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Wicomico County, Maryland

P.O. BOX 870
SALISBURY, MARYLAND 21803-0870
410-548-4801
FAX: 410-548-4803

SECRETARY'S OFFICE
DEPT. OF TRANSPORTATION

Richard M. Pollitt, Jr.
County Executive

R. Wayne Strausburg
Director of Administration

Edgar A. Baker, Jr.
County Attorney

Tamara Lee-Brooks
Public Information Officer

April 23, 2012

Beverley K. Swaim-Staley, Secretary of Transportation
Maryland Department of Transportation
P. O. Box 548
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: Wicomico County Priority Letter - Recommended Transportation Improvements

Dear Ms. Swaim-Staley:

As the Wicomico County Executive, I would like to share with you a number of recommended transportation improvements in Wicomico County with which we would request assistance from the State of Maryland. In accordance with the new submittal requirements, the projects contained in this Priority Letter have been reviewed and endorsed by the County (Executive and Council) via Resolution 52-2012. At this time, we are in the process of obtaining the endorsement of the local legislative delegation. Upon confirmation of their support, supplemental information will be provided to your agency that demonstrates the endorsement of the majority of the local legislative delegation.

We have always had an excellent working relationship with the State, and we look forward to future cooperation as we strive to meet the needs of our citizens. As such, I submit the following projects and studies for your consideration to be included as part of the State's FY 2013 – FY 2018 Consolidated Transportation Program:



PRIORITY PROJECTS & IMPROVEMENTS

1. State Road 349 (Nanticoke Road) - Conduct a Corridor Feasibility Study for State Route 349 from State Route 815 to North Upper Ferry Road:

Consideration should be given to include this recommended transportation planning project into the FY 2013 – FY 2018 Consolidated Transportation Program. Currently, the Highway Needs Inventory (Revised in 2009) includes the Multi-Lane Reconstruction project along MD 349 extending from U.S. Route 50 to Crooked Oak Lane. However, prior to the implementation of the proposed capital expansion project, we encourage the Maryland Department of Transportation (MDOT) to allocate funding to prepare a Corridor Feasibility Study for MD 349 extending from MD 815 to N. Upper Ferry Road. Additionally, for the purpose of consistency amongst the Highway Needs Inventory and the Consolidated Transportation Program, consideration should be given to revise the Highway Needs Inventory to reflect an extension of the project extent from Crooked Oak Lane to North Upper Ferry Road.

Previously, planning funds were included in Fiscal Year 2008 for this project, as listed in MDOT's Consolidated Transportation Program, but the focus since then has been for the State Highway Administration (SHA) to conduct a corridor feasibility study as opposed to a project planning study. At the time of this submission, we understand that funding for this study has not been secured. This essential first step in the planning process will afford Wicomico County with a blueprint to help guide County agencies as we plan and implement development and transportation improvement projects in this corridor. Furthermore, this proposed corridor feasibility study will assist the County in our development review and approval process regarding access and connectivity to the roadway network.

It is anticipated that this multi-phase project will culminate in a Corridor Vision Plan, which represents a set of recommendations, plans, and capital improvements for the corridor. Moreover, the Vision Plan will be complemented by a Corridor Vision Strategy, which consists of a Physical Improvement Plan and the Policy Recommendation Plan. These two components of the Corridor Vision Strategy will describe the set of recommended capital improvements based on existing and future demand, address the pace of implementation, and include a set of policy recommendations to achieve the vision for the MD 349 Corridor. See Map #1.

2. State Route 12 (Snow Hill Road) - Geometric Improvements and Signalization along State Route 12 from Johnson Road to the Salisbury Bypass:

This portion of the Salisbury Metro Core has experienced rapid growth and development over the last 20 years. As a result of this existing and projected demands for MD 12, consideration should be given to improving several intersections along this State roadway. In 2008, the *East Side Corridor Study* was prepared for the Salisbury/Wicomico Metropolitan Planning Organization by The Traffic Group, Inc. This study analyzed 30 intersections within the study area, which included four intersections along MD 12 between Johnson Road and the U.S. Route 13 Bypass. Each intersection was evaluated to assess capacity and operations based on

existing and future demand (2020 & 2030). Based on the analyses conducted for this study, the following system preservation projects have been recommended for improvements during the planning period covered by the upcoming State Consolidated Transportation Program.

Recommended improvements listed in the *2008 East Side Corridor Study* include the following:

- ◆ *Beaglin Park Drive & MD 12* – Lengthen westbound approach left turn lane onto MD 12 to 325 feet of storage capacity. The existing storage capacity for this turning movement is approximately 193 feet. See Map #2.
- ◆ *MD 12 & Robins Avenue and Johnson Road* – The design phase of the realignment of Johnson Road with Robins Avenue at their intersect with MD 12 has been completed. This developer-funded realignment project is anticipated to be completed during the planning period (FY 2013 – FY 2018). As a result of this intersection realignment, the allocation of State funding for geometric improvements and signalization on MD 12 should be considered. See Map #3.
- ◆ *MD 12 & Toadvine Road* – Construct northwest bound approach left turn lane onto Toadvine Road with a storage capacity of 200 feet. Construct southeast bound approach right turn lane onto MD 12 with storage capacity of 200 feet. Without implementation of these aforementioned recommended improvements, this unsignalized intersection is projected to operate at a LOS F for morning and evening peak hour conditions in 2020. See Map #4.
- ◆ *MD 12 & ramps to / from southbound U.S. Route 13 Bypass* – Install signalization at this intersection with MD 12. This intersection is projected to operate at a LOS F for morning and evening peak hour conditions in 2020. See Map #5.

3. U.S. Route 13 (South Salisbury Boulevard) – Sidewalk, Drainage, and Resurfacing Improvements:

Consideration should be given to allocate funding for Phases V and VI of the drainage improvement project along U.S. Route 13. This six-phase project extends from Dagsboro Road to W. College Avenue. The majority of scheduled improvements for Phases I thru IV have been completed or are near completion. However, funding has not been secured to implement the drainage, sidewalk, and resurfacing improvements for Phases V and VI (E. Main Street to W. College Avenue). See Map #6

It is important to note, the State has programmed funding for the design and engineering components for Phases V and VI.

4. U.S. Route 13 (North and South Salisbury Boulevard) – Geometric Improvements:

In 2009, the *U.S. Route 13 North Corridor Planning Study* was prepared by The Traffic Group, Inc., for the Salisbury/Wicomico Metropolitan Planning Organization. The purpose of

this Corridor Study was to evaluate the operational and safety characteristics of the study area, as well as for the identified study years of 2010, 2020, and 2030. Each of the six (6) intersections within the Study area were evaluated to assess capacity and operations based on existing and future demand. Additional recommendations for this roadway were included as part of the *2008 East Side Corridor Study*.

Recommended improvements listed in the *2009 U.S. Route 13 North Corridor Planning Study* include the following:

- ◆ *U.S. Route 13 & Connelly Mill Road and Winner Boulevard* – Extend the northbound approach double left turn lane onto Connelly Mill Road to 1,000 feet of storage capacity, construct an exclusive left turn lane on the eastbound approach of Connelly Mill Road onto U.S. Route 13, and restripe the existing westbound approach lanes along Winner Boulevard to provide an exclusive thru lane and a single left turn lane. Without the implementation of the recommended improvements occurring during this planning period, this signalized intersection is projected to operate at a LOS D during morning 2020 peak hour conditions and LOS F for evening 2020 peak hour conditions. The v/c ratio for the northbound left, through movements, and the southbound through movements are unacceptable. See Map #7.

Recommended improvements listed in the *2008 East Side Corridor Study* include the following:

- ◆ *U.S. Route 13 & W. College Avenue* – Lengthen northbound approach right turn lane onto W. College Avenue to 450 feet of storage capacity, lengthen northbound approach left turn lane onto W. College Avenue to 300 feet of storage capacity, and lengthen southbound approach left turn lane onto W. College Avenue to 375 feet of storage capacity. See Map #8.

5. U.S. Route 50 (Ocean Gateway) – Access Management Wor-Wic Community College:

As a result of increased enrollments, as well as the construction of new facilities on the Campus, students attending this institution are encountering congestion / queuing problems while attempting to exit the Campus heading north on Walston Switch Road. Moreover, because of the moderate queuing problems at the U.S. Route 50 eastbound and Walston Switch Road intersection, motorists are experiencing delays in turning movements to the approach of the freelane access point along Walston Switch Road. This freelane provides a direct access to eastbound U.S. Route 50.

The County commends the recent efforts of the State Highway Administration to improve the current conditions at this intersection by changing the signaling pattern to a split-phase; however, consideration should be given to providing Wor-Wic Community College direct access, limited to egress, onto eastbound U.S. Route 50. See Map #9.

6. U.S. Route 50 – Corridor Study

Per the request of the Town of Hebron, consideration should be given to allocate funding to prepare a Corridor Study along U.S. Route 50 extending from the Vienna Bridge to Rockawalkin Ridge Road. This proposed study would evaluate the operational and safety characteristics of the signalized and unsignalized intersections under existing conditions, as well as for the identified target years of 2020 and 2030. The purpose of this proposed study is to analyze current conditions; project future conditions and needs based existing and projected growth and development; and develop recommended prioritized improvements.

7. U.S. Route 50 (Salisbury Parkway) – Geometric Improvements:

In 2010, the *Riverside Drive Corridor Study* was prepared by The Traffic Group, Inc., for the Salisbury/Wicomico Metropolitan Planning Organization. The purpose of this Corridor Study was to evaluate the existing operational and safety characteristics of the study area, as well as for the identified study years of 2015 and 2030. The U.S. Route 50 & Mill Street intersection was one of nine intersections within the Study area that were evaluated to determine the Level of Service and to assess capacity and operations based on existing and future demand. The Study recommended lengthening the westbound approach left turn lane onto Mill Street to 400 feet of storage capacity to alleviate excessive queuing at this intersection. See Map #10.

8. State Route 675B (Bi - State Boulevard) – Geometric Improvements:

In 2009, the *U.S. Route 13 North Corridor Planning Study* was prepared by The Traffic Group, Inc., for the Salisbury/Wicomico Metropolitan Planning Organization. The purpose of this Corridor Study was to evaluate the operational and safety characteristics of the study area, as well as for the identified study years of 2010, 2020, and 2030. Each of the six (6) intersections within the Study area were evaluated to assess capacity and operations based on existing and future demand. Based on the analyses conducted for this study, the following system preservation projects have been recommended for improvements during the planning period covered by the upcoming State Consolidated Transportation Plan.

Recommended improvements listed in the *2009 U.S. Route 13 North Corridor Planning Study* include the following:

- ◆ *MD 675B & MD 54* – Construct an exclusive westbound approach left turn lane onto MD 675B with 300 feet of storage capacity and extend the northbound approach left turn lane to approximately 250 feet of storage capacity to improve the operations of this intersection. This signalized intersection is projected to operate at a LOS D during morning 2020 peak hour conditions and LOS F for evening 2020 peak hour conditions. The volume to capacity ratio (v/c) is unacceptable in both the eastbound and westbound directions. See Map #11.

- *MD 675B and Connelly Mill Road* – Install a traffic signal at this four-leg intersection. Currently, this unsignalized intersection has three legs under Stop control with the southbound movement given the right-of-way over all other movements. Without implementation of this recommended improvement, this intersection is projected to experience significant queuing. See Map #12.

9. State Route 350 (Mt Hermon Road) – Geometric Improvements:

The intersection of MD 350 and Beaglin Park Drive was studied as part of the *2008 East Side Corridor Study* that was prepared for the Salisbury/Wicomico Metropolitan Planning Organization by The Traffic Group, Inc. In 2020, this intersection is projected to operate at a LOS E during the evening peak hour conditions. To improve the LOS, construction of a northbound approach right turn lane onto MD 350 with storage capacity of 200 feet is recommended. In addition, the Study recommended lengthening the westbound approach left turn lane onto Beaglin Park Drive to 400 feet of storage capacity. See Map #13.

10. Salisbury to Hebron Rail Trail – Pedestrian Improvements:

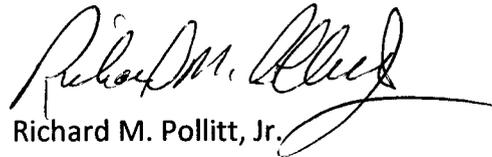
The County seeks technical assistance and financial support from the Maryland Department of Transportation to assist with the design and construction of this regional trail along an abandoned railroad right-of-way. This proposed Rail Trail would extend approximately 3 miles along State-owned property from the City of Salisbury to the Town of Hebron. As delineated in the State's Trail Plan, this trail would provide an essential linkage to proposed and existing bike paths in the region (Naylor Mill Road Extended, Crooked Oak Lane, and MD 349). See Map#14.

The implementation of this recommended Rail Trail is consistent with the goals and objectives contained within the Maryland Department of Transportation's *2002 Twenty-Year Bicycle & Pedestrian Access Master Plan*, *2009 Maryland Transportation Plan*, and the *2009 Trails Strategic Implementation Plan*. Moreover, this proposal is consistent with recommendations contained in locally approved plans including the Salisbury/Wicomico Metropolitan Planning Organization's *2011 Long-Range Transportation Plan*, the *2009 Town of Hebron Comprehensive Plan*, and the *Draft 2010 Wicomico County Comprehensive Plan*.

April 20, 2012

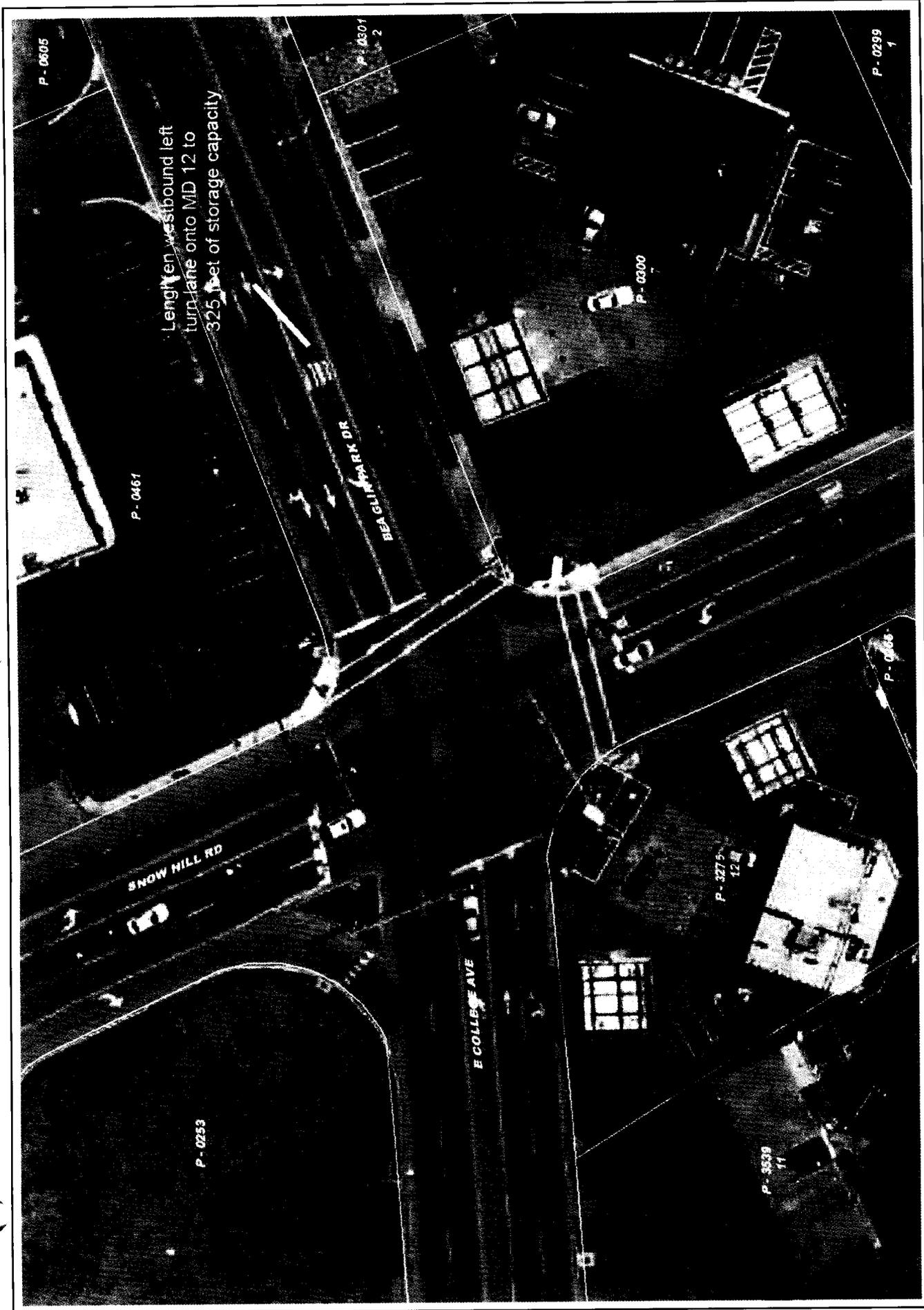
Any assistance from the Maryland Department of Transportation towards the accomplishment of these recommended improvements will be greatly appreciated. Should you require any additional information regarding these improvements, please contact Keith D. Hall, Chief, Long Range & Transportation Planning Section, Salisbury – Wicomico County Department of Planning, Zoning & Community Development at (410) 548-4860 or via e-mail Khall@wicomocounty.org.

Sincerely,

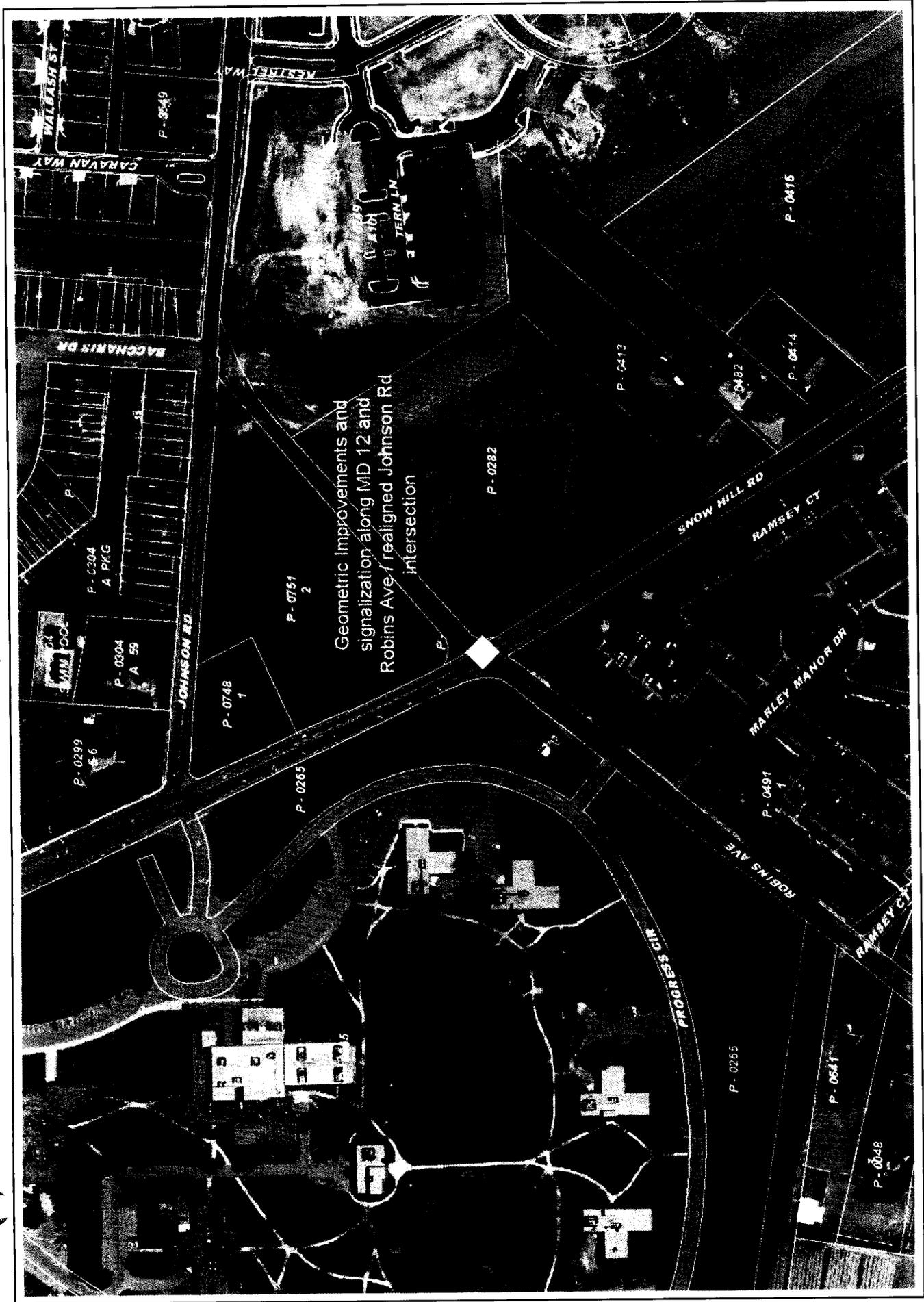


Richard M. Pollitt, Jr.
County Executive

cc: R. Wayne Strausburg, Director of Administration, Wicomico County
Sharon Morris, Assistant Director of Administration, Wicomico County
Andrew Mackel, Director of Finance, Wicomico County
John F. Lenox, Director of Planning, Zoning & Community Development, Wicomico County
Keith D. Hall, Chief Long-Range and Transportation Planning, Wicomico County
John Redden, Public Works Acting Director, Wicomico County
Bob Bryant, Airport Manager, Salisbury-Ocean City: Wicomico Regional Airport
Matthew E. Creamer, Council Administrator, Wicomico County Council
John Pick, City Administrator, City of Salisbury
Lee Outen, President of City Council, City of Fruitland
Sarah Bynum-King, Town of Delmar
P. Douglas Gosnell, President of Town Commission, Town of Sharptown
Sanford Robinson, President of Town Commission, Town of Mardela Springs
Rick Dwyer, President of Town Commission, Town of Hebron
Denver C. Moore, President of Town Commission, Town of Pittsville
Steven E. Warren, President of Town Council, Town of Willards
Mark Rudnick, Vice President for Administrative Services, Wor-Wic Community College

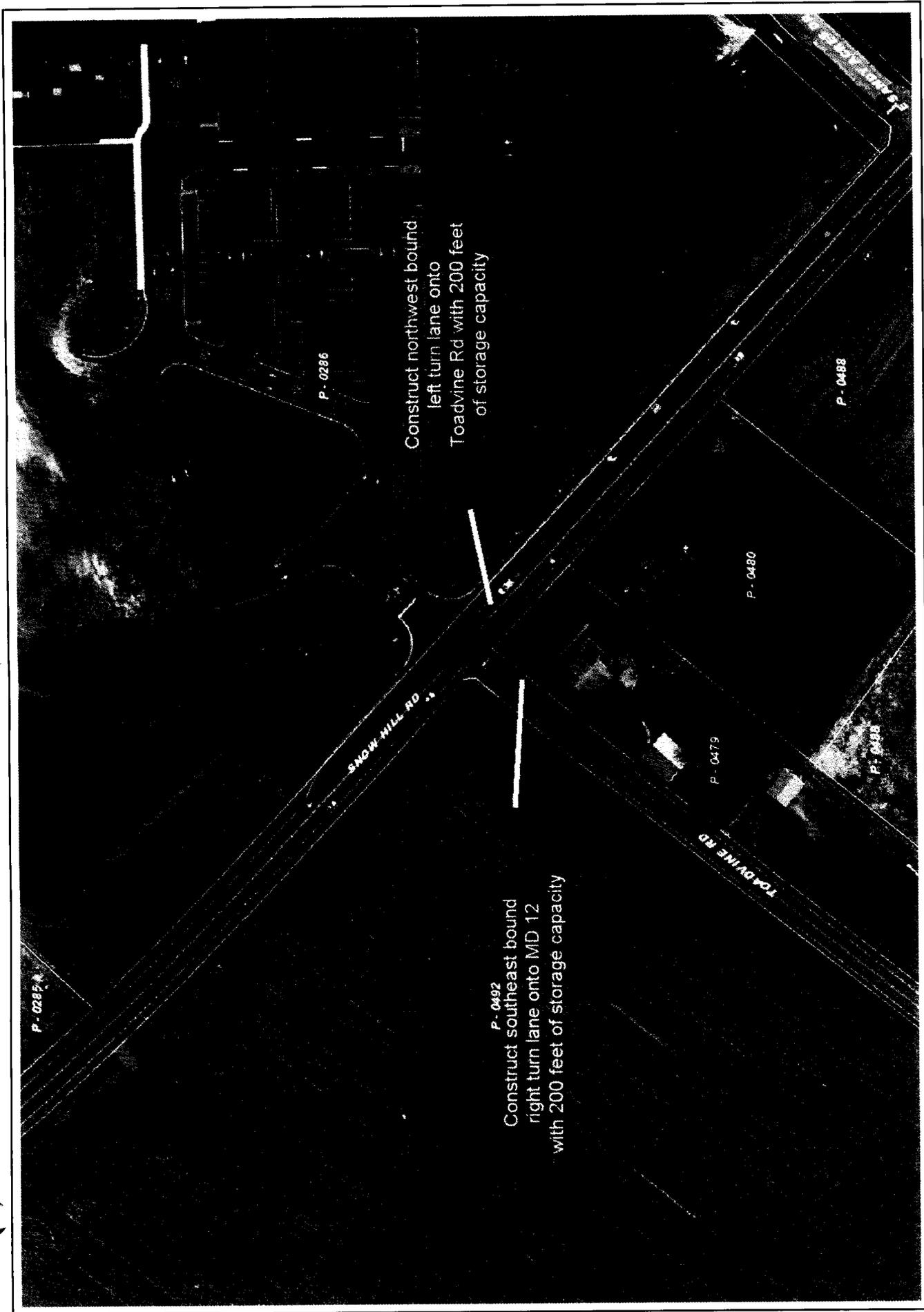


Map #2 - Beaglin Park Drive & MD 12 Intersection



Geometric Improvements and
signalization along MD 12 and
Robins Ave / realigned Johnson Rd
intersection

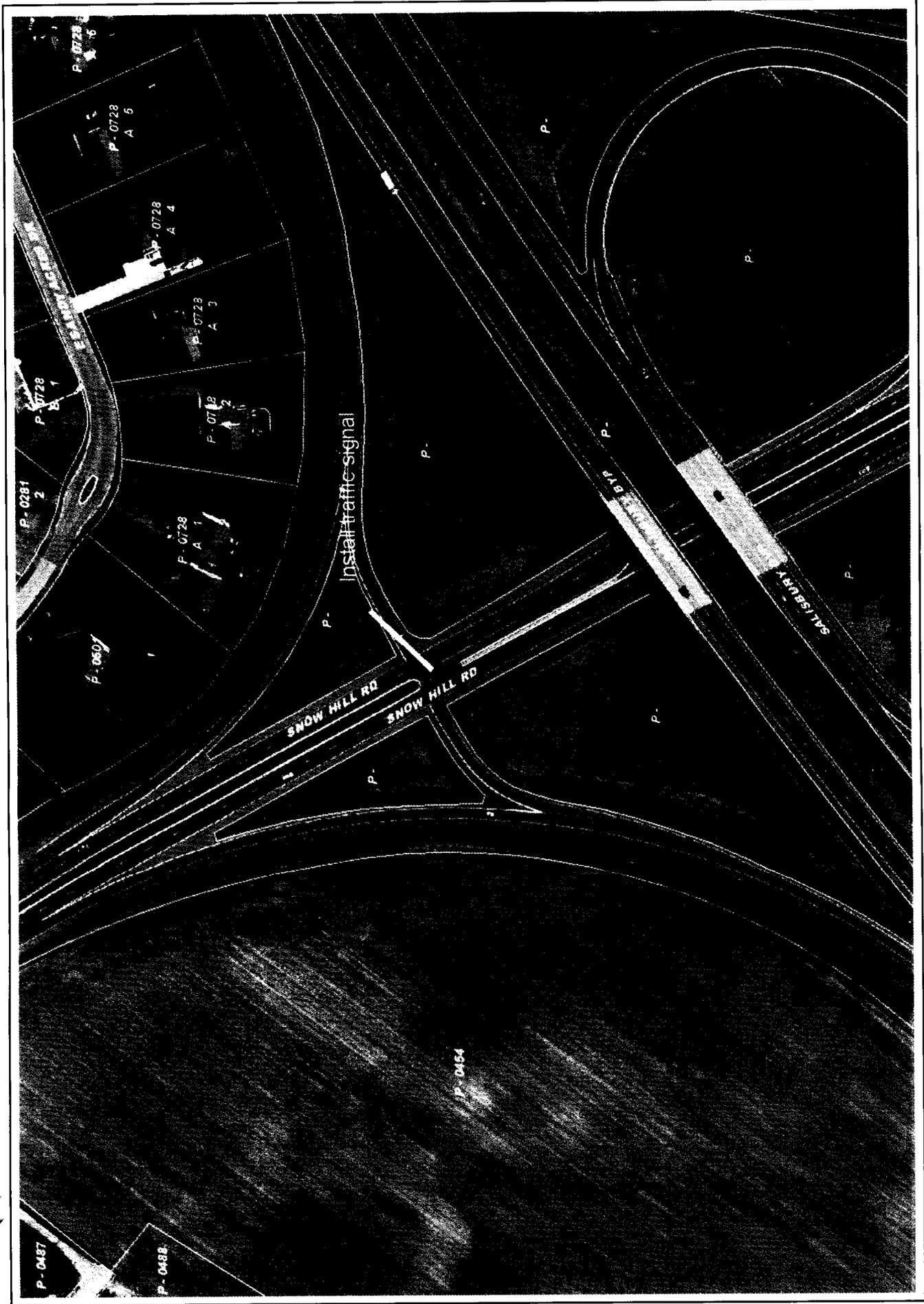
Map #3 - MD 12 & Robins Ave / Johnson Rd Intersection



Construct northwest bound
left turn lane onto
Toadvine Rd with 200 feet
of storage capacity

P - 0492
Construct southeast bound
right turn lane onto MD 12
with 200 feet of storage capacity

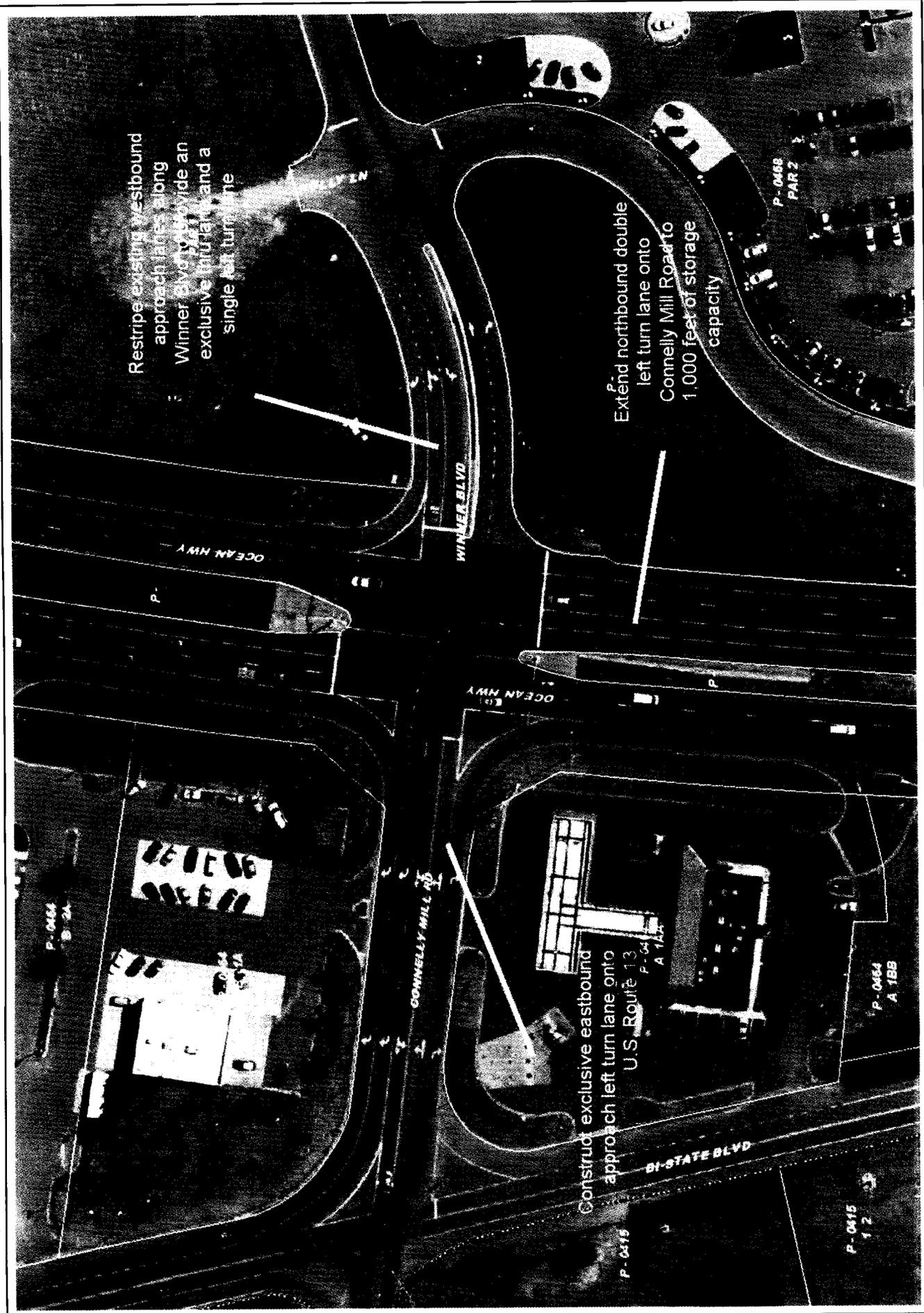
Map #4 - MD 12 & Toadvine Road Intersection



Map #5 - MD 12 & ramps to / from Bypass



Map #6 - U.S. Route 13 Improvements



Restripe existing westbound approach lanes along Winner Blvd to provide an exclusive thru lane and a single left turn lane

Extend northbound double left turn lane onto Connelly Mill Road to 1,000 feet of storage capacity

Construct exclusive eastbound approach left turn lane onto U.S. Route 13

Map #7 - U.S. 13 & Connelly Mill Rd / Winner Blvd Intersection



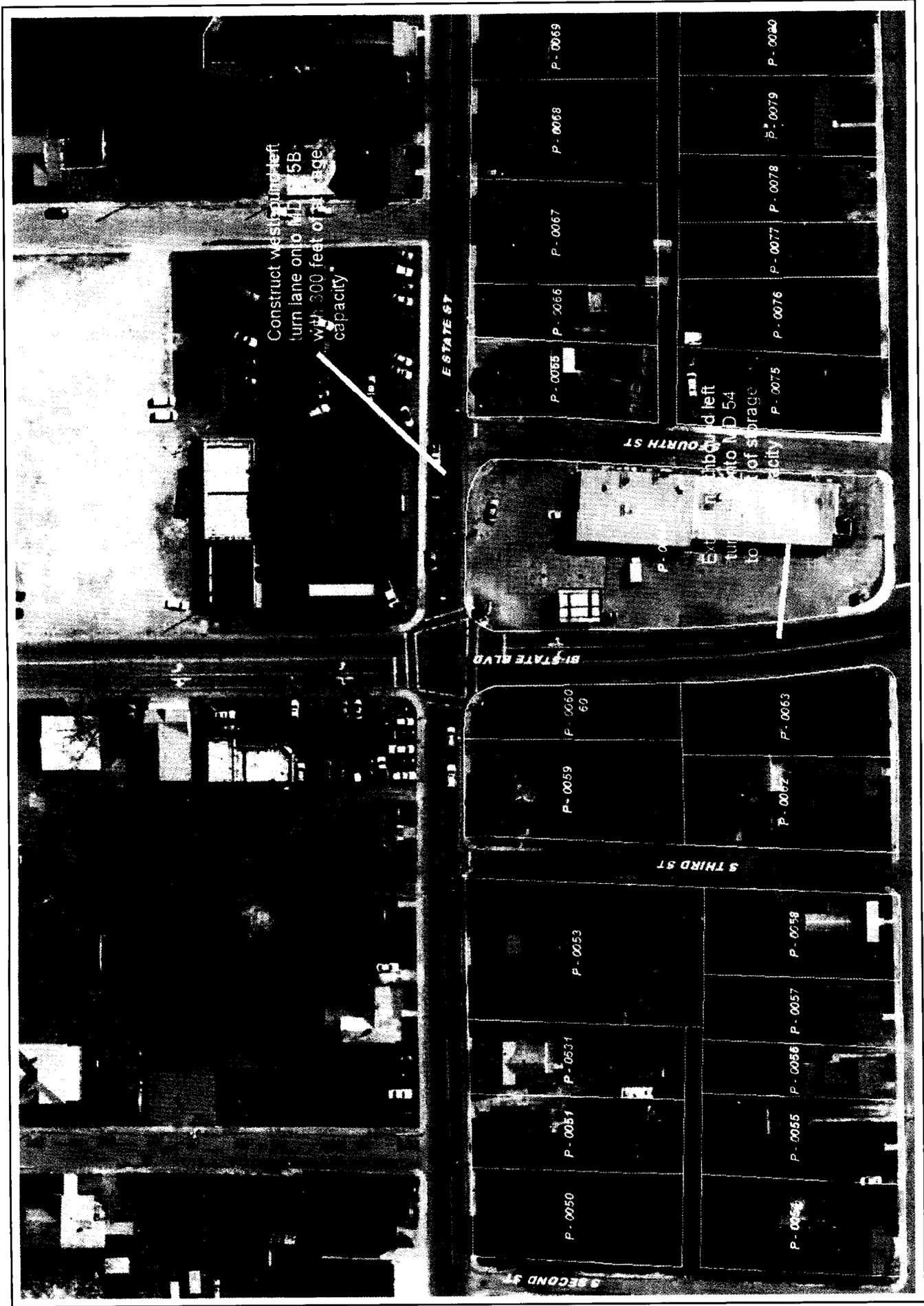
Map #8 - U.S. Route 13 & W. College Ave Intersection



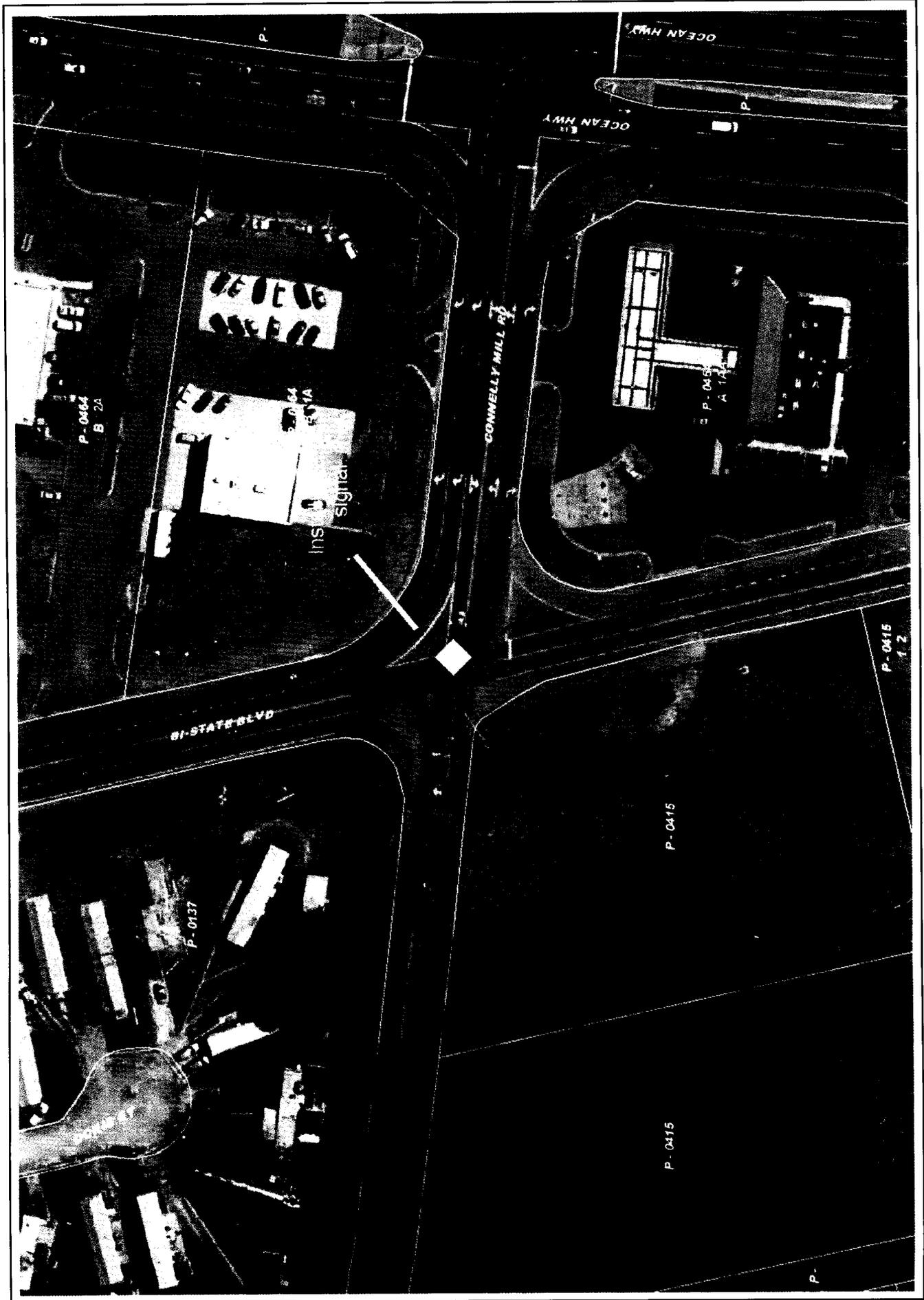
Map #9 - Wor-Wic Community College



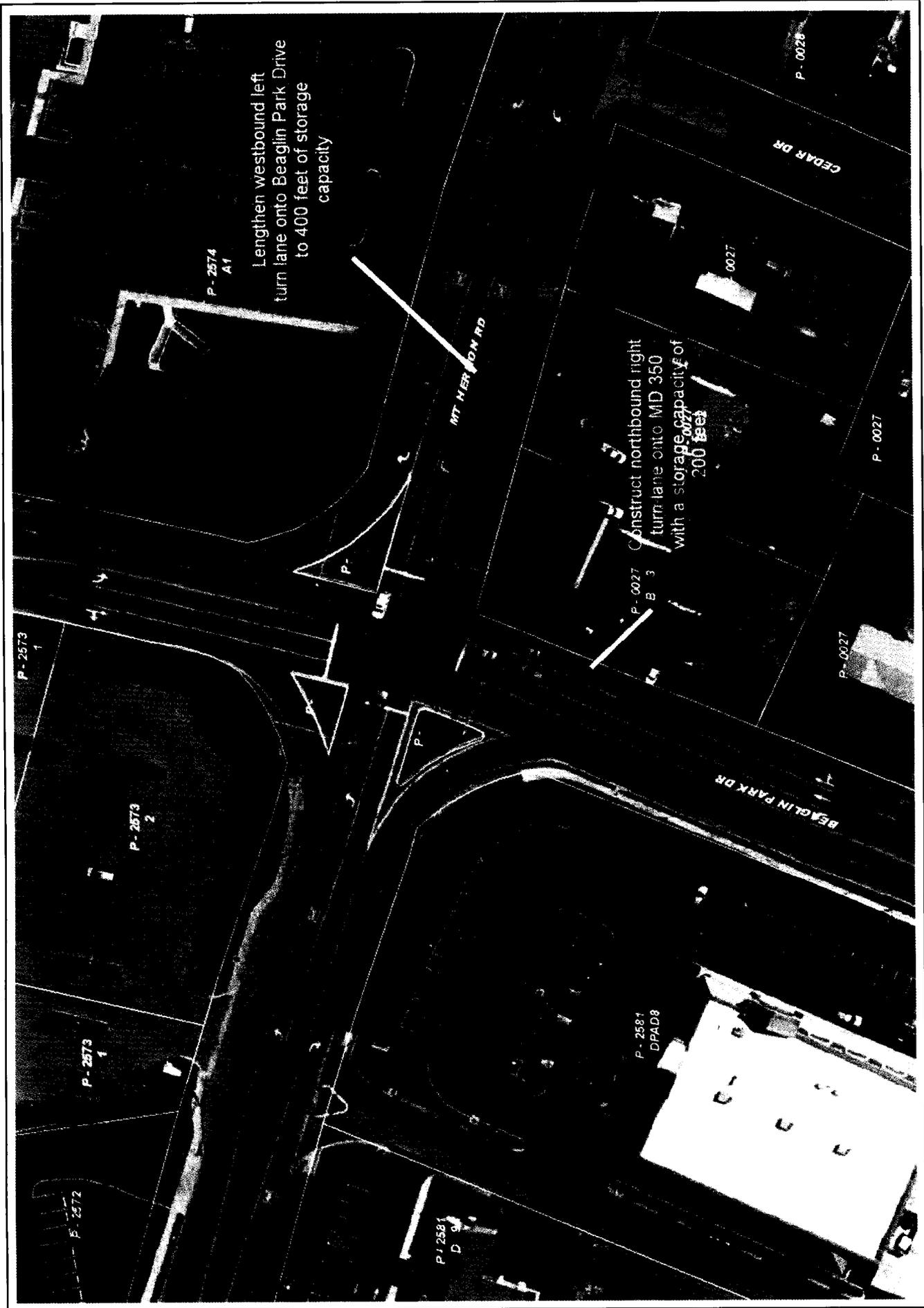
Map #10 - U.S. Route 50 & Mill Street Intersection



Map #11 - MD 675B & MD 54 Intersection



Map #12 - MD 675B & Connelly Mill Rd Intersection



Lengthen westbound left
turn lane onto Beaglin Park Drive
to 400 feet of storage
capacity

Construct northbound right
turn lane onto MD 350
with a storage capacity of
200 feet

Map #13 - MD 350 & Beaglin Park Drive Intersection

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

2012 Legislative Session

Legislative Day No. 08

Resolution No. 52-2012

Introduced by: The President of the Council at the request of the County Executive

A RESOLUTION APPROVING A PRIORITY LETTER FOR THE MARYLAND DEPARTMENT OF TRANSPORTATION'S DRAFT FY 2013 - FY 2018 CONSOLIDATED TRANSPORTATION PROGRAM (CTP).

WHEREAS, the Maryland Department of Transportation (MDOT) is in the initial stages of preparing the draft FY 2013 - FY 2018 Consolidated Transportation Program (CTP); and

WHEREAS, MDOT provides local governments with an opportunity to submit a "Priority Letter" containing the recommended improvements (capital expansion and system preservation projects) on State roadways to be considered for inclusion into the CTP; and

WHEREAS, the County has worked with local incorporated jurisdictions and the Salisbury-Wicomico Metropolitan Planning Organization to identify potential priority projects to be included within the draft FY 2013- FY 2018 CTP; and

WHEREAS, the County Executive recommends the approval of the Priority Letter attached as Exhibit "A"; and

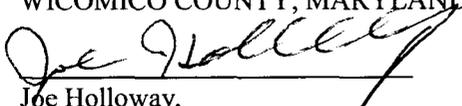
WHEREAS, the Priority Letter must be endorsed by the County Executive, County Council and the majority of the local legislative delegation before submission to MDOT.

NOW, THEREFORE, BE IT RESOLVED by the County Council of Wicomico County, Maryland that the Priority Letter, in substantially the same form as Exhibit "A", is hereby approved.

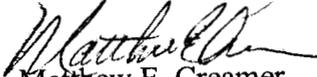
Done at Salisbury, Maryland, this 3rd day of April, 2012.

ATTEST:


Matthew E. Creamer,
Council Administrator

COUNTY COUNCIL OF
WICOMICO COUNTY, MARYLAND

Joe Holloway,
Council President

Executed and presented to the County Executive for approval this 5th day of April, 2012 at 3:50 p.m.


Matthew E. Creamer
Council Administrator

BY THE EXECUTIVE:

Approved: this 9th day of April, 2012.

ATTEST:


R. Wayne Strausburg,
Director of Administration


Richard M. Pollitt, Jr.,
County Executive

CERTIFICATION

This Resolution was Adopted , Adopted with Amendments , Failed , Withdraw by the County Council on April 3rd, 2012.

Certified by 
Matthew E. Creamer, Council Administrator