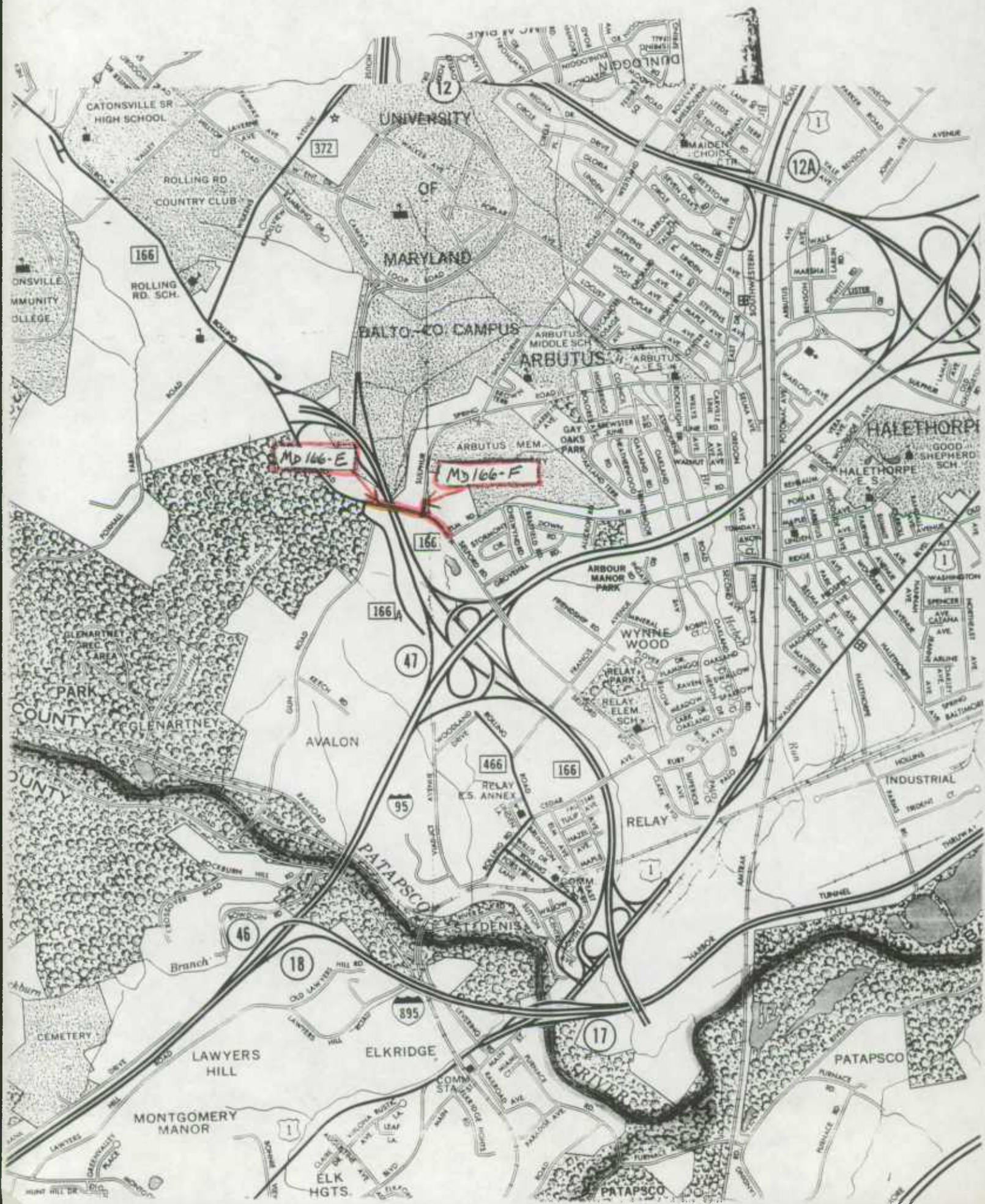


MD 166-E - Salford Rd. - From Rolling Rd., MD 166-A, To Elm Rd., Co. 3082 - 0.30 mi. ±

MD 166-F - Sulphur Spring Rd. (Relocated Section) - From Salford Rd. Northerly - 0.06 mi. ±



Md 166-E

Md 166-F

UNIVERSITY

OF

MARYLAND

BALTO.-CO. CAMPUS

ARBUS

ARBUS MEM

GAY OAKS PARK

ARBUS MIDDLE SCH

HALETHORPE

HALETHORPE SCH

ARBOUR MANOR PARK

WYRNE WOOD

RELAY

PATAPSCO

ST DENIS

ELKRIDGE

PATAPSCO

LAWYERS HILL

MONTGOMERY MANOR

ELK HGTS

CATONSVILLE SR HIGH SCHOOL

ROLLING RD COUNTRY CLUB

ROLLING RD. SCH.

ONSVILLE COMMUNITY COLLEGE

PARK COUNTY

GLENARTNEY

CEMETERY

MOUNT HILL DR

12

372

166

12A

166

166A

47

466

166

95

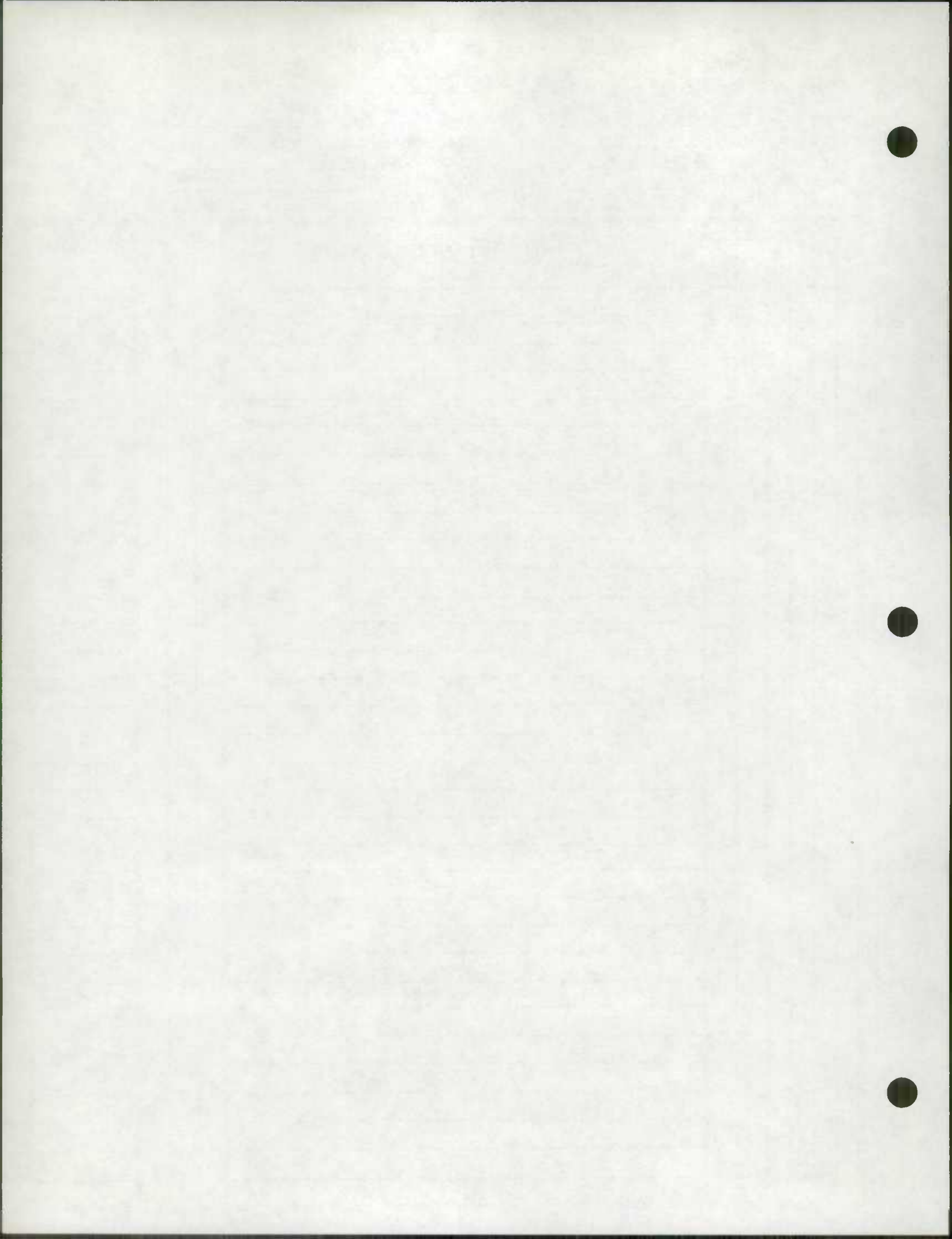
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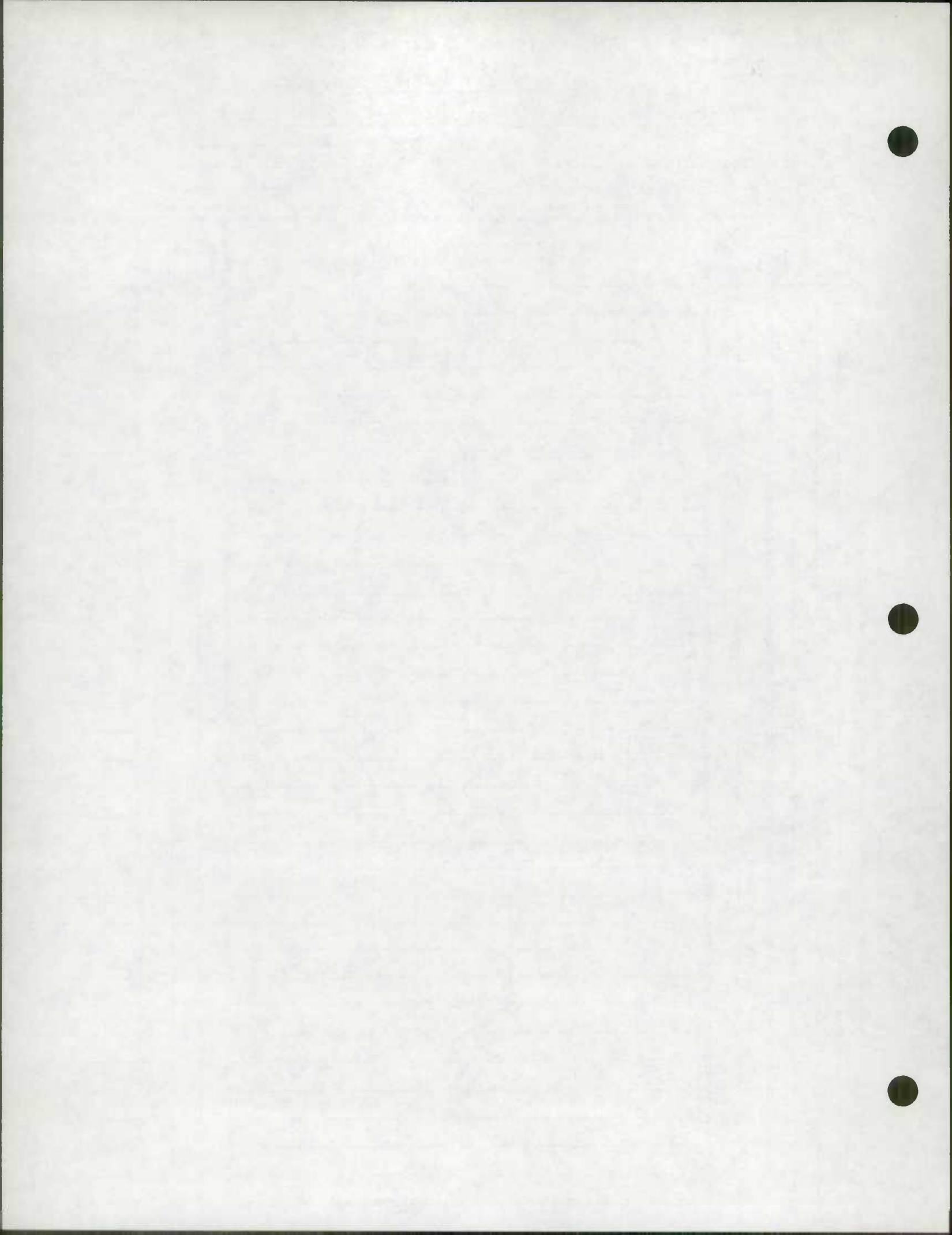
18

895

17

1





Selford Rd. - Balto, Co

7-12-88

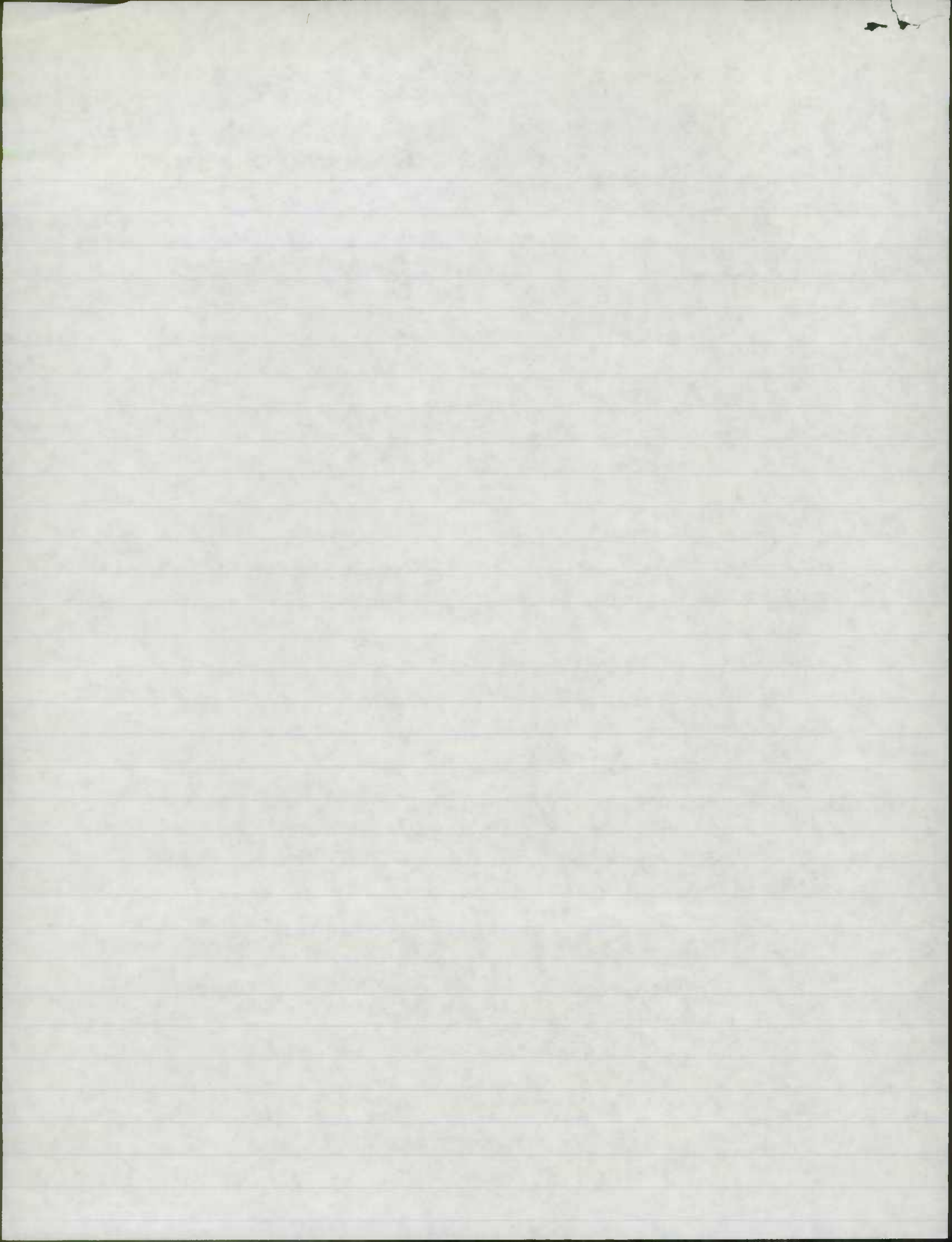
Barry Scherer from P.O.W. Records + Research approached me concerning Selford Rd from Md 166 A, Rolling Rd to Elm Rd., Co RTE 3082. He said that we acquired the right of way for this section of road, constructed it, but never transferred r.o.w. to the county. We currently have this section tabbed as Selford Rd., Co. RTE 3118. I pulled the plans for this project, which was part of the larger constr. contract for the new construction of Md 46 from Rolling Rd to Sulphur Spring Rd. (Now tabbed as Md 166).

The plans did indeed indicate that we constructed this new section of Selford Rd. from the new section of Rolling Rd (now Md 166-A), over the new Md 46, to approx. 0.02 mi North of Elm Rd.

Barry had indicated on a plat that he had shown me that we had acquired the right of way to construct the new section of Selford Rd. He then said that a subsequent transfer to the county was not indicated.

I consulted the hanging transfer maps to see if a transfer of this road was indicated. It was not. I then pulled the inventory record of Selford Rd, Co 3118. I observed that ~~the~~ ^{part of the} section in question, m.p. 0.00 to 0.18 (Md 166-A to Co 3071) had originally been inventoried as Sulphur Spring Rd, Co. 3071, but as a result of Road Improvement #83-84 (designating the road name as erroneous) the inventories were adjusted to the way that they read at present.

I checked the 1975 Road Imp. Report, State Imp. Section. Although there were references to the surrounding New Construction concerning Md 46 (Md 166), and reference was made to the relocated section of Sulphur Spring (from Selford Rd to existing Sulphur Spring Rd) no mention is made of the new construction of Selford Rd.



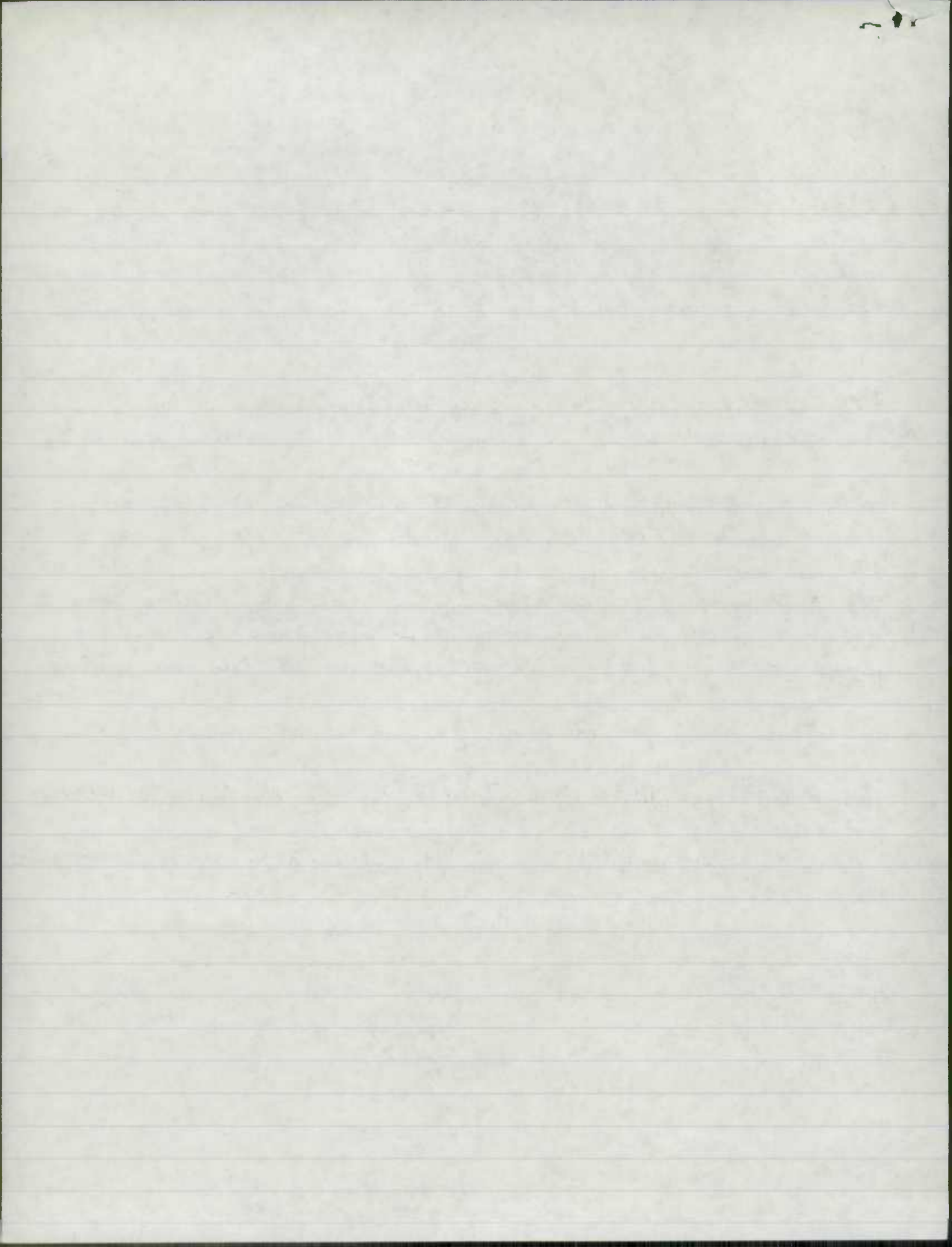
1974 Road Imp. Report, Co. imp section pg. 21, no imp. #. - Shows Selford Rd being added as new To County, having been built by Balto Co. from Cedar Ave To Elm Rd.

Reviewing the S.R.C. Minutes book from the present To around 1960, I found nothing pertaining to Selford Rd.

I then went, with Karl Hess, To see Edgar Davis with my findings. He was in some doubt as to whether we had built the section of road from Sulphur Spring Rd To Elm Rd. As far as I can read the construction plans, we did build that section as new construction. Edgar is doubtful as to whether we will be able to transfer these sections to the county, so he asked that I assign a "Md 166-suffix" number to Selford Rd and 0.06 mi of Sulphur Spring Rd (Relocated section), make him aware of the numbering of these roads, and he would begin the process of trying to transfer these roads to Baltimore County.

the roads affected and their descriptions are as follows:

- { Md 166-E - Selford Rd. - from Rolling Rd., Md 166-A, To Elm Rd., Co. 3082 - 0.30 mi ±
- { Md 166-F - Sulphur Spring Rd (Reloc. section) - from Selford Rd, Md 166-E, Northerly - 0.06 mi ±



B 735-7-426 - mol 46

Rolling Rd To Sulphur Spring Rd.

Awarded - 5-9-73

Started - 6-15-73

Accepted - 8-5-75



FED. ROAD DIV. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
2	MD.		1	66

INDEX OF SHEETS

- 1 TITLE SHEET AND LOCATIONS
- 2 TYPICAL SECTIONS
- 3 TYPICAL SECTIONS
- 4 DRAINAGE DETAILS
- 5 SEDIMENT AND EROSION CONTROL SUPERELEVATION DATA
- 6 CONTOURS - RAMP A, A SPUR, B, B SPUR
- 8 PLAN - METRO. BLVD. STA. 36+00 TO 50+00
- 9 PROFILE - METRO. BLVD. STA. 36+00 TO 50+00
- 10 PROFILE - RAMP A, RAMP A SPUR
- 11 PROFILE - RAMP B, RAMP B SPUR
- 12 PROFILE - RELOC. ROLLING RD. STA. 185+00 TO 194+50
- 13 PLAN - METRO. BLVD. STA. 50+00 TO 60+00
- 14 PROFILE - METRO. BLVD. STA. 50+00 TO 60+00
- 15 PROFILE - RAMP X
- 16 PROFILE - RAMP Y
- 17 PLAN - METRO. BLVD. STA. 60+00 TO 73+50
- 18 PROFILE - METRO. BLVD. STA. 60+00 TO 73+50
- 19 PLAN - METRO. BLVD. STA. 73+50 TO 80+50
- 20 PLAN - RELOC. ROLLING RD. STA. 1+10 TO 185+00
- 21 PROFILE - RELOC. ROLLING RD. STA. 1+10 TO 185+00
- 22 PLAN - RELOC. ROLLING RD. STA. 194+50 TO 10+00
- 23 PROFILE - RELOC. ROLLING RD. STA. 194+50 TO 10+00
- 24 PLAN - SELFORD RD. STA. 10+00 TO 21+00
- 25 PROFILE - SELFORD RD. STA. 10+00 TO 21+00 METRO. BLVD. OVER RAMP X STRUCTURE
- 26 GENERAL PLAN AND ELEVATION - METRO. BLVD.
- 27 ABUTMENT A - SBR
- 28 ABUTMENT A - NBR
- 29 ABUTMENT B - NBR
- 30 ABUTMENT B - SBR
- 31 ABUTMENT AND WINGWALL DETAILS
- 32 PIER 1 - NBR
- 33 PIER 1 - SBR
- 34 PIER 2 - NBR
- 35 PIER 2 - SBR
- 36 FRAMING PLAN
- 37 STRUCTURAL STEEL DETAILS
- 38 DECK DETAILS
- 39 SUPERSTRUCTURE CAMBER CHART
- 40 SUPERSTRUCTURE DECK ELEVATIONS
- 41 BORING LOGS
SELFORD RD. METRO. BLVD. STRUCTURE
- 42 GENERAL PLAN AND ELEVATION - SELFORD RD
- 43 ABUTMENT A
- 44 ABUTMENT B
- 45 PIER 1
- 46 PIER 2
- 47 PIER 3
- 48 FRAMING PLAN AND ELEVATIONS
- 49 STRINGER ELEVATIONS AND DETAILS
- 50 EXPANSION DAMS AND DETAILS
- 51 DECK DETAILS
- 52 BORING LOGS
- 53 SF NB 1 STANDARD CHAIN LINK SAFETY FENCE FOR NEW BRIDGES
- 54 SF NB 2 STANDARD CHAIN LINK SAFETY FENCE FOR NEW BRIDGES UTILITIES
- 55 8" SANITARY SEWER REVISED
- 56 16" WATER MAIN - STA. 0+00 TO 12+50
- 57 16" WATER MAIN - STA. 12+50 TO 24+50 REVISED
- 58 16" WATER MAIN - STA. 24+50 TO 36+50
- 59 16" WATER MAIN - STA. 36+50 TO 43+43
- 60 RELOCATED 12" WATER MAIN REVISED, REVISED, 10-30-73

QUANTITY SUMMARY

- 61 SUMMARY OF QUANTITIES - DRAINAGE
 - 62 SUMMARY OF QUANTITIES - DRAINAGE
 - 63 GRADIN TABLE
 - 64 PAVEMENT AND MISCELLANEOUS QUANTITIES
 - 65 SUMMARY OF ALL CONTRACT ITEMS
 - 66 SUMMARY OF ALL CONTRACT ITEMS
- 33A Corrective Work Required at Pier 1 S.B.R.-Nov. 1974

**STATE OF MARYLAND
STATE ROADS COMMISSION**

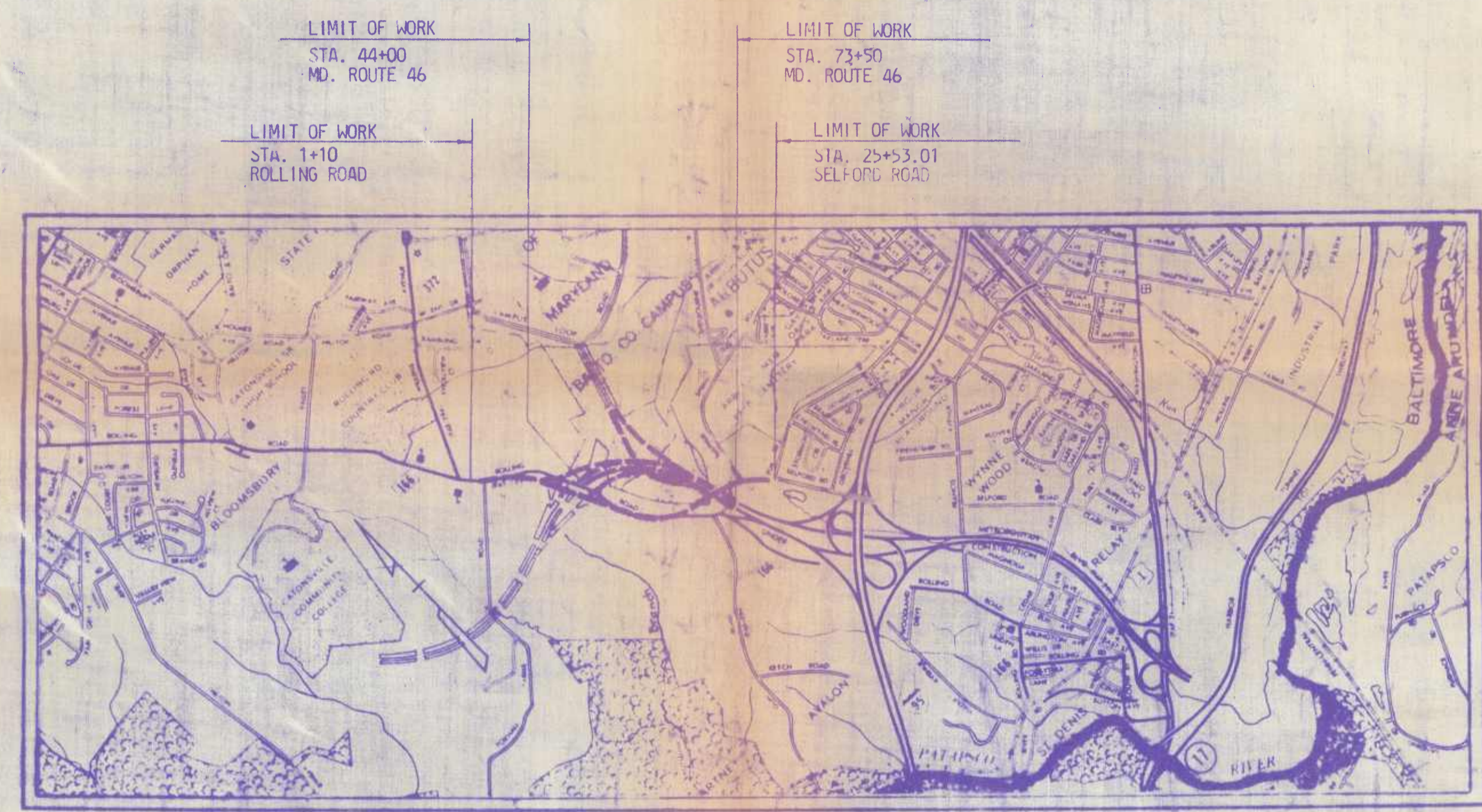
**PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
MARYLAND ROUTE 46
METROPOLITAN BOULEVARD**

ROLLING ROAD TO SULPHUR SPRING ROAD

SCALE PLAN 1 IN. = 50 FT.
PROFILE HOR. 1 IN. = 50 FT.; VERT. 1 IN. = 10 FT.

CONTRACT NO. B 735-7-426

BALTIMORE COUNTY



LOCATION MAP
SCALE 1" = 2,000 FEET

Right of Way Lines Shown on These Plans Do Not Include Easements; They Are For Assistance in Interpreting The Plans. These Lines Do Not Represent The Official Property Acquisition Lines. For Official Fee Right of Way and Easement Information, See The Appropriate Right of Way Plans.

**DESIGN SPEED = 60 M.P.H.
MILEAGE = 0.407 N.B.R.
0.337 S.B.R.
LIMITED ACCESS HIGHWAY**

Description	TRAFFIC DATA			
	Metropolitan Boulevard I-95 to Univ. of Maryland	Metropolitan Boulevard Univ. of Maryland to Rolling Rd.	1968	1990
A.D.T.	14,200	36,100	7200	20,400
D.H.V.	12%	10%	10%	10%
Dist. Dist. of Des. Hr.	60%	60%	60%	60%
Percent Trucks-A.D.T.	6%	6%	6%	6%
Percent Trucks-D.H.V.	3%	3%	3%	3%

REVISIONS	
5	REVISED 7-10-73
7	REVISED 10-30-73
8	REVISED 11-22-74

SOIL LEGEND

- A-3, SAND NON-PLASTIC
- A-2-4, SILTY SAND
- A-4, SILT
- A-4-2, SANDY SILT
- A-4-7, CLAYEY SILT
- A-5, SILT W/ MICA AND/OR DECOMPOSED ROCK
- A-7, CLAY
- A-7-2, SANDY CLAY
- A-7-4, SILTY CLAY
- ROCK, PENETRATED BY POWER SOIL AUGER
- PLAN LOCATION OF SOIL BORINGS
- PLAN LOCATION OF ROCK OUTCROPS

IN-PLACE DRY DENSITY (DEPTH)
P.C.F. @ % MOIST. (DATE)

BORING TARGETS AND PROFILES
SCALE: HORIZONTAL - NONE
VERTICAL - 1" = 10'

L.L.-LIQUID LIMIT P.I.-PLASTICITY INDEX N.P.-NON PLASTIC
P.C.F.-POUNDS PER CUBIC FOOT M.D.D.-MAXIMUM DRY DENSITY
O.M.C.-OPTIMUM MOISTURE CONTENT
M.D.D. & O.M.C. PER A.A.S.H.O. DESIGNATION T-99 METHOD 'C'.
UNLESS OTHERWISE NOTED ON PLANS, ALL SOIL SURVEY BORINGS FOR ROADWAY CONSTRUCTION WERE LEFT OPEN FOR 24 HOURS WITH NO EXCESS MOISTURE OR FREE WATER ENCOUNTERED DURING TIME OF SOIL SURVEY. (10/68-11/68 & 4/72). BORING DATA FOR STRUCTURES IS INDICATED ON RESPECTIVE PLAN SHEETS.
EFFECTIVE JULY 1, 1971, IN ACCORDANCE WITH THE PROVISIONS OF CHAPTER 526 OF THE ACTS OF THE 1970 GENERAL ASSEMBLY, WHEREVER THE TITLE "STATE ROADS COMMISSION" AND/OR TERM "COMMISSION" IS USED, IT SHALL BE CONSTRUED TO BE "THE STATE HIGHWAY ADMINISTRATION."

FIELD BOOK INDEX

BOOK NO.	DESCRIPTION
10370	☑ SURVEY AND TOPO
12400	☑ SURVEY AND TOPO
12407	☑ SURVEY AND TOPO
13537	☑ SURVEY AND TOPO
13538	☑ SURVEY AND TOPO
13539	☑ SURVEY AND TOPO
14241	☑ SURVEY AND TOPO
14242	☑ SURVEY AND TOPO
14243	☑ SURVEY AND TOPO
17027	☑ SURVEY AND TOPO
17028	☑ SURVEY AND TOPO
17030	☑ SURVEY AND TOPO
17839	☑ SURVEY AND TOPO
17887	☑ SURVEY AND TOPO
18420	☑ SURVEY AND TOPO
13539	CROSS - SECTION
17614	CROSS - SECTION
17840	CROSS - SECTION
17841	CROSS - SECTION

CONVENTIONAL SIGNS

- STATE AND NATIONAL LINE
- COUNTY LINE
- CITY OR VILLAGE
- GUARD RAIL FENCE LINE
- UNFENCED PROPERTY
- RIGHT OF WAY LINE
- TRAVELED WAY
- RAILROADS
- BASE OR SURVEY LINE
- DITCH, SEED & MULCH
- DITCH, SOIL STAB. MATTING
- DITCH, SOLID SODDING
- DITCH, PAVED
- CULVERTS
- RETAINING WALL
- DROP INLET
- TROLLEY POLE
- POWER POLE
- TELEPHONE OR TELEGRAPH POLE
- MARSH
- HEDGE
- GROUND ELEVATION
- GRADE ELEVATION

FOR DETAILS OF CULVERTS, ETC. SEE STANDARD SHEET.
STATE SPECIFICATIONS AND STANDARD PLANS ON FILE IN BUREAU OF PUBLIC ROADS.

PREPARED BY
J. E. GREINER COMPANY
CONSULTING ENGINEERS
BALTIMORE, MARYLAND

CHIEF ENGINEER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION BUREAU OF PUBLIC ROADS

APPROVED

DIVISION ENGINEER DATE

REVIEWED AND APPROVAL RECOMMENDED
Philip R. Miller 3/1/73
CHIEF, BUREAU OF SPECIAL SERVICES

APPROVAL RECOMMENDED
Harold J. Downs 3/1/73
DEPUTY CHIEF ENGINEER - DEVELOPMENT

APPROVED
Wm. P. Murphy 3/1/73
CHIEF ENGINEER

312

STATION	DISTANCE FROM E. TO DITCH, LT. & RT.
14+00	28.50'
14+50	26.00'
15+00	23.50'
15+50	22.00'
16+00	22.00'
16+50	22.00'
Tie to Existing	

11+00 Relocated Rolling Road Bk. =
 11+00 Solford Road, A.H. =
 900+00 Relocated Rolling Road Connection

Sta. 13 + Lt. 5 Pt. and Sta. 17 + Lt. & Rt. Construct 5" Concrete Sidewalk with Comb. Curb & Gutter adjacent to walls of Solford Rd. Structure.

LIMIT OF WORK CONTRACT B735-7426 SULPHUR SPRING ROAD STA. 16+50

Restore Lawns with 4" Topsoil and Seed and Mulch for Flat Areas.

B.M. - 5" Spike in 30" Poplar 250' ± Rt. of Sta. 27+50 Metro. Blvd. Elev. = 67.92'

B.M. - 4" on top center tandem "N" Inlet 22' ± Rt. of Sta. 26+39 Solford Road. Elev. = 211.71'

B.M. - R.R. Spike in 8" E. Pole 425±105 Spring Road. Elev. = 238.77'

Construct: overways and adjust entrances left of Relocated Sulphur Spring Road, Sta. 13+80, Sta. 14+60 and Sta. 16+50, See Sheet No. 4 and Standard No. MD 500.04. Extent of work to be determined by the Engineer.

Scattered dump areas left of Solford Rd. Sta. 13+42, Rt. 37' Solford Rd. Inv. Hgt. = 259.90'

23+50, to 25+53.01, consisting of broken concrete, piles of miscellaneous appliances, etc. Inv. Hgt. = 249.06'

Sta. 17+75 Lt. 22' Solford Rd. Inv. Hgt. = 240.50'

Sta. 13+02, Lt. 31' Solford Rd. Inv. Hgt. = 265.23'

Scattered dump area left of Solford Rd. Sta. 13+02, Lt. 31' Solford Rd. Inv. Hgt. = 265.23'

Sta. 13+42, Rt. 37' Solford Rd. Inv. Hgt. = 259.90'

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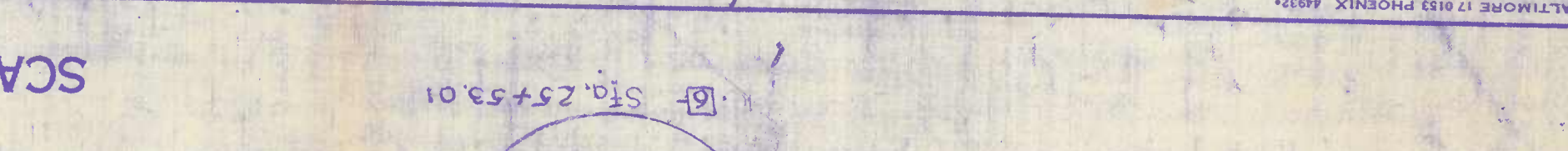
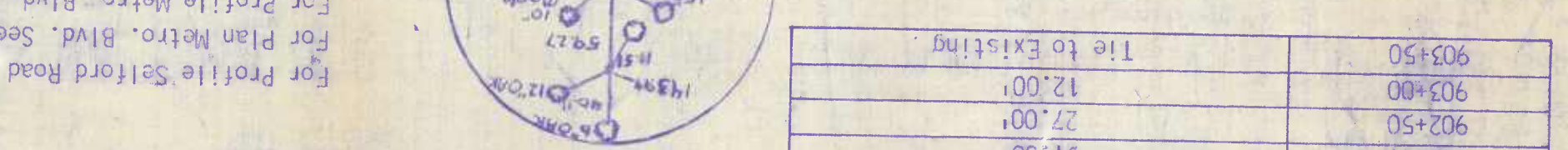
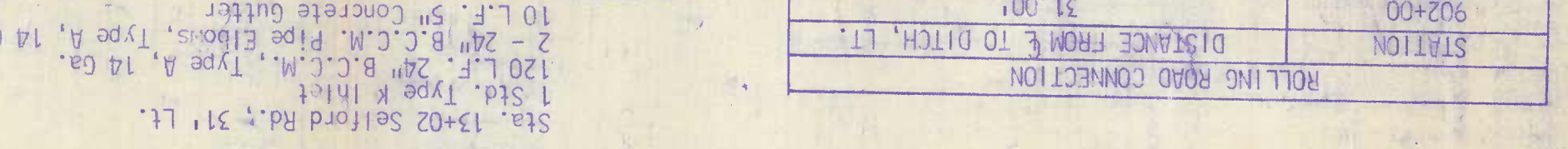
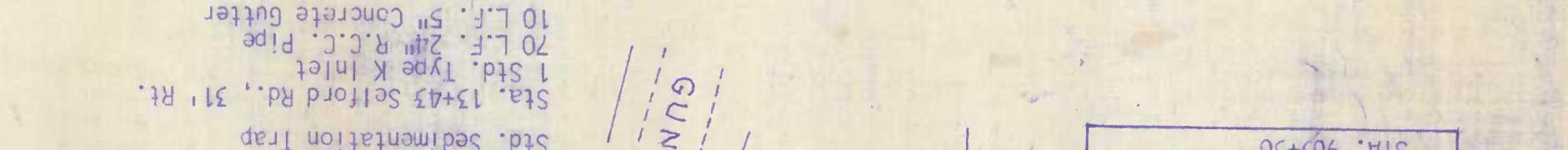
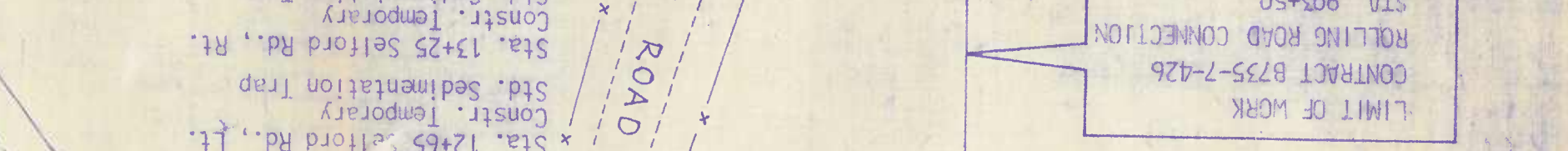
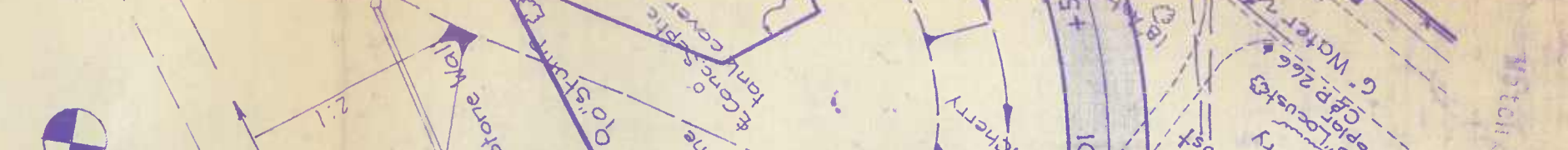
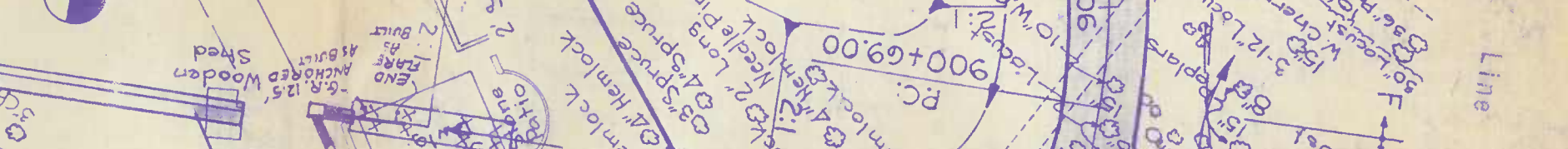
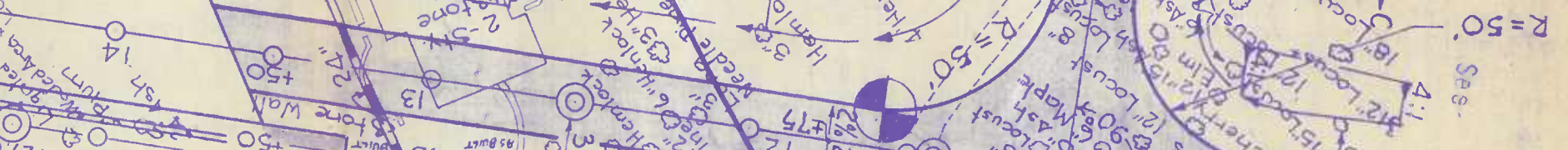
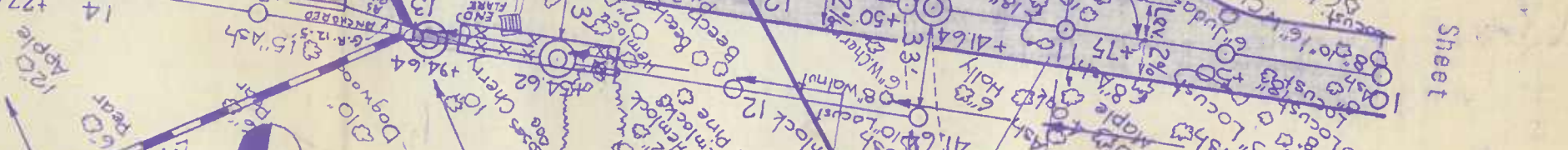
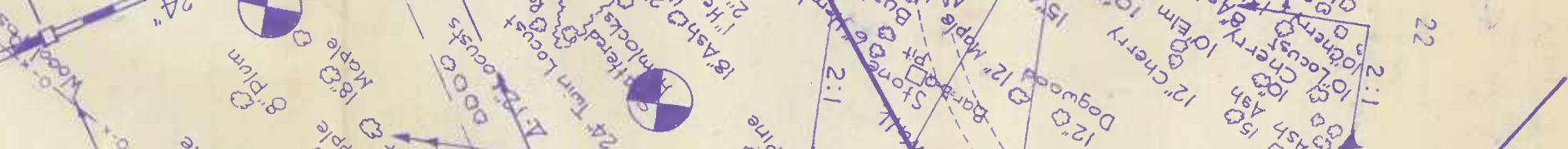
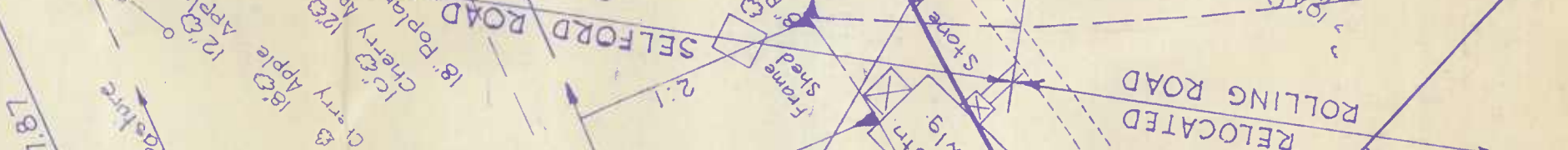
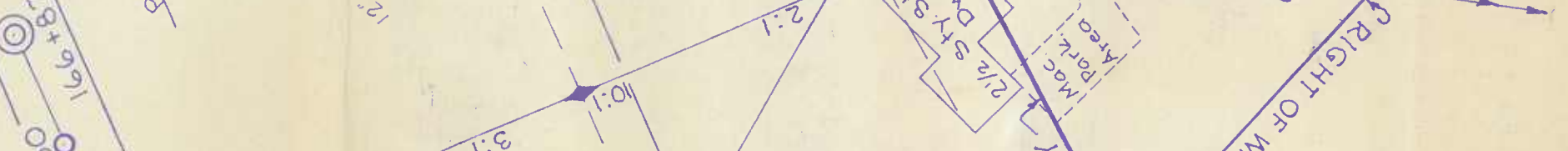
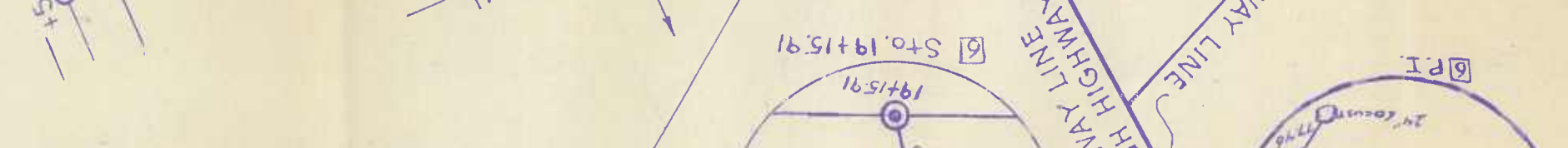
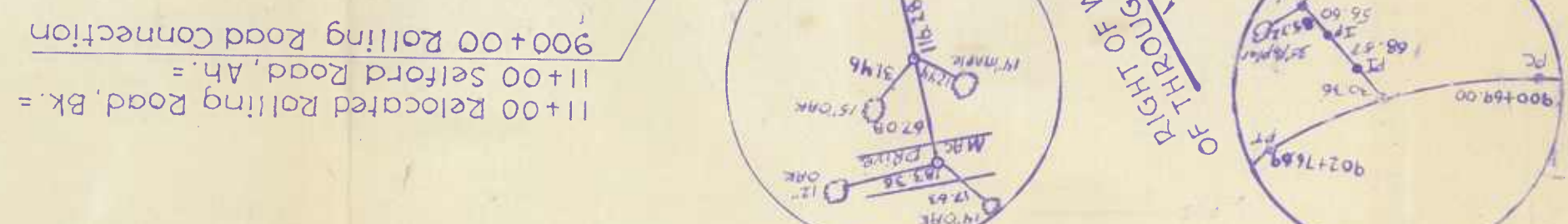
Sta. 13+42, Rt. 37' Solford Rd. Inv. Hgt. = 259.90'

Sta. 17+75 Lt. 22' Solford Rd. Inv. Hgt. = 249.06'

Sta. 13+02, Lt. 31' Solford Rd. Inv. Hgt. = 265.23'

Sta. 13+42, Rt. 37' Solford Rd. Inv. Hgt. = 259.90'

Sta. 17+75 Lt. 22' Solford Rd. Inv. Hgt. = 249.06'



Rolling Road Connection
 P.C. Sta. 900+69.00
 Δ = 59°30'00"
 Dc = 28°36'52"
 R = 2000.00'
 T = 114.31'
 Lc = 207.69'
 S.B. = 2%

Rolling Road Connection
 STA. 903+50

Rolling Road Connection
 CONTRACT B735-7426
 STA. 903+50

Rolling Road Connection
 STA. 903+50

Rolling Road Connection
 STA. 903+50

Rolling Road Connection
 STA. 903+50

Rolling Road Connection
 STA. 903+50

Rolling Road Connection
 STA. 903+50

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Rolling Road Connection
 STA. 903+50

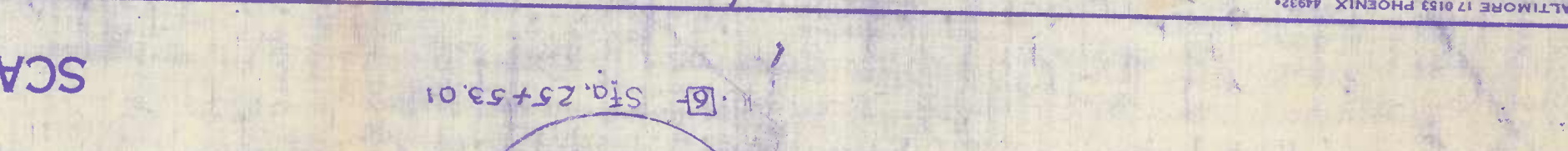
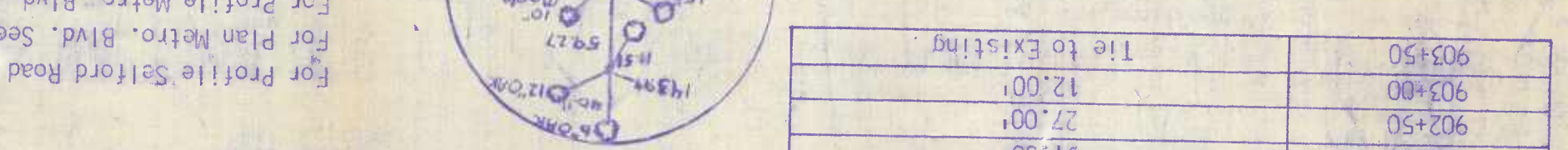
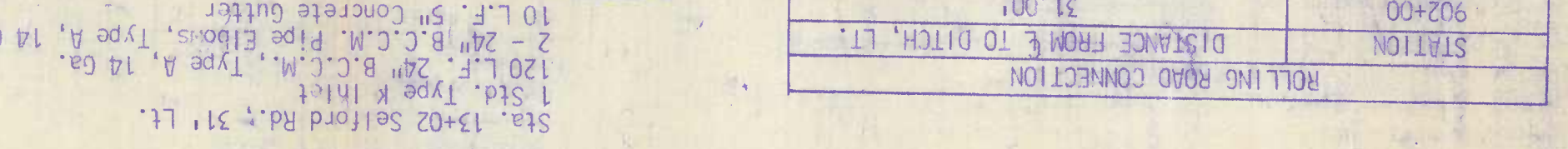
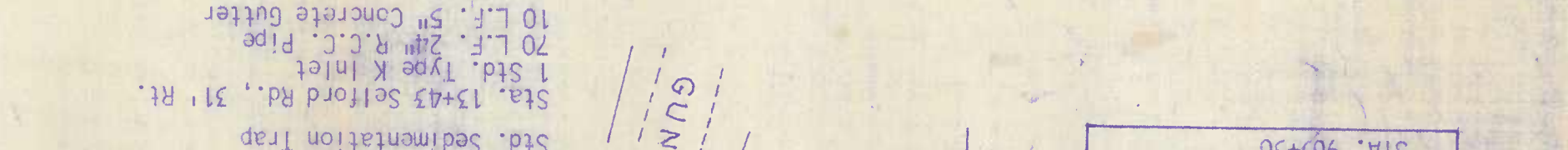
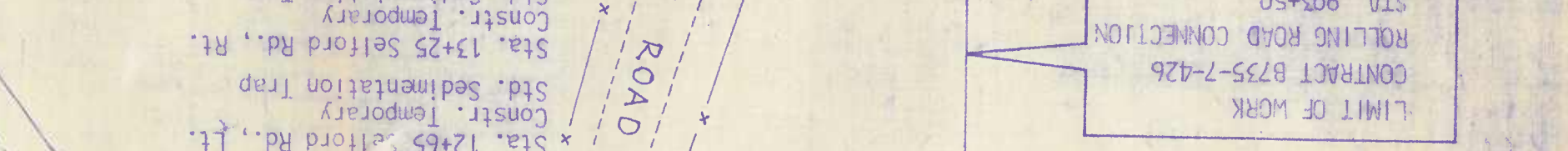
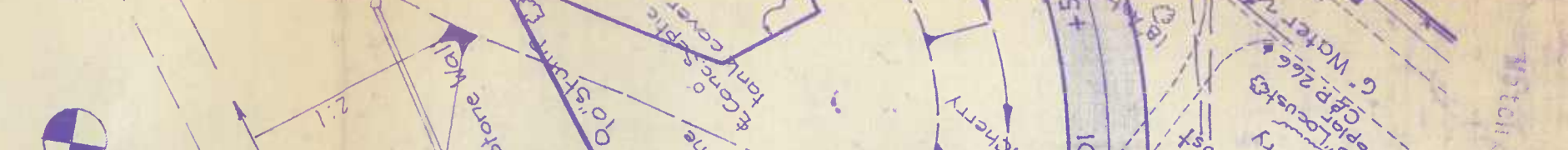
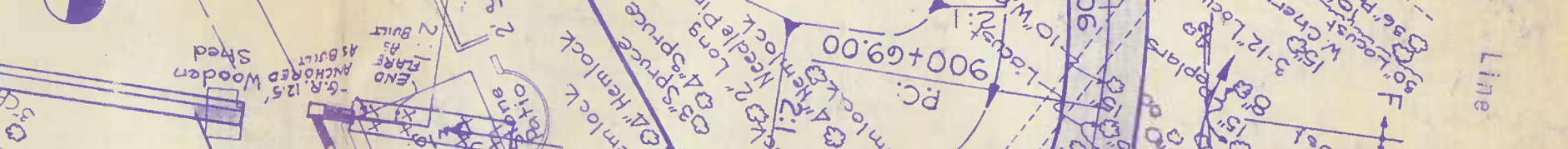
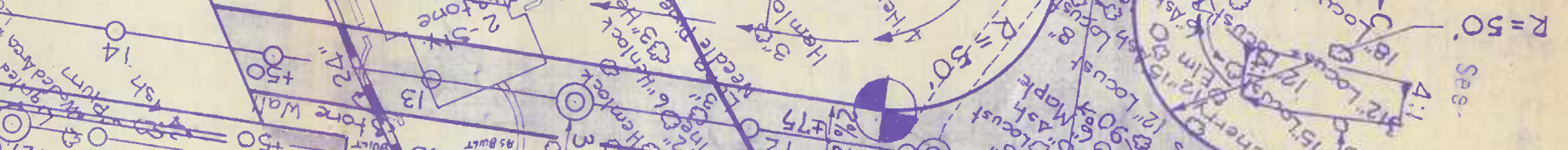
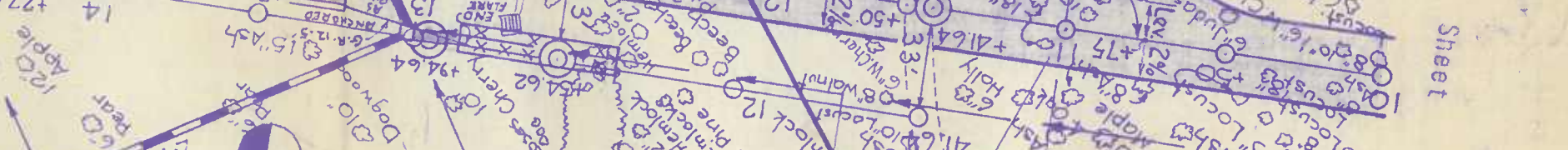
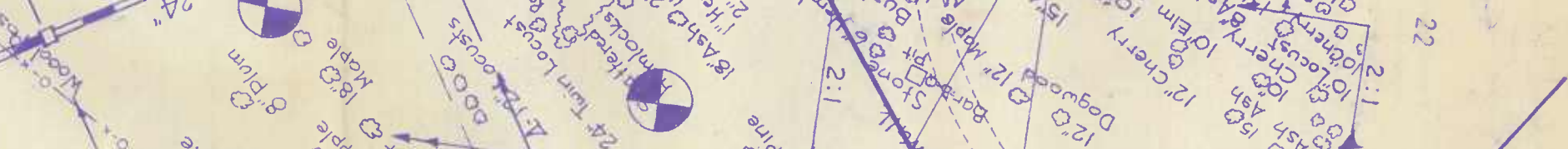
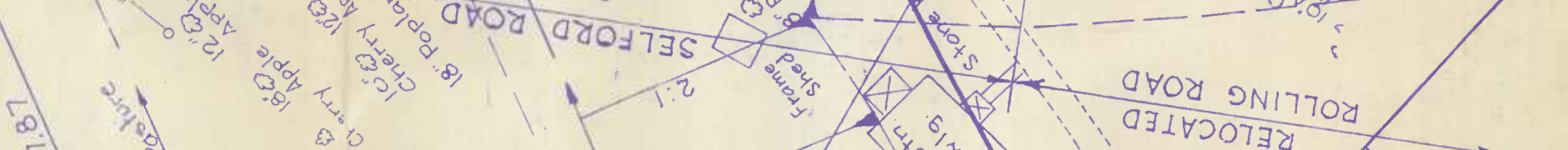
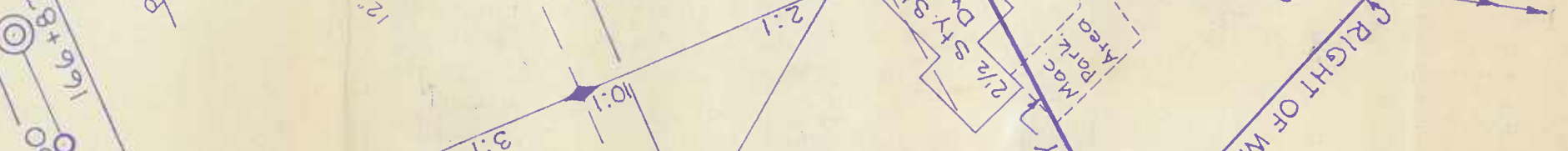
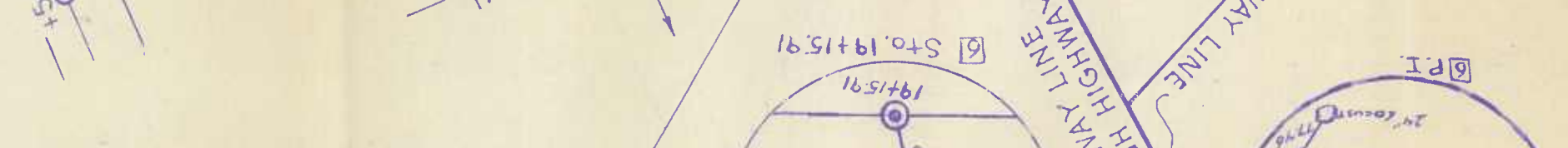
Rolling Road Connection
 STA. 903+50

Rolling Road Connection
 STA. 903+50

Rolling Road Connection
 STA. 903+50

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Rolling Road Connection
 STA. 903+50



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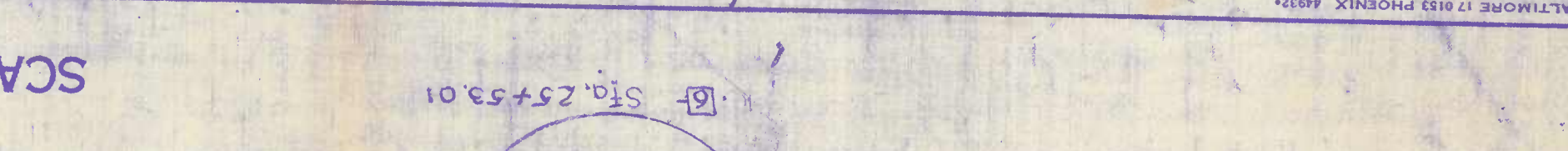
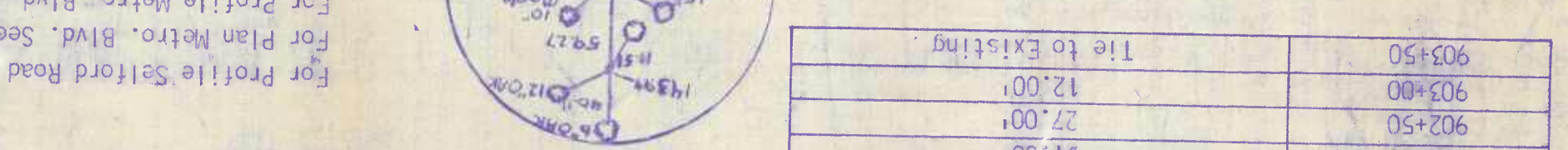
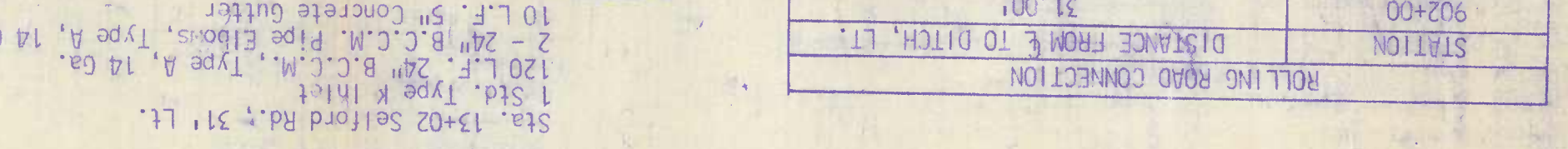
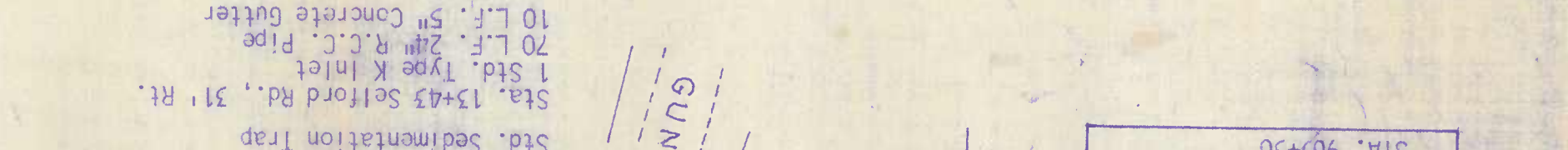
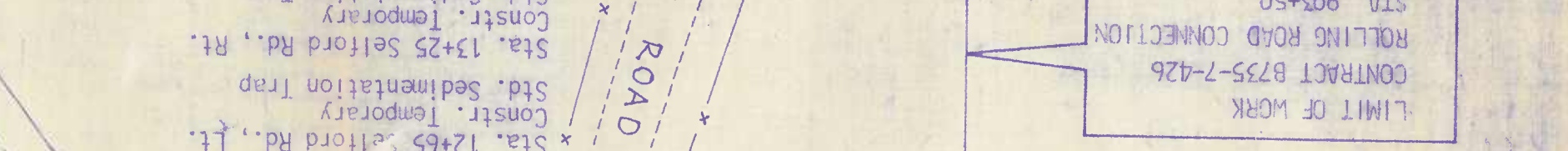
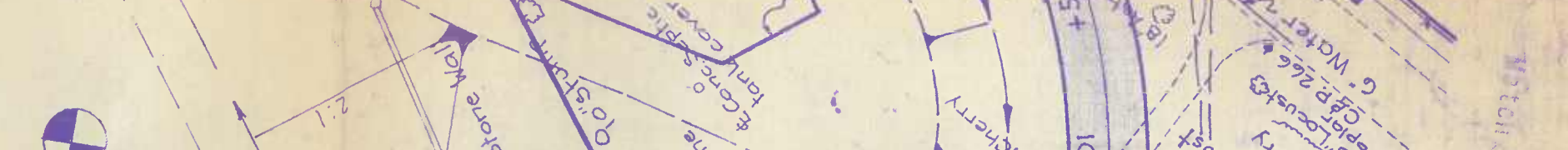
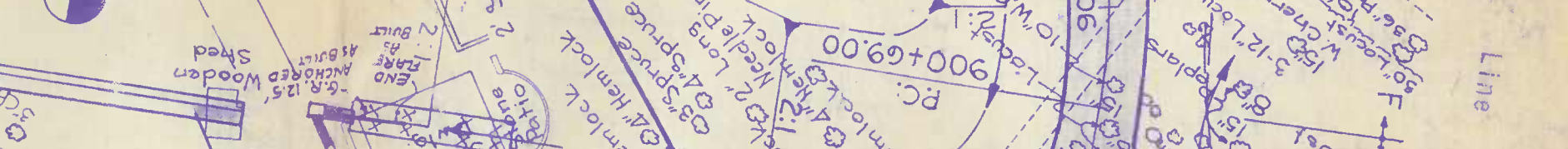
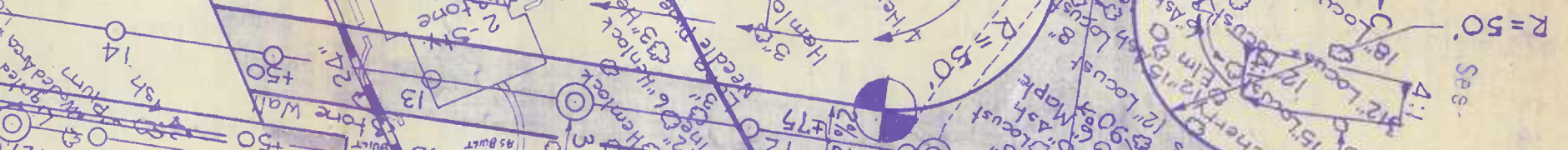
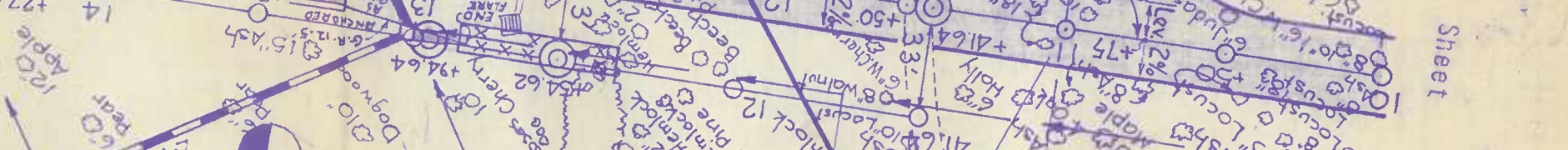
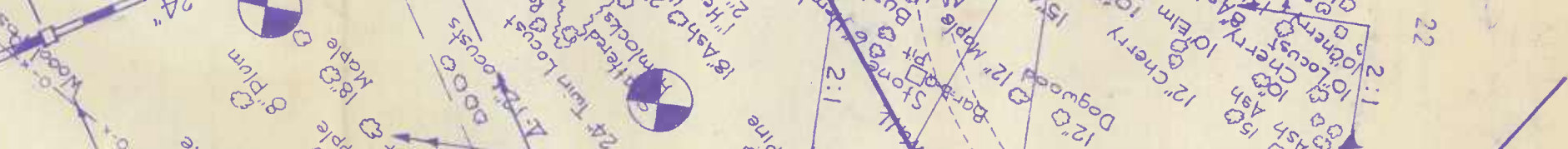
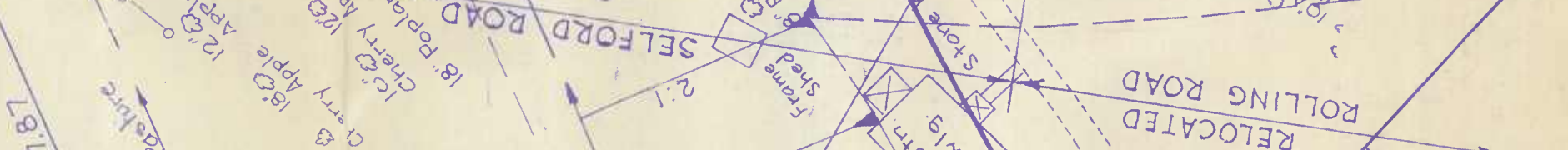
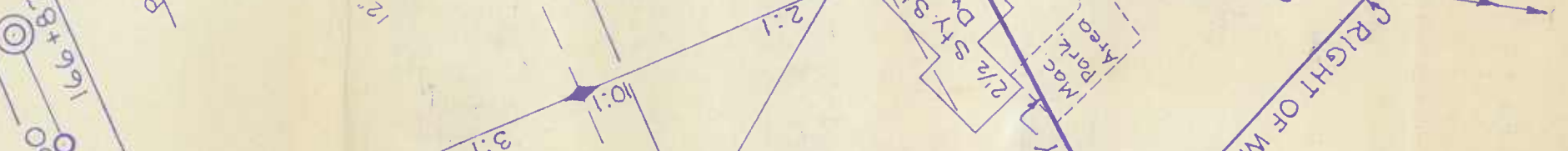
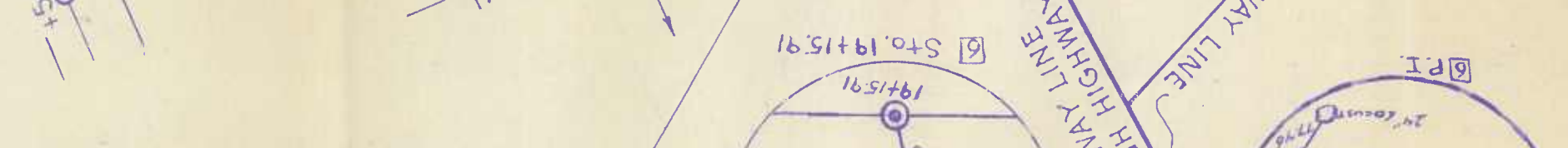
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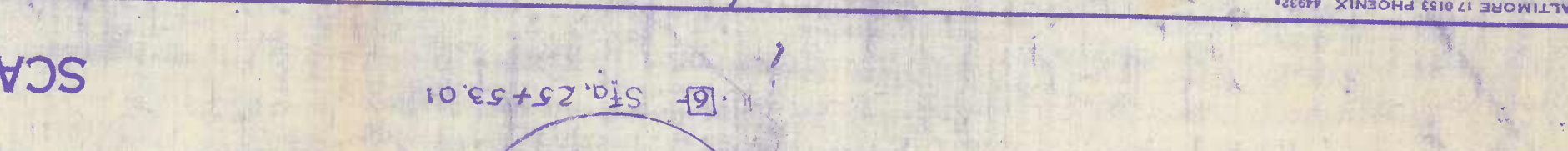
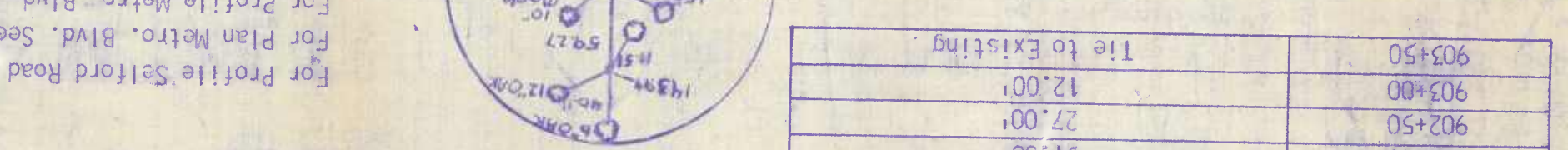
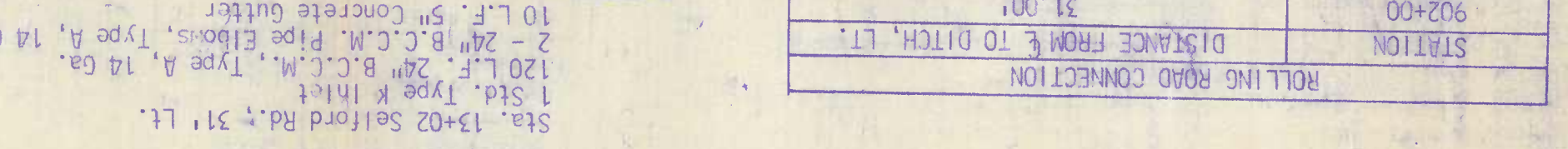
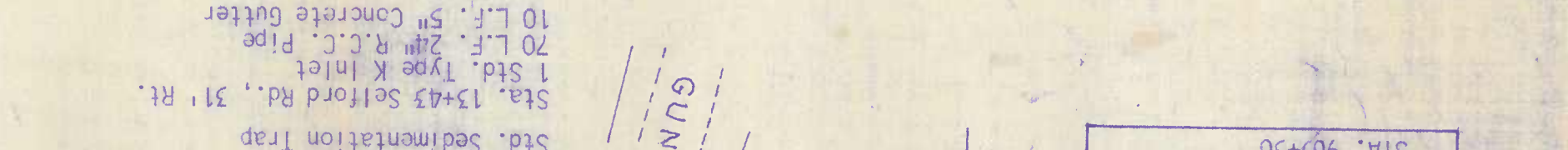
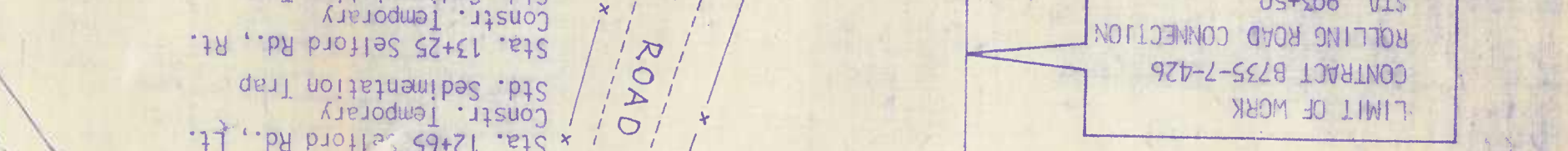
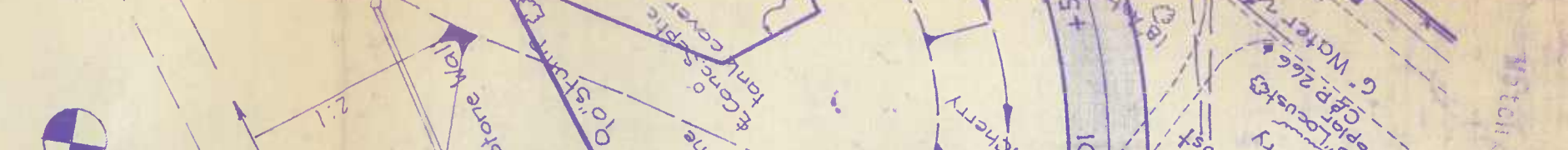
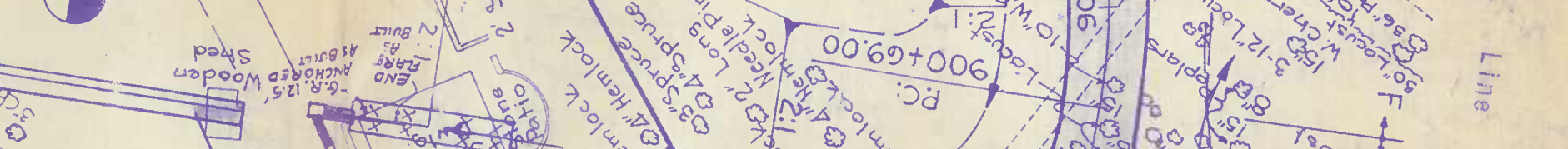
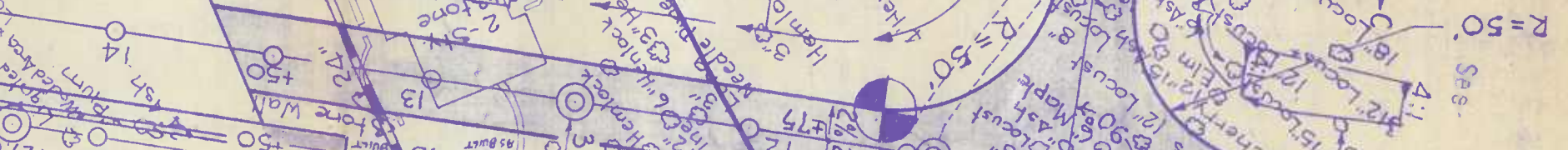
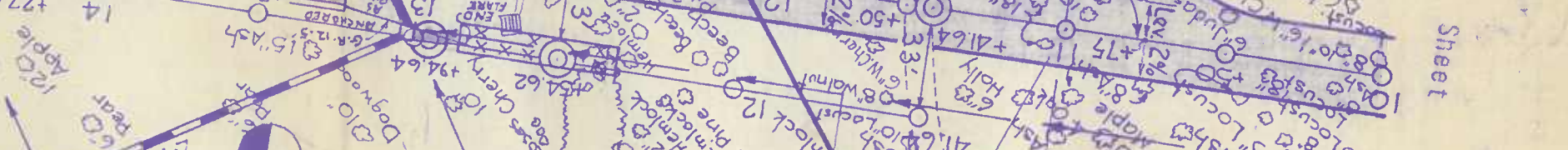
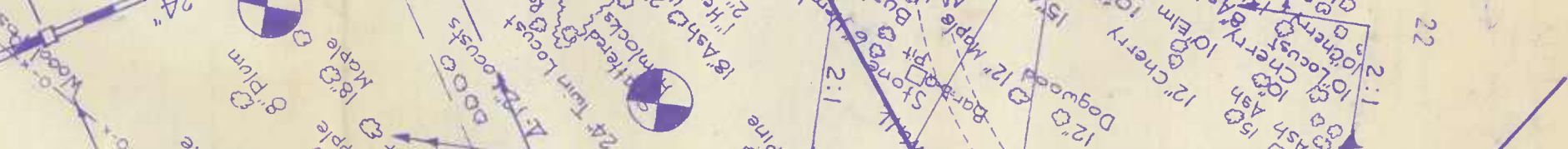
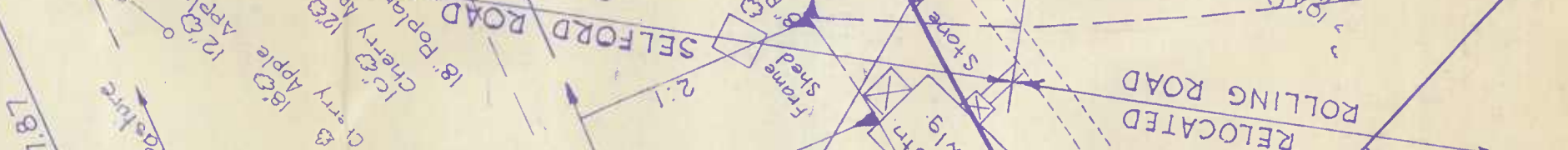
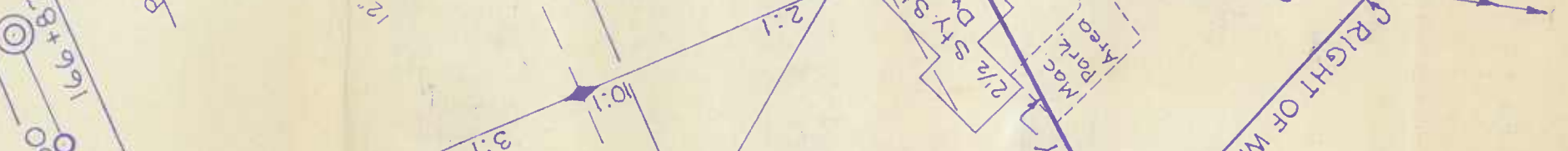
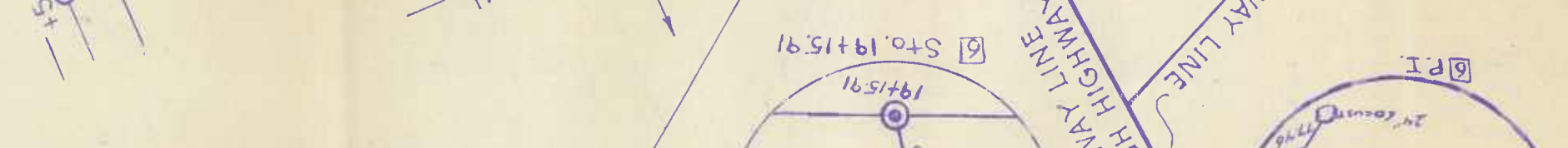
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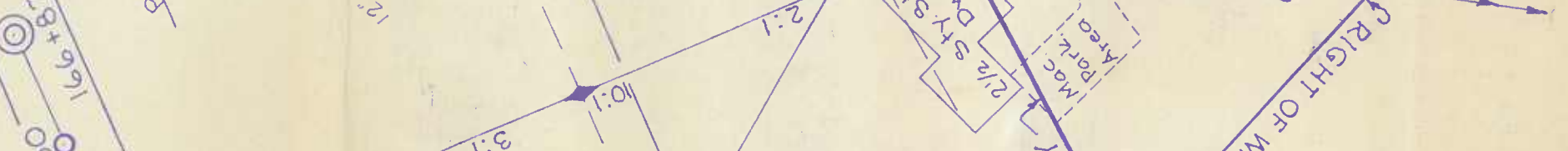
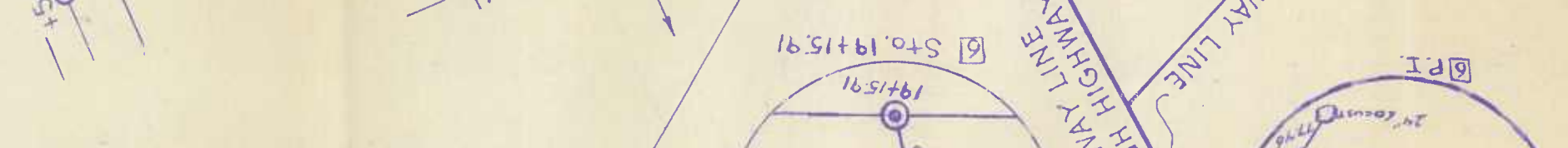
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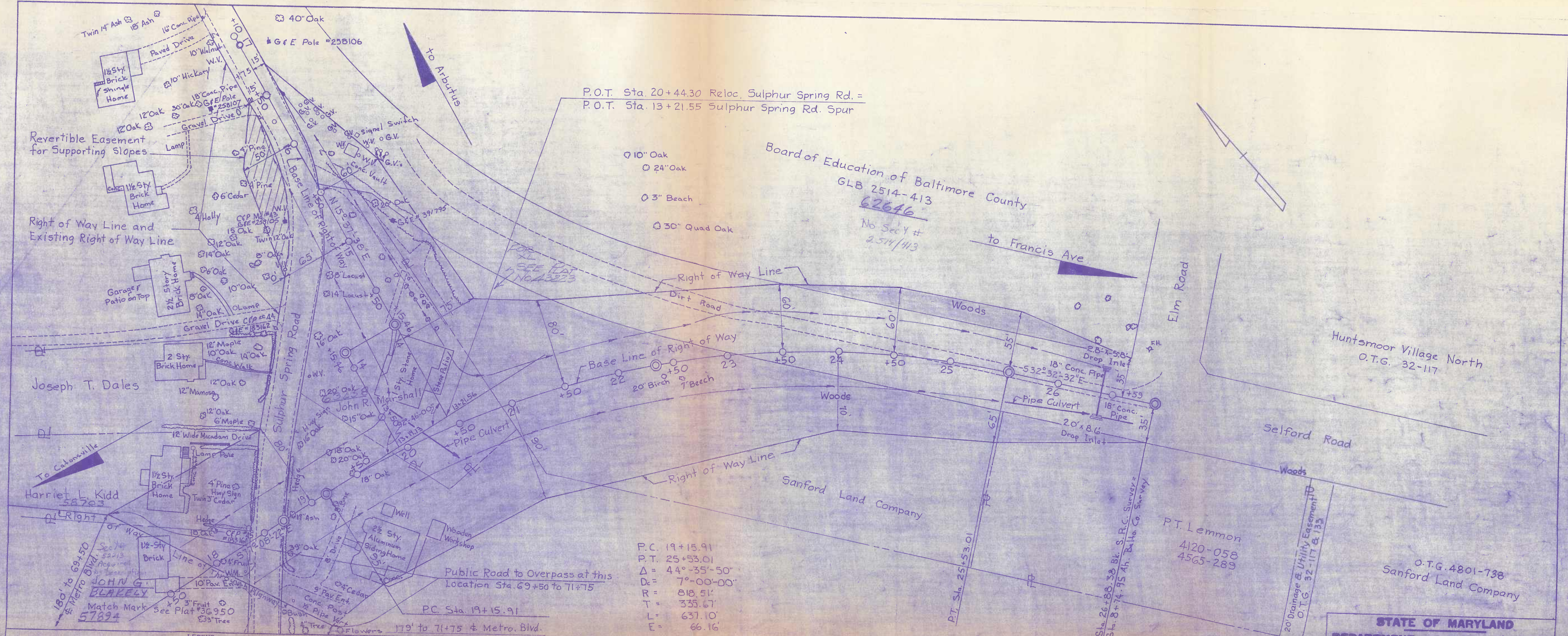
Rolling Road Connection
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Rolling Road Connection
 STA. 903+50



B 735-7-426

Drawn 233



P.O.T. Sta. 20+44.30 Reloc. Sulphur Spring Rd. =
P.O.T. Sta. 13+21.55 Sulphur Spring Rd. Spur

Board of Education of Baltimore County
GLB 2514-413
62646
No Sec'y #
2514/413

P.C. 19+15.91
P.T. 25+53.01
Δ = 44°-35'-50"
Dc = 7°-00'-00"
R = 818.51'
T = 335.67'
L = 637.10'
E = 66.16'

LEGEND

	REVERTIBLE EASEMENT FOR SUPPORTING SLOPES.
	REVERTIBLE EASEMENT OR RIGHT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAN.
	PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAN.
	PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION ON THIS PLAN. (ARROW INDICATES GENERAL DRAINAGE FLOW PATTERN)
	PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER FROM OR INTO EXISTING WATERWAY OR NATURAL DRAINAGE COURSE.
	PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER UPON EXISTING GROUND.
	APPROXIMATE GENERAL DRAINAGE FLOW PATTERN (NOT TO SCALE FOR EXPLANATORY PURPOSE ONLY)

A PORTION OF THIS RIGHT OF WAY IS FOR AN EXPRESSWAY AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN, AND/OR ANIMAL WILL BE PERMITTED ACROSS THE LINES DESIGNATED "RIGHT OF WAY LINE OF THROUGH HIGHWAY" EXCEPT BY MEANS OF SUCH PUBLIC ROAD CONNECTIONS AS ARE AUTHORIZED BY LAW. NAMES OF REPORTED PROPERTY OWNERS AS SHOWN ON THIS PLAN ARE THOSE OF ORIGINAL OWNERS TO THE STATE HIGHWAY ADMINISTRATION - STATE ROADS COMMISSION. THE APPROXIMATE PROPERTY LINES SHOWN WERE NOT ESTABLISHED BY ACTUAL SURVEY, BUT ARE INTENDED FOR AN APPROXIMATE GUIDING ONLY.

SENT TO RECORD OFFICE JULY 27, 1972
FINALIZED BY CHAIRMAN 19

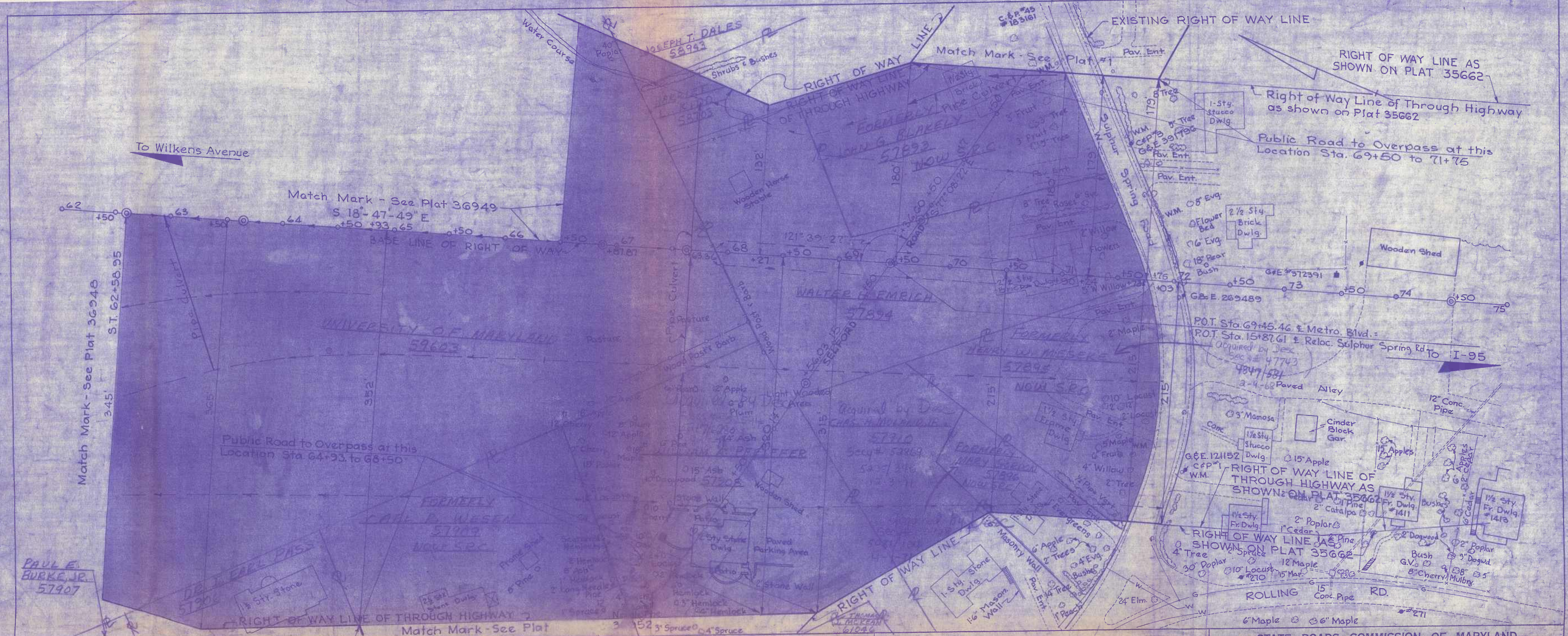
REVISIONS

See incorporated plat 45874

LOCATED IN	BALTIMORE	COUNTY
PREPARED BY	J. E. GREINER COMPANY, INC.	
CONSTRUCTION PROJECT	METROPOLITAN BOULEVARD-MD. RTE. 46 ROLLING ROAD TO SULPHUR SPRING ROAD	
CONSTRUCTION PROJECT NO.	B735-7-426	

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION STATE ROADS COMMISSION	
RIGHT OF WAY PROJECT:	MD. RTE. 46
RIGHT OF WAY PROJECT NO.	S. OF WILKENS AVE. TO U.S. RTE. 1
FEDERAL AID PROJECT NO.	B 735-2-426
ISSUED	June 6, 1972
SCALE	1" = 50'
CONSTRUCTION PROJECT NO.	B735-7-426
PIAT No	13120

K-E



LEGEND

	REVERTIBLE EASEMENT FOR SUPPORTING SLOPES.
	REVERTIBLE EASEMENT OR RIGHT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
	PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
	PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION ON THIS PLAT. (ARROW INDICATES GENERAL DRAINAGE FLOW PATTERN)
	PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER FROM OR INTO EXISTING WATERWAY OR NATURAL DRAINAGE COURSE
	PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER UPON EXISTING GROUND.
	APPROXIMATE GENERAL DRAINAGE FLOW PATTERN (NOT TO SCALE FOR EXPLANATORY PURPOSE ONLY)

IS FOR AN EXPRESSWAY, AND NO ACCESS EITHER VEHICULAR, PEDESTRIAN AND/OR ANIMAL WILL BE PERMITTED ACROSS THE HIGHWAY OR HEAVY TRAFFIC PUBLIC ROAD CONNECTIONS AS THE COMMISSION MAY CONSTRUCT OR PERMIT TO BE CONSTRUCTED.

NAMES OF REPORTED PROPERTY OWNERS AS SHOWN ON THIS ARE THOSE OF ORIGINAL GRANTORS TO THE COMMISSION. APPROXIMATE PROPERTY LINES SHOWN WERE NOT ESTABLISHED BY ACTUAL SURVEY, BUT ARE INTENDED FOR AN APPROXIMATE GUIDE.

SENT TO RECORD OFFICE **AUGUST 4** 1968

FINALIZED BY CHAIRMAN AND DIRECTOR

REVISIONS

Revised	1-29-70
Revised	4-3-70
Revised	5-25-70
Revised	3-1-72

LOCATED IN **BALTIMORE** COUNTY

PREPARED BY **J. E. GREINER COMPANY, INC.**
James H. Greiner
 PROJECT ENGINEER

CONSTRUCTION PROJECT: **METROPOLITAN BOULEVARD MD. RTE. 46 ROLLING ROAD TO SULPHUR SPRING ROAD**

CONSTRUCTION PROJECT NO: **8725-7-4**

STATE ROADS COMMISSION OF MARYLAND

RIGHT OF WAY PROJECT: **MD. ROUTE 46 S. OF WILKENS AVE. TO U.S. RTE. 1**

RIGHT OF WAY PROJECT NO. **8725-2-426**

FEDERAL AID PROJECT NO.

ISSUED **August 6, 1968** SCALE **1" = 50'**

Louis A. Galt, Jr.
 CHIEF, RIGHT OF WAY DIVISION

PLAT No. 36950

R/W check 7-12-68



JOSEPH T. DALES - 58943

METES & BOUNDS		
1	N 45°-17'-05.9" W	44.560'
2	N 42°-52'-54.3" E	47.886'
3	S 0°-47'-43.2" W	66.443'

FEE SIMPLE AREA = 0.02± ACRES

DEED FROM WILLIAM R. LENHARD ADMINISTRATOR OF THE ESTATE OF AUGUSTA EVA VINDOZER, DECEASED, TO JOSEPH THOMAS DALES AND VIOLA D. DALES, HIS WIFE, DATED NOV. 26, 1957 AND BEING RECORDED AMONG THE LAND RECORDS OF BALTIMORE COUNTY IN LIBER G.L.B. 3278, FOLIO 265.

Entry Agreement 9-14-72
 BOARD OF EDUCATION OF BALTIMORE COUNTY
 LIBER GLB 2514, FOLIO 413

To a point located 352' right of Met. Blvd. Sta. 64+93

POINT OF BEGINNING
 15 S 06°-02'-59.5" E
 229.218' FROM A POINT
 LOCATED 67' RIGHT OF
 REL. ROLLING RD. STA. 84+5

JOHN H. MEARS JR. PARCEL NO. 2-53058

METES & BOUNDS		
1	S 46°-02'-59.5" W	233.522'
2	N 62°-02'-43.2" W	103.589'
3	N 30°-02'-50.2" W	136.938'

FEE SIMPLE AREA = 0.076± ACRES

Secy# 54770
 5380/a90
 7-26-73

- LEGEND
- REVERSIBLE EASEMENT FOR SUPPORTING SLOPES.
 - REVERSIBLE EASEMENT OR RIGHT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAN.
 - PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAN.
 - PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION ON THIS PLAN. (ARROW INDICATES GENERAL DRAINAGE FLOW PATTERN).
 - PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER FROM OR INTO EXISTING WATERWAY OR NATURAL DRAINAGE COURSE.
 - PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER UPON EXISTING GROUND.
 - APPROXIMATE GENERAL DRAINAGE FLOW PATTERN (NOT TO SCALE-FOR EXPLANATORY PURPOSE ONLY).

A PORTION OF THIS PLAT IS TO BE USED AS AN EASEMENT, AND NO ACROSS-ROAD VEHICULAR INTERSECTION AND/OR AVIATION SHALL BE PERMITTED ACROSS THE LINE'S EASEMENT. THE USE OF THE LINE OF THROUGH HIGHWAY IS ACCEPTED BY MEANS OF THIS PUBLIC ROAD EASEMENT AS AUTHORIZED BY LAW.

SENT TO RECORD OFFICE	OCT. 25, 1972
FINALIZED BY CHAIRMAN	OCT. 4, 1972

SURVEY BOOK	REVISIONS	DATE OF PLAN
21-298	8-18-72	30990
21-462		43120
14202		24949
		26592

See Plat A-3874 for ADD'L. PLAN

LOCATED IN	BALTIMORE	COUNTY
PREPARED BY	J. E. GREYNER COMPANY, INC.	
CONSTRUCTION PROJECT:	METROPOLITAN BOULEVARD-RT. 40 ROLLING ROAD TO SULPHUR SPRING ROAD	
CONSTRUCTION PROJECT NO.:	S 72579226	

STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 STATE ROADS COMMISSION

RIGHT OF WAY PROJECT: M.D. RTE. 46
 \$ OF MILKENS ONE, TO U.S. RTE. 1
 RT. 235+1326

FEDERAL AID PROJECT NO. _____

ISSUED: August 9, 1972
 Richard H. ...
 CHIEF ENGINEER

SCALE: 1" = 50'

PLAT No. 43202



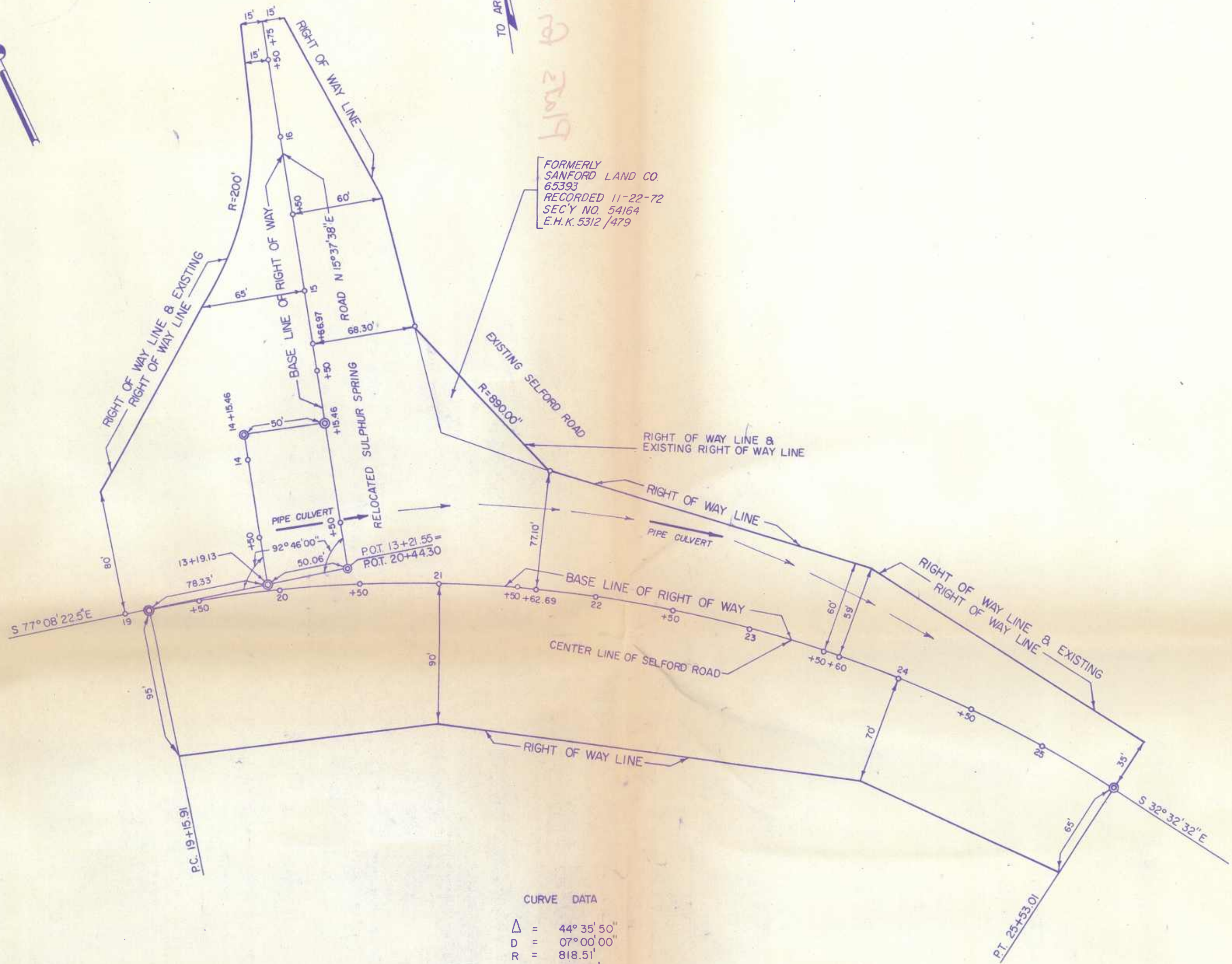
TO ARBUTUS

As located by 2/19/77

FORMERLY
SANFORD LAND CO
63393
RECORDED 11-22-72
SECY NO. 54164
E.H.K. 5312 /479

TO FREDERICK AVE

TO CATONSVILLE



CURVE DATA
 $\Delta = 44^{\circ} 35' 50''$
 $D = 07^{\circ} 00' 00''$
 $R = 818.51'$
 $T = 335.67'$
 $L = 637.10'$
 $E = 66.16'$

TO FRANCIS AVE

LEGEND

	REVERTIBLE EASEMENT FOR SUPPORTING SLOPES.
	REVERTIBLE EASEMENT OR RIGHT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
	PERPETUAL EASEMENT FOR SPECIAL PURPOSE AS INDICATED BY NOTATION ON THIS PLAT.
	PERPETUAL EASEMENT FOR DRAINAGE FACILITY AS INDICATED BY NOTATION ON THIS PLAT.
	(ARROW INDICATES GENERAL DRAINAGE FLOW PATTERN)
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	PERPETUAL EASEMENT TO DISCHARGE FLOW OF WATER UPON EXISTING GROUND.
	APPROXIMATE GENERAL DRAINAGE FLOW PATTERN (NOT TO SCALE-FOR EXPLANATORY PURPOSE ONLY)

SENT TO RECORD OFFICE	APRIL 1, 1977
APPROVED BY CHAIRMAN	19

BOOKS	REVISIONS	PART OF PLAT
21 - 498		43129
21 - 462		43202 (REV. 8-18-72)
14242		43223
		45624

LOCATED IN	BALTIMORE	COUNTY
PREPARED BY	BUREAU OF HIGHWAY DESIGN	
CONSTRUCTION PROJECT:	METROPOLITAN BOULEVARD - MD. RTE. 46 ROLLING ROAD TO SULPHUR SPRING ROAD	
CONSTRUCTION PROJECT NO.:	B 735 - 007 - 426	

STATE OF MARYLAND
 DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 STATE ROADS COMMISSION

RIGHT OF WAY PROJECT: MD. RTE. 46
 SOUTH OF WILKENS AVE. TO U.S. RTE. 1
 FEDERAL AID PROJECT NO. B 735 - 002 - 426

ISSUED March 3 19 77 SCALE 1" = 50'

CHIEF, BUREAU OF HIGHWAY DESIGN William F. Lewis PLAT No. 45874

QUANTITY SUMMARY
 PART OF QUANTITIES - DRAINAGE
 PART OF QUANTITIES - DRAINAGE
 TABLE
 PART AND MISCELLANEOUS QUANTITIES
 PART OF ALL CONTRACT ITEMS
 PART OF ALL CONTRACT ITEMS
 Part of Work Required
 at Pier 1 S B R - Nov 1974

STATE OF MARYLAND STATE ROADS COMMISSION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY

MARYLAND ROUTE 46

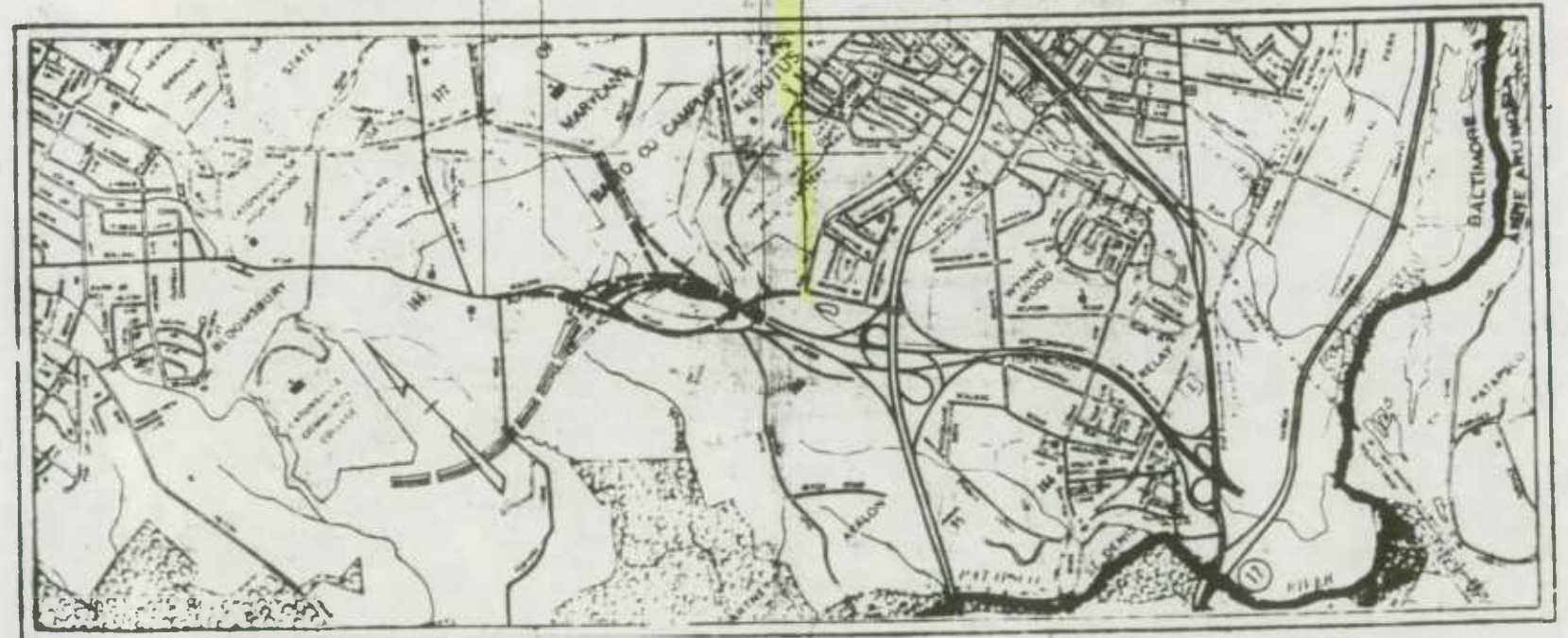
METROPOLITAN BOULEVARD

ROLLING ROAD TO SULPHUR SPRING ROAD

SCALE PLAN 1 IN. = 50 FT.
 PROFILE HOR. 1 IN. = 50 FT. VERT. 1 IN. = 10 FT.

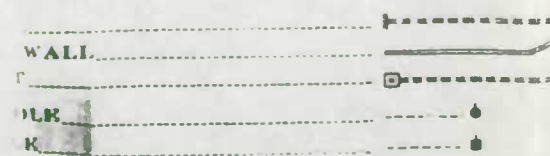
CONTRACT NO. B 735-7-426

BALTIMORE COUNTY

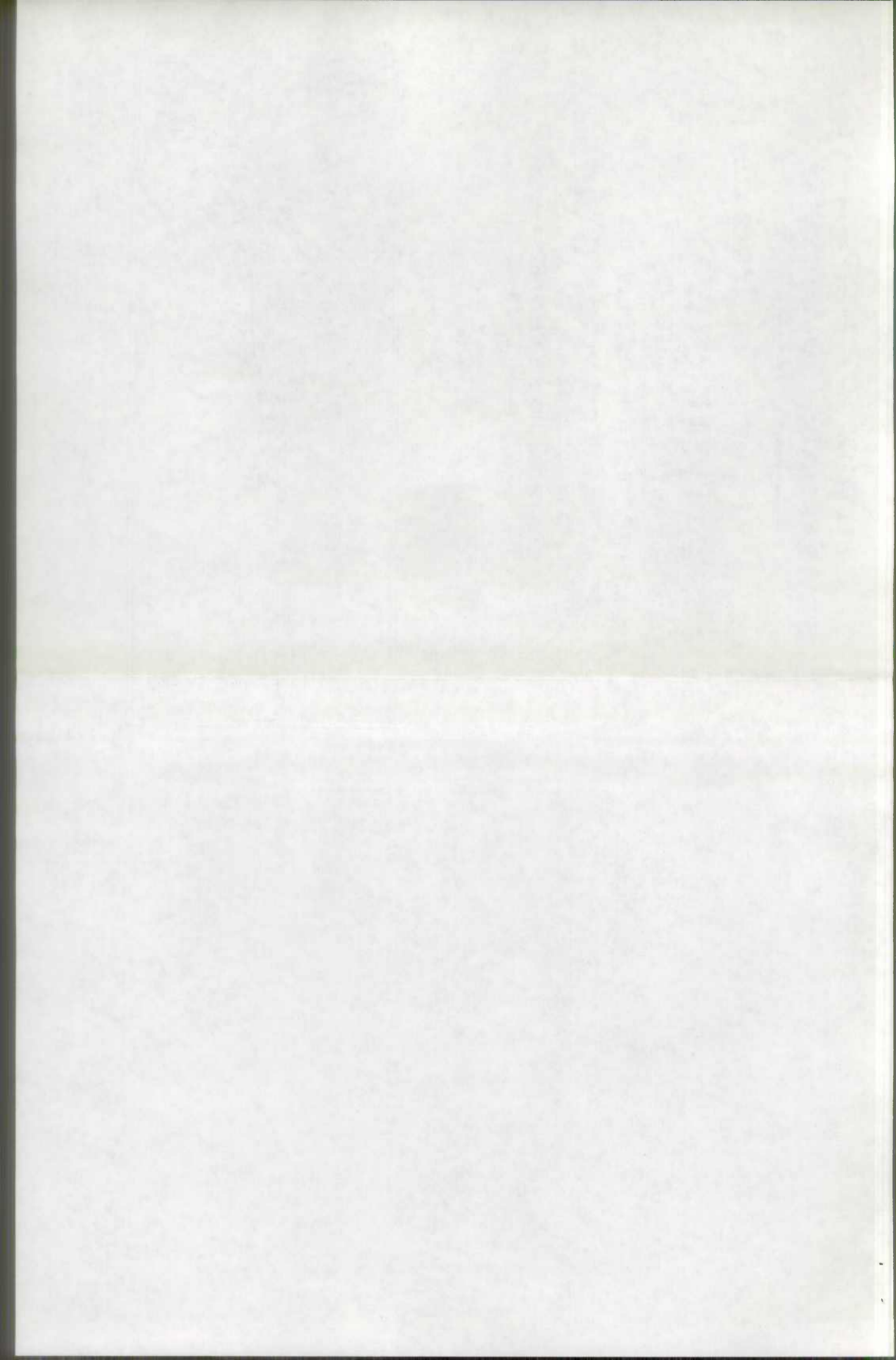


LOCATION MAP
 SCALE: 1" = 2,000 FEET

NS



Right of Way Lines Shown on These Plans Do Not Include Easements; They Are For Assistance in Interpreting The Plans. These Lines Do Not Represent The Official Property Acquisition Lines. For Official Fee Right of Way and Easement Information, See The Appropriate Right of Way Plats.



PLAN AND PROFILE OF PROPOSED

STATE HIGHWAY

MARYLAND ROUTE 46

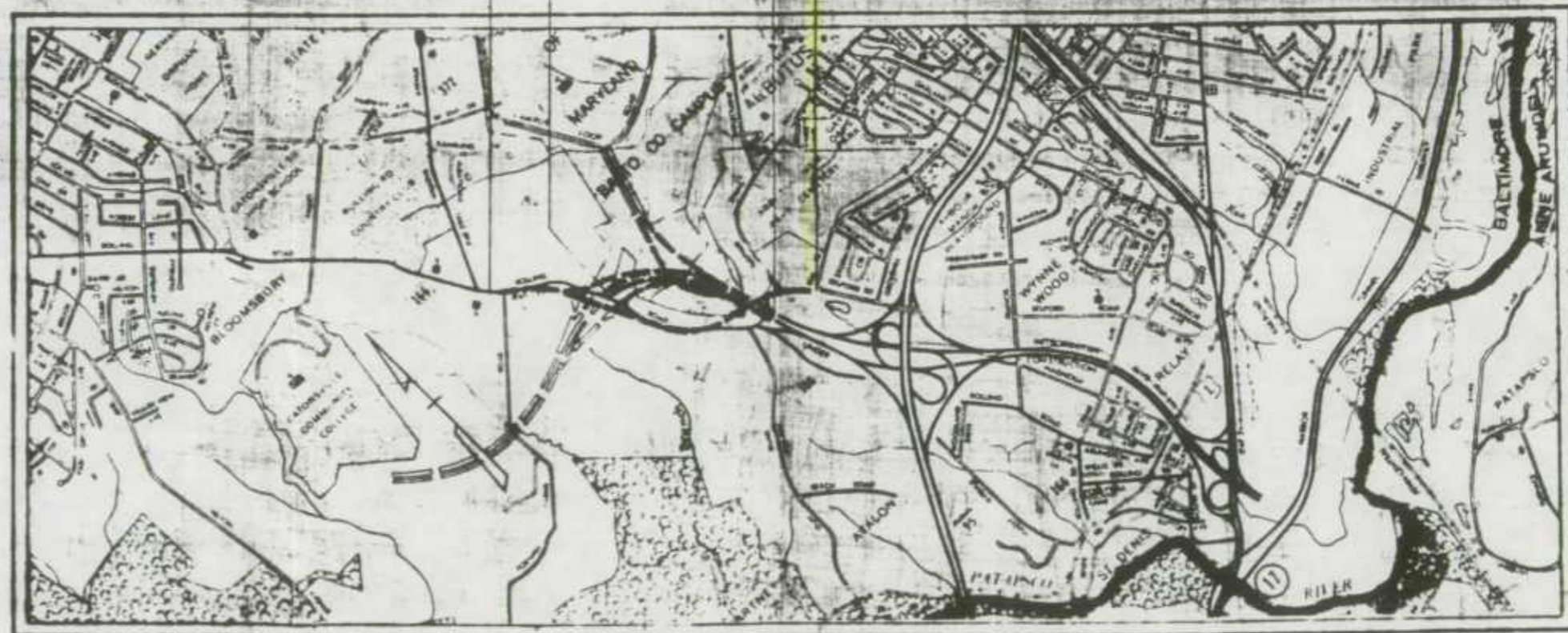
METROPOLITAN BOULEVARD

ROLLING ROAD TO SULPHUR SPRING ROAD

SCALE PLAN: 1 IN. = 50 FT.
PROFILE: HOR. 1 IN. = 50 FT.; VERT. 1 IN. = 10 FT.

CONTRACT NO. B 735-7-426

BALTIMORE COUNTY

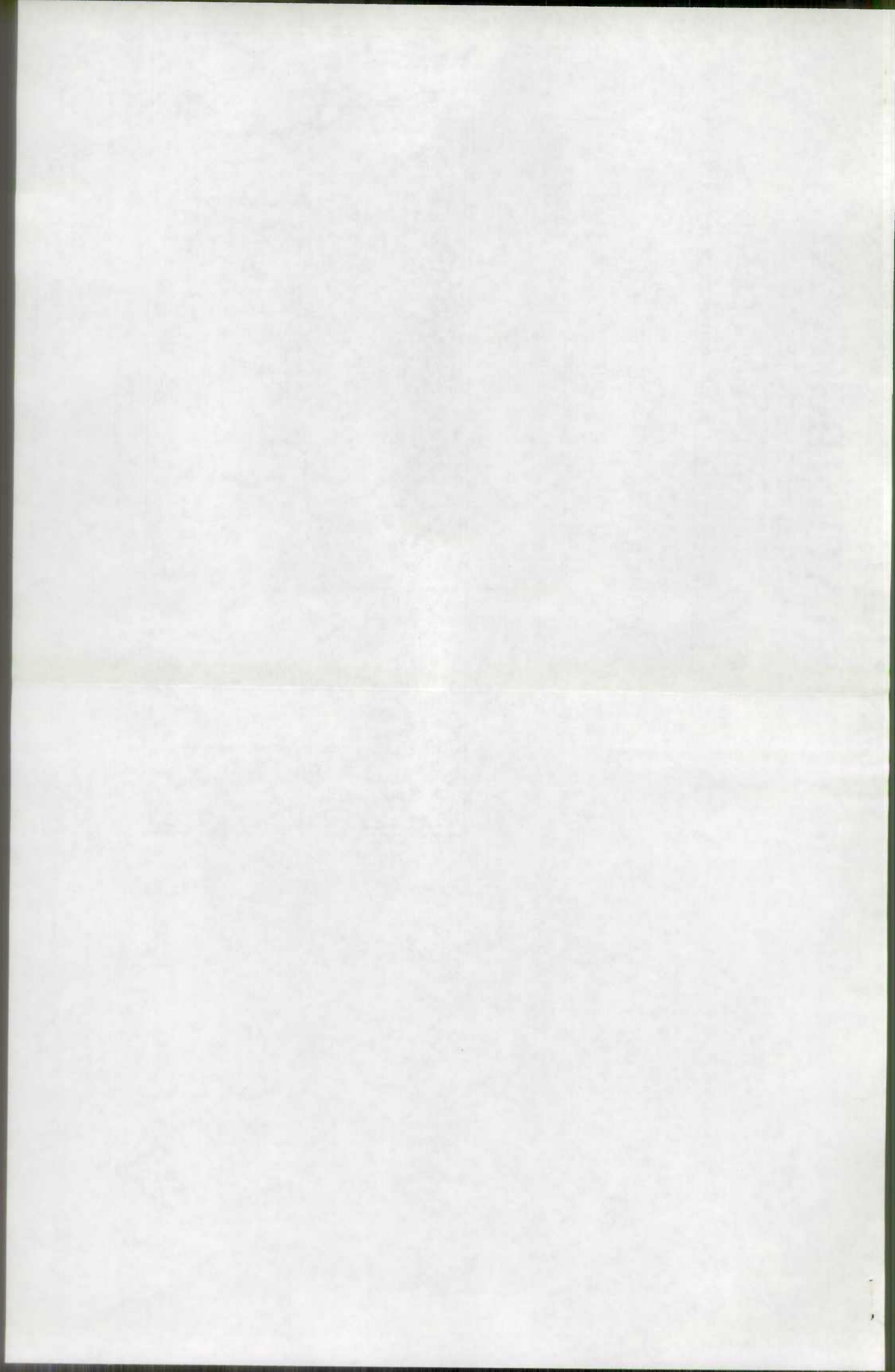


LOCATION MAP
SCALE: 1" = 2,000 FEET

SIGNS

- VERTS [Symbol]
- RAINING WALL [Symbol]
- PI INLET [Symbol]
- WATER POLE [Symbol]
- TELEPHONE OR TELEGRAPH POLE [Symbol]

Right of Way Lines Shown on These Plans Do Not Include Easements; They Are For Assistance in Interpreting The Plans. These Lines Do Not Represent The Official Property Acquisition Lines. For Official Fee Right of Way and Easement Information, See The Appropriate Right of Way Plats.



ROAD INVENTORY SHEET

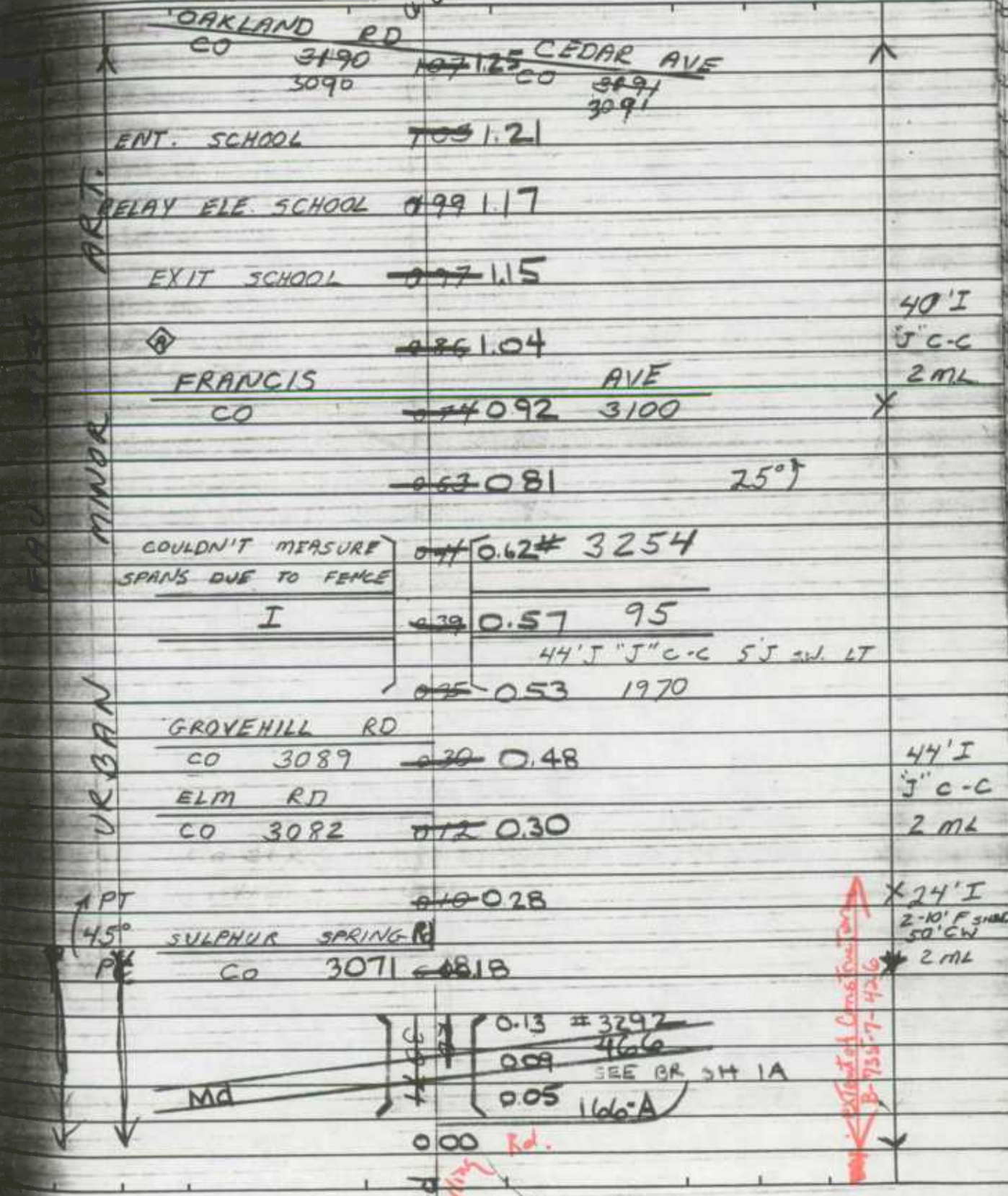
Chief M.Z. (T.L.)
C.M. (F.R.)

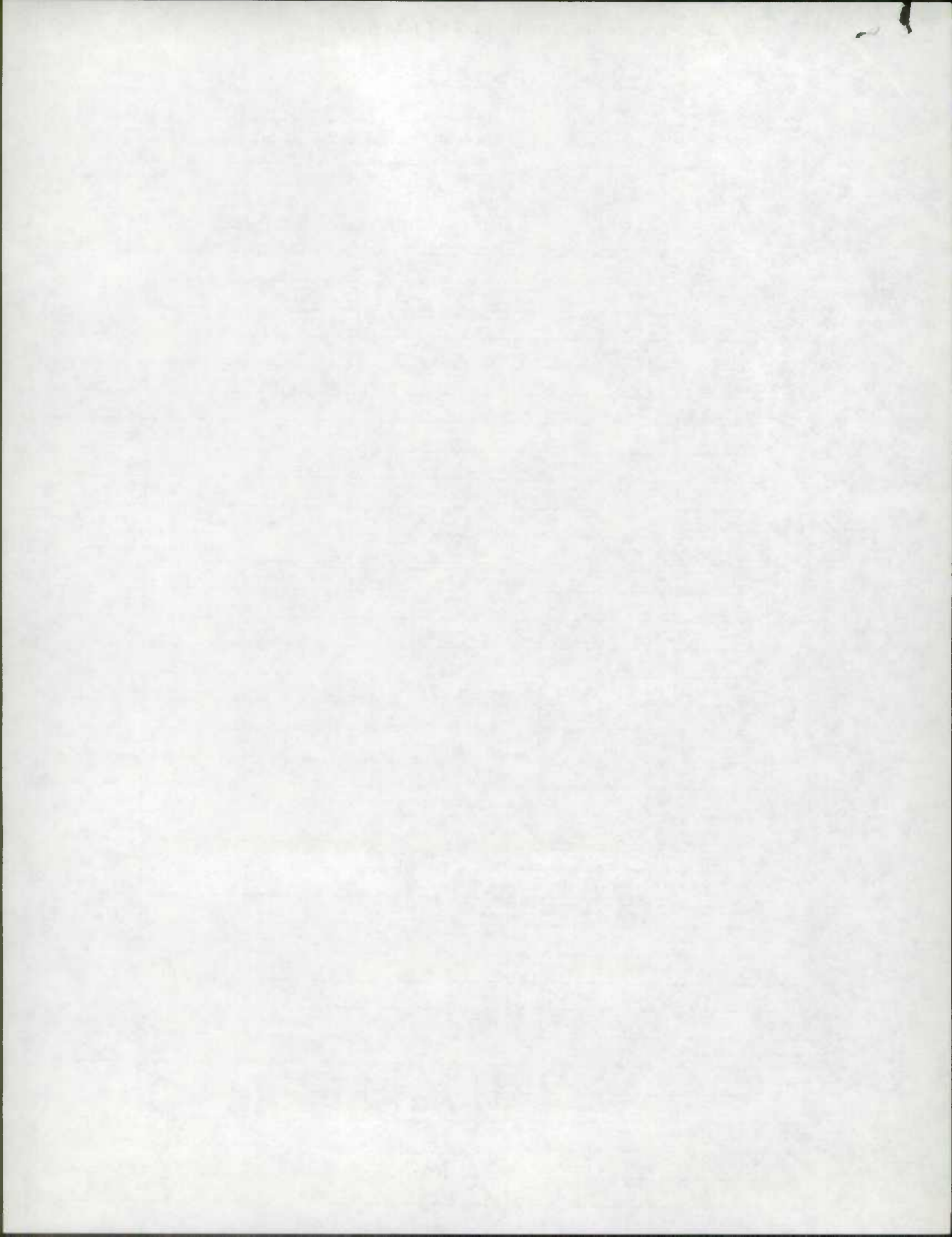
Road No. CO 3118
 Road Name SELFORD RD
 Sheet No. 1 OF 1
 Date 5-16-77
 County BALTO. DIST. 13
 State Coordinates 883-511

DT-CM
 2-9-84
 83-84

Map No. M-22

CLARK AVE
 CO 3119





HA 51.3-8
1-15-72

STATE HIGHWAY ADMINISTRATION OF MARYLAND

FAU BMATS
ROAD INVENTORY SHEET

Party Chief M.Z. (T.L.)
Recorder C.M. (F.R.)
Helper _____

Road No. Co. 3071
Road Name SULFUR SPRING RD
Sheet No. 1 OF 4
Date 5-16-77 (1-2-75)
County BALTO. (DIST 13)
State Coordinates 881-514

DT-CM
2-9-84
83-84

Map No. 22C & D

FAU 3136
ART.
MINOR
URBAN

1060820P 9282
HIGH RIDGE ST.

Co. 0970.793075
ALLEY

0940.760P 9281

DELORES AVE

Co. 0910.73 3073

42' I
J-C-C

0880.70

X

ENT ARBUTUS JR. HIGH 0850.68

GARRETT AVE

0810.63 Co. 3077

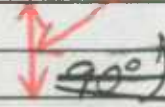
SHELBOURNE RD
CHURCH 0510.43
Co. 3045

extent of construction

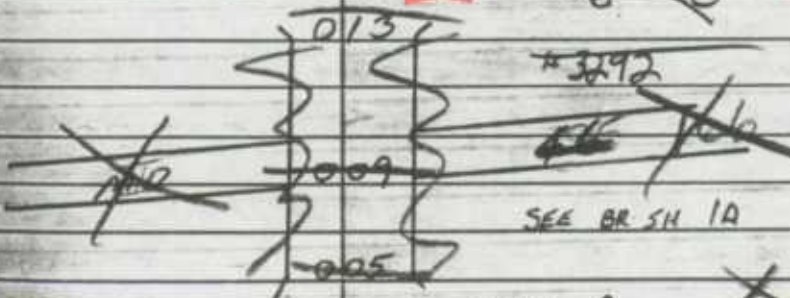
2 ML
22' I
30' CW

0600.42 ENT TO CEM

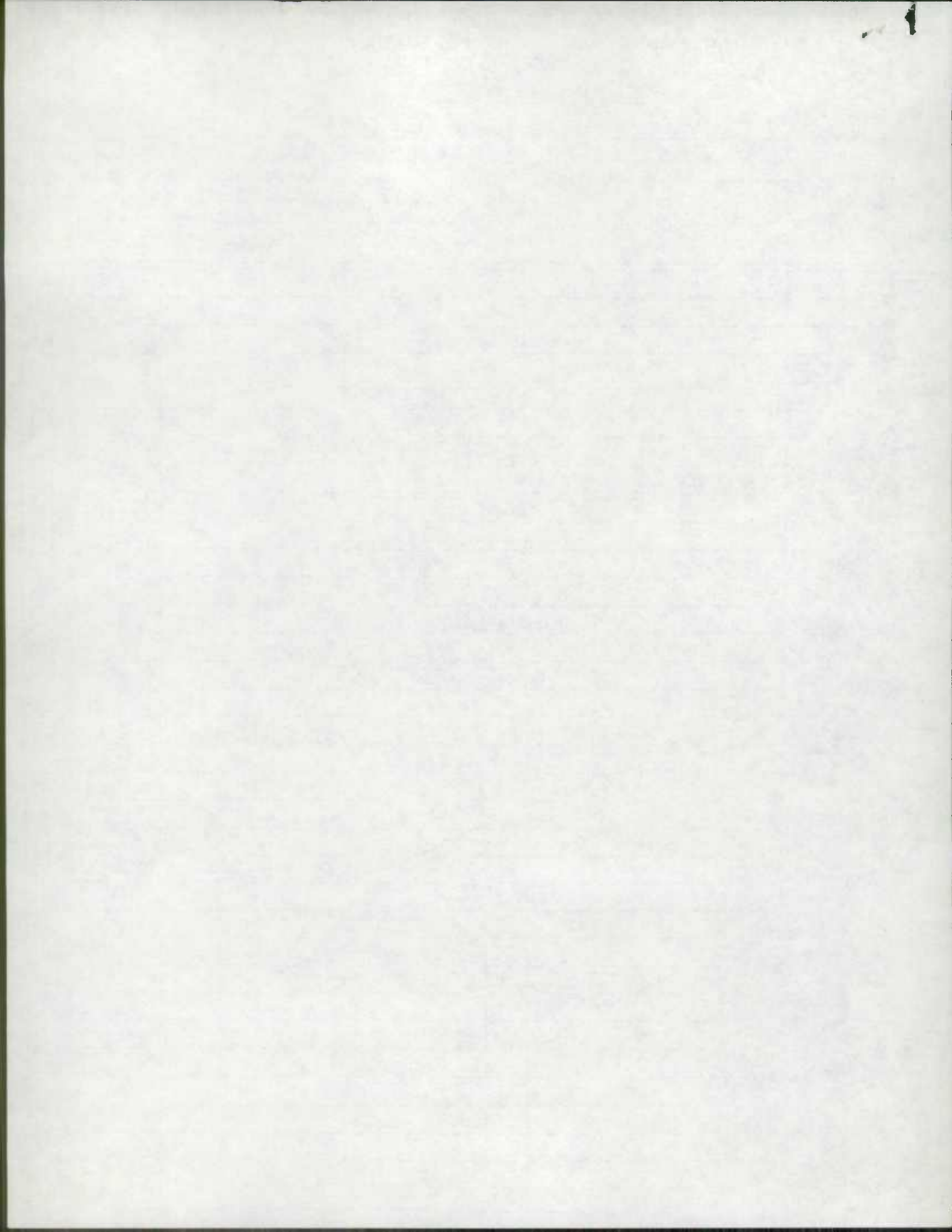
SELFORD Rd
Co. 3118 0180.050.3118 RD



~~24' I~~
~~20' CW~~
~~2 ML~~
24' I
20' CW
2 ML



24' I
20' CW
2 ML



STATE HIGHWAY ADMINISTRATION OF MARYLAND
ROAD IMPROVEMENT REPORT

SHA 57-2-23
Rev. 9/74

HPS - 20

NAME CHANGES

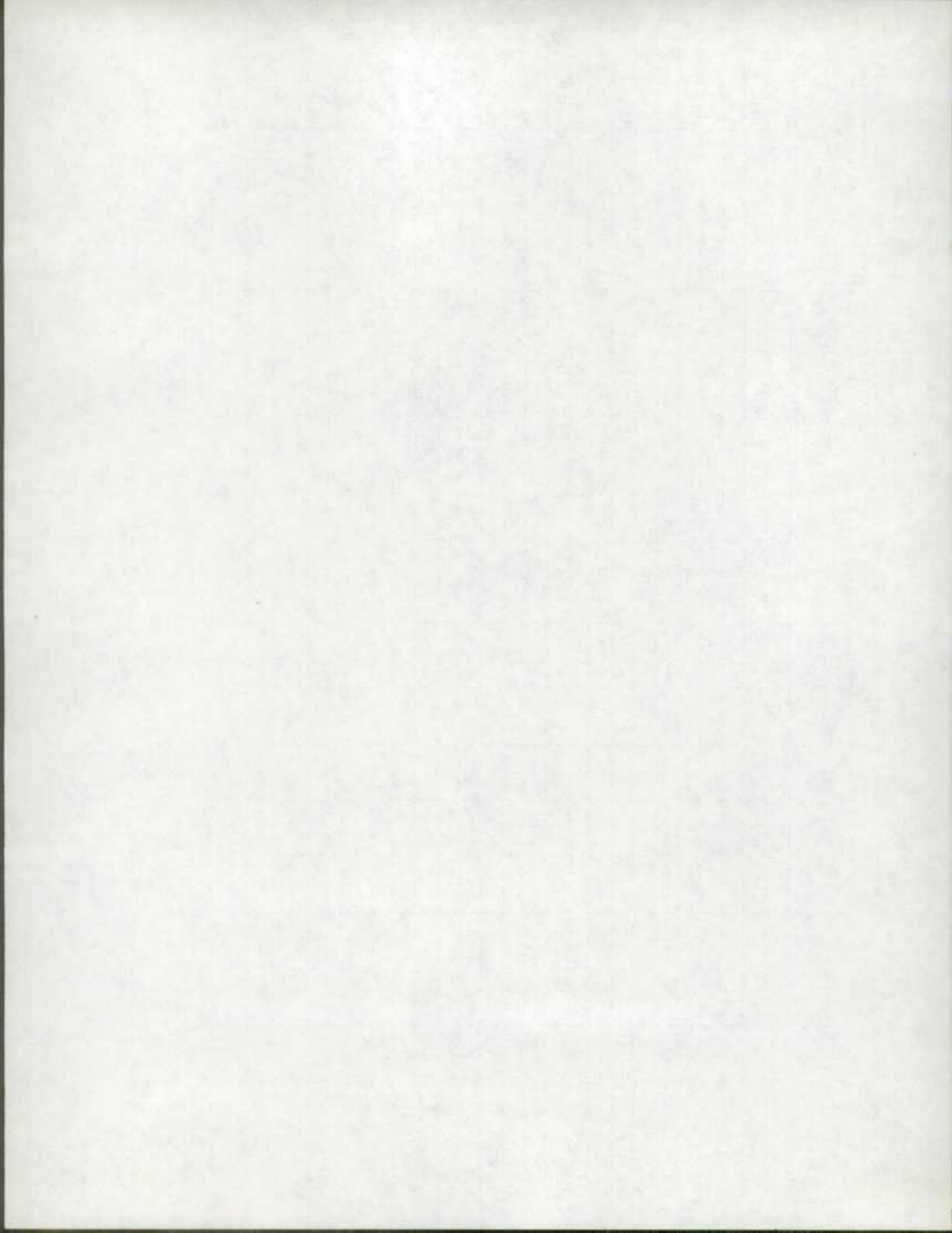
S.H.A. District No. 4
County BALTO

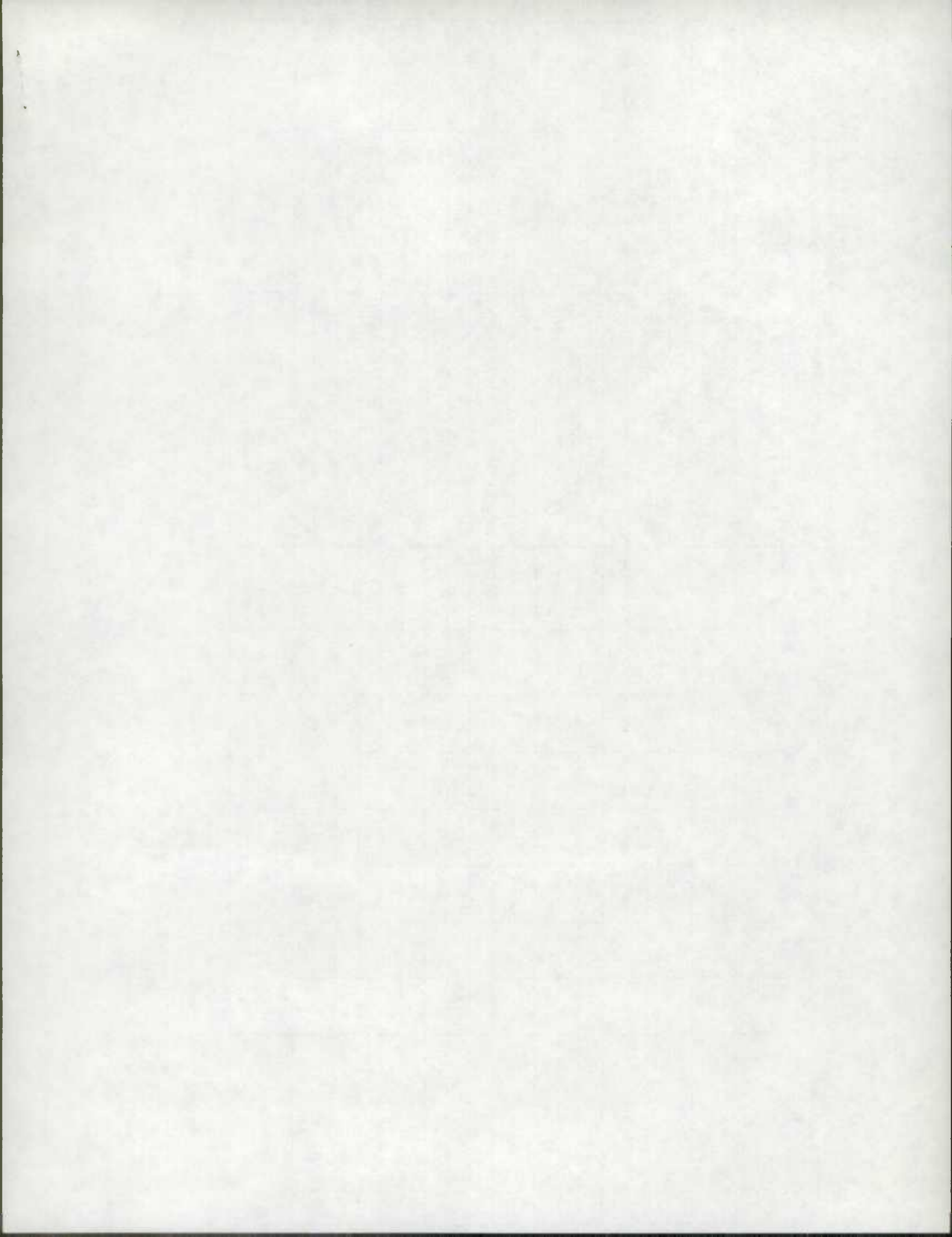
City or Town _____
For Calendar Year Ending Dec 31st 1983

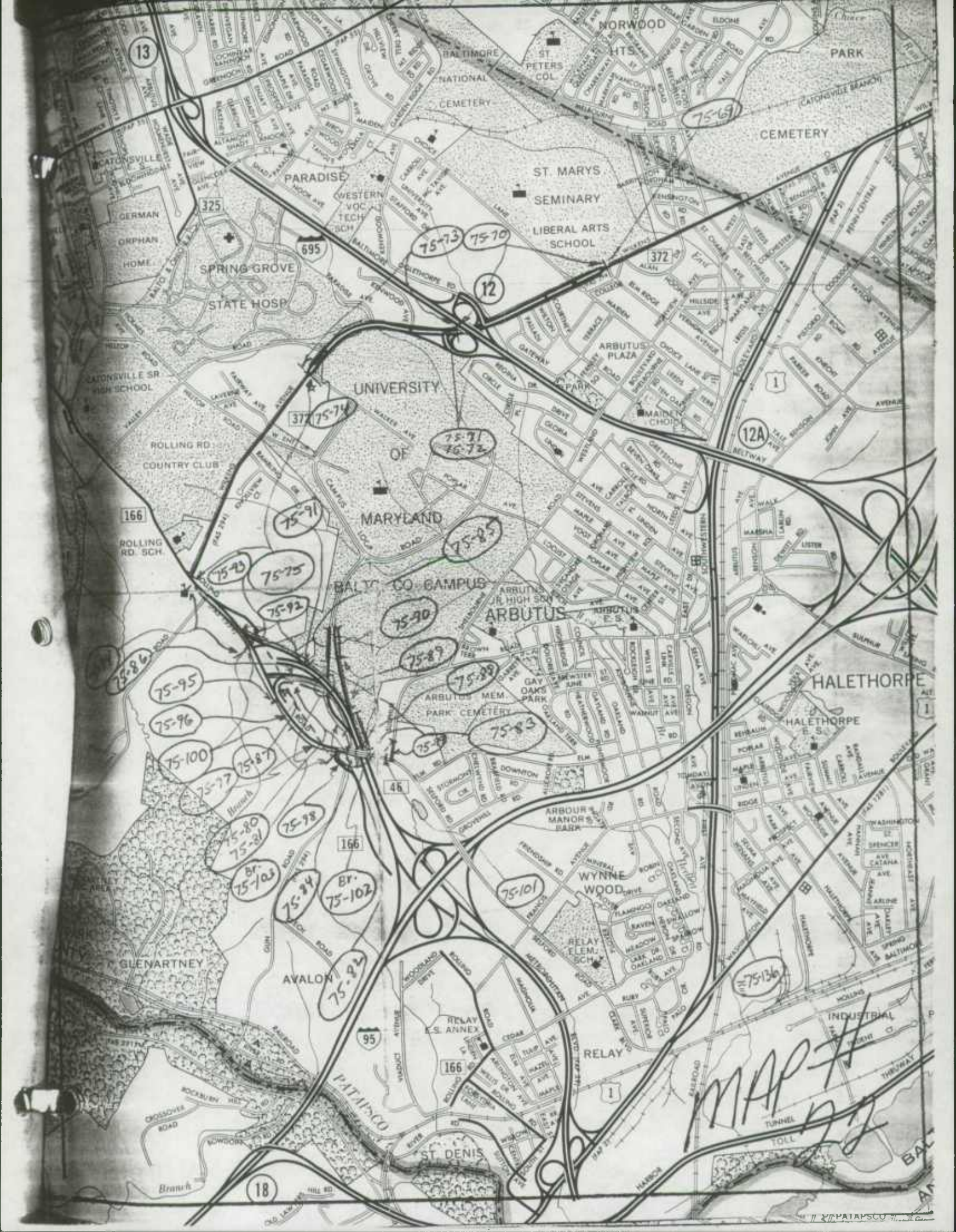
ROAD NUMBER	ROAD NAME	LOCATION		DESIG-NATIONS ON MAP	MILES	CHANGES MADE IN				MILEAGE		REMARKS
		FROM	TO			TYPE	WIDTH	SYSTEM		ADDI-TIONS	ABAN-DONED	
(1)	(2)	(3)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
384-3118	SELFORD RD	Rolling Rd - Selford Rd	MD 166 - 3118	SS1-54	0.15	✓						Was Sulfure Spelling - 1977 Error
289-850	MONAHEAY RD	Wilcomico - END	4851	964-335	0.03	✓						Was Wilcomico - 1970 Error Was Part 05 5470 1970 Error
83-61	E. BRANCH RD	GETSMAN HILL RD - W. BOYCE RD	# 5185 # 5470	942-527	0.05	✓						Was Name Corrected 1970 Error
83-78	CEDAR AVE	MAPLE AVE - GOODWIN AV	4787	959-530	0.13	✓						Was Name Corrected 1970 Error
83-86	MYRTLE AVE	TULIP AVE - 11501 TULIP AVE	3283	900-513	0.11	✓						Was Part of 3284 1970 Error
83-84-980	NORTH STUART ST	NORTH AVE - EASTERN RD	3020 MD 150	949-560	0.40	✓						Was Stuart Ave 1970 Error
83-82	SOUTH STUART ST	EASTERN RD - 0075 MARYLAND AVE	MD 150	949-540	0.14	✓						Was Part of 4980 1970 Error
TOTALS												

It is hereby certified by the undersigned that the additions and revisions reported each year pertain to roads legally a part of the county and/or municipal road system and title to same is vested in the constituted authorities of the political sub-division for which the report is filed. It is further certified that all roads reported herein shall be at least 30 feet wide or as specified in Section 145 of Article 25 of the Annotated Code of Maryland (1973 Replacement Volume)

Prepared By: _____ Date: _____
Official Title: _____
Approved By: _____ Date: _____
Official Title: _____







13

75-69

75-73 75-70

12

37 75-74

75-91 76-72

12A

75-91

75-85

75-93

75-75

75-92

75-90

75-89

75-88

75-86

75-95

75-96

75-100

75-87

75-80

75-81

75-98

Br. 75-103

75-94

Br. 75-102

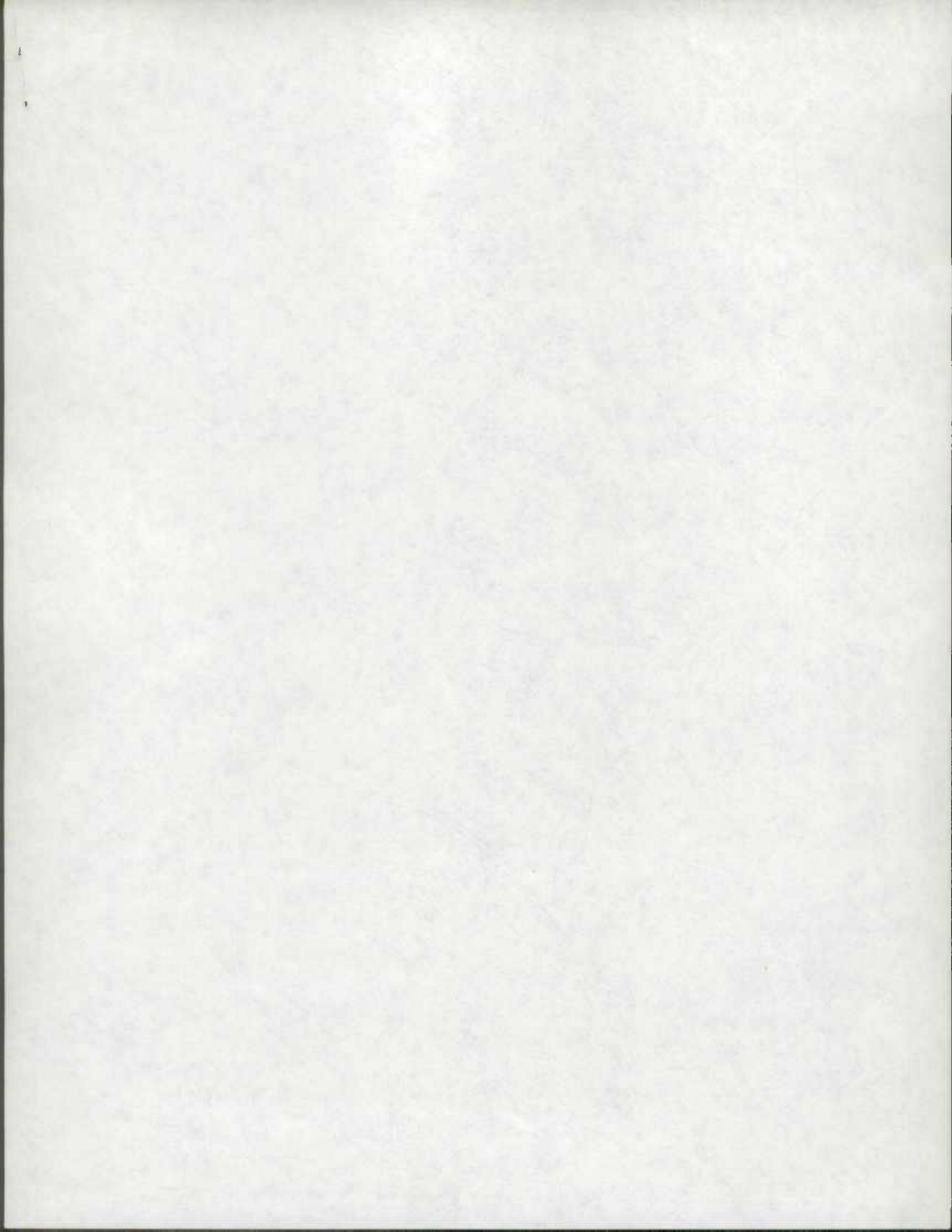
75-93

75-101

75-136

18

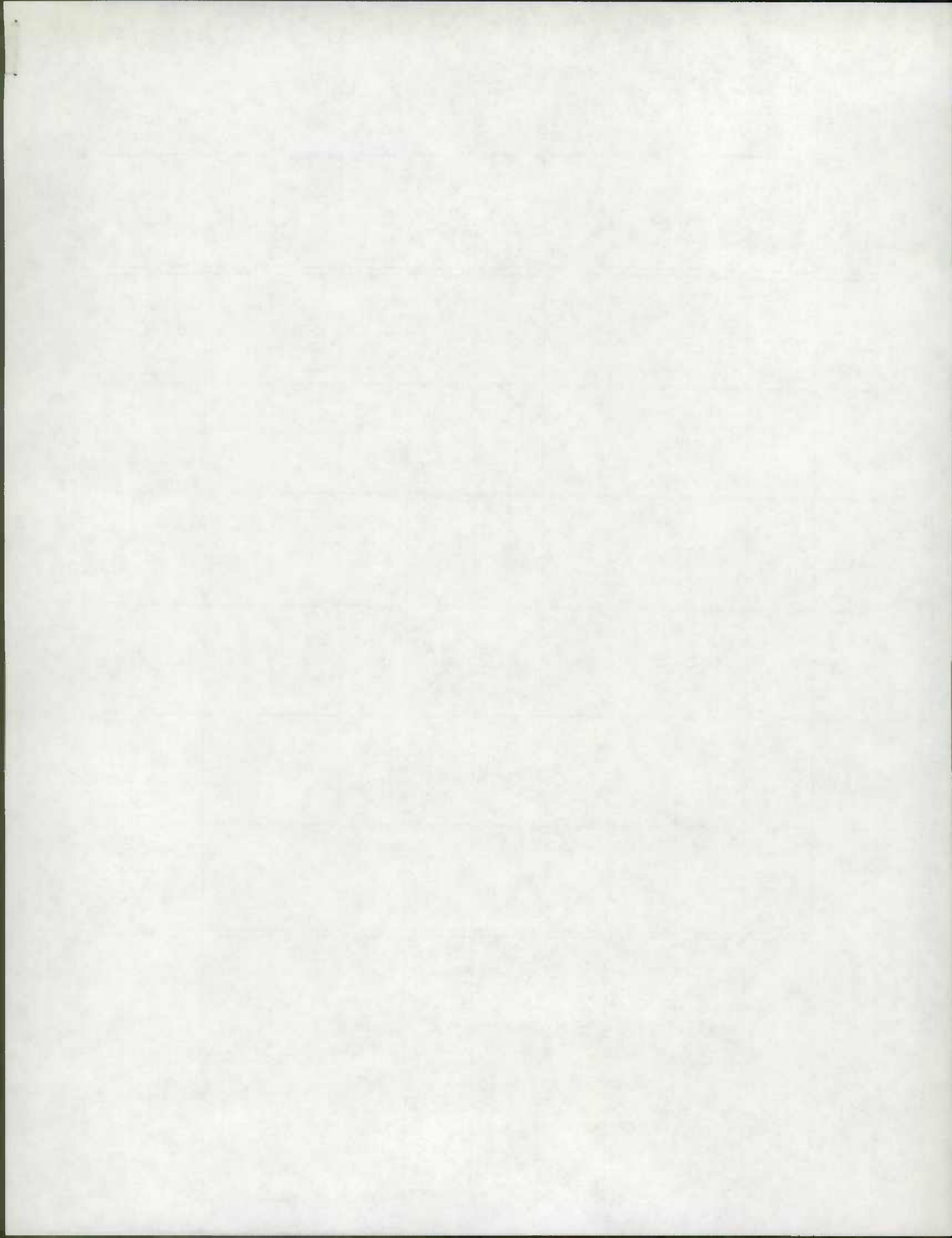
MAP # 77



I have no map representation to indicate exactly where these "improvements" took place. I don't believe this is based on County-reported information.

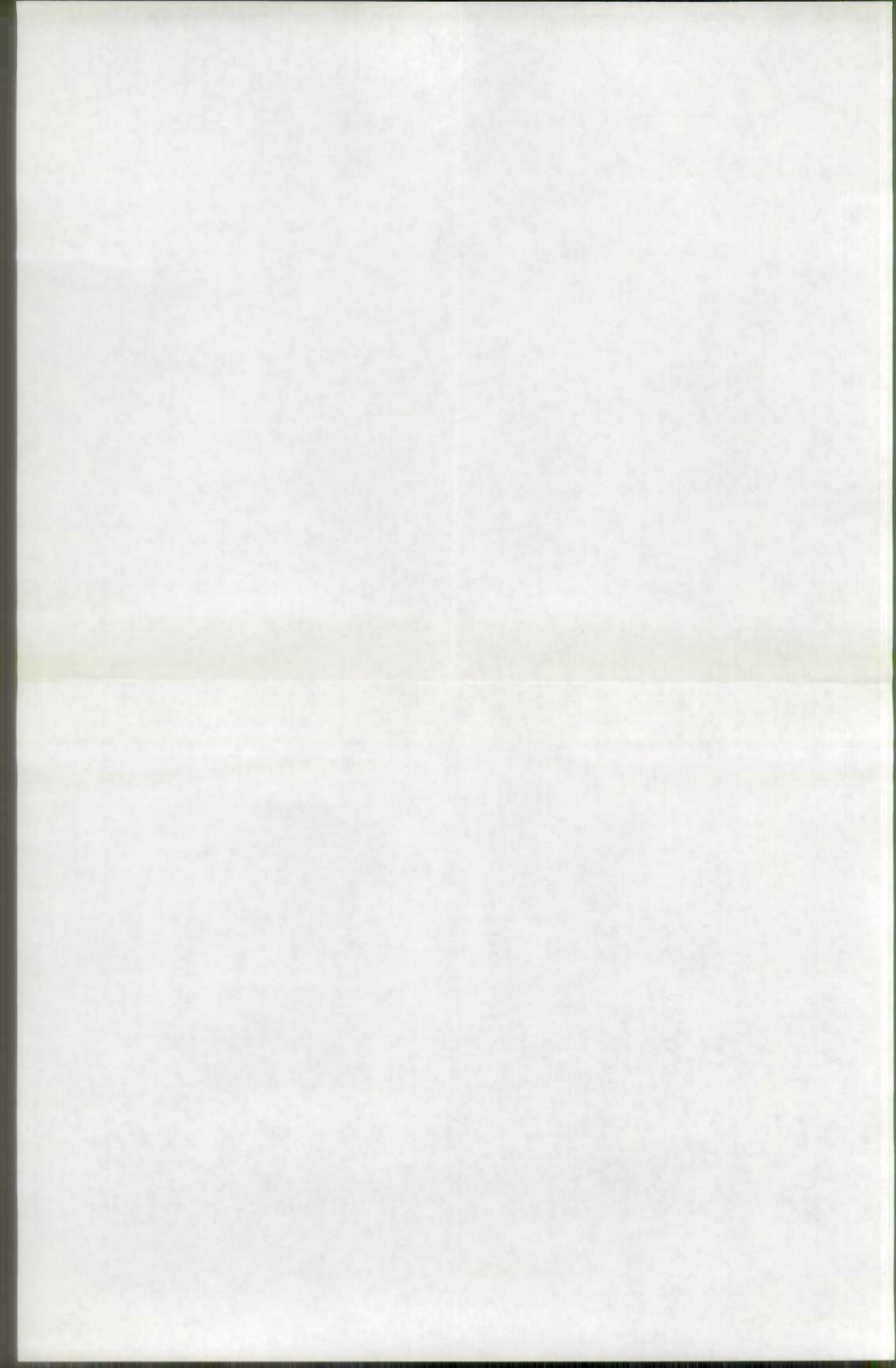


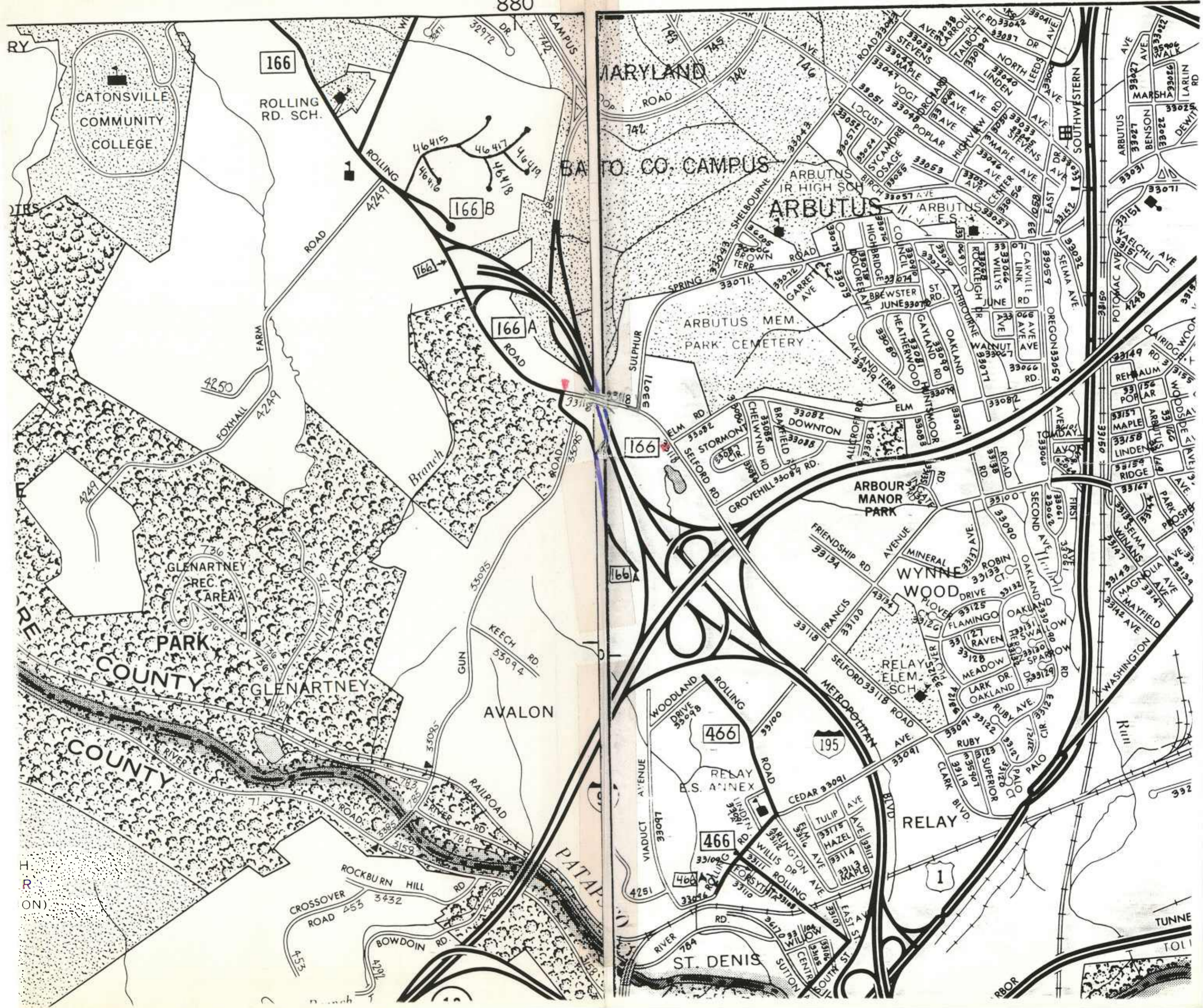
ROAD NUMBER	TOTAL MILEAGE	COUNTY MILEAGE BY TYPE						REMARKS
		A+B	C	D+E	F+G	H+I	J+K+L	
Co 2793	.26 .26				.26 —	— .26		74-12 FAIRWAY AVE TYPE + WIDTH CHANGE
Co 2822	.36 .36			.07 —		.29 .36		74-13 MIDVALE AVE TYPE + WIDTH CHANGE
Co 2902	1.18 1.18					1.18 1.18		74-14 ROCKWELL AVE WIDTH CHANGE
Co 2926	.35 .30			.05 —	.30	.30 —		74-15 REST AVE PART NOW OP 2926
Co 3071	2.48 2.35					2.21 2.13	.27 / .22	74-162 SULPHUR SPRING RD PART NOW Co 3118
Co 3082	.94 .97				.21 —	.73 .97	Ext 31	74-161 ELM RD EXTENSION
Co 3118	.33 1.25					.33 1.25	Ext 31	74-162 SELFORD AVE EXTENSION PART WAS Co 3071
Co 3252	.46 .46				.46 .19			74-163 CHARLESTON AVE TYPE + WIDTH CHANGE
Co 3253	.17 .17			.07 .02	.10 .10	— .05		74-164 SARATOGA AVE TYPE + WIDTH CHANGE
Co 3291	.14 .14			.14 —		— .14		74-165 GLENROSE AVE TYPE CHANGE
	6.67 7.44			.33 02	1.03 29	5.04 6.71	.27 22	



DISTRICT #13

ROAD#	SEC	ROAD IDENTIFICATION	STATE COORD#	MILES	TYPE		WIDTH		SYSTEM		ADDITIONS		ABANDONED
					OLD	NEW	FROM	TO	OLD	NEW	BUILT	ADDED	
3082	01	ELM RD 74-161 FROM PT .17W.CHELWYN RD TO RD 3118 SELFORD RD	887 513	.03	0	I	00	36	5	3	.03		
3118	01	SELFORD RD 74-162 FROM RD 3100 FRANCIS AV TO RD 3191 CEDAR AV	884 510	.33	I	0	40	00	3	5		.33	
3118	02	SELFORD RD FROM RD 3191 CEDAR AV TO RD 3100 FRANCIS AV	884 510	.33	0	I	00	40	5	3	.33		
3118	03	SELFORD RD FROM RD 3100 FRANCIS AV TO RD 3082 ELM RD	884 510	.62	0	I	00	44	5	3	.62		
3252	01	CHARLESTON AV 74-163 FROM RD 3248 FIFTH AV TO RD 3254 BIGLEY RD	897 514	.21	F	I	18	30	3	3			
3252	02	CHARLESTON AV FROM RD 3217 CLYDE AV TO RD 3223 FIRST AV	897 514	.06	F	I	20	30	3	3			
3253	01	SARATOGA AV 74-164 FROM RD 3224 SECOND AV TO RD 3225 THIRD AV	897 514	.05	E	H	12	20	3	3			
3291	01	GLENROSE AV 74-165 FROM RD 3292 ALDERWOOD RD TO RD 329C PARK DR	901 512	.14	E	H	16	16	3	3			
3324	01	DELAWARE AV 74-166 FROM RD MD648 ANNAPOLIS RD TO PT .07E.WASHINGTON ST	902 509	.29	G	H	19	20	3	3			
7493	01	AUGUSTA AV 74-167 FROM RD 3291 GLENROSE AV TO PT .04W.GLENROSE AV	901 512	.04	E	H	10	20	4	3	.04		
7494	01	CIRCLE TR 74-168 FROM RD 3043 SHELBOURNE RD TO RD 7495 BROWNS TR	883 515	.09	E	H	10	20	4	3	.09		
7495	01	BROWNS TR 74-169 FROM RD 3043 SHELBOURNE RD TO RD 7494 CIRCLE TR	883 515	.08	E	H	10	30	4	3	.08		
				2.27					1.19	.00	.33		





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