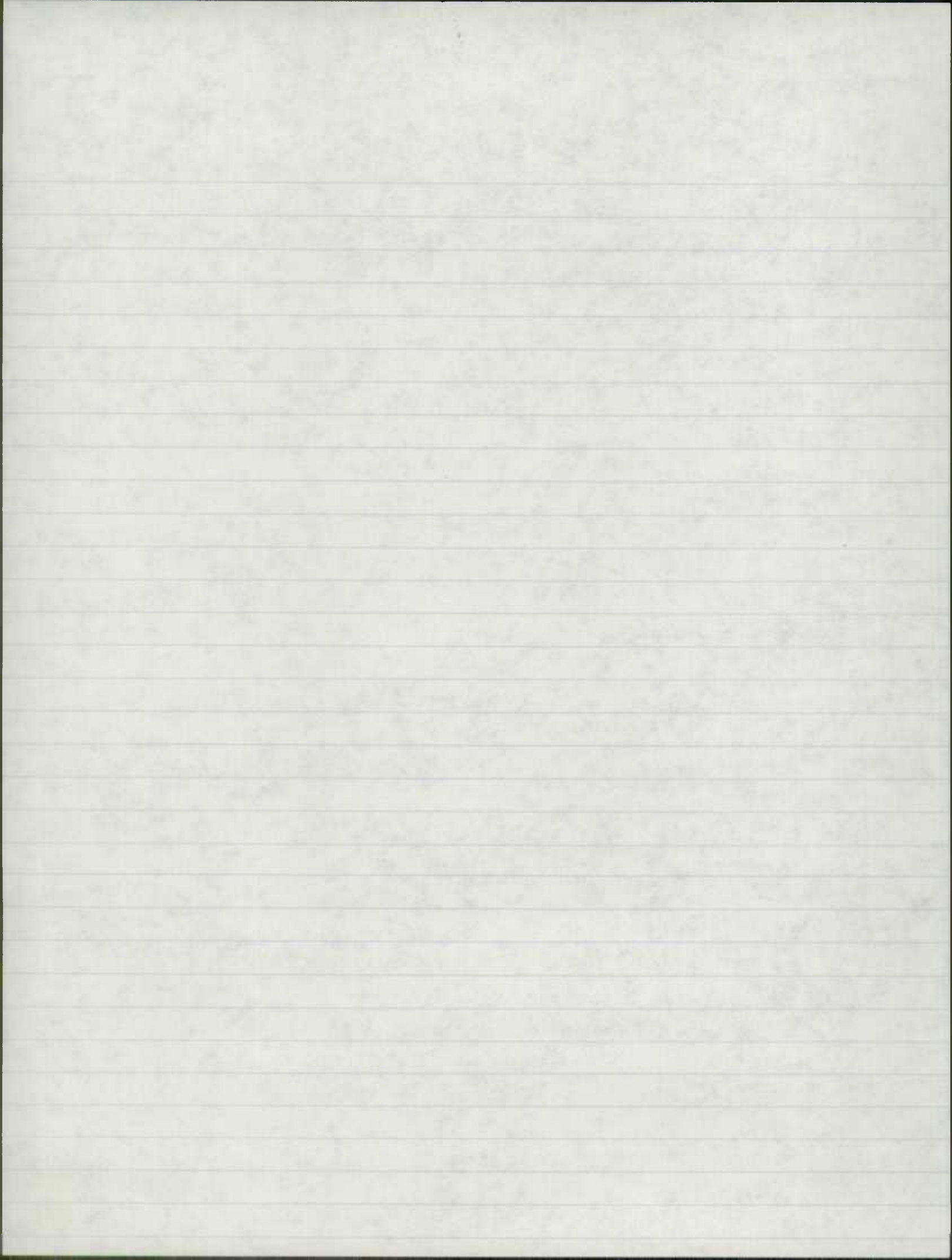


Perring Parkway was to be constructed by the State  
from Joppa to Harford County.

The proj





## Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary

Hal Kassoff  
Administrator

April 10, 1987

### M E M O R A N D U M

TO: Paul Becker  
Bureau of Highway Statistics

FROM: Charles Lee, Chief *C.L.-P.A.*  
Bureau of Engineering Access Permits

BY: John Meyers

SUBJECT: Baltimore County  
Perring Parkway  
from Joppa Road to a point 150'  
north of Waltham Woods Road.

Attached is a memo from Records and Research Section of the Office of Real Estate, which indicates that the State Highway Administration has acquired most of the right-of-way for Perring Parkway, with the exception of the portion between Joppa Road and Satyr Hill Road.

Also attached, are copies of right-of-way plats Nos. 44256, 44257, 44259 and 44354, which indicates the properties mentioned in the memo. The plats also indicate a right-of-way line of through highway, throughout the highway. State Highway Administration ownership of the entire section is not reflected on the highway inventory maps. It appears that they should be corrected.

CL-JM/es

cc: Robert Pontier  
George Wittman

attachment

My telephone number is x1350

Teletypewriter for Impaired Hearing or Speech  
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free  
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

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1950





# Maryland Department of Transportation

State Highway Administration

William K. Heilmann  
Secretary

Hal Kassoff  
Administrator

March 27, 1987

## MEMORANDUM

TO: Charles Lee, Chief  
Bureau of Engineering Access Permits

ATTN: John Meyers

FROM: E.C. Chambers, Jr., Chief *ECC*  
Records and Research Section

SUBJECT: Md. Rte. 41 (Perring Parkway) from Joppa Road to  
Waltham Woods Road, Baltimore County

This information is in response to your memorandum dated March 6, 1987, pertaining to the State's Acquisition of the following properties:

1. Item No. 63129, Leonard, Stulman et. ux.: this property was acquired through condemnation proceeding, trial date was October 3, 1979.
2. Item No. 50367, Steve Antoniou,: No right-of-way acquisition.
3. Item No. 66894, Joseph C. Dimarino: No right-of-way acquisition.
4. Item No. 66895, Francis Leyhe: No right-of-way Acquisition.
5. Item No. 66905, Jerry's Chevrolet, Inc.: No right-of-way Acquisition.

Kindly contact this office if we can be of any further assistance.

ECC, Jr./RJ/cw

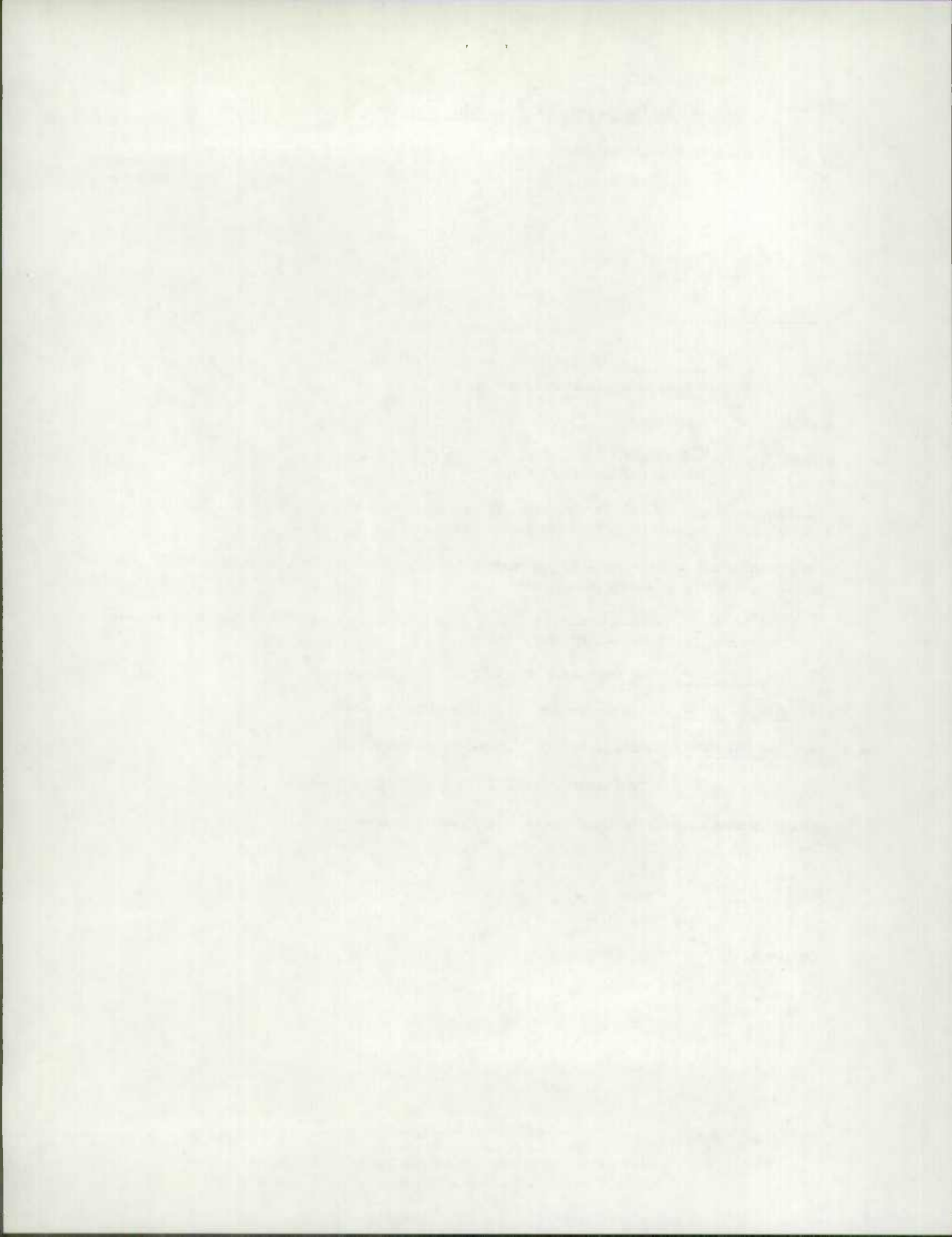
*Ricardo Jennings*

My telephone number is 333-1660

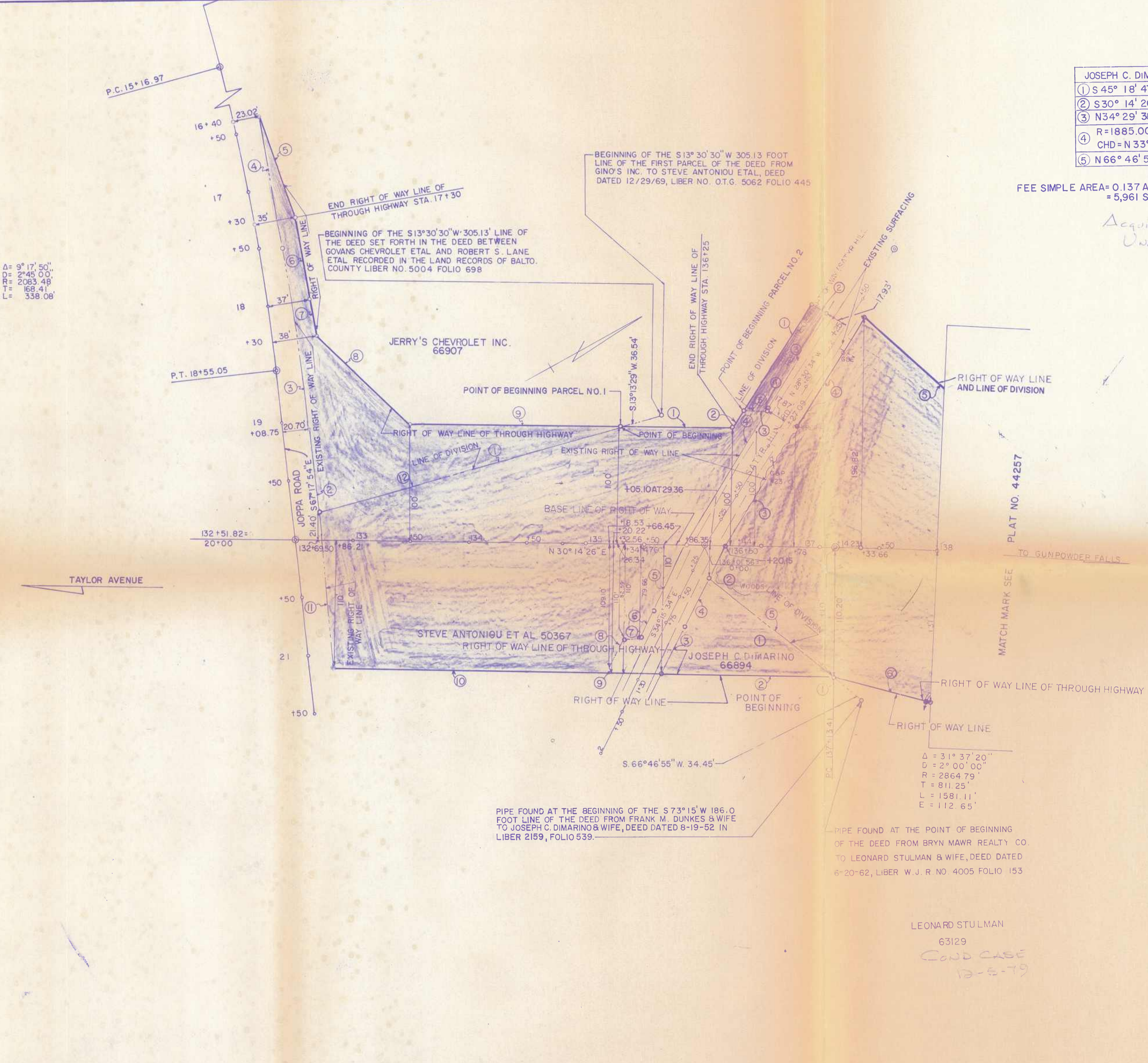
Teletypewriter for Impaired Hearing or Speech

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JOSEPH C. DIMARINO 66894

- S 45° 18' 47" W 0.82'
- S 30° 14' 26" W 146.96'
- N 34° 29' 38" W 44.5 6'
- R=1885.00' L= 44.87'  
CHD=N 33° 48' 44" W 44.86'
- N 66° 46' 55" E 135. 79'

FEE SIMPLE AREA= 0.137 ACRES\* SHOW THUS: [ ]

Acquisition References Unavailable

LEONARD STULMAN 63129

|   |   |                           |
|---|---|---------------------------|
| ① S 66° 46' 55" W 135.79'                                 | ③ N 25° 46' 38" E 86.59'                                | ⑤ N 50° 16' 35" E 44.81'  |
| ② R=1885.00' L= 33.00'<br>CHD=N 32° 37' 45" W 32.99'      | ④ R=713.46' L= 6.03'<br>CHD= S 25° 13' 26" E 6.02'      | ⑥ N 59° 00' 01" E 100.13' |
| ③ R=1885.00' L= 117.77'<br>CHD=N 30° 20' 17" W 117.75'    | ⑦ S 10° 13' 54" W 57.38'                                | ⑧ N 65° 17' 49" E 100.18' |
| ④ N 28° 32' 52" W 110.11'                                 | ⑧ R=626.54' L= 8.01'<br>CHD= N 26° 27' 57" W 8.00'      | ⑨ N 63° 00' 32" E 150.03' |
| ⑤ N 69° 42' 49" W 157.62'                                 | ⑨ R=2964.79' L= 1266.05'                                | ⑩ N 67° 34' 25" E 31.06'  |
| ⑥ N 69° 42' 49" W 33.12'                                  | ⑩ R=2979.79' L= 103.52'<br>CHD= N 60° 52' 03" E 103.51' | ⑪ S 58° 11' 52" E 117.75' |
| ⑦ N 20° 17' 11" W 24.33'                                  | ⑪ R=2979.79' L= 103.52'<br>CHD= N 60° 52' 03" E 103.51' | ⑫ S 58° 11' 52" E 132.04' |
| ⑧ R=2964.79' L= 1266.05'<br>CHD= N 46° 02' 20" E 1256.45' | ⑫ N 59° 34' 27" E 50.04'                                | ⑬ S 64° 09' 13" W 136.85' |
| ⑨ N 48° 49' 44" E 84.34'                                  | ⑬ N 45° 45' 03" E 46.84'                                | ⑭ N 24° 23' 12" W 2.54'   |
| ⑩ R=2979.79' L= 103.52'<br>CHD= N 60° 52' 03" E 103.51'   | ⑭ N 61° 51' 46" E 30.00'                                | ⑮ S 61° 51' 46" W 55.843' |
| ⑪ N 76° 59' 31" E 57.47'                                  | ⑮ N 61° 51' 46" E 50.09'                                | ⑯ S 28° 08' 14" E 25.00'  |
| ⑫ N 61° 51' 46" E 123.00'                                 | ⑯ N 61° 51' 46" E 206.11'                               | ⑰ S 65° 51' 46" W 30.00'  |

COND. CASE 12-5-79

FEE SIMPLE AREA= 16.325 ACRES\* SHOWN THUS: [ ]

STEVE ANTONIOU ET AL 50367

- N 30° 14' 26" E 98.67'
- N 29° 01' 50" W 19.24'
- N 25° 41' 38" E 17.44'
- R=1915.00' L= 135.10'  
CHD= S 30° 34' 31" E 135.07'
- R=1915.00' L= 63.43'  
CHD= S 33° 32' 42" E 63.42'
- S 34° 29' 38" E 25.17'
- S 19° 13' 37" W 15.32'
- S 31° 52' 03" E 30.00'
- N 58° 07' 57" E 1.92'
- S 30° 14' 26" W 234.01'
- N 67° 00' 20" W 132.46'
- N 13° 13' 29" E 268.59'

FEE SIMPLE AREA= 1.262 ACRES\* SHOWN THUS: [ ]

JERRY'S CHEVROLET INC. 66907

- N 29° 01' 56" W 108.11'
- N 61° 29' 26" E 15.07'
- S 28° 32' 52" E 97.69'
- R=1915.00' L= 0.23'  
CHD= S 27° 15' 44" E 0.22'
- S 25° 41' 38" W 17.44'

FEE SIMPLE AREA= 0.035 ACRES\* SHOWN THUS: [ ]

JERRY'S CHEVROLET INC. 66907

- S 13° 13' 29" W 268.59'
- N 67° 00' 20" W 72.35'
- R=2522.00' L= 156.01'  
CHD= N 68° 47' 15" W 155.99'
- R=3853.72' L= 114.92'  
CHD= N 69° 42' 46" W 114.91'
- S 79° 27' 09" E 92.03'
- S 71° 22' 58" E 71.23'
- S 70° 16' 17" E 30.55'
- N 71° 55' 57" E 111.19'
- N 30° 14' 26" E 176.34'

FEE SIMPLE AREA= 0.387 ACRES\* SHOWN THUS: [ ]

Acquisition References Unavailable

Acquisition References Unavailable

Δ = 9° 17' 50"  
D = 2445.00'  
R = 2083.48'  
T = 168.41'  
L = 338.08'

LEONARD STULMAN  
63129  
COND. CASE  
12-5-79

TAYLOR AVENUE

PLAT NO. 44257  
MATCH MARK SEE TO GUNPOWDER FALLS

LEGEND

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

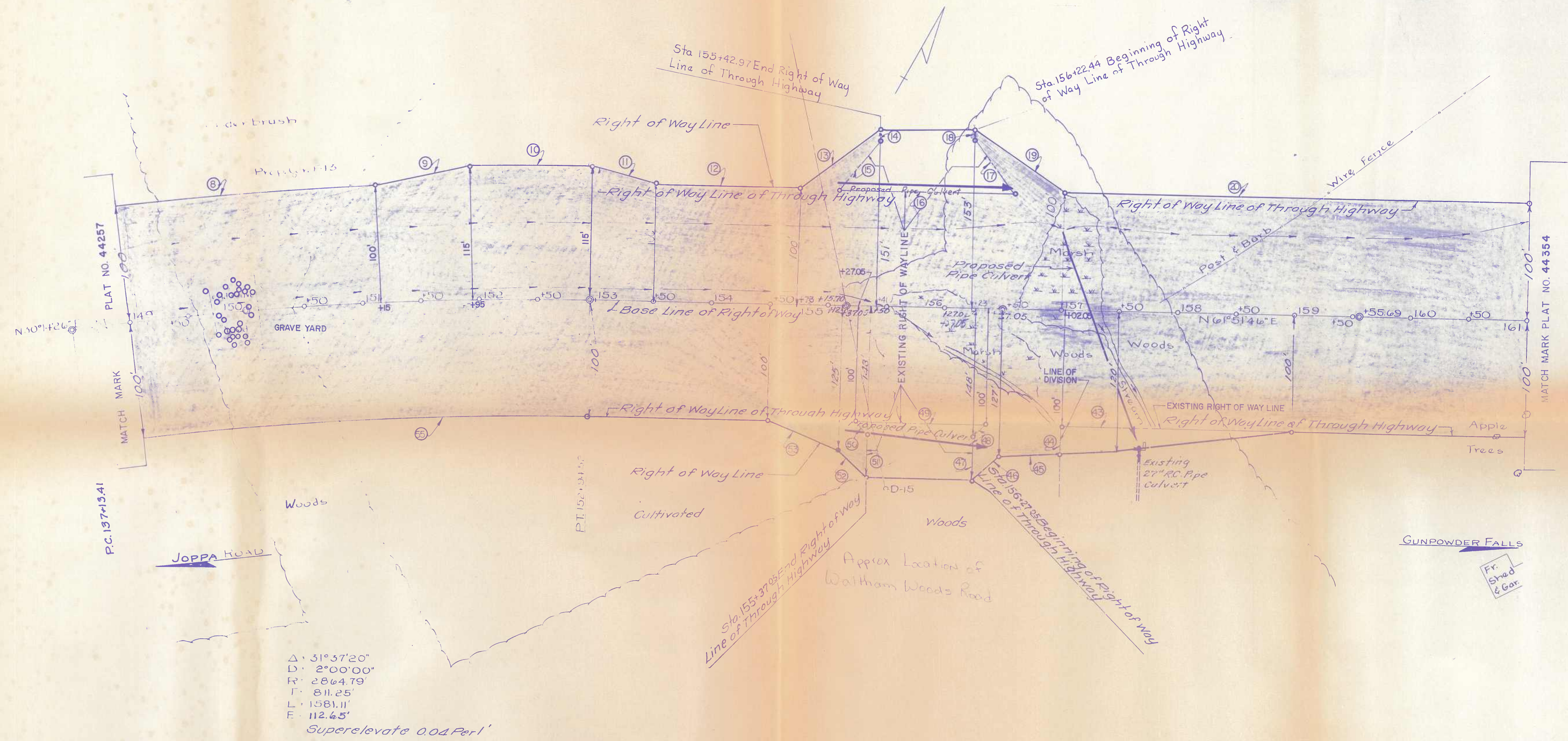
|  |   |
|--|---|
| REVISIONS                                  | LOCATED IN BALTIMORE COUNTY   |
| THIS PLAT REPLACES PLAT NOS. 25090 & 41976 | PREPARED BY BUREAU OF HIGHWAY DESIGN  |
| SENT TO RECORD OFFICE AUGUST 7, 1980       | CONSTRUCTION PROJECT: PERRING PARKWAY FROM JOPPA RD. TOWARD GUNPOWDER FALLS |
| FINALIZED BY CHAIRMAN                      | CONSTRUCTION PROJECT NO.: B718-016-470                                      |

|   |                                       |
|---|---------------------------------------|
| RIGHT OF WAY PROJECT: PERRING PARKWAY-FROM JOPPA RD. TOWARD GUNPOWDER FALLS | RIGHT OF WAY PROJECT NO. B718-003-421 |
| ISSUED November 18, 1974  | SCALE 1"=50'                          |
| W. Blair Lewis, Jr. Chief, Bureau of Highway Design                         | PLAT No. 44256                        |

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

44256





LEONARD STULMAN  
 63129  
 COND. CASE  
 12-5-79

| 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)   |

| REVISIONS                         |                |
|-----------------------------------|----------------|
| THIS PLAT REPLACES PLAT NO. 25092 |                |
| SENT TO RECORD OFFICE             | AUGUST 7, 1980 |
| FINALIZED BY CHAIRMAN             | 19             |

|                           |  |
|---------------------------|--|
| LOCATED IN                | BALTIMORE COUNTY                                       |
| PREPARED BY               | BUREAU OF HIGHWAY DESIGN                               |
| CONSTRUCTION PROJECT:     | PERRING PARKWAY FROM JOPPA RD. TOWARDS GUNPOWDER FALLS |
| CONSTRUCTION PROJECT NO.: | B718-016-470   |

|                                 |  |
|---------------------------------|--|
| RIGHT OF WAY PROJECT:           | PERRING PARKWAY- FROM JOPPA RD. TOWARD GUNPOWDER FALLS |
| RIGHT OF WAY PROJECT NO.        | B 718-003-421  |
| FEDERAL AID PROJECT NO.         |  |
| ISSUED                          | November 18, 1978                                      |
| CHIEF, BUREAU OF HIGHWAY DESIGN | William F. Lineker, Jr.                                |

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

**PLAT No. 44259**

09266

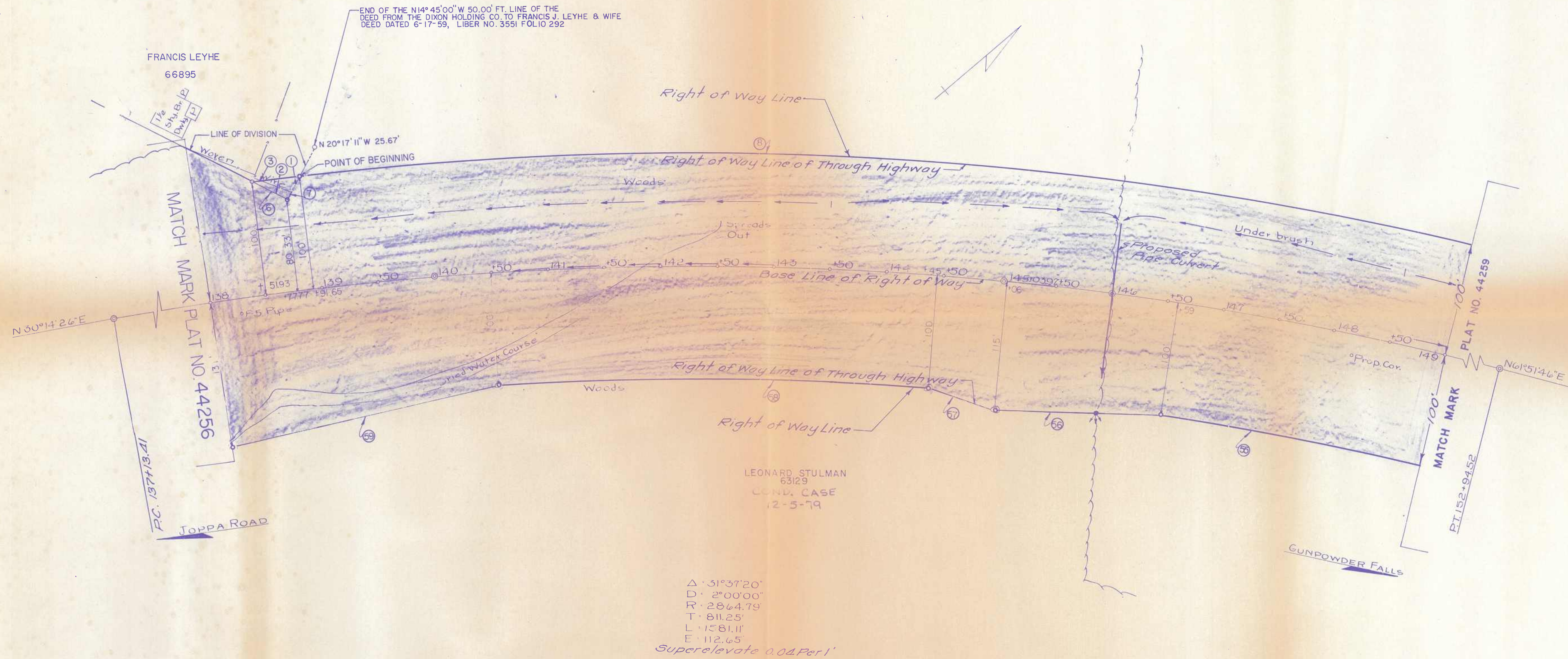
44259



|                     |                             |
|---------------------|-----------------------------|
| FRANCIS LEYHE 66895 |                             |
| ①                   | S 20° 17' 11" E 24.33'      |
| ②                   | S 69° 42' 49" W 33.12'      |
| ③                   | R= 2964.79' L= 41.10'       |
|                     | CHD= N 33° 24' 35" E 41.09' |

FEE SIMPLE AREA=0.009 ACRES± SHOWN THUS:  
= 405 SQ. FT.

Not Acquired as of 10/25/84



| 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 FACILITY AS INDICATED BY NOTATION ON THIS PLAT.) |
|        | 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)  |

|                       |                 |
|-----------------------|-----------------|
| SENT TO RECORD OFFICE | AUGUST 7, 19 80 |
| FINALIZED BY CHAIRMAN | 19              |

| REVISIONS                         |  |
|-----------------------------------|--|
| THIS PLAT REPLACES PLAT NO. 25091 |  |

|                           |  |        |
|---------------------------|--|--------|
| LOCATED IN                | BALTIMORE  | COUNTY |
| PREPARED BY               | BUREAU OF HIGHWAY DESIGN                               |        |
|                           | <i>Robert J. Roberts</i><br>ENGINEER OF HIGHWAY DESIGN |        |
| CONSTRUCTION PROJECT:     | PERRING PARKWAY FROM JOPPA RD. TOWARDS GUNPOWDER FALLS |        |
| CONSTRUCTION PROJECT NO.: | B 718-016-740  |        |

|   |                              |
|---|------------------------------|
| STATE OF MARYLAND<br>DEPARTMENT OF TRANSPORTATION<br>STATE HIGHWAY ADMINISTRATION<br>STATE ROADS COMMISSION |                              |
| RIGHT OF WAY PROJECT: PERRING PARKWAY-FROM JOPPA RD. TOWARD GUNPOWDER FALLS                                 |                              |
| RIGHT OF WAY PROJECT NO.  | B 718-003-421                |
| FEDERAL AID PROJECT NO.   |                              |
| ISSUED  | November 18, 19 77           |
| CHIEF, BUREAU OF HIGHWAY DESIGN   | <i>William F. Lewis, Jr.</i> |
| SCALE   | 1" = 50'                     |
| PLAT No.  | 44257                        |

44257









# Maryland Department of Transportation

State Highway Administration

William K. Hellmann  
Secretary  
Hal Kessoff  
Administrator

March 27, 1987

## MEMORANDUM

TO: Charles Lee, Chief  
Bureau of Engineering Access Permits

ATTN: John Meyers

FROM: E.C. Chambers, Jr., Chief  
Records and Research Section *ECC*

SUBJECT: Md. Rte. 41 (Perring Parkway) from Joppa Road to  
Waltham Woods Road, Baltimore County

This information is in response to your memorandum dated March 6, 1987, pertaining to the State's Acquisition of the following properties:

1. Item No. 63129, Leonard, Stulman et. ux.: this property was acquired through condemnation proceeding, trial date was October 3, 1979.
2. Item No. 50367, Steve Antoniou,: No right-of-way acquisition.
3. Item No. 66894, Joseph C. Dimarino: No right-of-way acquisition.
4. Item No. 66895, Francis Leyhe: No right-of-way Acquisition.
5. Item No. 66905, Jerry's Chevrolet, Inc.: No right-of-way Acquisition.

Kindly contact this office if we can be of any further assistance.

ECC, Jr./RJ/cw

*Ricardo Jennings*

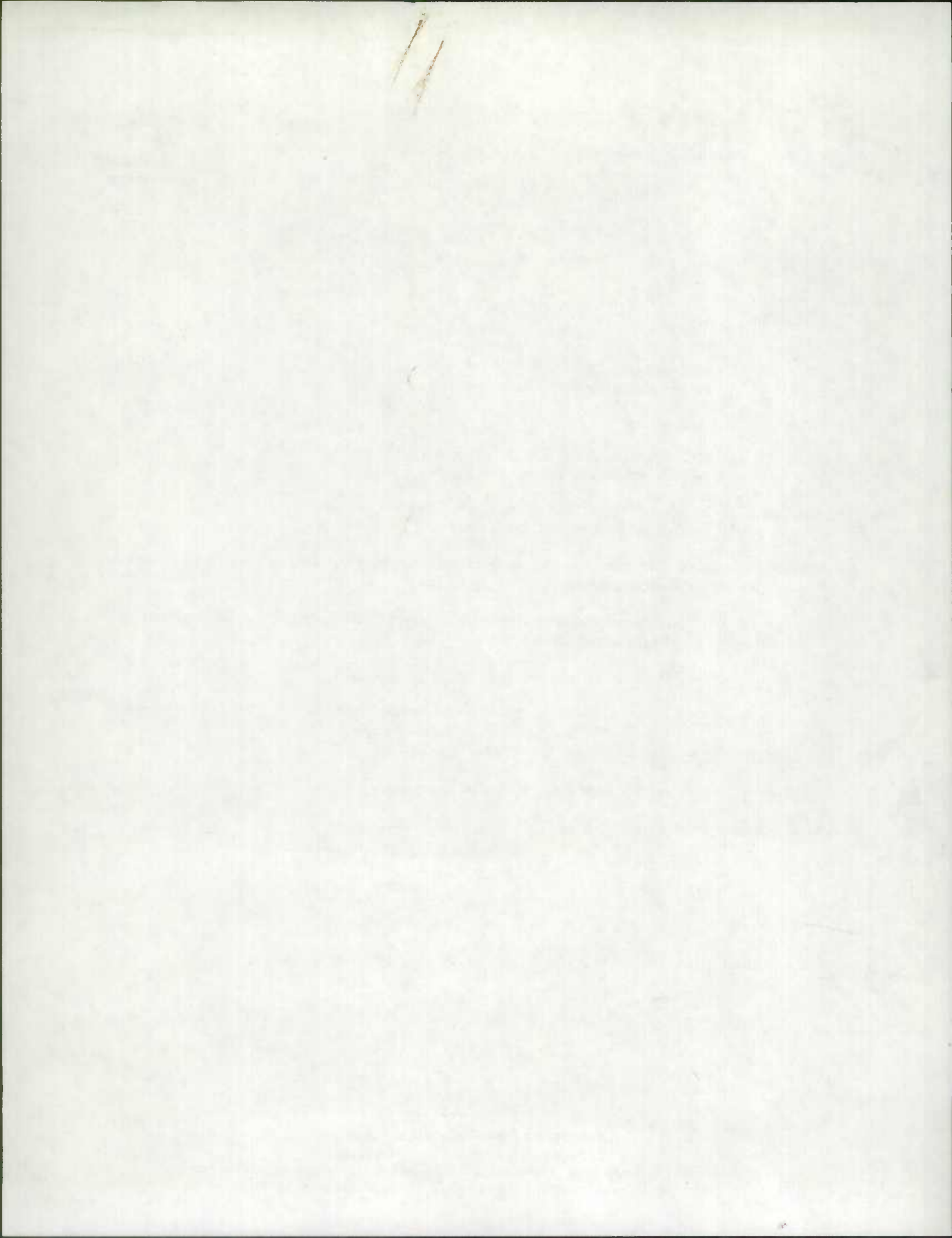
My telephone number is 333-1660

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717







West St. Balto. Co. - Check for Completion

STANDARD DEED TO STATE OF MARYLAND TO THE USE OF THE STATE ROADS COMMISSION.

This Deed, Made this 12<sup>th</sup> day of November in the year nineteen hundred and fifty four.

WHEREAS, the State Roads Commission of Maryland, acting for and on behalf of the State of Maryland, finds it necessary to acquire land, easements, rights and/or controls, shown and/or indicated on State Roads Commission of Maryland Plats Numbered— 10575 & 10576

which are duly recorded, or intended to be recorded among the Land Records of Baltimore County (ies) in the State of Maryland, in order to lay out, open, establish, construct, extend, widen, straighten, grade and improve as a part of the State Roads System of Maryland, a highway and/or bridge, together with the appurtenances thereto belonging, under its Contract Number B-635-4-415 and known as the West Road

and to thereafter use, maintain and/or further improve said highway and/or bridge, as a part of the Maryland State Road system.

NOW, THEREFORE, THIS DEED AND RELEASE WITNESSETH: That for and in consideration of the sum of One Dollar (\$1.00) and other good and valuable considerations, the receipt whereof is hereby acknowledged, we do hereby grant and convey unto the STATE OF MARYLAND, TO THE USE OF THE STATE ROADS COMMISSION OF MARYLAND, its successors and assigns, FOREVER IN FEE SIMPLE, all our right, title and interest free and clear of all liens and encumbrances, in and to all the land, together with the appurtenances thereto belonging, in any wise appertaining, lying between the outermost lines designated "Right of Way Line" as shown and/or indicated on the hereinbefore mentioned plats, all of which plats are made a part hereof, so far as our property and/or our rights may be affected by the said proposed highway and/or bridge, and the appurtenances thereto belonging, or in anywise appertaining.

AND THE GRANTORS DO FURTHER GRANT 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 [diagonal lines] on the above mentioned plats, 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 granted is changed so that the easement required for slopes is no longer necessary to support to protect the property conveyed in fee simple, then said easement for slopes shall cease to be effective.

AND THE GRANTORS DO FURTHER GRANT 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 adjacent land of the "GRANTORS" 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 plats.

AND THE GRANTORS DO FURTHER GRANT 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 [XXXXXX] on the above mentioned plats, such stream changes 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.

~~AND THE GRANTORS DO FURTHER GRANT 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 GRANTORS, their heirs, successors and assigns, of any means whatsoever of ingress or egress between the THROUGH HIGHWAY and their remaining property 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 their remaining property across those lines which are so marked on the above mentioned plats, 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 said "COMMISSION" may construct, or permit to be constructed.~~

~~AND THE GRANTORS DO FURTHER GRANT 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 GRANTORS, their heirs, successors and assigns, of vehicular ingress or egress between their remaining property 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 their remaining property across those portions of the said right of way lines which are so marked on the above mentioned plats.~~

AND THE GRANTORS DO FURTHER GRANT 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 granted 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.

AND THE GRANTORS HEREIN do hereby covenant and agree, on behalf of themselves, their heirs, successors and assigns, to abide by and respect each and every control or restriction set forth, in this instrument of writing, it being the intention of this conveyance to perpetuate all the rights and privileges granted to 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 remaining property of the GRANTORS and shall be binding upon the GRANTORS, their heirs, successors and assigns forever.

DELIVERED TO [Signature] SIGNATURE



Blank header area with faint, illegible markings.

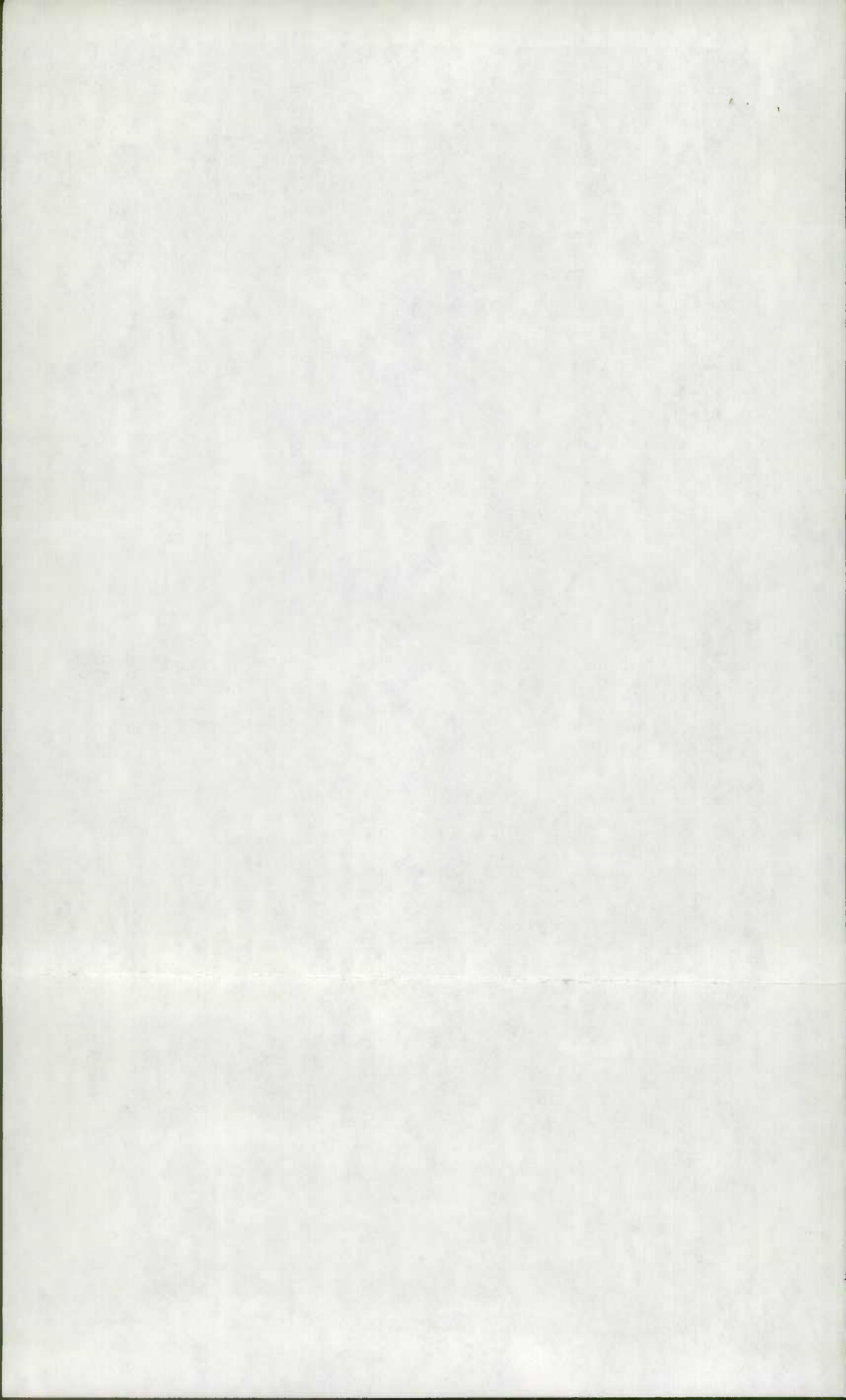
A small, vertical, dark mark or smudge located in the upper-middle section of the page.

A small, vertical, dark mark or smudge located near the bottom center of the page.



And for the same consideration as hereinbefore set forth the Grantors do further grant and convey unto the State of Maryland, to the use of the State Roads Commission of Maryland, all of their right, title and interest in and to the bed of West Road.

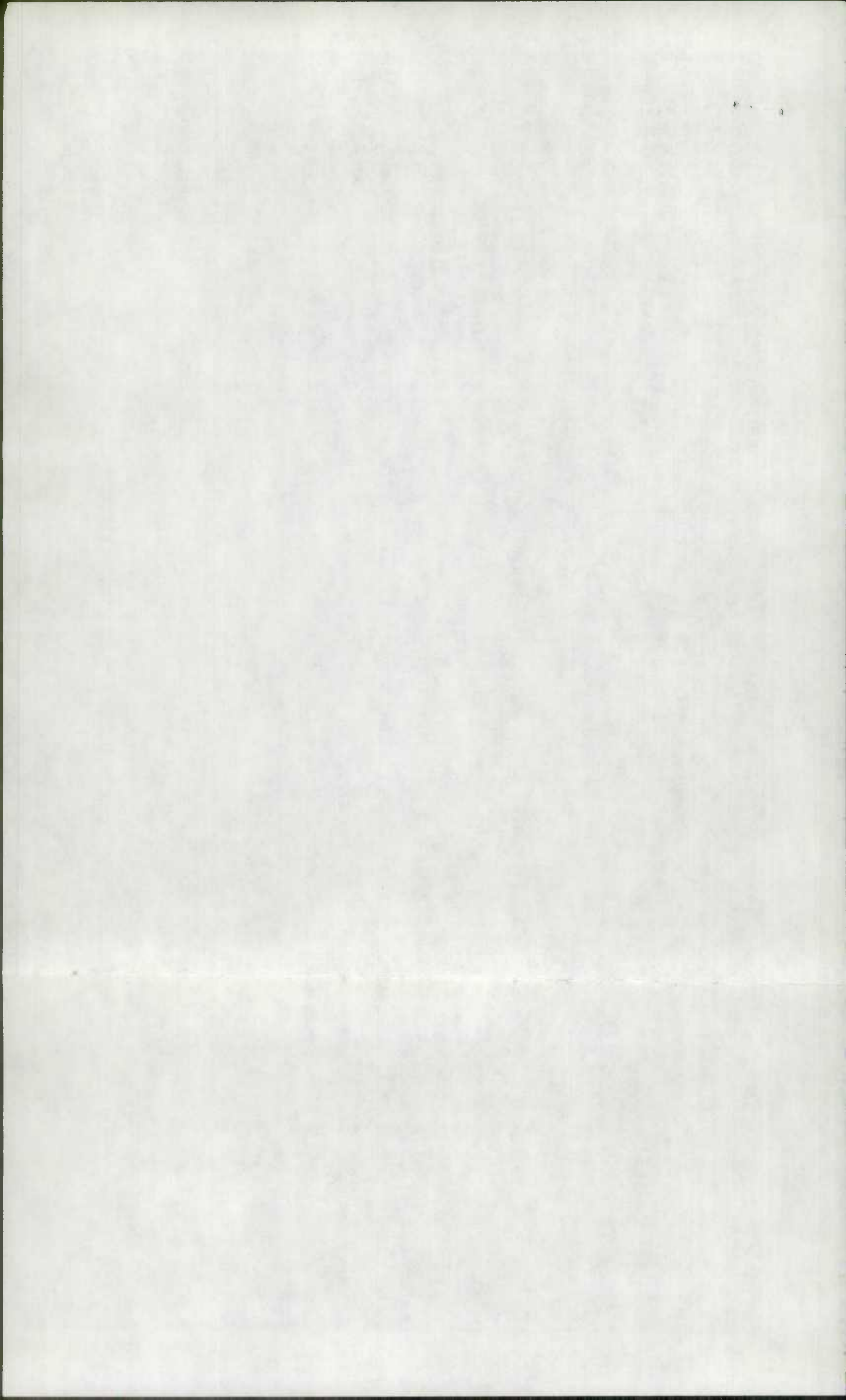














STATE OF MARYLAND—COUNTY OF

I hereby certify, that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND in and for  
personally appeared.

and each severally acknowledged the foregoing deed and release to be \*his \*her or \*their respective act, or \*to  
the act of the said body corporate. (Note: \*strike out the words not applicable.)

AS WITNESS MY HAND AND NOTARIAL SEAL, this.....day of.....

in the year.....

NOTARY SEAL

Notary Public  
My Commission Expires

STATE OF MARYLAND—COUNTY OF

I hereby certify, that, before me, the subscriber, a NOTARY PUBLIC of the STATE OF MARYLAND in and for  
personally appeared.

and each severally acknowledged the foregoing deed and release to be \*his \*her or \*their respective act, or \*to  
the act of the said body corporate. (Note: \*strike out the words not applicable.)

AS WITNESS MY HAND AND NOTARIAL SEAL, this.....day of.....

in the year.....

NOTARY SEAL

Notary Public  
My Commission Expires

✓ 487 236749 ✓

# DEED

FROM  
~~ETHEL R. SMITH, widow~~

ETHEL R. SMITH, widow

TO

THE STATE OF MARYLAND  
TO THE USE OF  
THE STATE ROADS COMMISSION  
OF MARYLAND

Received for Record NOV 12 1919

at 2 30 o'clock P. M. Same day recorded

in Liber G.L.B. No. 2590 Folio 487 &c.

one of the Land Records of Baltimore

County, and examined per  
George T. Co.

Cost of Record, \$

To Secretary—State Roads Commission  
This conveyance has been listed in Right of Way  
Department Ledger

No extra property acquired

Extra property acquired and entered in  
property record

Indexed by \_\_\_\_\_ Date \_\_\_\_\_



Parring Parkway

R/W Acquired from 1 property Only



STATE HIGHWAY ADMINISTRATION

7 / 300 West Preston Street, Baltimore, Maryland 21203

Paul Becker  
from John Meyers

Perring Pkwy  
Md 41

DATE July 9, 1974

owns

Chief Engineer - Design

3-16-470

Way to Proctor Lane  
an Property



A meeting was held in the writer's office this a.m., attended by Mr. John R. Fox, District R/W Office, Mr. Charles Lee, Chief - Bureau of Engineering Access Permits, Mr. S. Kouroupis, Project Engineer, Bureau of Highway Design and the writer, to discuss the proposed right-of-Way Agreement with Mr. Leonard Stulman, concerning his sub-division North Mall, Perring Parkway.

Mr. Fox stated that we should complete all negotiations with Mr. Stulman at this time. It will be necessary, therefore, that right-of-way plats be prepared for all of the Stulman property lying between Satyr Hill Road and Proctor Lane.

It was the concensus of opinion that the "Gino" property lying in the northwest quadrant of Satyr Hill Road and Joppa Road, will present right-of-way acquisition difficulties. Mr. Kouroupis has been instructed that the metes and bounds plats for the "Gino" property should be prepared and submitted to the Office of Real Estate in the immediate future. All properties situated on the northerly side of Satyr Hill Road from Joppa Road to Jerry's Chevrolet, should also have metes and bounds right-of-way plats prepared in the event that these entire takes cannot be amiably settled. It was suggested that the Right-of-Way Agreement with Mr. Leonard Stulman be established at the earliest possible date. By copy of this letter to Mr. John J. Schuchman, Special Attorney, Brooklandville, we are requesting that he work with our District Right-of-Way Office in the establishment of a legal document which should include the following data.

1. We will allow Mr. Stulman to construct a private roadway within our right-of-way for the future Perring Parkway, from Satyr Hill Road to Waltham Woods Road. The gradient, cross-slope and materials of the roadway are to be at Mr. Stulman's choosing. The roadway shall be considered a private road whereby all maintenance and other operational activities will be the responsibility of Mr. Stulman. There shall be a Save Harmless clause for the State against any claims regarding the construction, maintenance and operation of this roadway. All costs for construction, maintenance and operational activities shall be the responsibility of Mr. Stulman.



1912

Mr. [Name]

The [Address]

[City]

[State]

[Country]

*[Handwritten notes]*

*[Handwritten notes]*



SEE PAGE 2

STATE HIGHWAY ADMINISTRATION

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

Perring Pkwy  
Md 41

John  
wrote to  
inform  
planned  
begin R/W  
negotiations  
7/10

MEMORANDUM

To: Mr. Hugh G. Downs  
Chief Engineer

FROM: Irvin C. Hughes  
Assistant Chief Engineer - Design

SUBJECT: Contract B-718-16-470  
Perring Freeway  
Baltimore Beltway to Proctor Lane

Re: R/W Negotiations  
Leonard Stulman Property

DATE July 9, 1974



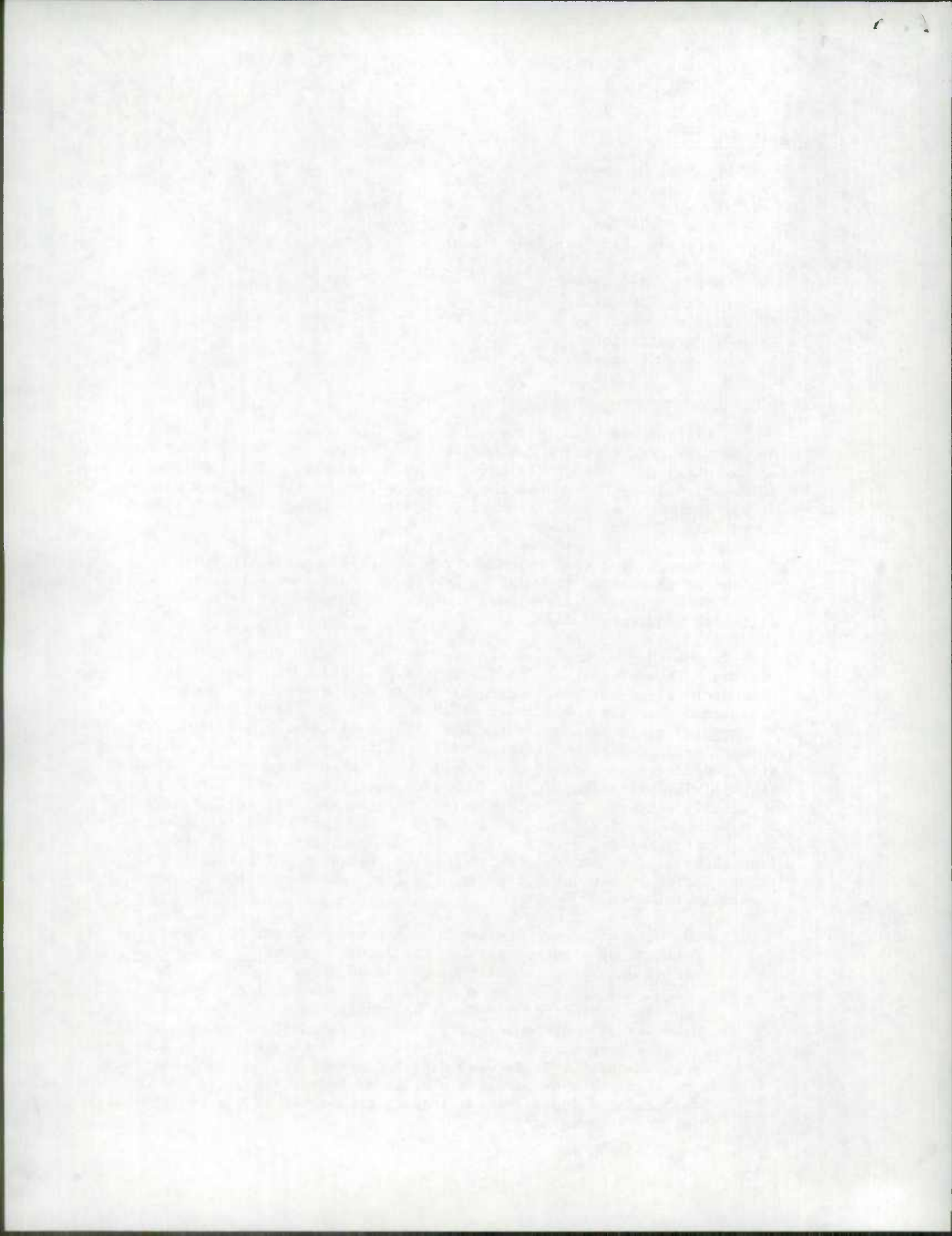
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2. We will allow Mr. Stulman to construct a private roadway from Joppa Road to Satyr Hill Road through a portion of the "Gino" property within the anticipated right-of-way limits of the future Perring Parkway. Our right to allow this roadway to be constructed is dependent upon the title of this property being conveyed to the State Highway Administration, and further, to the existing tenants vacating said property. The Save Harmless Clause as outlined in "1" above shall also pertain to that segment of the private road which will serve as an access road to the shopping center via Waltham Woods Road. All costs of construction, maintenance and operational activities shall again be borne by Mr. Stulman.
3. All tie-ins of the temporary private road to other public roadways such as Joppa Road, Stayr Hill Road and Waltham Woods Road, must be submitted to the State Highway Administration for approval prior to the construction of said road connections. Any necessary modifications of traffic signals or the installation of new traffic signals, or traffic signs, shall be the financial responsibility of Mr. Stulman, as necessitated for the operation of the temporary private road.
4. Upon the date of our "Notice to Proceed" to our contractor for the construction of Perring Parkway from Joppa Road to at least Waltham Woods Road, the private road falling within the right-of-way limits of the proposed Perring Parkway shall be officially closed to traffic. It will then be necessary that traffic designed to enter the North Mall Shopping Center, obtain access by Joppa Road, thence into Waltham Woods Road. This means of access shall remain in existence until such time as the contemplated Perring Parkway and those interchanges with Joppa Road and Waltham Woods Road are completed and open to traffic. Any revisions to existing traffic signals or signs, and any new traffic signals or signs caused by the newly developed Perring Parkway and its interchanges will be borne by the State Highway Administration. A Save Harmless Clause for the State Highway Administration against any claims from all sources resulting in the closure of the private access road into the shopping center shall be included in the Right-of-Way Agreement.

*We don't know if this was ever done. It appears that as of Oct. '75, it had not been done. See attached letter from Balto.*

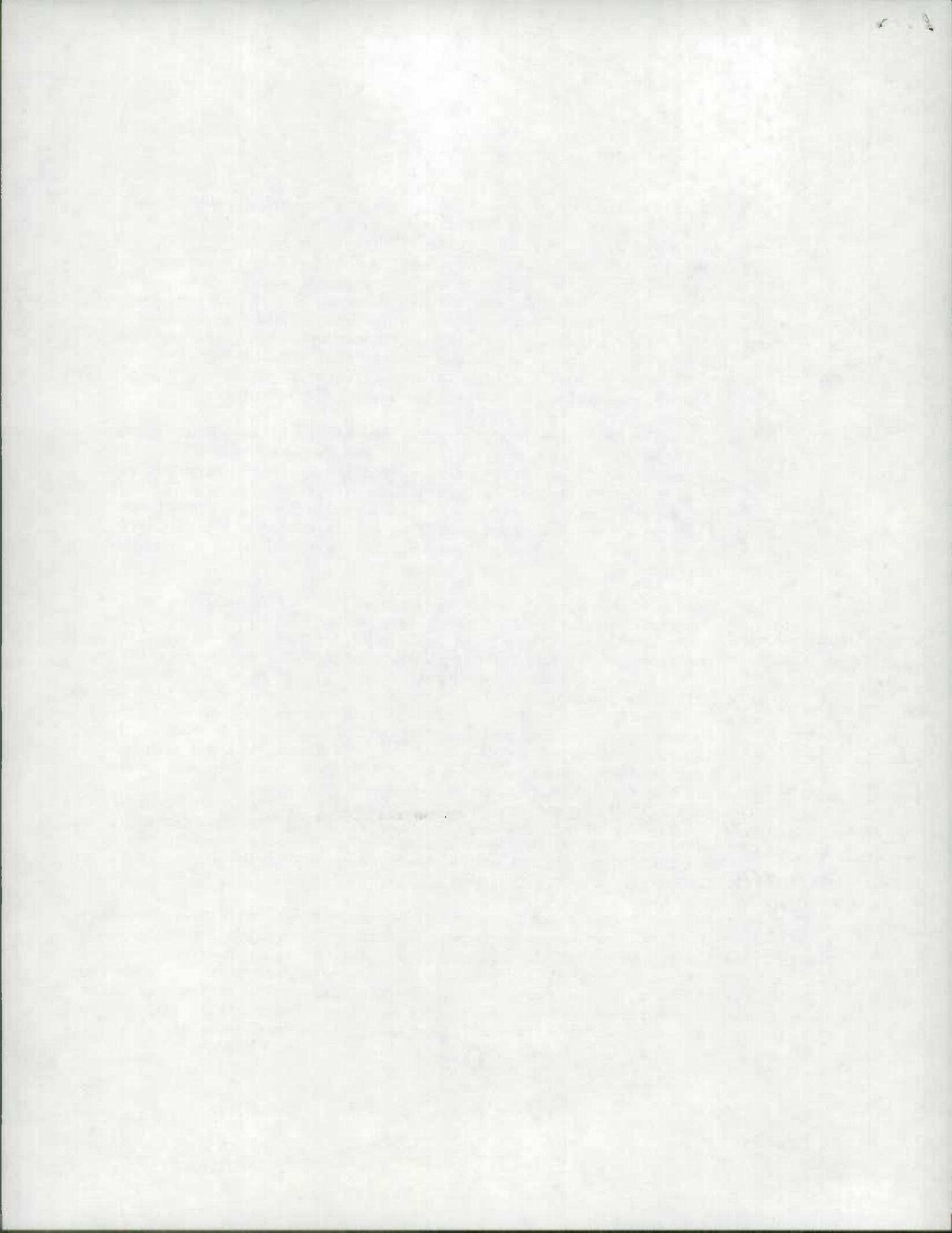
*Towing County should be involved as there are CRDS*

*7/11/72 cc  
Project was deleted from S.H.A. Needs Study, July 1975. See attached letter from S.H.A. Administrator*

*Taking all this correspondence into consideration, it would appear that we do not own the right of way.*

It has been noted that several pieces of correspondence imply that there is a necessity to withhold permanent decisions regarding this project, pending a Public Hearing scheduled for Thursday, August 29, 1974. All offices are hereby informed that this is not a meeting which is legally required. This is, however, a public meeting at which the State Highway Administration will inform the public of its intended construction. The preparation of right-of-way plats, right-of-way agreements, appraisals and construction plans can be commenced immediately.







Mr. Hugh G. Downs

- 3 -

July 9, 1974

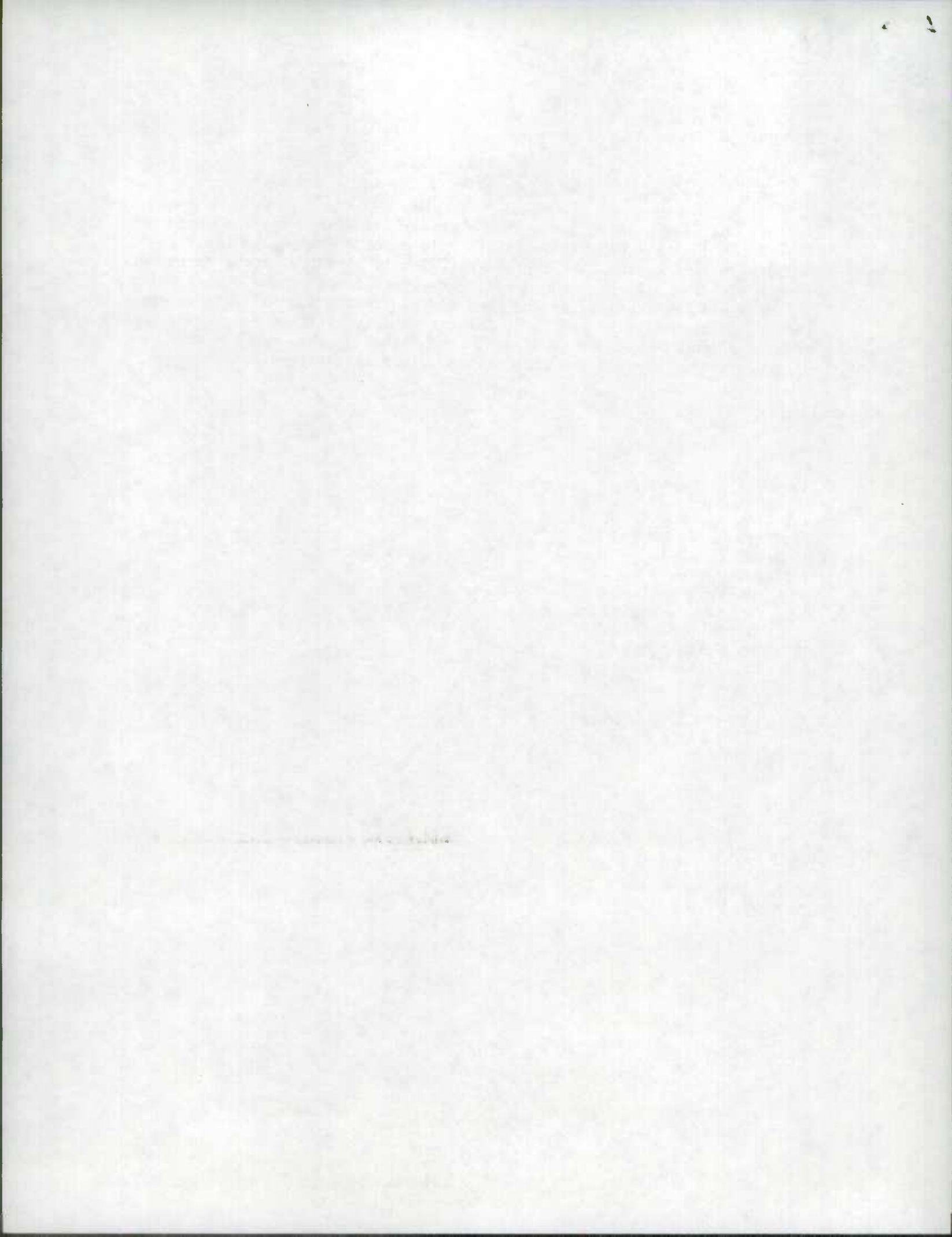
It was also pointed out that the writer had sent a memorandum to Mr. Lee requesting that his office inform Baltimore County not to issue a building permit to the Miceli property which is situated on the northeast corner of Satyr Hill Road and Joppa Road. This property and its existing building will be required by our proposed construction. All offices are requested to notify the writer no later than July 15 if there are any discrepancies or misunderstandings in the intent of this memorandum. We will proceed with plans and right-of-way plats as outlined above.

*Hugh G. Downs*

ICH/a

cc: Mr. A. W. Tate  
Mr. C. Reese  
Mr. J. Fox  
Mr. Wm. F. Lins, Jr  
Mr. S. Kouroupis  
Mr. C. Lee ✓  
Mr. Nolan Rogers  
Mr. J. Schuchman







Mr. Freedman } For your att'n and guidance.

Mr. Lins

Mr. C. Lee

RECEIVED

8/20/75

Maryland Department of Transportation

State Highway Administration

Harry R. Hughes  
Secretary  
Bernard M. Evans  
Administrator

Charles John

August 11, 1975

To All elected officials in  
Baltimore County (Form Letter)

RECEIVED  
AUG 25 1975  
Bureau Access Permis

Please be advised that all references to the Perring Freeway (Md. 41 Extended) from Joppa Road to the Harford County Line, and Md. 23 Extended (formerly the Piedmont Highway) from the Carroll County Line to the Harford County Line, have been deleted from the draft 1977-1996 Twenty Year Highway Needs Study which was presented to the county elected officials on July 9, 1975 in Towson.

This action includes lines 30, 31, and 32 in the Critical Section and lines 73, 74 and 80 in the Non-critical Section of the draft 1977-1996 Twenty Year Highway Needs Study.

In light of our current fiscal situation any interchange construction at Perring Parkway and Joppa Road would be an impossibility due to the latest cost estimates being in the area of \$20 million. With recognition of the intolerable traffic situation, and a realization of the prohibitive interchange cost, line item 29 has been changed to a more timely and realistic project reflecting the implementation of extensive traffic operations improvements.

Members of my staff will be contacting you shortly for your approval of this Needs Study as required by Article 89B, Section 211-0 of the Annotated Code of Maryland.

If I may be of any assistance to you concerning any aspect of the Twenty Year Highway Needs Study please contact me.

Very truly yours,

Bernard M. Evans

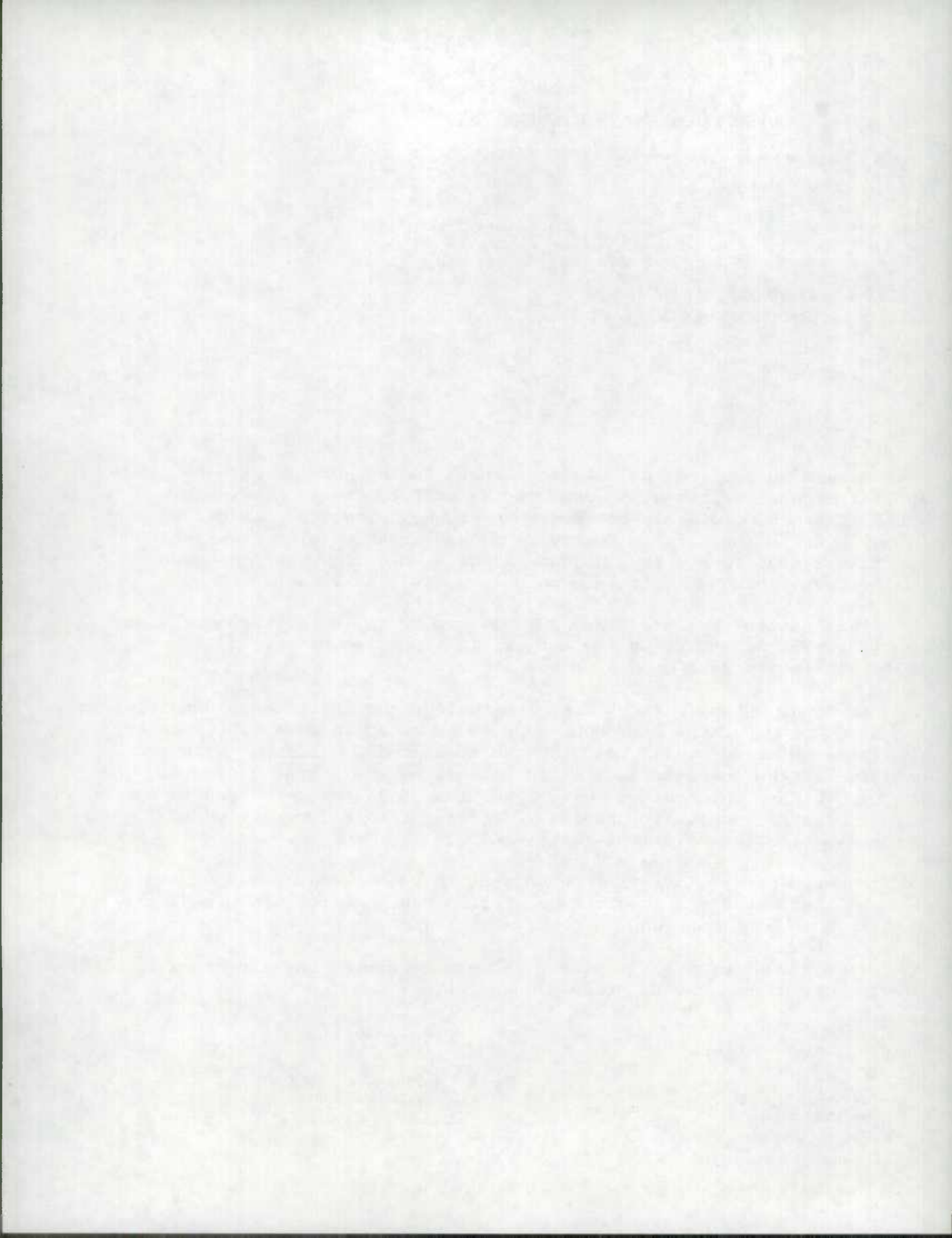
Bernard M. Evans  
State Highway Administrator

- Johnathon Prince
- Hugh Evans
- Allen Tate
- Harry Hotal
- Clyde Fyfe
- Robert Hayzel

8/19/75 Mr. Hughes - For your information.

AWT







Baltimore County Department Of Public Works

COUNTY OFFICE BUILDING  
TOWSON, MARYLAND 21204

Bureau Of Public Services

GEORGE A. REIER, P.E. L.A.  
CHIEF

October 31, 1975

cc: MCA Eng. Corp.  
(Mr. George Lambrose)

Mr. Leonard Stulman  
1147 Donnington Circle  
Towson, Maryland 21204

Mr. McDonough Mr. Moore  
Mr. Trenner  
Mr. Pryor

North Mall Shopping Center  
Proposed Private Road  
Perring Parkway Right of Way  
District 9

Dear Sir:

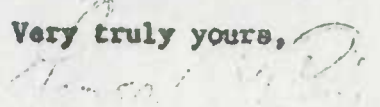
A review has been made by various agencies regarding your proposal to construct a private road within the proposed Perring Parkway right of way. It is the consensus of opinion of all those consulted that the portion of the road between Joppa and Satyr Hill Roads must be public. In addition, Satyr Hill Road will be severed southeast of the new intersection and barricaded to prohibit traffic from entering the proposed road at that point. This will permit a thru movement northerly on the new public road and require a stop sign southeasterly on Satyr Hill Road. A right turn movement should be provided from Satyr Hill Road southwesterly onto the proposed public road connection to Joppa Road.

A road closing hearing must be held to terminate Satyr Hill Road at the private road. Adequate right of way must be conveyed in fee to Baltimore County at no cost to the County for the section to be made public, and the developer shall be responsible for acquiring the right of way. Construction drawings and right of way plats must be provided for the public road design to County Standards and constructed under a County contract.

A Public Works Agreement must be executed between the developer and Baltimore County covering the public portion of the road. The developer shall be responsible for the entire cost of design and construction of the improvements. The developer's responsibility shall include also the full cost of all additions, replacements or modifications to the traffic signalization at the intersection of Joppa Road and Perry Parkway required to accommodate the proposed road.

An additional fee of \$95.00 must be forwarded for preparation of the supplemental Public Works Agreement. Upon Receipt of a certified check in this amount, along with cost and quantity estimates from your Engineer, we will proceed with the processing of the Public Works Agreement.

Very truly yours,

  
George A. Reier, Chief  
Bureau of Public Services

GAR:CEB:rb



