

President William C. Manlove, District 1
Vice President Mark H. Guns, District 5
Commissioner Rebecca J. Demmler, District 2
Commissioner Brian Lockhart, District 3
Commissioner Wayne L. Tome, Sr., District 4



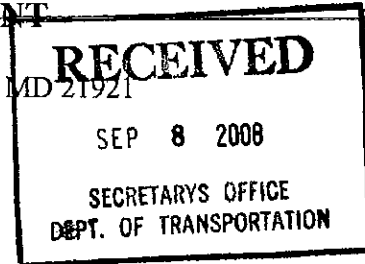
Planning

Alfred C. Wein, Jr.
County Administrator
Administrator's Office
410.996.5203
County Information
410.996.5200
410.658.4041

CECIL COUNTY GOVERNMENT

Administrator's Office
200 Chesapeake Boulevard, Suite 2100, Elkton, MD 21921

June 24, 2008



John D. Porcari, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, Maryland 21076

RE: Cecil County Transportation Priorities

Dear Secretary Porcari:

The Board of County Commissioners of Cecil County is pleased to have this opportunity to articulate its transportation priorities to your department. In so doing, the Board is especially mindful of the anticipated and potentially huge impacts that the region's BRAC-related jobs growth will have on all modes in our transportation network. We also recognize our broader challenges and opportunities in the areas of air quality, congestion mitigation, and providing more livable and viable communities with better linked land use and transportation.

Public Transportation

Our top modal priority is public transportation, which has the potential to mitigate congestion more quickly and at lower cost than highway capacity improvements. Our specific public transportation project requests are as follows:

1. MARC Penn Line commuter rail service extension from Perryville to Elkton, Newark, and Wilmington.
2. SEPTA R2 regional rail service extension from Newark (current terminus) to Elkton.
3. Implementation of bus stops along MD 279 to support Route 65 DART transit service.
4. Implementation of fixed route transit service between North East and Aberdeen for at least the duration of the Hatem Bridge resurfacing project on US 40.
5. Exploration of implementation of fixed route transit service between Newark and Aberdeen for at least the duration of the Hatem Bridge resurfacing project on US 40, or until the commuter rail link is established.



US 40 Corridor and Intersection Improvements

our second highest priority is intersection upgrades/geometric improvements along the US 40 corridor. US 40 helps provide access to the entire Eastern Shore (via MD 213) and critical system redundancy to I-95 through the County. US 40 and I-95 actually serve as the spine of our network. Our specific US 40 corridor intersection improvement project requests are as follows:

1. Improve the MD 213/ US 40 intersection – which is second in importance to access to the Eastern Shore in Maryland only to the Bay Bridge. Were it not for public transportation, this would be our highest priority.
2. Improve the MD 222/ US 40 intersection.
3. Improve the MD 272/ US 40 intersection.
4. Develop access management plans for US 40 and MD 222 (US 40 – MD 275).
5. In conjunction with the access management plan, improve all US 40 intersections to include acceleration and deceleration lanes. Safety concerns at those intersections continue, especially with increasing traffic volume.

I-95 Corridor Access and Mobility Enhancements

Our third highest priority is access and mobility enhancements along the I-95 corridor. Our specific I-95 corridor access and mobility enhancement project requests are as follows:

1. In coordination with DelDOT, relocate the toll plazas on I-95.
2. Implement a new I-95 interchange between Interchanges 93 (MD 222) and 100 (MD 272).
3. Widen MD 222 to five lanes between US 40 and MD 275.
4. Widen MD 272 to four lanes between US 40 and I-95.

US 301 Toll Diversion Coordination

Our fourth highest priority is the continuation of coordination with DelDOT regarding its plans to convert US 301 into a limited access toll road in New Castle County. Possible toll and truck weight evasion could threaten the distinctive character and sense of place in Cecilton, Chesapeake City, Elkton, and Warwick, as well as the historic and rural character of the County along the MD 213, MD 285, MD 286, MD 282, and MD 310 corridors. Obviously, it could also shift an undue burden of traffic volume and associated maintenance costs from DelDOT's to the SHA's and County's roads. In conjunction with this priority, our project requests are as follows:

1. Continued coordination with DelDOT in the planning of US 301 improvements in New Castle County.
2. Stepped up enforcement of truck weight limits.

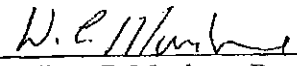
The Board of County Commissioners and our staff are available to discuss these items in greater detail and specificity if you so desire.

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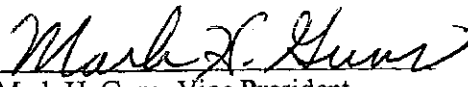
Thank you for your consideration of these items and for your interest in Cecil County's transportation priorities.

Sincerely,


The Board of County Commissioners of Cecil County



William C. Manlove, President



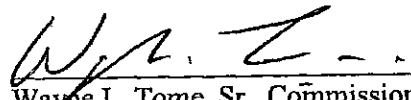
Mark H. Guns, Vice President



Rebecca Demmler, Commissioner



Brian Lockhart, Commissioner



Wayne L. Tome, Sr., Commissioner

Cecil County Delegation

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Delegate Michael D. Smigiel, Sr.

Signature affixed on attached
Delegate David D. Rudolph

Senator E.J. Pipkin

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Senator Nancy Jacobs

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Delegate Richard A. Sossi

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Delegate Mary-Dulaney James

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Delegate Mary Roe Walkup

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Delegate B. Daniel Riley

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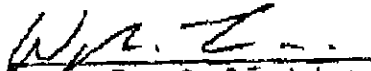
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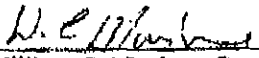
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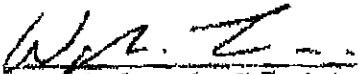
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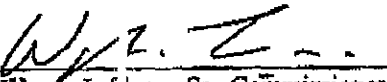
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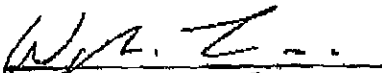
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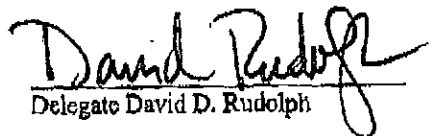

Rebecca Demmler, Commissioner

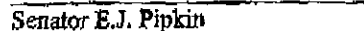

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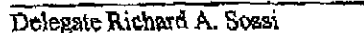
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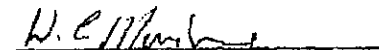
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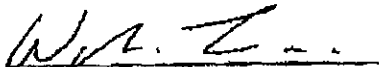
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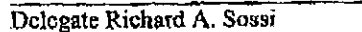

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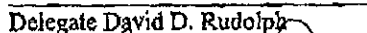
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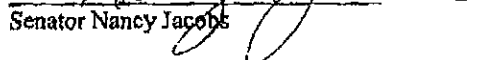

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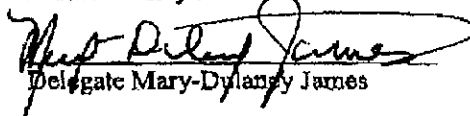
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