

# COUNTY COUNCIL OF DORCHESTER COUNTY

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September 19, 2017

Pete K. Rahn, Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Post Office Box 548  
Hanover, Maryland 21076



Re: Dorchester County Highway Priorities 2017

Dear Secretary Rahn:

On behalf of the Dorchester County Council, I would like to thank you for your review of our potential transportation improvement projects along State Highways in Dorchester County for future State of Maryland funding consideration. Pursuant to your request, the Council has agreed that the following items are its primary requests. Please note that these items are listed in priority order:

1. Woods Road from U.S. Route 50 to MD Route 16

The State has constructed a traffic roundabout at the intersection of MD Route 16 and Woods Rd. The 4,200-foot section of Woods Road between MD Route 16 and U.S. Route 50 is heavily utilized as access between these two State maintained roads as well as access to the Eastern Shore Hospital Center. The construction of the roundabout has increased the through traffic and bi-directional truck traffic on this section of Woods Road. Therefore, the Council requests that this section of roadway, which is currently County maintained, be adopted into the State Highway system.

2. Hooper's Island Road, County Routes CO Route 114 and CO Route 122 (Also known as the Causeway)

This 7,500-foot portion of Hooper's Island Road extends from Upper Hooper Island to Middle Hooper Island. The County maintained Causeway is bound on the west by the Chesapeake Bay and on the east by the Honga River. Council is seeking any type of assistance that can be obtained at the State or Federal level for road bed stabilization and then in the long term, for a protection project to halt erosion.

3. MD Route 343 (Washington Street), U.S. Route 50 and Crusader Road Intersections

Heavy volumes of peak hour and summer traffic leave, cross and enter U.S. Route 50 at this location. The geometric configuration of this corridor, coupled with the heavy traffic volumes and the location of the City of Cambridge's Public Safety Building (fire and ambulance), create serious capacity and safety issues. The Council asks that

improvements such as geometric reconfiguration, widening and additional signalization be considered.

4. MD Route 392 intersection with MD Route 331, Town of Hurlock

The State recently completed ADA and signal improvements at this intersection, but the intersection configuration is problematic. Heavy use of this intersection by commercial freight carriers as well as local users has made this intersection increasingly difficult and unsafe to navigate. Although SHA accident records do not seem to reflect what is locally recognized as a hazardous intersection, the County, as well as the Town of Hurlock Council, and the citizens they represent, feel strongly that this intersection needs additional traffic control or design improvements. The Council asks that consideration be given to making improvements in this area to ensure public safety.

5. MD Route 16 and U.S. Route 50 intersection

The left turn lane queue of U.S. Route 50, westbound, onto MD Route 16 is too short. In the summer months, shorter turn signals for oncoming beach traffic lead the queue to back up into the adjacent travel lane. This poses a significant hazard for westbound travelers on U.S. Route 50. In 2011, ADA and signal improvements were made at the intersection including dedicated pedestrian signals to cross U.S. Route 50 from the Hyatt.

6. U.S. Route 50 visibility/access improvements

The installation of guardrails along the U.S. Route 50 corridor has created or added to visibility and access issues along this highway. Along with multiple subdivisions that access U.S. Route 50 at uncontrolled access points, this highway is utilized by large farm implements and grain trucks that must make unorthodox entrances and exits from this roadway. The County is requesting that improvements be made that will provide better visibility and access along U.S. Route 50.

7. MD Route 335 (Golden Hill Road) – Provisions for a bicycle lane in the Blackwater Refuge area from Key Wallace Drive to MD Route 336 (Gootees Marine).

Since this area serves as host for many triathlon and cycling events, this section of road now proves hazardous for both cyclists and motorists. The construction of the Harriet Tubman Underground Railroad State Park Visitor Center will increase the use of this roadway by unfamiliar motorists and cyclists. The County is requesting that bicycle lanes be added to this length of State road.

8. MD Route 16 between U.S. Route 50 and MD Route 392 – Provide a divided highway reconstruct

The MD Route 16 and MD Route 392 corridor is the axis for the largest area of growth, both recent and planned, for the entire County. The Council requests that safety improvements be made in this area.

9. Choptank River Bridge and Nanticoke Memorial Bridge – Painting

The County Council asks that the jersey walls on the Choptank River Bridge and the Nanticoke Memorial Bridge be painted.

Our secondary requests, without consideration as to order, are as follows:

- Painting of jersey walls on the Choptank River Bridge and the Nanticoke Memorial Bridge
- Widening of the section of MD Route 343 (Washington Street) between Leonards Lane and U.S. Route 50 or a new bypass from MD Route 343 to Bayly Road/MD Route 16 due to increased volumes of traffic from Neck District and development in west Cambridge.
- Future improvements and/or preliminary design of improvements for MD Route 16 from Dailsville Road to U.S. Route 50 since continued development in the area of Cambridge will increase the volume and congestion along this section of roadway.
- Road Reconstruction
  - MD Route 14 between MD Route 331 and MD Route 313, two lane reconstruct;
  - MD Route 16 between MD Route 392 and north limits of East New Market, two lane reconstruct due to blind spots;
- The adoption of Nealson Street, which is presently maintained by the the Town of Hurlock, into the State road system since it is heavily utilized by truck traffic for access between Routes MD 392 and MD 307 to avoid driving through Town on Route MD 331.
- The resurfacing of the deck of the Brookview Bridge which does not have adequate bridge paved width to accommodate modern equipment.
- Addition of a deceleration lane on U.S. Route 50 after traveling over the Frederick C. Malkus Bridge into the City of Cambridge.
- The City of Cambridge's Welcome Gateway project.
- Sailwinds wharf replacement project.
- Reduction of the posted speed limit on Main Street in Secretary to 25 m.p.h. which is the same speed through the Town of East New Market.
- Address visibility issues at Willow and Main Street and Academy and Main Street in Secretary.
- Repair timber riverwalk that runs under Frederick C. Malkus bridge.

Your cooperation and assistance is greatly appreciated. Should you or your staff have any questions, please contact this office.

Sincerely,

**DORCHESTER COUNTY COUNCIL**



Ricky C. Travers  
President

cc: The Honorable Adelaide Eckardt, Senator  
The Honorable Christopher T. Adams, Delegate  
The Honorable Sheree Sample-Hughes, Delegate  
The Honorable Johnny Mautz, Delegate  
Jay Meredith, District 1 Engineer