Hill, approved by Chief Engineer Fisher and approved as to form and legal sufficiency by Special Attorney Seymour:

"THIS AGREEMENT made this 1st day of September, 1964, by and between the State Roads Commission of Maryland, hereinafter referred to as 'Commission,' party of the first part, and the Town of Snow Hill, Maryland, hereinafter referred to as 'Town,' party of the second part.

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

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

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

> Washington Street - from U. S. Route No. 113 to the southeast corporate limits of Snow Hill, for a total distance of 0.88 mile

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

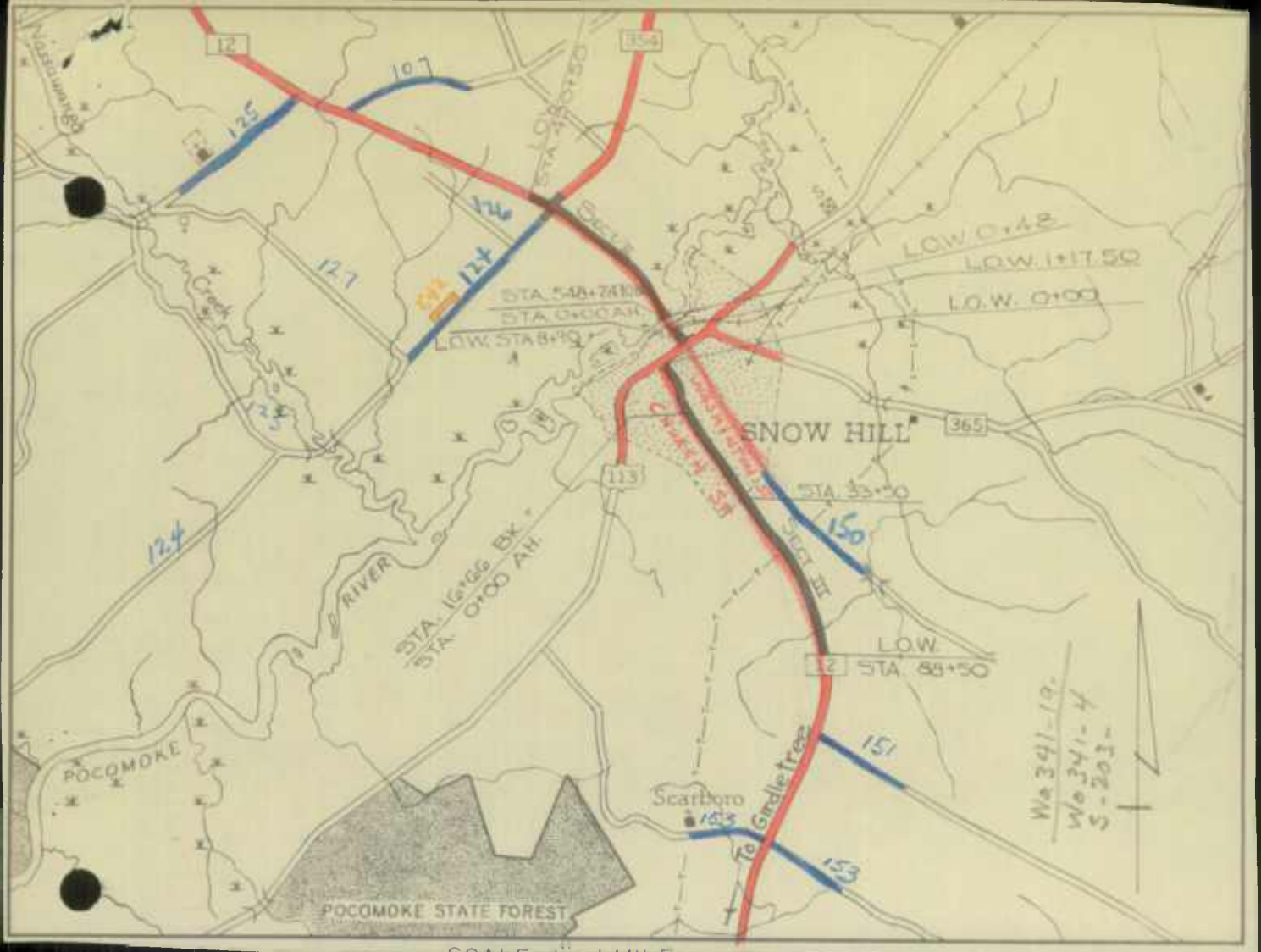
1. The effective date for the transfer of this section of road is upon complete approval and execution of this agreement.

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

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

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

IN WITNESS WHEREOF, the parties involved have caused these presents to be executed by their proper officers thereunto duly authorized, the day and year first above written."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125
126
127
124
123
124
150
151
153
153
SECT. II
SECT. III
STA. 54A+74.16
STA. 0+00 AH.
L.O.W. STA. 8+90
L.O.W. 0+42
L.O.W. 1+17.50
L.O.W. 0+00
SNOW HILL
365
113
STA. 33+50
STA. 16+66 BK.
STA. 0+00 AH.
RIVER
L.O.W.
12
STA. 88+50
POCOMOKE
Scarboro
To Gridletree
POCOMOKE STATE FOREST
Wo 341-12
Wo 341-4
S-203-

C. ALBERT SKIRVEN,
DISTRICT ENGINEER

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE 1, MD.
(MAILING ADDRESS—P. O. BOX 717, BALTIMORE, MD. 21203)

OFFICE OF DISTRICT ENGINEER
BOX 751
SALISBURY, MARYLAND

September 10, 1964

Re: Transfer of Church Street and
Washington Street in Snow
Hill, Maryland

Mr. George W. Cassell, Chief
Maps & Controls Surveys Section
State Roads Commission
Baltimore 1, Maryland

Dear Sir:

Presented herewith is the signed agreement relative to the subject transfer of streets in Snow Hill.

This is pursuant to our telephone conversation on this subject and of this date.

Please advise when execution of this agreement has been made official. Subsequently, as per this agreement the change can be implemented.

Very truly yours,
C. Albert Skirven
District Engineer

Clarence W. Taylor

Clarence W. Taylor
Asst. Dist. Engr.
Maintenance

CWT:jev
Enclosures

Bill: 8/23/61
Please note
& give to Steve
Duke

STATE ROADS COMMISSION

Copy of letter received
8/22/61

MAYOR AND COUNCIL OF SNOW HILL
MUNICIPAL BUILDING
Snow Hill, Maryland

Office of the Mayor

WORCESTER COUNTY

August 21, 1961

Robert J. Hajzyk
Division of Planning & Programming
State Roads Commission
300 West Preston St.
Baltimore 1, Maryland

Dear Mr. Hajzyk:

Your letter with formal agreement between the State Roads Commission and the Mayor and Council of Snow Hill relative to the transfer of Church Street to the State system and the acceptance of Washington Street by the Town of Snow Hill was received to-day.

Our next regular meeting will be held Sept. 5th. and it will be impossible to have the above matter considered until that date.

Yours very truly,

Jas. T. Sturgis
Mayor

JTS:f

August 21, 1961

Robert J. Bailey
Division of Planning & Programming
State Roads Commission
300 West Preston St.
Baltimore 1, Maryland

Dear Mr. Bailey:

Your letter with formal agreement between the State Roads Commission and the Mayor and Council of Snow Hill relative to the transfer of Church Street to the State system and the acceptance of Washington Street by the Town of Snow Hill was received today.

Our next regular meeting will be held Sept. 5th, and it will be impossible to have the above matter considered until that date.

Yours very truly,

Jas. T. Outright
Mayor

JTO:r

March 13, 1961

Mr. Thomas N. Kay,
Commissioner
North East, Md.

Dear Mr. Kay: Road Exchange

Mr. E. W. Bunting of this Bureau, told me of your conversation with him relative to the maintenance status of Washington and Church Streets in Snow Hill.

At the moment our records are set up so that the town of Snow Hill is given credit for Church Street from US Route 113 to the east corporate limits of the town, and Washington Street is in our records as a State maintained facility.

However, we are planning to switch these streets effective July 1, 1961, whereby Church Street will again return to the State system for maintenance and Washington Street will return to the town system for its maintenance.

Since there is on the records of the Commission, an agreement between the State Roads Commission and the Mayor and Council of Snow Hill, set forth in the minutes of February 6, 1958, which transfers Washington Street to the State system and Church Street to the town system, I would highly recommend that another agreement be entered into with the Mayor and Council of Snow Hill immediately so that the records in the Secretary's office will conform to the records from which payments are made to the town and our responsibility of maintenance of one of these streets.

If you desire that we prepare an agreement we will do so and transmit it to Mr. Skirven for action on the part of the Mayor and City Council of Snow Hill to be followed by formal concurrence at a Commission meeting.

Very truly yours,

Geo. N. Lewis, Jr.,
Chief-Bureau of Traffic

GNLjr-d
cc: Mr. C. A. Skirven,
Mr. G. W. Cassell
Mr. E. W. Bunting

WORCESTER Co.

SRC 2/6/58
Road Exchange - Snow Hill, Worcester County

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morrison
Mr. C. A. Goldeisen
Mr. A. F. Sturo
Mr. G. N. Lewis, Jr. (8)
Mr. C. A. Skirven (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. F. V. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Mr. L. C. Moser
Mr. C. S. Linville
Records & Research Section-R/W Dept.
Secretary's File
SRC-Worcester County

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland on FEB 6 1958, upon motion duly made and seconded, the following resolution was adopted:

WHEREAS, the State Roads Commission of Maryland now operates and maintains, within the corporate limits of the town of Snow Hill, Maryland, a certain State Highway known and designated as State Route #12 which follows Church Street in Snow Hill from U. S. Route #113 to the southeasternmost corporate limits of the town of Snow Hill for a distance of approximately .96 of a mile and

WHEREAS, the said State Roads Commission of Maryland and the Mayor and Council of Snow Hill have heretofore agreed that the portion of Church Street which is now utilized in the existing State Route #12 will be returned to the jurisdiction of the town and that in lieu thereof the State Roads Commission will take over and maintain as a part of the State Highway System the bed of Washington Street within the corporate limits of Snow Hill and running from U. S. Route #113 to the southeasternmost corporate limits of the town of Snow Hill for a distance of approximately .88 of a mile and that, as a part of said State Highway, Washington Street will be extended in a southerly direction beyond the corporate limits of Snow Hill to tie into existing State Route #12 at a point approximately 3/4 of a mile south of the corporate limits of the town of Snow Hill and

WHEREAS, pursuant to said understanding; the Mayor and Council of Snow Hill did, on the 10th day of October, 1957, adopt a certain Ordinance No. 63 transferring the jurisdiction of the said bed of Washington Street to the State Roads Commission of Maryland; now, therefore,

BE IT RESOLVED by the State Roads Commission of Maryland that the bed of Washington Street, as described in said Ordinance No. 63, be, and the same is hereby accepted into the State Highway System of the State of Maryland, and be it further resolved by the State Roads Commission of Maryland that the bed of Church Street between U. S. Route #113 and the southeasternmost corporate limits of the town of Snow Hill, be, and the same is hereby transferred to the Mayor and Council of Snow Hill for a distance of approximately .96 of a mile to the end that said Church Street shall become a part of the street system of the town of Snow Hill.

ATTEST:

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

STATE ROADS COMMISSION OF MARYLAND

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

* *

WHEREAS, the Mayor and Council of Snow Hill, Maryland at its meeting on October 10, 1957, did pass a certain Ordinance designated as Ordinance No. 63 transferring jurisdiction to the State Roads Commission of Maryland of the portion of Washington Street, as described in said Ordinance, and

WHEREAS, the State Roads Commission of Maryland at its meeting on FEB 6 1958, did formally accept into the State Highway System the bed of Washington Street as described in said Ordinance No. 63 and did simultaneously at said meeting adopt a resolution transferring to the Mayor and Council of Snow Hill the bed of Church Street; now, therefore,

BE IT RESOLVED by the Mayor and Council of Snow Hill, Maryland that the bed of said Church Street, which heretofore comprised a part of State Route #12 between U. S. Route #113 and the southeasternmost corporate limits of the town of Snow Hill for a distance of approximately .96 of a mile, be, and the same is hereby accepted by the town of Snow Hill to the end that said Church Street shall hereafter become a part of the street system of the town of Snow Hill.

ATTEST:

(Sgd.) John C. Baker

John C. Baker, City Clerk

MAYOR AND COUNCIL OF SNOW HILL

By (Sgd.) B. Herman Adkins

B. Herman Adkins, Mayor

ORDINANCE NO. 63

AN ORDINANCE to give over to the State of Maryland a certain portion of Washington Street in the town of Snow Hill.

Section 1. BE IT ENACTED AND ORDAINED BY MAYOR AND COUNCIL OF SNOW HILL, that so much of Washington Street in said town of Snow Hill as lies between the easterly side of Market Street and the easterly corporate limits of said town of Snow Hill, be, and the same is hereby, given over to the State of Maryland, the portion of said Washington Street lying between the easterly side of Market Street and Pocomoke River having previously been given over to the State of Maryland by Ordinance No. 55 of Mayor and Council of Snow Hill, passed and approved September 1, 1953.

Section 2. AND BE IT FURTHER ENACTED AND ORDAINED AS AFORESAID, that this ordinance shall take effect from the date of its passage.

Passed this 10th day of October, 1957.

(Sgd.) Jas. T. Sturgis
Secretary of the Council

Approved this 10th day of October, 1957.

(Sgd.) B. Herman Adkins
Mayor

(SEAL)

I, John C. Baker, City Clerk of Mayor and Council of Snow Hill, do hereby certify that the foregoing is a true and correct copy of Ordinance No. 63 passed by the Council and approved by the Mayor, on the 10th day of October, 1957, and that the same is still in full force and effect.

Given under my hand and the seal of Mayor and Council of Snow Hill this 3rd day of January, 1958.

(Sgd.) John C. Baker
City Clerk

(SEAL)

STATE OF MARYLAND
STATE ROADS COMMISSION
300 WEST PRESTON STREET
BALTIMORE 1, MD.
(MAILING ADDRESS - P. O. BOX 717, BALTIMORE 3, MD.)

C. ALBERT SKIRVEN,
DISTRICT ENGINEER

OFFICE OF DISTRICT ENGINEER
BOX 751
SALISBURY, MARYLAND

October 25, 1962

RE: Transfer of Sections of State
Roads to Town Street System
Pocomoke City

Mr. George W. Cassell, Chief
Maps & Controls Surveys Section
State Roads Commission
Baltimore 1, Maryland

Dear Sir:

Pursuant to our telephone conversation of this date, relative to subject road transfer, the Mayor of Pocomoke elects not to sign this proposal. Specifically, this included the routes identified as Md. 990A, 990B, and 990C.

The Mayor is requesting a counter proposal in lieu of Pocomoke taking in the three above-mentioned routes; that the State Roads Commission take in that part of Fourth Street between Md. 675 and Md. 371.

This part of Fourth Street is narrow, has a high crown, and is not generally in good condition. These facts supports this office's recommendation that it should not be taken into the State system.

In analyzing facts, the Md. 990A, which runs from Linden Avenue (Md. 756) to Somerset Avenue, is by agreement, copy of which is submitted, now owned and the maintenance responsibility of Pocomoke City. This was automatic upon completion of the new U.S. 13 By-Pass. The remaining Md. 990B and Md. 990C are the property and maintenance responsibility of the Maryland State Roads Commission.

See SRC Min. 1-29-58

In summary, this office recommends the following:

1- That Md. 990A be automatically dropped from our road system.

2- The S.R.C. retain Md. 990B and 990C until a more favorable time for transfer negotiations. — Assigned C S 23-53

3- That part of Fourth Street between Md. 675 and 371, not be taken into the State system.

Very truly yours,
C. Albert Skirven
District Engineer

Clarence W. Taylor

Clarence W. Taylor
Ass't. Dist. Engr.
Maintenance

CWT:syw
CC: Mr. Robert J. Hajzyk

Pocomoke - By-pass

Wor. Co

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 29, 1958.

***

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

Upon recommendation of the Engineering Department, the Commission agreed to construct a service road between Dorchester Avenue and Linden Avenue along the south side of the proposed Pocomoke By-Pass under the following conditions:

(1) The City of Pocomoke is to obtain a 60' right of way dedicated to the City of Pocomoke, as indicated on Right of Way Plats given to the Mayor and Council, from ~~Dorchester Avenue~~ to a point just east of Linden Avenue.

(2) The City of Pocomoke will maintain said service road between Dorchester Avenue and Linden Avenue when construction is completed.

Similar service road construction between Linden Avenue and Winter Quarters Road will be considered if an equitable arrangement can be worked out between the Mayor and Council of Pocomoke and the Commission.

The Commission's action is entirely dependent upon the meeting of the conditions as outlined.

Formal Commission action will be taken when a complete presentation is made.

Copy: Mr. W. M. Pritchett
Mr. C. A. Goldeisen
Mr. C. W. Clawson
Mr. C. A. Skirven (2)
Mr. W. G. Moser
Mr. C. M. Hannen
SRC-Worcester County

THIS AGREEMENT, made this_____day of_____1962, by and between the State Roads Commission of Maryland hereinafter referred to as "Commission", party of the first part, and the Town Commissioners of Pocomoke City, Maryland, hereinafter referred to as "Town Commissioners" party of the second part.

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

WHEREAS, the "Commission", party of the first part has agreed to transfer the following described sections of State Roads, to the Town of Pocomoke City for maintenance purposes.

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

Md. 990 - A - From Linden Ave. (Md. 756) sta. 0.00 to Somerset Ave. Sta. 34 + 07 0.64 mile.

Md. 990 - B - Presbyterian Cemetery Road - From Greenway Ave. Sta. 5 + 67 to 0 + 38 and from 0 + 00 to 0 + 88 (L.O.W.) approx. 0.12 mile.

Md. 990 - C - From U.S. 113 Sta. 0 + 20 (L.O.W.) to 9 + 41 (L.O.W.) approx. 0.18 mile.

IN CONSIDERATION of the foregoing, the "Town Commissioners" by the execution of these presents do hereby accept the aforesaid sections of State Roads, into the Town Street System, for maintenance purposes under the following conditions:

Agreement was not consumated
See letter from Mr Sherwine date 10-25-62

Sample copy - 9-25-62

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

2 - The mileage respecting the aforementioned sections of State Roads will be included in the inventory as of December 1, 1962.

3 - The basis for the allocation of funds will include the additional Town Street mileage in the allocation to Pocomoke City beginning July 1, 1963.

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

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

ATTEST:

STATE ROADS COMMISSION OF MARYLAND

By_____
Chairman and Director of Highways

_____
Secretary

Approved as to form and legal sufficiency

APPROVED:

_____
Chief Engineer

_____
Special Attorney

ATTEST:

TOWN COMMISSIONERS OF POCOMOKE CITY
WORCESTER COUNTY, MARYLAND

_____
Chief Clerk to the Board of
Town Commissioners

By_____
President

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

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
MONDAY, JULY 9, 1962
***

Pursuant to action by the Commission at meeting June 6, 1962 accepting into the State system the 900-foot section of Williams Street between Bay Street and Powellton Avenue and authorizing Chairman and Director Funk to execute an agreement with the Town of Berlin to accomplish such transfer, Chairman and Director Funk confirmed prior execution of agreement, in quintuplicate, dated June 29, 1962, by and between the Mayor and Council of Berlin, Maryland and the State Roads Commission of Maryland, covering the transfer to the State Roads System of Williams Street, from Powellton Avenue to Main Street (Bay Street), 0.18 mile, as follows:

"THIS AGREEMENT made this 29th day of June, 1962 by and between the MAYOR AND COUNCIL OF BERLIN, MARYLAND, hereinafter sometimes referred to as the 'Town,' party of the first part, and the STATE ROADS COMMISSION OF MARYLAND, hereinafter referred to as 'Commission,' party of the second part.

WHEREAS, a section of Williams Street (Maryland Route 377) between Powellton Avenue and Main Street (Maryland 818) is presently owned and maintained by the Town of Berlin, and whereas, the remainder of Williams Street (Maryland Route 377) being owned and maintained by the State, it is the desire of the party of the first part that the aforesaid section of Williams Street approximating 0.18 mile be accepted by the party of the second part as a part of the State Roads System.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH: That for and in consideration of the sum of $1.00 and other good and valuable considerations, the receipt whereof is hereby acknowledged, the said Mayor and Council of Berlin, Maryland, party of the first part, does hereby transfer to the State Roads Commission of Maryland, party of the second part, as part of the State Roads System, for future maintenance purposes and the Commission does hereby accept the following section of road, street or highway lying within the limits of the Town of Berlin, Maryland:

Williams Street, from Powellton Avenue to Main Street 0.18 mile.

IT IS FURTHER UNDERSTOOD AND AGREED BETWEEN THE PARTIES HERETO that the change in the status of the above described section of highway is authorized under the following conditions:

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

2. The mileage respecting the aforesaid section of highway will be excluded from the inventory for Worcester County, Maryland as of December 1, 1962.

3. The basis for the allocation of funds will exclude the 0.18 mile of road mileage in the allocation to Worcester County and/or the Town of Berlin beginning July 1, 1963.

4. That such transfer is made on an 'As-Is-Basis' which pertains to the existing right of way and to the existing condition of Williams Street including all appurtenances thereunto belonging or in anywise appertaining.

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

MAYOR AND COUNCIL OF BERLIN

ATTEST:

(Sgd.) William E. Hand
City Clerk

By (Sgd.) John H. Burbage
Mayor

(Sgd.) Ernest E. Burbage, Jr.
Council President

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

(Sgd.) C. R. Pease
Secretary

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

Approved:

(Sgd.) David H. Fisher
Chief Engineer

Approved as to form and legal sufficiency

(Sgd.) C. C. Seymour
Special Attorney"

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 6, 1962

On motion of Mr. Kay, seconded by Mr. Clagett, the Commission approved the request of the Mayor and Council of Berlin in letter dated June 1, 1962, that the Commission accept into the State system the 900-foot section of Williams Street between Bay Street and Powellton Avenue, and authorized Chairman and Director Funk to execute an agreement with the town of Berlin to accomplish such transfer.

COPY: Mr. D. H. Fisher
Mr. R. J. Hajzyk
Mr. G. N. Lewis, Jr., (2)
SRC.-Worcester County

Worcester County
Snow Hill
Road Exchange

7/20/58

SRC 2/6/58
Road Exchange - Snow Hill, Worcester County

Copy: Mr. A. S. Gordon
Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. P. A. Morrison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. (8)
Mr. C. A. Skirven (2)
Mr. W. A. Friend
Mr. F. P. Scrivener
Mr. C. L. Wannen
Mr. A. F. DiDomenico
Mr. F. W. Dreyer
Mr. C. W. Clawson (4)
Mr. A. L. Grubb
Mr. L. C. Moser
Mr. C. S. Linville
Records & Research Section-R/W Dept.
Secretary's File
SRC-Worcester County

At the regular meeting of the State Roads Commission of Maryland, held at the office of the Commission in Baltimore, Maryland on FEB 6 1958, upon motion duly made and seconded, the following resolution was adopted:

WHEREAS, the State Roads Commission of Maryland now operates and maintains, within the corporate limits of the town of Snow Hill, Maryland, a certain State Highway known and designated as State Route #12 which follows Church Street in Snow Hill from U. S. Route #113 to the southeasternmost corporate limits of the town of Snow Hill for a distance of approximately .96 of a mile and

WHEREAS, the said State Roads Commission of Maryland and the Mayor and Council of Snow Hill have heretofore agreed that the portion of Church Street which is now utilized in the existing State Route #12 will be returned to the jurisdiction of the town and that in lieu thereof the State Roads Commission will take over and maintain as a part of the State Highway System the bed of Washington Street within the corporate limits of Snow Hill and running from U. S. Route #113 to the southeasternmost corporate limits of the town of Snow Hill for a distance of approximately .88 of a mile and that, as a part of said State Highway, Washington Street will be extended in a southerly direction beyond the corporate limits of Snow Hill to tie into existing State Route #12 at a point approximately 3/4 of a mile south of the corporate limits of the town of Snow Hill and

WHEREAS, pursuant to said understanding; the Mayor and Council of Snow Hill did, on the 10th day of October, 1957, adopt a certain Ordinance No. 63 transferring the jurisdiction of the said bed of Washington Street to the State Roads Commission of Maryland; now, therefore,

BE IT RESOLVED by the State Roads Commission of Maryland that the bed of Washington Street, as described in said Ordinance No. 63, be, and the same is hereby accepted into the State Highway System of the State of Maryland, and be it further resolved by the State Roads Commission of Maryland that the bed of Church Street between U. S. Route #113 and the southeasternmost corporate limits of the town of Snow Hill, be, and the same is hereby transferred to the Mayor and Council of Snow Hill for a distance of approximately .96 of a mile to the end that said Church Street shall become a part of the street system of the town of Snow Hill.

ATTEST:

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

STATE ROADS COMMISSION OF MARYLAND

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

* *

WHEREAS, the Mayor and Council of Snow Hill, Maryland at its meeting on October 10, 1957, did pass a certain Ordinance designated as Ordinance No. 63 transferring jurisdiction to the State Roads Commission of Maryland of the portion of Washington Street, as described in said Ordinance, and

WHEREAS, the State Roads Commission of Maryland at its meeting on FEB 6 1958, did formally accept into the State Highway System the bed of Washington Street as described in said Ordinance No. 63 and did simultaneously at said meeting adopt a resolution transferring to the Mayor and Council of Snow Hill the bed of Church Street; now, therefore,

BE IT RESOLVED by the Mayor and Council of Snow Hill, Maryland that the bed of said Church Street, which heretofore comprised a part of State Route #12 between U. S. Route #113 and the southeasternmost corporate limits of the town of Snow Hill for a distance of approximately .96 of a mile, be, and the same is hereby accepted by the town of Snow Hill to the end that said Church Street shall hereafter become a part of the street system of the town of Snow Hill.

ATTEST:

(Sgd.) John C. Baker

John C. Baker, City Clerk

MAYOR AND COUNCIL OF SNOW HILL

By (Sgd.) B. Herman Adkins

B. Herman Adkins, Mayor

ORDINANCE NO. 63

AN ORDINANCE to give over to the State of Maryland a certain portion of Washington Street in the town of Snow Hill.

Section 1. BE IT ENACTED AND ORDAINED BY MAYOR AND COUNCIL OF SNOW HILL, that so much of Washington Street in said town of Snow Hill as lies between the easterly side of Market Street and the easterly corporate limits of said town of Snow Hill, be, and the same is hereby, given over to the State of Maryland, the portion of said Washington Street lying between the easterly side of Market Street and Pocomoke River having previously been given over to the State of Maryland by Ordinance No. 55 of Mayor and Council of Snow Hill, passed and approved September 1, 1953.

Section 2. AND BE IT FURTHER ENACTED AND ORDAINED AS AFORESAID, that this ordinance shall take effect from the date of its passage.

Passed this 10th day of October, 1957.

(Sgd.) Jas. T. Sturgis
Secretary of the Council

Approved this 10th day of October, 1957.

(Sgd.) B. Herman Adkins
Mayor

(SEAL)

I, John C. Baker, City Clerk of Mayor and Council of Snow Hill, do hereby certify that the foregoing is a true and correct copy of Ordinance No. 63 passed by the Council and approved by the Mayor, on the 10th day of October, 1957, and that the same is still in full force and effect.

Given under my hand and the seal of Mayor and Council of Snow Hill this 3rd day of January, 1958.

(Sgd.) John C. Baker
City Clerk

(SEAL)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 8, 1958
***

Present: Mr. Robert O. Bonnell, Chairman, and Mr. John J. McMullen.

Pursuant to its action November 29, 1957, accepting an offer in amount of $2,155.50, submitted by John Dale Showell, III, for the rectangular parcel of land together with the constructed causeway from the barricade 678'± easterly, designated as the "Causeway Leading to Old Ocean City Bridge", said parcel of land being the former Sarah Kenton Taber property, Item #12571, Contract Wo-152-1-18, the Commission executed deed, in duplicate, dated January 8, 1958, by which it conveys, subject to approval of the Board of Public Works of Maryland, unto John Dale Showell, III, and Ann Lockart Showell, his wife, parcel of land in Worcester County as more fully described in said deed, containing 0.66± acres.

Said deed had previously been approved for execution by Property Agent Bennett and as to form and legal sufficiency by Special Attorney F. A. Puderbaugh.

Copy: Mr. N. E. Pritchett
Mr. R. S. Bennett
Mr. W. C. Hopkins
Mr. C.A. Skirven (2)
Mr. L. C. Moser
Mr. C. L. Wannen
Secretary's File
Contract Wo-152-1-18

This Deed, Made this day of in the year ,

by and between Robert O. Bonnell, Chairman, Edgar T. Bennett and John J. McMullen, Member(s), constituting the State Roads Commission of Maryland, or a majority thereof, party of the first part; and
Theodore R. McKeldin, Governor of Maryland, J. Millard Tawes, Comptroller of Maryland and Hooper S. Miles, Treasurer of Maryland, constituting the Board of Public Works of Maryland, party of the second part; hereinafter sometimes called the "GRANTORS"; and
John Dale Showell, III, and Ann Lockart Showell, his wife,

hereinafter sometimes called the "GRANTEE(S)".

WHEREAS, the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, has heretofore acquired certain property and rights, situate, lying and being in Worcester County(ies),

State of Maryland, and

WHEREAS, the said Commission has constructed, or is about to construct (a) certain State highway(s) and/or bridge(s) known and designated as Wo 152-1-18

and

WHEREAS, the said Commission has prepared, or caused to be prepared, (a) Right of Way Plat(s) designated as State Roads Commission of Maryland's Plat(s) number(s) 18377

which Plat(s) has (have) been recorded among the Land Records of the aforesaid County(ies) in the appropriate Plat Record Book, and

WHEREAS, the said Plat(s) show(s) the land, easements, rights and controls of access which have been determined by the said Commission as necessary to be retained by the State for construction, operation, maintenance, use and protection of the highway(s) and/or bridge(s) constructed, or to be constructed, as aforesaid, and

WORCESTER Co.
SEE SRC MINUTES
1-8-58

WHEREAS, under the provisions of Section 6, Article 89B of the Public General Laws of

the State of Maryland, it is necessary for the Board of Public Works of Maryland to join in the conveyance of any land by the State Roads Commission of Maryland.

NOW, THEREFORE, THIS DEED WITNESSETH:—That for and in consideration of the sum of One ($1.00) Dollar, and other good and valuable considerations, the receipt of which is hereby acknowledged, the said parties of the first and second parts do hereby grant, convey and quitclaim unto John Dale Showell, III, and Ann Lockart Showell, his wife,

all right, title and interest of the State Roads Commission of Maryland and the State of Maryland, in and to all of the following described lot(s) or parcel(s) of land, situate, lying and being in Worcester County, Maryland, and more particularly described as follows, to wit:

BEGINNING for the same at a point in the line of division between the property of Seaside Incorporated and the property of the State Roads Commission of Maryland, said point of beginning being situated in the center line of a 60± feet Right of Way Line leading to the Old Bridge to Ocean City, said point of beginning being more particularly described as Station 1477+16 of said center line of Right of Way, as said center line of Right of Way is delineated on the State Roads Commission's Plat Number 18377, attached hereto and made a part hereof, running thence at right angles to said center line of Right of Way in a Northeasterly direction 30± feet to intersect the northernmost limits of said 60 feet ± Right of Way, running thence and binding along said Northernmost limits of said Right of Way in a Southeasterly direction 185± feet to a point approximately opposite Station 1479+01 of the aforementioned center line of Right of Way running thence at right angles to said Northernmost Right of Way Line 7½± feet to intersect the Northernmost line of conveyance as said line of conveyance is delineated on the aforementioned plat number 18377, attached hereto and made a part hereof, running thence and binding on the aforesaid Northernmost line of conveyance in a Southeasterly direction 457± feet to a point approximately opposite Station 1483.58 of said center line of Right of Way, thence continuing at right angles to said Northernmost line of conveyance 2± feet in a Southwesterly direction and thence continuing in a Southeasterly direction 36± feet to the end of said Northernmost line of conveyance, running thence in a Southwesterly direction 41± feet to intersect the Southernmost line of conveyance as said Southernmost line of conveyance is delineated on the State Roads Commission's Plat number 18377, attached hereto and made a part hereof, running thence and binding along said Southernmost line of conveyance the three following courses and distances VIZ: Northwesterly 36± feet; Southwesterly 2± feet; Northwesterly 459± feet, running thence at right angles to the Southernmost line of conveyance in a Southwesterly direction 7½± feet to intersect the Southernmost Right of Way Line running thence and binding along said Southernmost Right of Way Line in a Northwesterly direction 183± feet to intersect the Line of Division between the property of Seaside Incorporated and the property of the State Roads Commission of Maryland, running thence and binding along a part of said line of Division 30± feet to the place of beginning.

CONTAINING 0.66±ACRES

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE

ROADS COMMISSION OF MARYLAND, its successors and assigns, *forever, in fee simple*, all the land, together with the appurtenances thereto belonging, or in any wise appertaining, lying between the outermost lines designated "Right of Way Line" as shown and/or indicated on the aforesaid plat(s).

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, the right to create, use and maintain on the land shown hatched thus ////////// and thus \\\\\\\\\\ on the above mentioned plat(s) such drainage structures, stream changes and facilities as are necessary in the opinion of the State Roads Commission to adequately drain the highway and/or adjacent property and such slopes as are necessary to retain the highway and/or adjacent property; it being agreed between the parties hereto, however, that at such time as the contour of the land over which this easement is retained is changed so that the easement for slopes is no longer necessary to support the property retained by the State in fee-simple, then said easement for slopes shall cease to be effective.

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, the right to create, use and maintain on or across the land hereby conveyed and across the adjacent land of the "GRANTEE(S)" such waterways and/or inlets and outlets as are necessary in the opinion of the State Roads Commission for the drainage structures indicated in the legend shown in the left hand corner of the above mentioned plat(s).

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, the right to create, use and maintain on the land shown cross-hatched thus XXXXXXXXXX on the above mentioned plat(s), such stream changes, inlet ditches, outlet ditches and facilities as are necessary in the opinion of the State Roads Commission to care for whatever drainage structures which may be determined necessary by the State Roads Commission for the above mentioned project.

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, any and all right whatsoever of the "GRANTEE(S)", their heirs, successors and assigns, of any means whatsoever of ingress or egress between the THROUGH HIGHWAY and the remaining property hereby conveyed across the line which is designated "Right of Way Line of Through Highway," to the end that there never will be any vehicular, pedestrian and/or animal access to or from said THROUGH HIGHWAY and the remaining property of the "GRANTEE(S)" across those lines which are so marked on the above mentioned plat(s) except by means of such public road connections to EXPRESSWAYS or by means of such public and/or private road connections to CONTROLLED ACCESS ARTERIAL HIGHWAYS, as the "COMMISSION" may construct, or permit to be constructed.

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, any and all right whatsoever of the "GRANTEE(S)", their heirs, successors and assigns, of vehicular ingress or egress between the property hereby conveyed and the highway across that portion of the right of way line which is marked "THROUGHOUT THIS PORTION OF THE RIGHT OF WAY LINE ALL VEHICULAR ACCESS IS DENIED", to the end that there will never be any vehicular access to or from said highway and the remaining property of the "GRANTEE(S)" across those portions of the said right of way lines which are so marked on the above mentioned plat(s).

RESERVING unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, the perpetual right to erect and maintain between October 1st and April 1st of each year, snow fences within 100 feet of the land, hereby retained in fee simple, provided that said snow fences shall not interfere with the construction and use of buildings now erected or hereafter erected or with growing crops.

SUBJECT TO and excepting from the operation and effect of this deed any and all rights and reservations that may have been granted or reserved by former owners of this property or their predecessors in title and/or covenants or restrictions which may have been established with respect to said land by such former owners or their predecessors in title.

SUBJECT TO and excepting from the operation and effect of this deed any and all existing rights now hold or used by any public utility or public utilities across or adjacent to the land herein conveyed.

TOGETHER with the buildings and improvements thereon, and the rights, roads, ways, waters, privileges and appurtenances thereunto belonging or in anywise appertaining.

TO HAVE AND TO HOLD the land and premises, hereinbefore described and mentioned,

to the extent of the State's right, title and interest thereto, unto and to John Dale Showell, III, and Ann Lockart Showell, his wife,

SUBJECT, HOWEVER, TO EACH AND EVERY RESERVATION, RESTRICTION, CONDITION, COVENANT AND CONTROL SET FORTH IN THIS INSTRUMENT OF WRITING.

AND THE GRANTEE(S) HEREIN, by the acceptance of this deed, do hereby covenant and agree, on behalf of themselves, their heirs, successors and assigns, to abide by and respect each and every reservation, restriction, condition, covenant and control set forth in this instrument of writing, it being the intention hereof to perpetuate all the rights and privileges retained by the State of Maryland, to the use of the State Roads Commission, by this deed. It is expressly understood and agreed that these covenants shall run with and bind the property hereby conveyed and the remaining property of the "GRANTEE(S)" and shall be binding upon the "GRANTEE(S)", their heirs, successors and assigns forever.

IN TESTIMONY WHEREOF, Witness the hands and seals of the parties hereto:

.....(SEAL)
Robert O. Bonnell, *Chairman*

ATTEST:—

.....(SEAL)
Edgar T. Bennett, *Member*

.....
C. R. Pease, *Secretary*

.....(SEAL)
John J. McMullen, *Member*
Constituting the State Roads
Commission of Maryland.

.....(SEAL)
Theodore R. McKeldin,
Governor of Maryland

ATTEST:—

.....(SEAL)
J. Millard Tawes,
Comptroller of Maryland

.....
Joseph O'C. McCusker, *Secretary*

.....(SEAL)
Hooper S. Miles,
Treasurer of Maryland
Constituting the Board of Public
Works of Maryland.

STATE OF MARYLAND
CITY OF BALTIMORE, To Wit:

I HEREBY CERTIFY, That on this day of in the year , before me, the subscriber, a Notary Public of the State of Maryland, in and for the City aforesaid, personally appeared Robert O. Bonnell, Chairman, Edgar T. Bennett and

John J. McMullen, Members, constituting the State Roads Commission of Maryland, or a majority thereof, and they acknowledged the foregoing Deed to be the act of the said State Roads Commission of Maryland.

WITNESS MY HAND AND NOTARIAL SEAL:

.....

Notary Public

My Commission Expires.....

NOTARY SEAL

STATE OF MARYLAND
COUNTY OF BALTIMORE, To Wit:

I HEREBY CERTIFY, That on this day of in the year , before me, the subscriber, a Notary Public of the State of Maryland, in and for the County aforesaid, personally appeared Theodore R. McKeldin, Governor of Maryland,

J. Millard Tawes, Comptroller of Maryland, and Hooper S. Miles, Treasurer of Maryland, constituting the Board of Public Works of Maryland, and they acknowledged the foregoing Deed to be the act of the said Board of Public Works of Maryland.

WITNESS MY HAND AND NOTARIAL SEAL:

.....

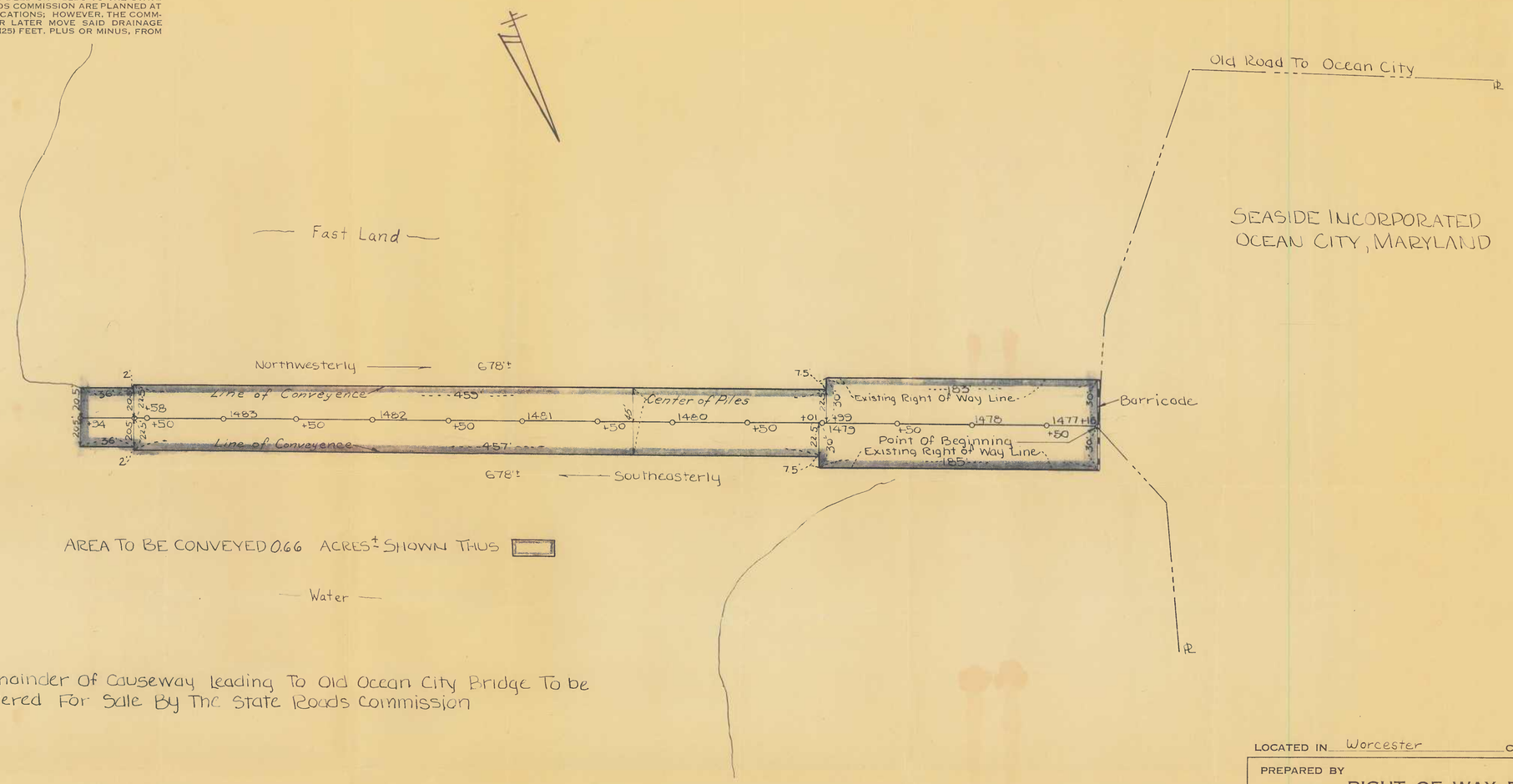
Notary Public

My Commission Expires.....

NOTARY SEAL

LEGEND FOR DRAINAGE STRUCTURES

DRAINAGE STRUCTURES CALLED FOR IN THE DEED OR DEEDS TO THE STATE OF MARYLAND TO THE USE OF THE STATE ROADS COMMISSION ARE PLANNED AT APPROXIMATELY THE FOLLOWING STATION LOCATIONS; HOWEVER, THE COMMISSION RESERVES THE RIGHT TO LOCATE OR LATER MOVE SAID DRAINAGE STRUCTURES NOT MORE THAN TWENTY-FIVE (25) FEET, PLUS OR MINUS, FROM SAID DESIGNATED STATIONS.



LOCATED IN Worcester COUNTY

PREPARED BY

RIGHT OF WAY DIVISION - PLAT SECTION

Arthur L. Perkins
ASSISTANT RIGHT OF WAY ENGINEER

REVISIONS

STATE ROADS COMMISSION
OF MARYLAND

CAUSEWAY LEADING TO OLD OCEAN CITY BRIDGE

SCALE: 1" = 50'

ISSUED September 18 1957

LeRoy C. Moser
RIGHT OF WAY ENGINEER

PLAT No. 18377

Worcester County

MEMORANDUM OF ACTION OF STATE ROADS COMMISSION OF MARYLAND
BY CHAIRMAN AND DIRECTOR JOHN B. FUNK
THURSDAY, APRIL 21, 1960
***

On request of Worcester County, through Mr. W. F. Waller, County Engineer, and concurring in recommendation of Bureau of Programming Chief Wolf, for Planning & Programming Division Director Hajzyk, in letter of April 18, 1960, Chairman and Director Funk authorized the programming of the following projects with the Bureau of Public Roads as Federal Aid Secondary projects in Worcester County:

Project	FAS Rt.	Length	Type of Paving	Estimated Cost
Old Furnace Road	735	1.50 Miles	Gravel Base, Triple Bituminous Surface Treatment	$ 21,794.08
River Road	119	1.50 "	Same as above	21,830.97
Paw Paw Creek Road	669	1.20 "	" " "	17,736.91
Mary Road	1275	1.65 "	" " "	18,428.27

Mr. Wolf's letter states that the total estimated cost of these improvements is $79,790.23 and Federal funds will participate to the extent of 50%, the remainder of the cost to be borne by the County. Worcester County has to its credit an unprogrammed balance of $149,135.00 in Federal Aid Secondary funds, which is in excess of $39,895.12 to be expended on these improvements. These projects, upon completion, will be maintained by Worcester County as a part of its Secondary System.

Copy: Mr. N. M. Pritchett
Mr. W. C. Hopkins
Mr. R. J. Hajzyk
Mr. J. E. Wolf
Mr. C. A. Goldeisen
Mr. G. B. Chaires
Mr. C. S. Linville
Mr. C. A. Skirven (2)
Mr. W. A. Jordan
Mr. F. P. Scrivener
Mr. Rolph Townshend
Mr. H. G. Downs (4)
Mr. A. L. Grubb (2)
Mr. G. N. Lewis, Jr. (8)
Mr. L. C. Moser (2)
Mr. C. L. Wannen
Mr. H. C. Bowers
Worcester County Commissioners (4)
" " Roads Board (4)
SRC-Worcester County

WORCESTER COUNTY

ROAD TRANSFER

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, FEBRUARY 10, 1960
***

Was State C.S. 23-24 now Co 136

On request of Mr. Preston Jones, Chairman of the Worcester County Roads Board, in letter, dated November 23, 1959, to District Engineer C. A. Skirven, and on recommendation of the Engineering Division in letter of February 3, 1960 from Chief Engineer Pritchett, the Commission approved and Chairman and Director Funk executed for and on its behalf the following agreement, in triplicate, dated February 10, 1960, by and between the State Roads Commission of Maryland and the County Commissioners of Worcester County, transferring to the County Commissioners, for maintenance purposes, a section of Md. Route 369 in Newark. Said agreement, previously approved as to form and legal sufficiency by Special Attorney C. C. Seymour and approved by Regional Member Thomas N. Kay and Chief Engineer Pritchett, is to be forwarded to the County Commissioners of Worcester County for execution on its part.

"THIS AGREEMENT, made this 10th day of February, 1960, by and between the State Roads Commission of Maryland hereinafter referred to as 'Commission,' party of the first part, and the County Commissioners of Worcester County, Maryland hereinafter referred to as 'County Commissioners' party of the second part.

WHEREAS, under authority contained in Section 79 of Article 89B of the Annotated Code of Maryland (1957 Edition), the State Roads Commission of Maryland is empowered to transfer State Highways, or portions thereof, to the governing bodies of the several counties of Maryland, for maintenance purposes, and

WHEREAS, the County Commissioners of Worcester County, Maryland agree to accept for maintenance purposes the road hereinafter more particularly described,

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

Wor State C.S. 23-24

St. Lawrence Neck Road in Newark, Md. Route 369 from beginning of S.R.C. maintenance (Old U.S. 113) to end of S.R.C. maintenance, a distance of 0.58 mile. Mow Co. 136

IN CONSIDERATION of the aforegoing, the 'County Commissioners' by the execution of these presents do hereby accept the aforesaid road, into the County Road System, for maintenance purposes, subject to the continuance in effect of any controls of access which may have heretofore been established by the 'Commission'.

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

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

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

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

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

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

WORCESTER

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

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 2, 1959
* * *

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

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, by mutual agreement, to the Governing Bodies of the several Counties of Maryland, for maintenance purposes, and

WHEREAS, the Governing Bodies of the several Counties are empowered to transfer County Roads, or portions thereof, by mutual agreement, to the State Roads Commission of Maryland as part of their State Road System,

NOW, THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the following described sections of State Roads located in Worcester County are hereby transferred to the Governing Body of Worcester County and shall henceforth have the status of County Roads:

1.	Md. Route 576 (Dunn Swamp Road) from Md. 371 southerly (Not in 12 Year Program)	Co 186	1.00 Mile WAS C S 23-35
2.	Md. Route 671 (Taylors Landing Road) from Girdletree to Bayview (In 2nd 4 Years of 12 Year Program)	Co 156	1.26 Miles C S 23-40
3.	Md. Route 502 (Greenbackville Road) from Md. 366 to Virginia State Line (In 3rd 4 Years of 12 Year Program)	Co 308	2.57 Miles C S 23-31
		TOTAL	4.83 Miles

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

TO BE COUNTY PROCESSED

Copy: Mr. A. S. Gordon
Mr. H. Pritchett
Mr. J. Lynch
Mr. G. Hopkins
Mr. C. Gordiano
Mr. H. Gordiano
Mr. F. Scrivener
Mr. C. Shaw (2)
Mr. C. H. Lewis, Jr. (2)
Mr. G. L. Keenan
Mr. T. H. Curtis
Mr. A. L. Grubb
Mr. C. A. Sikeson (2)

Mr. H. C. Bowers
Mr. T. H. Bailey
Mr. E. C. Tomes (4)
Mr. A. Friend
Mr. J. Jordan (2)
Mr. C. H. Collins (2)
Mr. F. Tucker
Members of Commerce Committee, 1/7 Div.
Accomack County Commissioners
Secretary's File
Northampton County
Two-Twelve Year Terrace

EXTRACT FROM MINUTES OF MEETING OF THE STATE LOAN COMMITTEE
WEDNESDAY, DECEMBER 2, 1959

* * *

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

RESOLVED, under authority contained in Section 17 of Article XIV of the Amended Code of Virginia, the State Loan Committee of Virginia is empowered to transfer State Highway or portions thereof, by mutual agreement, to the County Boards of the several Counties of Virginia, for maintenance purposes, and

WHEREAS, the Commonwealth Toll Bridge Commission has transferred to Accomack County Roads, or portions thereof, by mutual agreement, to the State Loan Committee of Virginia as part of State Road System,

NOW, THEREFORE, be it resolved by the State Loan Committee of Virginia that the following described sections of State Roads located in Accomack County are hereby transferred to the Governing Body of Accomack County and shall hereafter have the status of County Roads:

1. Rt. Route 678 (Chum Neck Road) from Rt. 613 southerly for a distance of 1.00 miles (Ca 12 Year Program) 1.00 Miles

2. Rt. Route 671 (Pigeon Landing Road) from Northerly to Hacklow (Ca 2nd 4 Years of 12 Year Program) 1.25 Miles

3. Rt. Route 620 (Greenbackville Road) from Rt. 316 to Virginia State Line (In 3rd 4 Years of 12 Year Program) 2.00 Miles

TOTAL 4.25 Miles

AND BE IT FURTHER, be it resolved by the State Loan Committee of Virginia, that the following County Roads located in Northampton County, to the extent they hereby accepted into the State Loan System of the State of Virginia,

ADDED TO C S 23-37

1. Section of Ebenezer Church Road from south end of Md. 610 to U. S. 50 near Whaleysville — 0.69 Mile — WAS Co 287

C S 23-37

2. Section of Ebenezer Church Road from north end of Md. 610 to U. S. 113 — 1.80 1.24 Miles — WAS Co 15

C S 23-26

3. Section of Burbage Crossing Road from west end Md. 374 to Wicomico County Line (Includes Bridge over relocated Pocomoke River) — 2.84 Miles — WAS Co 85

TOTAL 4.77 Miles

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

1. The effective date for transfer of these roads will be upon complete approval of this agreement.

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

3. The basis for allocation of funds will include the additional County Road mileage in the allocation to Worcester County beginning July 1, 1960.

4. That such exchange of roads 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.

STATE ROADS COMMISSION OF MARYLAND

APPROVED:

(Sgd) Norman M. Pritchett
Chief Engineer

(Sgd) Thomas N. Kay
Approved Regional Member

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

ATTEST:

(Sgd) C. R. Pease
Secretary

Approved as to form and legal sufficiency

11/9/59 (Sgd) C. C. Seymour
Dated Special Attorney

At the regular meeting of the Governing Body of Worcester County, Maryland, held at its office on December 1, 1959, upon motion duly made and seconded, the following resolution was adopted:

WHEREAS, the State Roads Commission of Maryland, at its regular meeting held on December 2, 1959, did formally transfer to this County, for maintenance purposes, the State Roads described in the foregoing section of their resolution, bearing the said date, and the Governing Body is willing to accept the aforesaid roads into the County Road System, for maintenance purposes; and

1. Section of Dewanee County Land from north and of Rd. 410 to R. 2, 20 near Adleyville 0.69 mile

2. Section of Dewanee County road from north end of Rd. 410 to R. 2, 113 4.34 miles

3. Section of Bridge crossing Sand Fork east and Rd. 375 in Dunedin County line (Dunedin Bridge over relocated Pocomoke River) 0.06 miles

TOTAL 5.47 miles

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

1. The effective date for transfer of these roads will be upon complete approval of this agreement.

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

3. The basis for allocation of funds will include the additional County Road mileage in the allocation to Dewanee County beginning July 1, 1970.

4. That such exchange of roads be made on an "As-is basis" which varies in the existing condition of the roads involved and will include all appurtenances and bridge structures.

STATE ROADS COMMISSION OF MARYLAND

ATTEST:

(Seal) Thomas L. Fox
Secretary

(Seal) Warren H. Pritchett
Chief Engineer

Approved
Legislative Auditor

(Seal) John B. Funk
Chairman and Director of Highways

ATTEST:

(Seal) C. E. Weber
Secretary

Approved as to form and legal sufficiency

11/2/70 (Seal) C. O. Sparrow
Date Special Attorney

At the regular meeting of the Governing Body of Wicomico County, Maryland, held on the 2nd day of December 1, 1970, upon motion duly made and seconded, the following resolution was adopted:

"WHEREAS, the State Roads Commission of Maryland, at its regular meeting held on December 2, 1970, did transfer roads in this County, for maintenance purposes, the roads described in the foregoing section of this resolution, including the land deed, and the Governing Body is willing to accept the aforesaid roads into the County Road System, for maintenance purposes and

WHEREAS, the State Roads Commission, at its meeting held on December 2, 1959, did formally accept from this County, as part of the State Roads System, the County Roads described in the foregoing section of their resolution, bearing the said date and the County Commissioners are willing to transfer the aforesaid County Roads to become a part of the State Roads System;

NOW, THEREFORE, BE IT RESOLVED by the Governing Body of Worcester County, Maryland, that the foregoing roads, transferred by Worcester County to the State Roads Commission of Maryland by virtue of the resolution adopted by the State Roads Commission on December 2, 1959, be, and the exchange of roads, as heretofore outlined, are accepted by Worcester County.

(SEAL)

ATTEST:

(Sgd) Elizabeth M. Warner
Chief Clerk to the Board of County Commissioners

(Sgd) John L. Sanford, Jr.
Worcester County State Senator

COUNTY COMMISSIONERS OF WORCESTER COUNTY, MARYLAND

By (Sgd) Joseph G. Harrison
Approved President

(Sgd) Preston Jones

(Sgd) Russell O. Hickman
Worcester County Member of House of Delegates

(Sgd) Mark Pilchard
Worcester County Member of House of Delegates

Worcester County Member of House of Delegates

Mr Cassell
Please handle
as requested
12/7/59

STATE ROADS COMMISSION

State Roads Commission
TRAFFIC DIVISION

DEC 7 1959

Geo. N. Lewis, Jr.
Director

To: Mr. Geo. N. Lewis, Jr.

Re: Exchange of Roads
Worcester County

From: Mr. N. M. Pritchett

December 7, 1959

On December 2, the Commission executed an agreement with Worcester County wherein the following roads were transferred to the governing body of Worcester County:

(1) Md. Route 576 - ~~Gum~~DUNN swamp Road from Md. Route 371 southerly (not in 12-year program) 1.00 mile

(2) Md. Route 671 - Taylor's Landing Road from Girdletree to Bayview (in second four years of 12-year program) 1.26 miles

(3) Md. Route 502 - Greenbackville Road from Md. Route 336 to Virginia State line (in third four years of the 12-year program) 2.57 miles

Under the terms of the agreement, this additional mileage is to be included in the inventory as of December 1, 1959, with the basis of allocation of funds to include the additional county road mileage in the allocation to Worcester County beginning July 1, 1960.

NMP
f

NMP

copy

Worcester County
Ocean City

A RESOLUTION to repeal and re-enact, with amendments, Section 134 of Article 24 of the Code of Public Local Laws of Maryland (1930 Edition), title Worcester County, sub-title "Ocean City", re-establishing the northerly limits of the town of Ocean City, and providing specific conditions applicable to the newly annexed area.

Section 1. BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, that Section 134 of Article 24 of the Code of Public Local Laws of Maryland (1930 Edition) is repealed and re-enacted, to read as follows:

"134. The inhabitants of Ocean City, in Worcester County, Maryland, are constituted a body corporate, by the name of Mayor and City Council of Ocean City, and by that name may sue and be sued, have and use a common seal, have perpetual succession; that the bounds and limits of said city shall be as follows: BEGINNING at mean low water mark in the Atlantic Ocean, where the northerly line of South Seventh Street, extended, would strike said ocean; thence by and with the said line extended, and the northerly line of South Seventh Street and said northerly line extended, in a westerly direction to the middle of Sinepuxent Bay; thence along the middle of Sinepuxent and Isle of Wight Bays, in a northerly direction, to a point where the center line of North Forty-first Street, as now established, would, if extended, intersect said middle line of Isle of Wight Bay; thence by and with such line extended and the said center line of North Forty-first Street, and said line extended to a point in said ocean, at mean low water mark, thence by and with said ocean, at mean low water mark, to the beginning."

Worcester County
Ocean City

Section 2. BE IT FURTHER RESOLVED BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, that the parcel of land being annexed by this resolution is all that tract or parcel of land lying and being situate in the Tenth Election District of Worcester County, Maryland, and more particularly described as follows: BEGINNING for the same at a point formed by the intersection of the southerly line of North Twenty-sixth Street and an extension thereof as now designated, with the mean low water mark of the Atlantic Ocean, and running thence in a westerly direction by and with the southerly line of said North Twenty-sixth Street and a westerly extension thereof to the middle of Isle of Wight Bay; thence along the middle of Isle of Wight Bay, in a northerly direction, to a point where the center line of North Forty-first Street, as now designated, would, if extended, intersect said middle line of Isle of Wight Bay; thence by and with said line extended, and the center line of North Forty-first Street; and said line extended, to its intersection with the mean low water mark of the Atlantic Ocean; thence by and with the said mean low water mark of the Atlantic Ocean in a southerly direction to the place of beginning, containing 130.935 acres of land, more or less.

Section 3. BE IT FURTHER RESOLVED BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, that the parcel of land being annexed by this resolution is more particularly described, by metes and bounds, as follows: BEGINNING for this survey at Point "A" as shown on the plat titled "Survey of Proposed Addition to Town of Ocean City, Worcester County, Maryland", and made by George B. Cropper, R.P.E. and L.S., and dated June, 1957. Said point "A" being the intersection of North Twenty-sixth Street, as shown on the plat of Ocean City, Maryland, by the Sinepuxent Beach Company of Baltimore, Maryland; and

Section 2. BE IT FURTHER RESOLVED BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, that the parcel of land being affected by this resolution is all that tract or parcel of land lying and being situate in the Tenth Election District of Worcester County, Maryland, and more particularly described as follows: BEGINNING for the same at a point formed by the intersection of the southerly line of South Twenty-sixth Street and an extension thereof as now constructed, with the mean low water mark of the Atlantic Ocean, thence running through the Bayside direction by and with the southerly line of said South Twenty-sixth Street and a southerly extension thereof to the edge of the Atlantic Bay; thence along the middle of Isle of Wight Bay, in a northerly direction, to a point where the center line of South Twenty-first Street, as now constructed, would, if extended, intersect said center line of Isle of Wight Bay; thence by and with said line extended, and the center line of South Twenty-first Street and said line extended, in an northeasterly direction with the mean low water mark of the Atlantic Ocean; thence by and with the said mean low water mark of the Atlantic Ocean in a southerly direction to the place of beginning, containing 1[illegible] acres of land, more or less.

Section 3. BE IT FURTHER RESOLVED BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, that the parcel of land being affected by this resolution is more particularly described, by metes and bounds, as follows: BEGINNING for this survey at Point "A" as shown on the plat titled "Survey of Proposed Addition to Town of Ocean City, Worcester County, Maryland", and made by George E. Coulbourn, R.P.E. and L.S., and dated June, 1971. Said point "A" being the intersection of South Twenty-sixth Street, as shown on the plat of Ocean City, Section, by the Government Beach Company of Baltimore, Maryland and

Worcester County
Ocean City

the mean low water line of the Atlantic Ocean as of June, 1957. Thence by and with the south side of North Twenty-sixth Street extended, North 71° 57' 11" West, 3,607 feet to the easterly edge of the government channel; thence North 8° 17' 00" West, 2,457 feet; thence North 11° 38' 58.6" East, 2,205 feet to a point which is the intersection of the center line of Forty-first Street extended, said Forty-first Street being the same as Eighth Street as shown on the plat of Isle of Wight, Maryland, by the Isle of Wight Land Company to the aforesaid line; thence by and with the center line of Forty-first Street extended, South 78° 21' 01.4", (East, 4629.4) feet to a point which is the intersection of the center line of Forty-first Street and the mean low water line in the Atlantic Ocean as of June, 1957; thence by and with the mean low water line of the Atlantic Ocean the following eight courses: South 15° 47' 00 West, 291 feet; South 7° 11' 00 West, 700 feet; South 17° 31' 00" West 655 feet; South 12° 16' 00 West, 1,220 feet; South 20° 51' 00 West, 390 feet; South 10° 33' 00 West, 632 feet; South 20° 57' 00 West, 532 feet; South 14° 22' 00" West, 515.9 feet to the place of beginning. All bearings refer to true north.

Section 4. BE IT FURTHER RESOLVED BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, that the property above described, and the persons residing therein, shall be subject, generally to the provisions of the Charter of the Mayor and City Council of Ocean City as set forth in Sections 134-158, inclusive, Article 24, Code of Public Local Laws of Maryland (1930 Edition), as amended, except for the following specific conditions:

(a) Tax rate shall be $1.20 per $100.00 of assessment.

(b) A central water system will be provided, if such is reasonably possible, within 3 years from the date hereof.

(c) A central sewerage disposal system will be provided,

the mean low-water line of the Atlantic Ocean at about 1957;

thence W and with the south side of South Twenty-Ninth Street extended, North 71° 57' 32" West, 2,007 feet to the easterly side of the proposed extension of Ocean Avenue, North 8° 27' 00" East, 2,457 feet; thence South 11° 28' 54.6" East, 2,207 feet to a point within in the intersection of the center line of Forty-Third Street extended, with Forty-First Street being the same as a point marked on a map on file at Lain Office, Berkeley, Alameda County, Calif. of land conveyed to the aforesaid Lynn Thurston by and with the center line of Forty-First Street extended, South 71° 27' 00.4" East (Bar: 1.09%.m) to the intersection of the center line of Forty-First Street and the mean low water line in the Atlantic Ocean as of June, 1957; thence W and with the mean low water line of the Atlantic Ocean the following eight courses: South 15° 42' 00 West, 291 feet; South 7° 12' 00 West, 290 feet; South 17° 31'00" West 555 feet; South 32° 16' 00 West, 1,320 feet; South 20° 21' 00 West, 320 feet; South 10° 22' 00 West, 192 feet; South 80° 57' 00 West, 232 feet; South 32° 22' 00" West, 232.9 feet to the place of beginning. All bearings refer to true north.

Section 4. SO IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALAMEDA, that the property above described, and the persons residing thereon, shall be subject, generally to the provisions of the Charter of the Navy and City Council of Oakland as set forth in Sections 121-154, inclusive, Article 2b, Code of Public Local Laws of Maryland (1957 Edition), as amended, except for the following specific conditions:

(a) Tax rate shall be $1.80 per $100.00 of assessment.

(b) A control water system will be provided, if and is reasonably possible, within 1 years from the date hereof.

(c) A control sewer system will be provided.

Worcester County
Ocean City

if such is reasonably possible, within 8 years from the date hereof.

(d) When central water and/or sewerage is installed, a tax will be levied against the property in the area in an amount sufficient to amortize the bond issue or issues necessitated by installation of such capital improvements.

(e) Approval of sub-sections (b), (c) and (d) hereof by the Maryland and Worcester County Departments of Health.

Section 5. BE IT FURTHER RESOLVED BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, that this resolution shall become effective 45 days following the date of this enactment, namely, August 9, 1957.

Resolved this 25th day of June, 1957.

/s/ D. Pasher Bishop
D. Pash-er Bishop, President

ATTEST: /s/ John Dale Showell, III
John Dale Showell, III, Secretary

Approved this 25th day of June, 1957.

/s/ Daniel Trimper, Jr.
Daniel Trimper, Jr. Mayor

ATTEST: /s/ T. Earl Pierce
T. Earl Pierce, City Clerk

is such in reasonably possible, within 6 years from the date hereof.

(d) Upon certified state and/or community is installed, a lien will be placed against the property in the area in an amount sufficient to reimburse the local taxpayers or federal government by installation of such capital improvements.

(e) Approval of sub-sections (b), (c) and (d) hereof by the Regional and Metropolitan County Department of Health.

Section 3. IF PROPER REMEDIES OF THE WATER AND SEWER DISTRICT OF GRAND CITY, that this resolution shall become effective 10 days following the date of this enactment, namely, August 9, 1971.

Resolved this 25th day of June, 1971.

/s/ R. Porter Bishop
R. Porter Bishop, Chairman

Attest: /s/ Mary Dale Connell, III
Mary Dale Connell, III, Secretary

Approved this 25th day of June, 1971.

/s/ Gordon Tyrone, Jr.
Gordon Tyrone, Jr., Mayor

Attest: /s/ T. Earl Pearson
T. Earl Pearson, City Clerk

C
O
P
Y

Worcester County
Ocean City

February 25, 1958

Mr. John T. Gorsuch, Supervisor of Mapping
State Roads Commission
108 East Lexington Street
Baltimore 3, Maryland

Dear Sir:

We are enclosing herewith copy of resolution pertaining to annexation of the area north of Ocean City between N. 26th St. and N. 41st St.

We are very sorry, but we do not have a suitable map to send you of this area. It is composed of portions of two plats, and they have never actually been put together. I have made a map to show the lots, streets, etc. but it is not accurate.

There will be a meeting of the Mayor and Council this evening and I will see if they will approve my having this done. I have talked with the local surveyor and he states that he could do it for us within a short time.

I trust that the enclosed resolution will suffice for the present time.

Very truly yours,

MAYOR AND CITY COUNCIL OF
OCEAN CITY

T. Earl Pierce

WORCESTER COUNTY
ABONDONED STATE ROAD

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JUNE 5, 1957
*****

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

Pursuant to its action May 15, 1957, relative to abandonment of a section of the Harbor Road (Md. Route 626), the Commission, upon motion duly made and seconded, adopted the following resolution:

WHEREAS, a section of Maryland Route #626, known as Harbor Road has been completely eroded, by the action of the currents in Sinepuxent Bay, and

WHEREAS, the cost of rebuilding this section of Maryland Route #626 and protecting it from further erosion would be prohibitive, and

WHEREAS, an alternate route has been provided by way of Maryland Route #707.

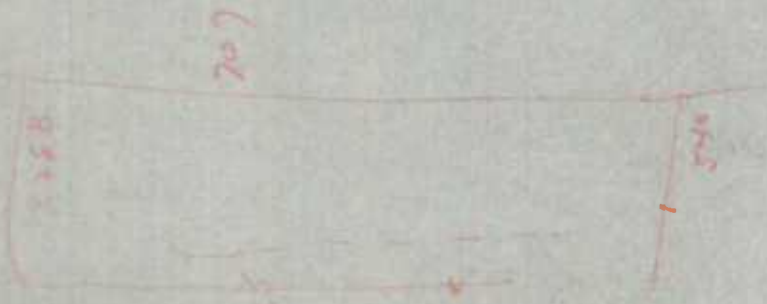
NOW THEREFORE, BE IT RESOLVED by the State Roads Commission of Maryland that the section of Maryland Route #626, known as Harbor Road described as follows, to wit:

BEGINNING at a point 17 feet North of the B. & E. railroad track near the Eastern terminus thereof and 540 feet South of existing Maryland Route #707 near the Eastern and thereof, continuing Southward along the center line of the eroded section of the road, thence Westward 513 feet to the end of the eroded area, this point being 2765 feet East of the fourway intersection of Maryland Route #626 and the County roads.

BE and the same is hereby officially abandoned.

Copy: Messrs Pritchett, Morison, Skirven, Clawson, Grubb, Lewis, Scrivener, Buscher
Secretary's File
SRC-Worcester Co.

PART OF
CONTROL-SECTION
23-39



WORCESTER COUNTY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 27, 1957
***

STATE TO COUNTY

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

On recommendation of Chief Engineer Pritchett in letter dated March 22, 1957, the Commission authorized the transfer from the State Roads System to the County Roads System of Worcester County, of approximately three (3) miles of old U. S. Route 113 from its intersection with new U. S. Route 113 south of Newark to its intersection with U. S. Route 113 north of Newark, upon completion of its improvement by the State Roads Commission, and approximately 1.25 miles of old U. S. Route 113 north and south of Ironshire, in accordance with the following resolution adopted by the County Commissioners of Worcester County, Maryland:

Co 274

Co 275

"WHEREAS, State Roads Commission has agreed to improve that Section of old U. S. Route #113 from its intersection with the new U. S. Route #113 South of Newark to its intersection with new U. S. Route #113 North of Newark a distance of approximately three miles, provided County Commissioners agree to take over as a part of the County Roads System, the said section of road when improved and also agree to take over as a part of said County Roads System, the section of old U. S. Route #113 North and South of Ironshire a distance of approximately one and one-fourth miles, all being in Worcester County, Maryland.

3.0
1.25
4.25

NOW, THEREFORE BE IT RESOLVED, by the County Commissioners of Worcester County, Maryland this 19th day of March 1957, that upon completion of the improvement of approximately three miles of old U. S. Route #113 extending North and South of Newark by the State Roads Commission, the County Commissioners of Worcester County agree to take over and maintain as a part of the County Roads System of Worcester County the following Sections of old U. S. Route #113 to wit:

1. Approximately three miles thereof extending North and South of Newark, when improved as aforesaid, and 3

2. Approximately one and one-fourth miles thereof extending North and South of Ironshire." 1.25

			Secretary's File
Copy:	Mr. A. S. Gordon	Mr. A. F. Shure	Mr. A. F. DiDomenico
	Mr. N. M. Pritchett	Mr. W. A. Friend	Mr. G. N. Lewis, Jr. (
	Mr. W. C. Hopkins	Mr. C. A. Skirven (2)	Mr. L. C. Moser
	Mr. C. A. Goldeisen	Mr. F. P. Scrivener	Mr. F. V. Dreyer
	Mr. P. A. Morison	Mr. C. L. Wannen	Mr. C. W. Clawson (4
	Mr. A. L. Grubb	Co. Commrs. Wo. Co.	SRC-Worcester Co.

Geo N Lewis, Jr

Minutes

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, NOVEMBER 7, 1956

***

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

At meeting of the Commission May 9, 1956, Grant and Agreement, in triplicate, dated May 9, 1956, by and between the Baltimore and Eastern Railroad Company, a body corporate, and The Pennsylvania Railroad Company, a body corporate, operating the railroad of the Baltimore and Eastern Railroad Company, parties of the first part, therein called "Railroad", and the State Roads Commission of Maryland, Acting for the State of Maryland, party of the second part, therein sometimes called "State", covering the construction of a new grade crossing on U. S. Route 113 on the Baltimore and Eastern Railroad, at approximately Valuation Station 1234+50 of Railroad at or near Berlin, Worcester County, Maryland, in connection with the relocation of U. S. Route 113, Contract No. Wo-332-4-120, was executed by the Commission, and on May 15, 1956 forwarded to the Railroad for execution on its part.

In letter dated October 31, 1956, Chief Engineer Pritchett informed the Commission the agreement has been re-written and recommended execution of agreement transmitted with his letter. The Commission, therefore, executed Grant and Agreement, in triplicate, dated November 7, 1956, by and between the Baltimore and Eastern Railroad Company, a body corporate, party of the first part, therein called "Railroad", and the State Roads Commission of Maryland, Acting for the State of Maryland, party of the second part, therein sometimes called "State", wherein the Railroad grants, subject to the terms, limitations, covenants, and agreements therein set forth unto the State of Maryland to the use of the State Roads Commission of Maryland, its successors and assigns, the right, liberty, and privilege of constructing, establishing, repairing and maintaining, at its sole cost and expense, a public highway, at grade, over and across the right-of-way and track of the Railroad, on, across, and over all that certain part or parcel of land at approximately Valuation Station 1234+50 of Railroad at or near Berlin, Worcester County, Maryland as shown on State Right of Way Plat No. 12924, Contract No. WO-332-4-120, which plat is incorporated therein and made a part thereof as if attached thereto. Said Grant and Agreement had been approved as to form and legal sufficiency by Special Attorney F. A. Puderbaugh.

Copy: Mr. N. M. Pritchett
Mr. P. A. Morison
Mr. C. A. Skirven (2)
Mr. C. L. Wannen
Mr. C. W. Clawson
Mr. L. C. Moser
Secretary's File
SRC-Worcester County
Mr. W. C. Hopkins
Mr. C. A. Goldeisen
Mr. A. F. DiDomenico
Mr. A. L. Grubb
Mr. A. F. Shure
Mr. G. N. Lewis, Jr. -8
Contract Wo-332-4-120

Mr. B. N. Lewis, Jr.
(for Geo. Lewis 11/16/56)
WO-332-4

THIS GRANT AND AGREEMENT made this 7th day of November, A.D. 1956 by and between the BALTIMORE AND EASTERN RAILROAD COMPANY, a body corporate, party of the first part, hereinafter called "Railroad", and the STATE ROADS COMMISSION OF MARYLAND, Acting for the State of Maryland, party of the second part, hereinafter sometimes called "State".

WHEREAS, by reason of the volume of present day highway travel, and to facilitate and promote such travel, State desires to construct a new State Highway, the same being known as U. S. Route 113, between Basketswitch, Maryland and a point north of Berlin, Maryland; and

WHEREAS, State, as part of said highway project, proposes to construct a new crossing at grade across the Baltimore and Eastern Railroad at a point approximately Valuation Station 1234 + 50 of Railroad, east of Berlin, Worcester County, Maryland, as more particularly shown on print of plan, Sheet 14 of 24, Contract No. WO-332-4-120, of State, which plan is incorporated herein and made a part hereof as if attached hereto, and which improvement is solely for the convenience and improvement of highway travel or use; and

WHEREAS, Railroad is willing to consent to said proposed highway crossing, at grade, its right of way and track by State, and the parties desire to enter into an agreement in respect thereto.

NOW, THEREFORE, THIS AGREEMENT WITNESSETH that for and in consideration of the sum of Five ($5.00) Dollars, lawful money of the United States of America paid by the Stateto Railroad, the receipt of which is hereby acknowledged and in further consideration of other valuable considerations moving from each party to the other, Railroad, insofar as it has a legal right and its present title permits, has granted and by these presents does grant, subject to the terms, limitations, covenants, and agreements hereinafter set forth unto the State of Maryland to the use of the State Roads Commission of Maryland, its successors and assigns, the right, liberty, and privilege of constructing, establishing, repairing and maintaining, at its sole cost and expense, a public highway, at grade, over and across the right-of-way and track of the Railroad, on, across, and over all that certain part or parcel of land situate at approximately Valuation Station 1234 + 50 of Railroad at or near Berlin, Worcester County, Maryland, as shown on State Right of Way Plat No. 12924, Contract No. WO-332-4-120, which plat is incorporated herein and made a part hereof as if

attached hereto.

The benefit accruing to Railroad from the construction of this project is zero.

TO HAVE AND TO HOLD the above granted right, liberty and privilege unto and to the use and benefit of State, its successors and assigns, subject, however, to the following terms, limitations, covenants, and conditions:

1. Railroad, at State's expense, shall prepare its track for the proposed highway crossing, which work shall, in general, involve renewing, if necessary, the ties and rails; installing flangeway guards, if used; cribbing-out the ballast between and under ties and substituting stone ballast from 18 inches below the ties to top of the ties, and surfacing track through crossing, all preparatory to the paving by State between and in vicinity of the rails; and shall also, at State's expense relocate, change or alter such telephone, telegraph and signal lines, as well as other Railroad facilities, as may be necessary to accommodate the project. Railroad, at its expense, shall thereafter maintain, repair and renew its said facilities,

2. State, at its expense, shall construct, except work which Railroad is to perform at State's expense, the entire highway improvement, including the grouting of ballast, installing screening base course and paving between and in vicinity of the rails, and installing advance highway warning signs; shall install (including future enlargement, if necessary), drainage pipes along the track through the crossing in Railroad's side ditches of such diameter and length as may be required by the Regional Engineer of Railroad or his representative, keeping said drainage facilities free of debris to permit the free run-off of water. State shall not drain any water from the highway into Railroad's side ditches unless approved by Regional Engineer of Railroad or his representative. If the above mentioned drains should at a later date prove inadequate, State shall install at State's expense adequate drains.

3. State, at its expense, shall, without previous notice from Railroad, maintain, repair and renew the entire highway crossing, including but not limited to the sub-surface and paving on and about the track of Railroad, and also the above mentioned advance warning signs, as well as approaches, drains and other facilities, keeping the crossing, approaches and all appurtenances in a good and safe condition and performing all work in such a suitable and safe manner as not to jeopardize, impede or interfere with the full, free and safe use, operation and enjoyment by Railroad of its railroad and property. If, however, it is necessary at any time

to perform any work in respect to the highway sub-surface of that part of the crossing between the rails or immediately adjacent thereto, State shall notify Railroad thereof, in writing, and Railroad, at the expense of State, shall perform such work.

4. State, at its expense, shall install a manually operated highway traffic light signal at the crossing. If in the future, it becomes necessary to improve such highway traffic light signal, Railroad or State, as agreed shall furnish, improve or install same at the expense of the State. If it becomes necessary to relocate, change or alter the said highway traffic light signal to accommodate the widening of the highway or otherwise, Railroad or State, as agreed, shall perform the work at the State's expense. If in the future, it becomes necessary to install at said crossing, flashing light signals and/or short arm gate protection, the work of installing and maintaining the said crossing protection shall be done by Railroad forces at the expense of the State. Highway traffic light signal, indication and control shall be approved by Railroad. Railroad shall formulate and issue instructions to train crews for operation of said highway traffic light signal.

5. State at its expense, shall maintain, repair and renew such highway-railroad traffic light signal protection after its installation and any improvement, relocation, change or alteration of the same except as provided in preceding Paragraph 4.

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

7. In the course of any work performed by State or its contractor, State shall, in addition to any necessary and appropriate precautions, furnish or cause contractor to furnish any necessary, qualified watchmen to warn workmen or other persons about the work of the approach of any train or moving equipment upon the

track of railroad and to keep all workmen or other persons, equipment and materials a safe distance from the track (including any power, communication and signal wires) so that there will be no contact with trains, rolling equipment or wires. If Railroad deems it desirable, in the judgment of the Regional Engineer, it may furnish any necessary watchmen, flagmen, track foremen, or such other employes as may be deemed necessary to insure the safety of the Railroad during work by the contractor at the crossing, the cost of whom shall be paid by the contractor and State shall not make final payment to contractor until such cost is paid to Railroad.

8. Each party shall in carrying out the work provide the necessary engineering and inspection. State shall reimburse Railroad for all such costs incurred by it.

9. It is understood and agreed by the parties hereto that this grant and agreement covers the presently proposed construction of two lanes of the said new U. S. Route 113 divided highway.

10. State shall cause its contractor(s), at latter's expense, to provide:

(1) Contractor's Public Liability and Property Damage Liability Insurance; (2) Contractor's Protective Public Liability and Property Damage Liability Insurance; and (3) Railroad's Protective Public Liability and Property Damage Liability Insurance, each of said policies to be in amount of not less than $100,000.00 for injury (including death) to one person, and subject to that limit for each person, a total of not less than $300,000.00 for injury (including death) to two or more persons in any one accident; and not less than $25,000.00 for damage to or destruction of property during the policy period. And, each policy shall contain (1) an endorsement evidencing that any damages resulting from an act or omission of watchmen, flagmen, or similar employes furnished by Railroad by reason of the operations of the contractor or subcontractors shall be deemed a part of the operations of the contractor and are covered by such policy; and (2) the Railroad's Protective Public Liability and Property Damage Liability policy shall contain an endorsement evidencing that Railroad is protected against damages, or payments by Railroad, arising from injury (including death) to officers and employes of contractor or subcontractors while on the premises hereunder of Railroad.

The insurance policies shall be satisfactory to State and Railroad before the work is commenced, and shall remain in force until the work is completed and accepted by State. A copy of the policy together with all endorsements shall be

furnished to State and Railroad promptly after approval.

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

12. Any bills rendered by Railroad for services or work performed hereunder for or on behalf of State, shall be presented currently and paid promptly. Railroad shall permit State to examine, if desired, the records of Railroad to check or verify any bills. It is understood that in bills of Railroad there shall be added 15% to the invoice cost of materials used and 10% to all items of labor paid, for overhead, and, in addition thereto, there shall be added to such items of labor applicable vacation percentages and taxes paid or accrued on wages paid for such labor for Railroad Retirement, Railroad Unemployment Insurance and any other social security taxes or items in the nature thereof upon such wages paid or accrued at the time, plus cost of insurance.

13. In the event the highway is vacated in the future, this right or easement shall cease and determine as if it had never been granted, and State, at its expense, shall, upon written notice from Railroad, promptly remove the crossing and restore the premises of Railroad to their original condition.

IN WITNESS WHEREOF, the parties hereto have caused this agreement to be executed by their respective duly authorized officers the day and year first hereinbefore mentioned.

BALTIMORE AND EASTERN RAILROAD COMPANY

ATTEST:

Asst. Secretary

By

Vice-President

STATE ROADS COMMISSION OF MARYLAND

By _____
Chairman

ATTEST:

_____
Secretary

_____

_____

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

Approved as to form and legal sufficiency this 24th.

day of October, 1956

_____
Special Attorney of Maryland

STATE OF MARYLAND :
: ss.
CITY OF BALTIMORE :

I HEREBY CERTIFY, that on this 7th day of November A.D., 1956, before me the Subscriber, a Notary Public of the State of Maryland, in and for Baltimore ~~County~~ City, personally appeared Robert C. Bennett Chairman, Edgar T. Bennett and John J. McMullen, being all and constituting the STATE ROADS COMMISSION OF THE STATE OF MARYLAND, and each severally acknowledged the foregoing Agreement and Grant to be the act and deed of the State Roads Commission of the State of Maryland, acting for the State of Maryland.

AS WITNESS my hand and Notarial Seal.

Mary J. Stark
Notary Public

My Commission Expires 5-6-57

(S E A L)

STATE OF MARYLAND :
: ss.
CITY OF BALTIMORE :

I HEREBY CERTIFY that on this 6th day of December, A.D. 1956, before me, the Subscriber, a Notary Public of the State of Maryland, in and for the City of Baltimore, personally appeared R. Schwab, Vice-President of the BALTIMORE AND EASTERN RAILROAD COMPANY, and acknowledged the foregoing Agreement and Grant to be the corporate act and deed of the said the Baltimore and Eastern Railroad Company.

AS WITNESS my hand and Notarial Seal.

Jacob W. Bonnet
Notary Public

My Commission Expires 5/6/57

(S E A L)

Mr. Cassell

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

Present: Senator Edgar T. Bennett and Mr. David M. Nichols.

On recommendation of Chief Engineer Norman M. Pritchett, as set forth in his letter of January 19, 1954 to the State Roads Commission, the following final estimate was approved for payment and this section of road turned over to the County Commissioners of Worcester County for maintenance as part of the County Roads System. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $5,288.77 for completion of stabilized base course - bituminous surface treatment on a relocation beginning at a point on State Route #610, north of Whaleysville, and extending southerly to a point on U.S. route #50, 0.3 mile west of intersection of State Route #610 and U.S. Route #50, for a distance of 0.677 mile, our Contract #Wo-324-1-117 FAP #S-489 (1), Scott & Wimbrow, contractor. The contract for this work was awarded on December 9, 1952 and was completed on August 12, 1953. The total amount of this contract is $28,289.70.

Copy: Messrs Pritchett
Hopkins
Morison
Goldeisen
DiDomenico
Scrivener
Wannen
Skirven

Messrs Clawson
Lewis, Jr.,
Robins
Rice
Co. Commrs. of Worcester Co.
SRC- Worcester County
Cont. No. Wo-324-1-117 FAP#S-489 (1)

File

Mr Russell

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JULY 16, 1952
***

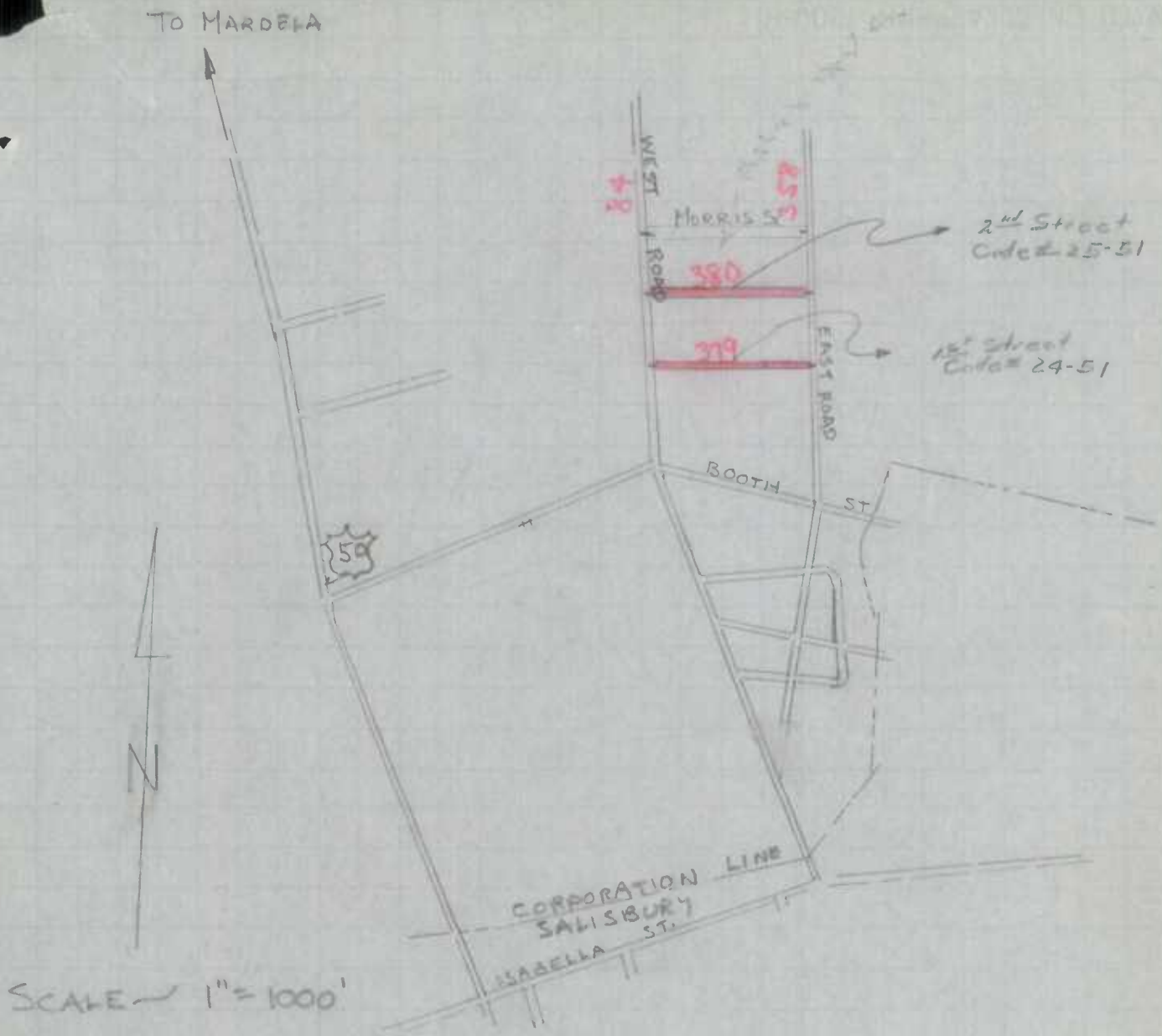
Present: Mr. Russell H. McCain, Chairman, and Mr. Avery W. Hall.

On recommendation of Chief Engineer W. F. Childs, Jr., as set forth in letter of July 15, 1952 to the State Roads Commission, the following final estimate was approved for payment, this section of road to remain in the County System for maintenance by Worcester County. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $2,880.75 for scarifying, stabilization and bituminous surface treatment on the Burbage Crossing-Libertytown Road, beginning at Burbage Crossing and extending easterly toward Libertytown for a distance of 2.900 miles, our Contract #Wo-320-117 FAP#S 198 (2), The Hannaman-Burroughs Company, contractor. The contract for this work was awarded on November 7, 1951 and was completed on May 24, 1952. The total amount of this contract is $29,010.74.

Copy: Messrs. Childs
Hopkins
Morison
Goldeisen
Skirven
DiDomenico
Scrivener

Messrs. Wannen
Lee
Lewis
Friend
Robins
Mrs. Rice
Co. Commrs. of Worcester Co.



SCALE ~ 1" = 1000'

OVERLAY OF
SALISBURY

TABBED ON LM
3-20-52

NEED INVENTORY.
MINUTES?
ROAD CONDITION
REPORT.

Worcester Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, JANUARY 8, 1952

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

On recommendation of Chief Engineer, W. F. Childs, Jr., as set forth in his letter of Jan. 3, 1952, to the State Roads Commission, the following final estimate was approved for payment and this section of road accepted into the State Highway System for maintenance. Detail of the cost of this contract will be submitted by the Comptroller and recorded in the minutes at a subsequent meeting of the Commission.

Final estimate of $12,588.95 for completion of construction of a stabilized base course on a section of Md. Rt. 589, beginning approximately 1.1 miles southeast of US Rt. 113, and extending southeasterly toward Gray's Corner on US Rt. 213 for a distance of 1.562 miles, our Contract Wo-285-5-117 also WO 285-001-150 FAP #S-145(2), Pleasanton and Edgell, Incorporated, contractor. The contract for this work was awarded on April 5, 1950 and was completed on October 11, 1950. The total amount of this contract is $59,899.19.

Copy: MESSRS: Childs, Hopkins, Morison, Goldeisen, Skirven, Di Domenico, Scrivener, Wannen, Lee, Lewis, Friend, Robins, Rice, Co. Commrs. of Wo.Co.

Minutes

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

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

The Commission confirmed its action of July 3 approving request of the County Commissioners of Worcester County in a letter dated June 12, that the stabilization and surface treatment of 2.9 miles of the Burbage Crossing-Libertytown Road be programmed as a Federal Aid Secondary Project, and in response to letter of Chief Engineer W. F. Childs, Jr., dated June 20, authorized that the matter be referred to the Bureau of Public Roads. It is understood that this section of road is to remain in the County System following completion.

Copy: Mr. R. H. McCain
Mr. W. F. Childs, Jr.
Mr. E. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeisen
Mr. A. F. Shure
Mr. C. A. Skirven
Mr. F. P. Scrivener
Mr. A. F. DiDomenico
Mr. G. N. Lewis, Jr.
Mr. Allan Lee
Mr. A. L. Grubb
Mr. C. L. Mannen
Mr. H. C. Bowers
Mrs. G. S. Rice
Co. Commrs. of Worcester Co.

2-Expressway Programmed
to McCarroll
8/20/51 - JAP

Maryland under which the said State Roads Commission is constructing, reconstructing and maintaining public roads and highways; and further more that the said The Mayor and City Council of Ocean City shall relinquish to the State of Maryland to the use of the State Roads Commission of Maryland, jurisdiction, control over and title to the said bed of said Philadelphia Avenue, South First Street, Worcester Street and Baltimore Avenue as above described, as public highways, to the extent provided in the above mentioned Acts of Assembly, so that the same may be hereafter under the jurisdiction and control of, and with title vested in the State Roads Commission of Maryland, its successors and assigns, and any other official or agent, who may hereafter be assigned by the State of Maryland for the performance of such duties, and

WHEREAS, the State Roads Commission will not construct or maintain storm water drainage facilities or sidewalks.

WHEREAS, The Mayor and City Council of Ocean City and State Roads Commission deem the same desirable.

SECTION 1. NOW, THEREFORE, BE IT ENACTED AND ORDAINED BY THE MAYOR AND CITY COUNCIL OF OCEAN CITY, That the public easement in the bed of Philadelphia Avenue from South First Street to North Ninth Street, for the following curb to curb distances, from South First Street to Worcester Street, 39 feet; from Worcester Street to Caroline Street, 62 feet; from Caroline Street to North First Street, 66 feet; from North First Street to North Fifth Street, 47 feet; from North Fifth Street to North Ninth Street, 49 feet; of South First Street from Philadelphia Avenue to Baltimore Avenue for a curb to curb width of 39 feet; of Worcester Street from Philadelphia Avenue to Baltimore Avenue for a curb to curb width of 32 feet; of Baltimore Avenue from South Second Street to Fifteenth Street for a curb to curb width of 34 feet, in Ocean City, Maryland, to the full extent of the rights, interest, powers and title thereto now vested in The Mayor and City Council of Ocean City, be and the same is hereby granted to the State of Maryland, to the use of the State Roads Commission of Maryland, its successors and assigns, so far as the same may be necessary for the construction, reconstruction and maintenance of

the same as a public highway of the State of Maryland.

AND The Mayor and City Council of Ocean City do hereby transfer to the State of Maryland, to the use of the State Roads Commission of Maryland, jurisdiction and control over and title to the bed of said Philadelphia Avenue, South First Street, Worcester Street and Baltimore Avenue as above described to the extent provided in the Acts of the General Assembly of Maryland, relating to State Roads, so that such jurisdiction and control may be hereafter exercised by and title vested in the State Roads Commission of Maryland or any official or officials, agent or agents of the State of Maryland to whom the same may be delegated or committed.

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

AND nothing contained in this Ordinance shall be taken or construed to impose upon the State Roads Commission, the duty or liability to construct or maintain storm water drainage facilities or sidewalks.

AND nothing contained in this Ordinance shall be taken or construed to relieve The Mayor and City Council of Ocean City of the duty of and sole responsibility for the cleaning of said streets within the corporate limits of the Town of Ocean City, or the removal of snow and debris therefrom or the maintenance and provision of proper drainage facilities thereon, but such duty and responsibility shall remain in the said Mayor and City Council to

the same extent as heretofore.

SECTION 3. ALL Ordinances or parts of Ordinances inconsistent with the provisions of this Ordinance are hereby repealed to the extent of such inconsistency.

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

ORDAINED and enacted into an Ordinance this [illegible] of [illegible] 1951.

THE MAYOR AND CITY COUNCIL OF
OCEAN CITY, MARYLAND

Attest:

Frank Lacca

By Daniel J. Trimper
Mayor

Accepted this 31st day of January 1951.

STATE ROADS COMMISSION OF MARYLAND

Attest:

[illegible]
Secretary

By Russell H. McCrane
Chairman

Jan 31 51
[illegible] Russell

1/31/51 [illegible]

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, JANUARY 31, 1951

***

Present: Mr. Russell H. McCain, Chairman, Messrs. Avery W. Hall and Leonard E. Kolmer.

The following Ordinance enacted by The Mayor and City Council of Ocean City, Maryland, on the 23rd day of January, 1951, and signed by Daniel Trimper, Jr., Mayor, attested by Frank Sacca, Secretary, was, on recommendation of Chief Engineer W. F. Childs, Jr., formally accepted by the Commission, and acceptance so indicated on copy of the said Ordinance by the signature of Russell H. McCain, Chairman, duly attested by C. R. Pease, Secretary. The said Ordinance was approved as to form and legal sufficiency by Special Attorney J. B. Russell on the 31st day of January, 1951. The Commission directed that the original copy of the Ordinance be returned to Mayor Daniel Trimper, Jr. for record of the Town of Ocean City.

(Copy of Ordinance attached)

Copy: Mr. W. F. Childs, Jr.
Mr. W. C. Hopkins
Mr. P. A. Morison
Mr. C. A. Goldeison
Mr. C. A. Skirven
Mr. F. P. Scrivener
Mr. Allan Lee
Mr. G. N. Lewis, Jr.
Mr. A. F. DiDomenico
Mr. C. L. Wannen
Mayor and City Council of O.C.
Co. Commrs. of Worcester Co.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, MARCH 9, 1949

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

On request of the Board of County Commissioners for Worcester County, and on recommendation of Chief Engineer W. F. Childs, Jr. and District Engineer C. Albert Skirven, the Commission accepted for maintenance as part of the County Road System, section of road known as the Harbor Road at Public Landing, from the Public Parking Lot to the Wharf, for a distance of 0.22 mile, in the 2nd Election District of Worcester County.

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

In said Report, Mr. Skirven states: "Deep holes - water standing in holes - holes should be filled with stone, gravel or shells - graded. Approx. Cost $700.00."

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

Co. 249 - Harbor Rd. - Public Lot to Wharf
Miles - 0.22
To Be Inv
O.K. on Inv. Index Map
To Be Put on Rd. Impr. Index Map
To Be Filed In Inv. Book
To Be Put on Tracing
To Be Tab. In LM Forms

FIFTEENTH NEW HAMPSHIRE GENERAL COURT
REGULAR SESSION, MARCH 9, 1949

Present: Mr. Robert M. Reinhoffer, Chairman, Senator Joseph A. Sperry and Mr. Howard H. Moulton.

On request of the Board of County Commissioners for Worcester County, and on recommendation of Chief Engineer E. F. Dalton, Jr. and District Engineer O. Albert Brown, the Commission accepted for maintenance as part of the County Road System, section of road known as the Harlow Road at Public Landing, from the Public Parking lot to the Wharf, for a distance of 0.28 miles, in the Ash Swamp District of Worcester County.

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

In said Report, Mr. Brown states: "Very bad condition - water standing in holes - holes should be filled with sand, gravel or shells - graded. Approx. Cost $700.00."

Copy: Mr. T. F. Dalton, Jr.
Mr. C. A. Bickford
Mr. P. F. Sullivan
Mr. G. E. Gaumon
Mr. Allen Lee
Mr. O. A. Brown, Jr.
Mr. Gomez, Mr. Co.

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

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

On request of the County Commissioners of Worcester County, and on recommendation of Dist. Engr., C. Alvert Skirven, which recommendation was concurred in by Chief Engineer W. F. Childs, Jr., the Commission accepted for maintenance as part of the County Road System, a section of road known as the South Harbor Road, from the B. C. & A. Railroad Track, or Route 626, to along the south side of the harbor in West Ocean City, for a distance of 0.90 mile, in the 10th Election District of Worcester County.

Road Condition Survey Report submitted by District Engineer Skirven indicates that this section of road has been accepted and recorded by the County Commissioners of Worcester County, providing for a 40' right of way.

In said Report, Mr. Skirven states, in regard to present condition of road and recommended improvement: "0.50 mile of this road is macadam, 0.40 mile has been stabilized with local sand and gravel. The macadam section should immediately be patched and should be surface treated this summer. Stabilized section should have local gravel added in spots and graded. Approx. Cost - $1,300.00." In regard to acceptance of road into County system and stipulation, Mr. Skirven states: "Road be accepted into County System - Macadam section to be surface treated when needed - Stabilized section to be scraped periodically."

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

Co. 218 — W. Harbor Rd., S. Harbor Rd., Bay Shore Drive, Marlin Ave. — From Md. 626 To S. Harbor Rd.
Miles — 0.90
O.K. on Inv. Index map.
To Be Put on Rd. Impr. Index map.
To Be Filed In Inv. Book — O.T. V18 To Be Changed.
To Be Put on Tracing
To Be Tab In LM Forms.

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
WEDNESDAY, DECEMBER 1, 1948
***

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

Chief Engineer W. F. Childs, Jr., under date of November 29, 1948 addressed a letter to the State Roads Commission, to which he attached a letter of November 23 from the County Commissioners of Worcester County to District Engineer C. A. Skirven, requesting that we have grading and drainage project advertised for section of the Gray's Corner Road between Survey Stations 139 and 241. There was also attached a copy of letter of November 24 from District Engineer C. A. Skirven to Chief Engineer W. F. Childs, Jr. with reference to this matter. Mr. Childs ends his letter by stating:

> "We have requested Mr. Lee to prepare plans, quantities, and cost estimate in conformity therewith."

Following review of this correspondence by the Commission, it was moved and seconded that this section of road covered by letter of the County Commissioners of Worcester County, dated November 23, 1948, which is approximately two miles in length, be formally adopted as a Federal Secondary Road, to be constructed by use of Lateral and Secondary Federal Funds.

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

C
O
P
Y

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
Tuesday, March 11, 1947

****

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

On recommendation of the County Commissioners of Worcester County, which recommendation was concurred in by both Acting District Engineer C. Albert Skirven and Chief Engineer Wilson T. Ballard, the Commission voted acceptance for maintenance as part of the County Road System of said County, section of road in Election District 10, extending from Route 707 to Route 213, a distance of 1,466 feet.

A letter from the County Commissioners of Worcester County states that the right of way has been deeded to the said Board and recorded among the Land Records of Worcester County.

According to Road Condition Survey Report submitted by Mr. Skirven, the following statement is taken:

"Road was graded approximately 4 years ago. Drainage structures to be installed - recut ditches - haul borrow in low places. Approx. cost $1,000.00.

Graded, ditched, and gravel hauled Sept. - 46, additional yet to be done - $200.±."

Copy: Mr. W. T. Ballard
Mr. C. A. Skirven
Mr. F. P. Scrivener
Mr. W. A. Codd
Mr. W. F. Childs, Jr.
Mr. L. A. Kahn
Co. Commrs. Wo. Co.

O.K. in L. M. forms.
Not shown on G.H. map.
Inventory needed.

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

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

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

The following post-war highway and bridge construction program of the County Commissioners of Worcester County, which has been reviewed by the Engineering Department and Traffic Division of the Commission, was, upon the recommendation of Chief Engineer Wilson T. Ballard, approved and accepted by the Commission in the order of construction priority, etc. as listed hereunder:

Proj. No. and Order of Priority	Location	Type of Highway or Bridge	Mileage	Estimated Cost
1	Bishopville to Isle of Wight Rd. S.E, 1.7 mi. thence northwesterly toward Bishopville	18' Sand Bit. Road Mix - 1 Timber Br.	3.4	$ 53,200.00
2	From Route 12 running west to Welbourne	18' Sand Bit. Road Mix	2.25	$ 40,873.00
3	Extension of State Route 389 toward Grays Corner on Rt.213	1 Timber Bridge-18' Sand Bit. Road Mix	1.9	$ 30,830.00
4	A continuation of the road from Route 12 running west by way of Welbourne	18' Sand Bit. Road Mix - 1 Timber Br.	1.6	$ 38,465.00
5	A continuation of the extension of Route 389 to Grays Corner	18' Sand Bit. Road Mix - 1 Timber Br.	1.6	$ 29,370.00
6	A further continuation of the road from Rt. 12 in a westerly direction by way of Welbourne toward Pocomoke	18' Sand Bit. Road Mix	2.15	$ 39,062.00
			TOTAL	$231,800.00

"The Federal Aid Highway Act of 1944 makes available for Worcester County $45,650.09 annually, and if these funds are matdhed with a like amount the County will have from these sources a total of $273,900.54 over a three-year period. In addition to this amount Worcester County has to its credit $17,904.53 as a reserve for construction in the post-war period. The funds available, therefore, will amount to $291,805.07 and it is in order to consider the total of these funds in preparing for the post-war program.

"The following order of construction, which follows the order of priority established by the County Commissioners of Worcester County as outlined in their letter of November 21, 1944 to the Commission, is presented for your approval."

Copy: Mr. W. T. Pallard Mr. R. A. Torkson Mr. R. E. Outlaw, Jr.
Mr. R. H. Reinhoffer Mr. L. A. Kahn Mr. E. A. Judd
Mr. A. P. Shaw Mr. R. . Hopkins

MINUTES OF MEETING OF THE STATE HIGHWAY COMMISSION
TUESDAY, AUGUST 28, 1945

Present: Mr. [illegible] Mason Alley, Acting Chairman, and Mr. Russell H. Bolstein.

The following post-war highway and bridge construction program of the County Commissioners of Worcester County, which has been reviewed by the Engineering Department and Traffic Division of the Commission, was, upon the recommendation of Chief Engineer Pillsbury, approved and adopted by the Commission in the order of construction priority, etc. as listed hereunder:

Proj. No. and Order of Priority	Location	Type of Highway or Bridge	Mileage	Estimated Cost
1	Pittsville to Isle of Wight	18' Sand Bit. Road	3.4	$ 57,200.00
	Rd. 2.4; 1.7 mi. thence northwesterly toward Pittsville	Bitx - 1 Timber Br.		
2	From Route 12 running west to Tallbourne	18' Sand Bit. Road Bitx	2.85	$ 40,273.00
3	Extension of State Route 389 toward Drays Corner on Rt. 213	1 Timber Bridge-18' Sand Bit. Road Bitx	1.9	$ 30,750.00
4	A continuation of the road from Route 12 running west by way of Tallbourne	18' Sand Bit. Road Bitx - 1 Timber Br.	1.6	$ 29,455.00
5	A continuation of the extension of Route 389 to Drays Corner	18' Sand Bit. Road Bitx - 1 Timber Br.	1.6	$ 27,272.00
6	A further continuation of the road from Rt. 12 in a westerly direction by way of Tallbourne toward Pocomoke	18' Sand Bit. Road Bitx	2.15	$ 39,052.00
		TOTAL		$231,200.00

"The Federal Aid Highway Act of 1944 makes available for Worcester County $[illegible] annually, and if these funds are matched with a [illegible] the County will have from these sources a total of $[illegible] over a three-year period. In addition to this amount Worcester County has to its credit $[illegible] as a reserve for construction in the post-war period. The funds available, therefore, will amount to $[illegible] and it is in order to consider the total of these funds in preparing for the post-war program.

"The following order of construction, which follows the order of priority established by the County Commissioners of Worcester County as outlined in their letter of November 21, 1944 to the Commission, is presented for your approval."

SRC 8/28/45

Recommendations - First Year	Mileage	Est. Cost
1 - Bishopville to Isle of Wight Rd. S.E. 1.7 miles thence northwesterly toward Bishopville.	3.4	$ 53,200.00
2 - From Route 12 running west to Welbourne	2.25	$ 40,873.00
		$ 94,073.00
Recommendations - Second Year		
3 - Extension of State Route 389 toward Grays Corner on Route 213	1.9	$ 30,830.00
4 - A continuation of the road from Route 12 running west by way of Welbourne	1.6	$ 38,465.00
5 - A continuation of the Extension of Route 389 to Grays Corner	1.6	$ 29,370.00
		$ 96,665.00
Recommendations - Third Year		
6 - A further continuation of the road from Route 12 in a westerly direction by way of Welbourne toward Pocomoke	2.15	$ 39,062.00

"It will be noted that the aggregate estimated construction cost for the three years amounts to $231,800.00, thus leaving the County with a credit of the difference between this amount and the total allotment for the three year period, the latter amounting to $291,805.07 or a credit of $60,005.07."

Mr. Ballard, in his letter addressed to the State Roads Commission, dated August 23, 1945, states that the order of priority as recommended by the Traffic Division varies slightly with that recommended by the County Authorities in that it would affect the status of project No. 4. It is stated that the Traffic Division proposed two projects as being eligible for construction prior to that of completing project no. 4 or all of which is the extension of State Route 364 from a point 2½ miles northeast of Dividing Creek to State Route 672. This would involve the construction of 6 miles of highway and 5 timber bridges, at an estimated total cost of $148,700.00. "It is rated by the Traffic Division as being the first on the County primary system of highways."

The Traffic Division proposed another project as taking precedence over project No. 4, being a connection from State Route 12 - 2.4 miles southeast of Stockton connecting with a County road which leads into Virginia. 1.4 miles is involved in the construction of this project and it would cost $24,500.00.

It is noted in Mr. Ballard's letter that funds are not available, however, for the completion of the order of construction as proposed by the Traffic Division. Furthermore, project no. 4 completes what appears to be a desirable connecting link in the present County system and it is, therefore, presented to the Commission as proposed by the County Commissioners.

Recommendations - First Year	Miles	Est. Cost
1 - Blackwells to Isle of Wight Rd. S.R. 2.7 miles through northwestly toward Blackwells.	2.4	$ 22,200.00
2 - From Route 12 running west to Wallsburg	2.25	$ 20,475.00
		$ 42,675.00
Recommendations - Second Year		
3 - Extension of State Route 289 toward Green Corner on Route 213	1.9	$ 30,590.00
4 - A continuation of the road from Route 12 running west in way of Wallsburg	1.6	$ 38,400.00
5 - A continuation of the extension of Route 289 to Grays Corner	1.6	$ 29,370.00
		$ 98,360.00
Recommendations - Third Year		
6 - A further continuation of the road from Route 12 in a westerly direction by way of Wallsburg toward Provoman	2.13	$ 39,040.00

"It will be noted that the aggregate estimated construction cost for the three years amounts to $121,075.00, thus leaving the County with a credit of the difference between this amount and the total allotment for the three year period, the latter amounting to $220,105.07 or a credit of $99,030.07."

Mr. Ballard, in his letter addressed to the State Road Commission, dated August 23, 1962, states that the order of priority as recommended by the Traffic Division varies slightly with that recommended by the County Authorities in that it would affect the status of projects 1a. . It is stated that the Traffic Division proposed two projects as being eligible for construction prior to that of completing project 6a, four all of which is the extension of State Route 264 from a point 2.4 miles northeast of Midway Creek to State Route 272. This would involve the construction of 6 miles of highway and a higher budget, at an estimated total cost of $144,700.00. "It is noted by the Traffic Division as being the first on the County priority list of highways."

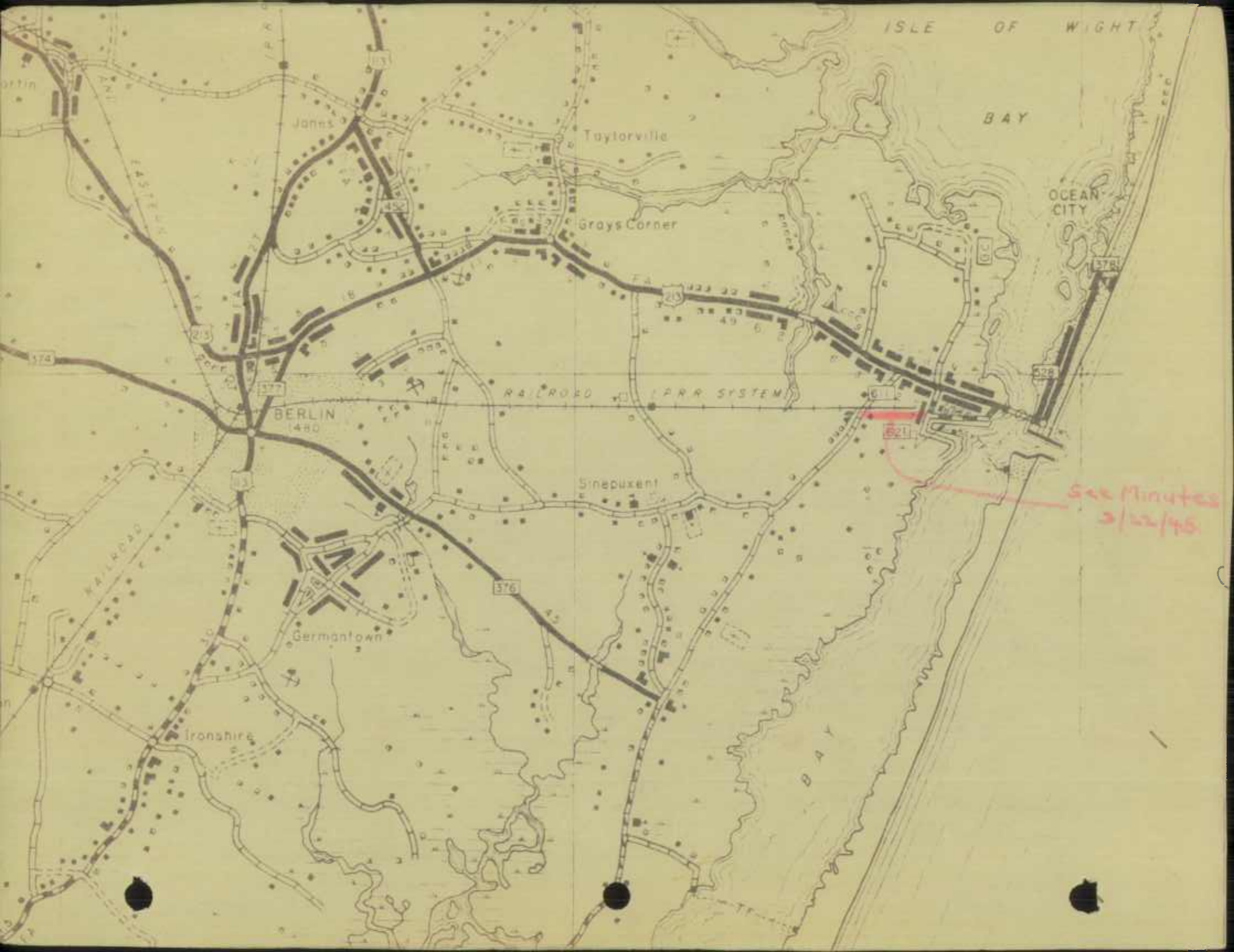
The Traffic Division proposed another project as taking precedence over project 1a. A, being a connection from State Route 12 - 2.4 miles southwest of Hobson connecting with a County road which leads into Virginia. 1.4 miles is involved in the construction of this project and it would cost $24,500.00.

It is noted in Mr. Ballard's letter that funds are not available. However, for the completion of the order of construction as proposed by the Traffic Division, for reference, project 6a. A completed what appears to be a desirable connecting link in the present County system and it is, therefore, presented to the Commission as proposed by the County Commissioners.

Mr. Ballard then continues by stating that he is advising the County Commissioners of Worcester County that the program as recommended by said Borad can be completed with a surplus of approximately $60,000. and suggesting that the two projects to which the Traffic Division has brought to his attention be considered in part, at least, as additional projects upon which the surplus funds might be expended.

It is further noted that "Project nos. 3 and 5 provide an extension to Maryland 589 and the justification is apparent according to the Traffic Division that this project after completion be made a part of the State System. The remainder of the projects will remain in the County Highway System."

COPY


ISLE OF WIGHT
BAY
Taylorville
Jonns
Grays Corner
OCEAN CITY
RAILROAD
PRR SYSTEM
BERLIN
480
Sinepuxent
Germantown
Ironshire
BAY
See Minutes 3/22/46

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
THURSDAY, MARCH 22, 1945
***

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

The recommendation of the Board of County Commissioners of Worcester County, that section of highway, .6 mile in length, extending from Route 611 to Route 626, in Ocean City District No. 10, be accepted and maintained by the State Roads Commission as part of the County Road System, was favorably considered and approved.

This action was taken on the recommendation of Chief Engineer Wilson T. Ballard, who advised the Commission in his letter of March 19 that said Board of County Commissioners have accepted a deed for 30' right of way for this section of highway, and District Engineer P. A. Morison estimates that it will cost $1,250.00 to place this road in serviceable condition.

Inv. # ~~176~~ 245-A 8/1/46
Tab. 1945 + 1946.

COPY

(3)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 25, 1943

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

On the recommendation of the County Commissioners of Worcester County, the Commission formally accepted for maintenance as a part of the County road system of said County, the Rich Jones Road, 0.8 mile in length, running from Route 213, maintenance stake 15.7 ± to County road leading from Whaleysville to Green Run Crossing.

Tab 1943

According to Chief Engineer Ballard's letter of May 18, no expenditure is necessary to put this road in an acceptable condition, as the road has been graded and put in shape by the County, and the County Commissioners advise that deed covering the right of way is in their hands.

(COPY)

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 25, 1943

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

On the recommendation of the County Commissioners of Worcester County, the Commission formally accepted for maintenance as a part of the County road system of said County, the Rich Jones Road, 0.8 mile in length, running from Route 212, maintenance state 15.7 ± to County road leading from Whaleyville to Green Run Crossing.

According to Chief Engineer Ballard's letter of May 12, no expenditure is necessary to put this road in an acceptable condition, as the road has been graded and put in shape by the County, and the County Commissioners advise that deed covering the right of way is in their hands.

(COPY)

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

The Commission voted its acceptance of an Ordinance passed by the Mayor and City Council of Ocean City, Worcester Co., Maryland on March 17, 1943, "granting to the State of Maryland the public easement in the bed of Caroline Street, between Philadelphia Ave. and Balto. Ave., and North Division St., between Balto. Ave. and Phila. Ave., to the full extent of the title thereof which is vested in the Mayor and City Council of Ocean City."

These two streets will hereafter be maintained as a part of the State Highway System, since they form a part of the main approach from Balto. Ave. to the new bridge recently completed across the Sinepuxent Bay.

COPY

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION

Tuesday, March 2, 1943.

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

The Mayor and City Council of Ocean City, Maryland, by letter addressed to the State Roads Commission, dated March 1, 1943, requested that the Commission take over for maintenance section of Caroline Street, between Philadelphia Ave. and Baltimore Av., East, and North Division Street, between Baltimore Ave. and Philadelphia Ave., West, as these two short sections, approximately one block in length, will "make the proper connection from the new bridge to Baltimore Avenue".

This request was formally approved by the Commission with the understanding, however, that the Mayor and City Council of Ocean City will execute the usual form of Ordinance, turning both of these sections of street over to the State Roads Commission for maintenance as part of the Highway System.

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EXCERPT FROM MINUTES OF MEETING OF THE STATE
ROADS COMMISSION

Tuesday, March 2, 1943.

Present: Mr. Sam B. Mattson, Chairman, Messrs. P. Watson Webb and W. Frank Thomas.

The Mayor and City Council of Ocean City, Maryland, by letter addressed to the State Roads Commission, dated March 1, 1943, requested that the Commission take over for maintenance section of Caroline Street, between Philadelphia Ave. and Baltimore Av., East, and North Division Street, between Baltimore Ave. and Philadelphia Ave., West, as these two short sections, approximately one block in length, will "make the proper connection from the new bridge to Baltimore Avenue".

This request was formally approved by the Commission with the understanding, however, that the Mayor and City Council of Ocean City will execute the usual form of Ordinance, turning both of these sections of street over to the State Roads Commission for maintenance as part of the Highway System.

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(2)

JUL 13 1940

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

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

On recommendation of the County Commissioners of Worcester 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 road leading from Berlin-Sinepuxent State Road to Trappe Creek, known as Golden Quarter Farm Road, with the understanding that this road is to be maintained by stage construction as funds become available.

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

0.95 miles Total
0.6 from O.P. GtD to County GtD
0.4 " Prid. Un. to " Imp

~~To Bo Eng~~
~~7/11/44~~

APR 6 1940

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MARCH 19, 1940
****

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

Acting on the recommendation of the Board of County Commissioners of Worcester County, set forth in a letter, dated February 21, 1940, addressed to Hon. Ezra B. Whitman, Chairman, which recommendation was concurred in by Chief Engineer Ballard, the Commission voted to accept for maintenance the following named county road as part of the County Road System of Worcester County:

From Big Oak, East of Whaleysville to Curtis Chapel, Election District No. 9, Length 3.0 miles

"with the understanding that as the available County Maintenance funds for 1940 are not sufficient to provide for the expenditure of $5200 on this road, as forces and equipment are available from time to time, the clearing, grubbing, and drainage on this road will be accomplished by stages, using funds from the 1940-1941 and subsequent maintenance budgets to such limited extent as these budgets will premit without sacrificing maintenance on the rest of the County system."

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

Recopied
8/11/44/
T. L.

AN ORDINANCE granting to the State of Maryland to the use of the State Roads Commission of Maryland, the public easement in the bed of Philadelphia Avenue from South First Street to North Ninth Street, for the following curb to curb distances, from South First Street to Worcester Street, 39 feet; from Worcester Street to Caroline Street, 62 feet; from Caroline Street to North First Street, 66 feet; from North First Street to North Fifth Street, 47 feet; from North Fifth Street to North Ninth Street, 49 feet; of South First Street from Philadelphia Avenue to Baltimore Avenue for a curb to curb width of 39 feet; of Worcester Street from Philadelphia Avenue to Baltimore Avenue for a curb to curb width of 32 feet; of Baltimore Avenue from South Second Street to Fifteenth Street for a curb to curb width of 34 feet, in the Town of Ocean City, Maryland, to the full extent of the rights, interest, powers and title thereto now vested in The Mayor and City Council of Ocean City, a municipal corporation of the State of Maryland, insofar as may be necessary for public thoroughfares over said streets, relinquishing to the State of Maryland, to the use of the State Roads Commission of Maryland, the jurisdiction, control and title over said streets to the full extent provided in the Acts of the General Assembly of Maryland, under which the State Roads Commission is now constructing, reconstructing, and maintaining public roads and highways.

WHEREAS, it is the desire of the State Roads Commission of Maryland to include said Philadelphia Avenue, South First Street, Worcester Street and Baltimore Avenue as above described, in the Town of Ocean City, in its network of State Highways, and to incorporate same into the State System of Roads and Bridges, over which it has jurisdiction and control; and

WHEREAS, the said State Roads Commission of Maryland has requested that for the purpose aforesaid, the public easement in the bed of said streets, to the full extent of the rights, interests, powers and title thereto which is now vested in The Mayor and City Council of Ocean City, so far as the same may be necessary for the purpose of State Highways, be granted to the State of Maryland, to the use of the State Roads Commission of Maryland pursuant to the provisions, of the several Acts of the General Assembly of

St. Rd. Sys

EXCERPT FROM MINUTES OF MEETING OF THE STATE ROADS COMMISSION
TUESDAY, MAY 17th, 1938
******

Present: Dr. H. E. Tabler, Chairman, Senator J. Glenn Beall and Mr. Frank F. Luthardt.

On Wednesday, April 20th, 1938, Mr. William H. Price, Attorney for the Mayor and Council of Snow Hill, Maryland, conferred with the Commission at its Baltimore Office with reference to the proposed improvements to correct a dangerous condition existing at the corner of Church and Martin Streets in said Town.

At this conference the Commission agreed to take over for maintenance as part of the State Road System, upon the proper ordinance being passed by the said Town of Snow Hill, "Church Street from Federal Street to Martin Street and Church Street Extended (sometimes called Virginia road or Stockton road) from Martin Street to the southeasterly town limits and so much of Martin Street as is necessary to use for State Route No. 12, which is to say so much of Martin Street as lies between an extension of the northeasterly side of said Church Street and an extension of the southwesterly line of Church Street Extended", and to reconstruct the corner of Church and Martin Streets to eliminate the hazard which exists and to acquire the necessary land for this purpose, the Town of Snow Hill to pay the cost of acquiring said land, whether by purchase of condemnation, the cost of moving back the fences, etc. to the re-established property lines, and build curbs and gutters; the Commission to construct the short piece of road necessary in connection with this improvement, at its expense.

Mr. Price, upon his return to Snow Hill, informed the Mayor and Council of Snow Hill of the result of this conference with this Commission, and the following excerpt "from the minutes of a special meeting of the Mayor and Council of Snow Hill held on the 7th day of May, 1938, at which the Mayor and a full attendance of the Councilmen were present" was forwarded to this office by Mr. Price with a letter addredsed to Dr. HOmer E. Tabler, Chairman, dated May 12, 1938. The excerpt is herewith set forth.

"Mr. William H. Price, Attorney, was called on for a statement as to the recent developments with respect to the proposed improvement and stated that he had had a conference with the State Roads Commission of Maryland and at such conference, subject to the approval of the council, he had made an agreement with the State Roads Commission whereby the Commission have agreed to take over as a part of the State Roads System, Church Street from Federal Street to Martin Street and Church Street Extended (sometimes called Virginia Road or Stockton Road) to the town limits and so much of Martin Street as lies between the northeasterly line of Church Street and the southwesterly line of Church Street Extended or Stockton Road and that after taking over these Streets the State Roads Commission had further agreed to acquire by purchase or condemnation the land of Mrs. Foster on the one side and from Miss Louise A. Covington, Mrs. Priscilla U. Covington and Mrs. Lucile W. Covington, on the other side , for the purpose of correcting the above corner in accordance with plat and survey of the proposed improvement as prepared by William D. Pitts, Surveyor, on March 23rd, 1938 and previously approved by the Council. And as a further consideration of the agreeement the town is to pay the sost of acquiring the right-of-way and land necessary for the proposed improvement and to move back the fences, etc., to the re-established property line and to build curbs and gutters an the State Roads Commission will build the new road at its expense.

Worcester County

Present: Mr. S. R. Taylor, Chairman, Director of Highways and Mr. Simon F. Bateman.

On Wednesday, April 27th, 1938, Mr. William J. Ryan, Attorney for the Mayor and Council of Snow Hill, Maryland, conferred with the Commission at its Baltimore Office with reference to the proposed improvements to correct a dangerous condition existing at the corner of Church and Market Streets in said Town.

At this conference the Commission agreed tentatively over the maintenance as part of the State Road System, upon the proper conditions being placed by the said Town of Snow Hill, "Church Street from Federal Street to Market Street and Market Street from Church Street to Federal (according called Virginia road or Dividend road) from Market Street to the northeastern corner of Market and Church Streets" as is necessary to use for State Route No. 12, which is by way of Market Street as also known as a extension of the corporate city of said Church Street and as extension of the present line of Church Street Extended", and to reconstruct the corner of Church and Market Streets to eliminate the hazard which exists and to acquire the necessary land for this purpose, the Town of Snow Hill to pay the cost of acquiring said land, whether by purchase or condemnation, the cost of moving back the fences, etc., to the new rights of way, property lines, and build curbs and gutters; the Commission to construct the short piece of road necessary in connection with this improvement at its expense.

Mr. Ryan, upon his return to Snow Hill, informed the Mayor and Council of Snow Hill of the result of his conference with the Commission, and the following excerpt from the minutes of a special meeting of the Mayor and Council of Snow Hill held on the 7th day of May, 1938, at which the Mayor and a full attendance of the Councilmen were present, was forwarded to this office by Mr. Ryan, with a letter addressed to Mr. Roger A. Taylor, Chairman, dated May 12, 1938. The account is herewith set forth:

Mr. William J. Ryan, Attorney, was called on for a statement as to the recent developments with respect to the proposed improvements and stated that he had had a conference with the State Roads Commission of Maryland and at such conference, subject to the approval of the Council, he had made an agreement with the State Roads Commission whereby the Commission have agreed to take over as a part of the State Road System, Church Street from Federal Street to Market Street and Church Street Extended (sometimes called Virginia Road or Dividend Road) to the town limits and approach of Market Street, as also between the municipal line of Church Street and the contemplated line of Church Street Extended or Dividend Road, and that Market Street Extended (sometimes called the State Road Dividend Road) should be used to replace or substitute or condemnation the land of Mrs. Roger on the one side and Mrs. Elsie Bowles, Mr. Swingland, Mr. Friedlin, Charlotte and Mrs. Lucille B. Dorrington, on the other side, for the purpose of correcting the above corner in accordance with plat and survey of the proposed improvements as prepared by William D. Pitts, Surveyor, on March 23rd, 1938 and previously approved by the Council. And as a further consideration of the agreement the Town is to pay the cost of acquiring the right-of-way and land necessary for the proposed improvement and to remove the fences, etc., to the re-established property line and to build curbs and gutters on the State Roads Commission will build the new road at its expense.

On motion of Mr. Timmons, seconded by Mr. Perdue, the Council unanimously approved and ratified the agreement reported by Mr. Price."

Given under my hand and the corporate seal of Mayor and Council of Snow Hill, this 12th day of May, in the year nineteen hundred thirty-eight.

(Signed) Charles M. Hudson
Secretary.

(SEAL)

At this meeting, the Commission was advised by Special Assistant Attorney General Jenifer that he was in receipt of copy of Ordinance No. 32, passed by the Mayor and Council of Snow Hill the 7th day of May, 1938, granting to the State Roads Commission of Maryland public easement in the bed of those streets referred to above as part of this agreement resulting from the conference of April 20.

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

Worcester County

On motion of Mr. Hickman, seconded by Mr. Barnes, the Council unanimously approved and ratified the agreement reported by Mr. Pitman.

Given under my hand and the corporate seal of Akron and Vermont of June Hall, this 12th day of May, in the year nineteen hundred eighty-six.

(Signed) Charles R. Hudson,
Secretary.

(Seal)

At this meeting, the Commissioners are advised by Special Assistant Attorney General Jennifer that he was in receipt of copy of Ordinance No. 24, passed by the Mayor and Council of Akron Hill the 7th day of May, 1986, granting to the Akron Hospital Corporation of Maryland permission to the 1st of those streets referred to above by virtue of this agreement resulting from the conference of April 4th.

Copy to: Mr. R. L. Davis
Mr. Tom F. Todd
Mr. A. F. Shaw
Mr. Wm. W. Chaffee, Jr.