



Queen Anne's County

BOARD OF COUNTY COMMISSIONERS

The Liberty Building
107 North Liberty Street
Centreville, MD 21617

Telephone: (410) 758-4098
Fax: (410) 758-1170

e-mail: QACCommissioners&Administrator@gac.org

Don

County Commissioners:

- Steven J. Arentz, At Large
David L. Dunmyer, District 1
Bob Simmons, District 2
Philip L. Dumenil, District 3
Dave Olds, District 4

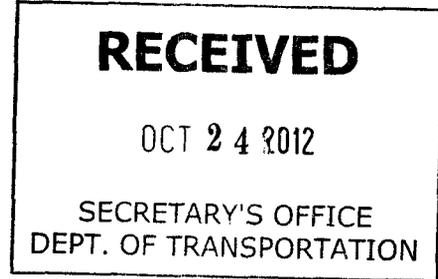
County Administrator: Gregg A. Todd

Executive Assistant to County Commissioners: Margie A. Houck

County Attorney: Patrick Thompson, Esquire

October 9, 2012

The Honorable Darrell B. Mobley, Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Post Office Box 548
Hanover, Maryland 21078



Re: Queen Anne's County 2012 Transportation Priority Letter

Dear Acting Secretary Mobley:

The Board of County Commissioners is pleased to submit our 2012 Transportation priority for Queen Anne's County. The US 301 & MD 304 Interchange project remains our absolute top local transportation necessity. We very pleased to learn that design funding was reinstated for this vital safety improvement and look forward to seeing this project move through the design phase and to construction.

In addition, we have included the new prerequisite questionnaire as outlined in Chapter 725 of the 2010 Laws of Maryland to demonstrate how this project meets the long-term goal of the Maryland Transportation Plan and our local land use plans.

Sincerely,

QUEEN ANNE'S COUNTY
BOARD OF COUNTY COMMISSIONERS

[Signature of Steven J. Arentz]
Steven J. Arentz, Commission President

[Signature of David L. Dunmyer]
David L. Dunmyer

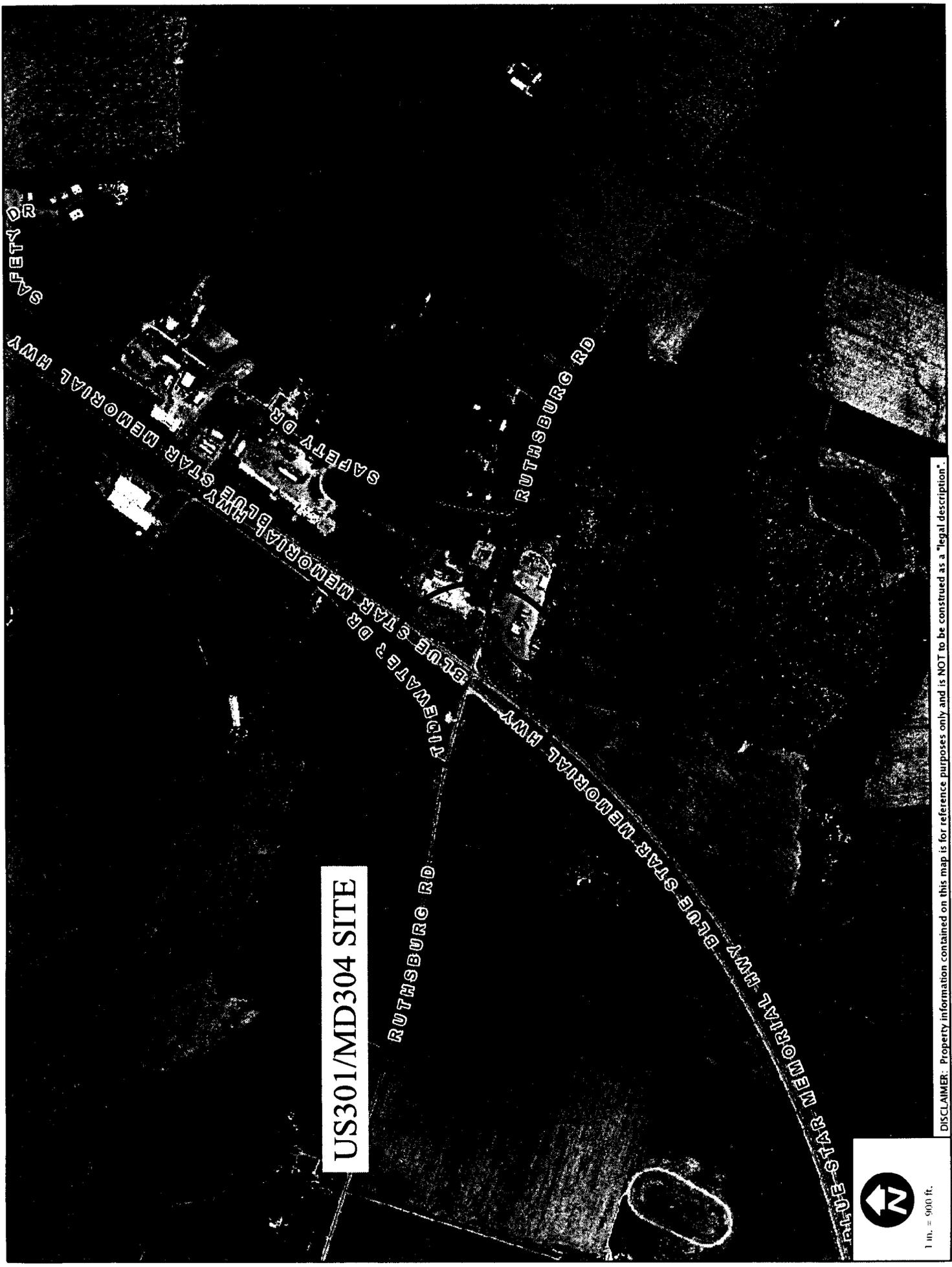
[Signature of Bob Simmons]
Bob Simmons

[Signature of Philip L. Dumenil]
Philip L. Dumenil

[Signature of Dave Olds]
Dave Olds

- Cc: Senator E.J. Pipkin
Delegate Steven S. Hershey
Delegate Jay Jacobs
Delegate Michael D. Smigiel





US301/MD304 SITE



1 in. = 900 ft.

DISCLAIMER: Property information contained on this map is for reference purposes only and is NOT to be construed as a "legal description".

**Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

*Please provide the following information for each major capital project priority identified*

- 1) Name of Project: **US 301/ MD 304 Interchange**
- 2) Submitting Jurisdiction: **Queen Anne's County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **the project location is at the US 301/ MD 304 intersection in Centreville**
- 4) Anticipated cost (approximate if available): **over \$50 Million**
- 5) Description of project purpose and need (up to one paragraph):

**A full movement grade separate interchange is needed to provide safety improvements to this congested and high-speed at-grade crossing. The project is in the State Highway Needs Inventory and was allocated project planning and design funding. In 2010 the intersection was modified to a J-Turn intersection. The project remains ranked as the highest local priority to Queen Anne's County citizens. This at-grade is utilized daily by school busses, public safety dispatchers, EMS providers from the local Department of Emergency Services, and State Highway and County Public Works Maintenance personnel. It also is the central fueling station site for Transit Buses, Police vehicles, and other Departmental fleets. This traffic is mixed with an increasing volume of trucks on US 301 and a truck stop situated at the southeast quadrant of this at-grade intersection. These conditions continue to increase congestion and compromise safety. This interchange will also allow for closure of the adjacent at-grade cross over at US 301 & Rolling Bridge Road converting it to a right-in/right-out intersection**

- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 7) Is the project consistent with the local land use plans?: **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: **The improvement of the US 301/ MD 304 intersection would greatly enhance safety of a vital, heavily used transportation junction and would improve livability of the local population as well as improve traffic flow for commuter and commercial truck traffic.**
- 8) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal).

Goal: quality of Service. Enhance users' access to, and positive experience with, all MDOT transportation services.

Objective: Enhance customer service and experience.

Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and Objectives:

**Our highest priority is the improvement of the US 301/ MD 304 intersection and construction of a MD 304 overpass. US 301 serves as the spine of the northern eastern shore network and plays a key role in the statewide and regional traffic system (local, commuter and commercial truck traffic). MD 304 services a large commuter traffic base as well as connects emergency service responders, Department of Aging Bus Fleet, Department of Public Works and State Highway Administration Maintenance Shop to US 301 points north and south and Centreville. This intersection also serves as a key juncture for our school bus fleet and many student drivers in transport to Centreville Middle School and the Queen Anne's County High School, both located on MD 304 several miles west of the US 301/MD 304 intersection.**

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

**Objective: Reduce the number and rate of transportation related fatalities and injuries.**

**Objective: Secure transportation assets for the movement of people and goods.**

**Objective: Coordinate and refine emergency response plans and activities.**

If checked, please describe how the project supports the goal and objectives:

**Improvements at the US 301/ MD 304 intersection would enhance customer mobility, and safety by contributing to a reduction in the potential for traffic accidents. Accident data indicates a high fatality rate due to the high speed and type of collision as well as the high rate of large truck/tractor trailer involvement.**

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

**Objective: Preserve and maintain the existing transportation network.**

**Objective: Maximize operational performance and efficiency of existing systems.**

If checked, please describe how the project supports the goal and objectives:

**Improvements to the US 301/ MD 304 intersection would enhance customer mobility, safety and security on this key system friction point between commuter traffic, school traffic and adjacent State and County facilities. In addition, these improvements will enhance mobility and the flow of goods, by making the operation of the existing US 301 corridor more efficient as well as better connect Centreville (County Seat) to points east and north.**

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth.

Objective: Preserve and enhance Maryland's natural, community, and historic resources.

Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives:

**The Intersection of US 301/ MD 304 borders on the entrance to one of the county's largest designated growth areas (DGA), the Town of Centreville. There is a County/Town Business Park planned at the western portion of the intersection and is identified as a Priority Funding Area (PFA) and the MD 304 corridor beyond the current Town of Centreville municipal limits is a planned annexation area. This area is identified in the Town's 2009 Community Plan as a mixed-use corridor. The 2009 Centreville Community Plan is a jointly adopted plan with the Commissioners of Queen Anne's County and complies with House Bill 1141 concerning the Municipal Growth Element which is also consistent with the 2010 Queen Anne's County Comprehensive Plan. Furthermore the MD 304 corridor is a gateway into the Town of Centreville and has the Centreville Middle School campus and the Queen Anne's County High School bordering along this corridor which support Smart Growth development in this area of the Town and County.**

**The 2009 Centreville Community Plan protects the natural beauty 301/304 corridors by providing for a vegetative buffer along both highways to preserve the natural vistas. Additionally since Centreville is a historic town, the development along the routes 301/304 will need to comply with the Town's design standards and guidelines.**

Goal: Connectivity for Daily life: Support continued economic growth in the State through strategic investments in a balance, multimodal transportation system.

Objective: Provide balance, seamless, and accessible multimodal transportation options for people and goods.

Objective: Facilitate linkages within and beyond Maryland to support a health economy.

Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives:

**Upgrading the US 301/MD 304 intersection to a grade separated change would improve safety and enhance mobility and access for vital State and County services including Department of Emergency Service and first responders, State Police, State Highway Administration Maintenance Shop, the County's Department of Public Works and the Department of Aging Bus Fleet as well as US 301 commercial truck traffic, commuter and local traffic. In addition the improvements will better connect Centreville (the County Seat) with points east and north. This upgrade will also serve to greatly improve the safety of this key juncture for our school bus fleet and many student drivers in transport to Centreville Middle School and the Queen Anne's County High School, both located on MD 304 several miles west of the US 301/MD 304 intersection.**

9) Additional Comments/Explanation: **US 301/MD 304 History**

February 1998 – The County Commissioners requested MDOT to accelerate planning and engineering for the construction of a grade separated interchange at US 301/304.

1999 through 2002 the County continued to request planning dollars for the US 301/304 interchange project at each year's MDOT Tour.

At the October 2003 Annual MDOT Tour, the County Commissioners, with support from the Delegation (Pipkin, Sossi, Smigiel & Walkup), announced the US 301/304 interchange project as their top local transportation priority.

In a letter dated November 24, 2003 to MDOT Secretary Flanagan signed by the County Commissioners and local Delegation it was formally requested that the US 301/MD 304 intersection be added to the State's Consolidated Transportation Plan (CTP) as our top local transportation priority.

December 2003 - The Transportation Task Force (aka the Hellmann Commission) recommended to MDOT that transportation priorities should be focused on safety enhancements, system preservation, improved capacity and homeland security. The US 301/MD 304 project will provide a greatly needed safety improvement and improved capacity. This project would eliminate two at-grade crossings including US 301/304 and US 301 & Rolling Bridge Road. In the January 7, 2004 response letter to the Commissioners, MDOT Secretary Flanagan wrote "additional revenues will be needed during the upcoming General Assembly session to keep projects (like 301/304) moving forward" and that "MDOT looked forward to gaining our support for such a revenue increase".

February 2004 - Governor Ehrlich's new Transportation Funding Plan identifies \$345 million in additional revenue for the Transportation Trust Fund from a variety of sources.

July 15, 2004 – The US 301/304 project was allocated \$1.5 million for preliminary planning efforts to improve safety and congestion.

October 18, 2006 – The US 301/304 Intersection Improvement Planning Study Joint Location & Design Public Hearing was held at the Queen Anne's High School to review design options for the project. Alternate #2 was selected for the interchanges design with a construction cost estimate range of \$45 to 50 million (concept drawing for this alternate is attached).

Design funding was allocated to the project in 2007 in the amount of \$4.5 million.

Design funding was deferred in November 2008 as a result of "the current economic downturn".

Interim J-Turn project was announced for design and funded for construction in 2009-10.

Design funding (\$7.5 million) reinstated in 2012.

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Design funding was deferred in November 2008 as a result of "the current economic downturn".

Interim J-Turn project was announced for design and funded for construction in 2009-10.

October 18, 2011 - Resolution by the Queen Anne's County Planning Commission supporting the funding, design and construction of an overpass at the 301/304 intersection. See attached.

Design funding (\$7.5 million) reinstated in 2012.



**Queen  
Anne's  
County**

**QUEEN ANNE'S COUNTY PLANNING  
COMMISSION**

160 Coursevall Drive  
Centreville, MD 21617

Telephone Planning: (410) 758-1255  
Fax Planning: (410) 758-2905  
Telephone Permits: (410) 758-4088  
Fax Permits: (410) 758-3972

**County Commissioners:**

Steven J. Arentz, At Large  
David L. Dunmyer, District 1  
Bob Simmons, District 2  
Philip L. Dumenil, District 3  
Dave Olds, District 4

October 18, 2011

Board of County Commissioners  
Queen Anne's County  
The Liberty Building  
107 North Liberty Street  
Centreville, MD 21617

Dear Commissioners:

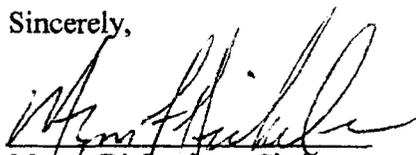
Attached please find a Resolution that we passed at our October 8, 2011 Planning Commission meeting in regard to the recent tragic death of a young Queen Anne's county student, Robert Connor Rice, at the intersection of Maryland Route 304 and U.S. Route 301.

It is our intention to have this Resolution entered as a part of the record and presented to the Maryland Department of Transportation officials at the annual tour scheduled for November 1, 2011.

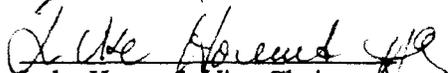
We know how concerned the Commissioners and the Citizens of Queen Anne's County are about the unsafe conditions that exist at this intersection and we want to add our voice and commitment to achieving safe conditions through the funding, design and construction of an overpass at the intersection as soon as possible.

Thank you for reviewing this Resolution and for your support in making this long needed project a top priority.

Sincerely,

  
Myron Richardson, Chairman

  
David Clark

  
Luke Howard, Vice Chairman

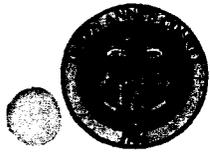
  
Sheila Tolliver

  
Mary Kerr, Secretary

  
Barry Waterman

  
Jim Moran

C: Senator E.J. Pipkin  
Delegate Hershey  
Centreville Town Council Members



**Queen  
Anne's  
County**

**Queen Anne's County  
Planning Commission**

A RESOLUTION TO SUPPORT THE FUNDING, DESIGN AND CONSTRUCTION OF AN OVERPASS AT THE INTERSECTION OF MARYLAND ROUTE 304 AND U.S. ROUTE 301, IN QUEEN ANNE'S COUNTY, MARYLAND.

WHEREAS, on September 16, 2011 Robert Connor Rice tragically lost his life and two other students from Queen Anne's County High School were injured in a traffic accident as a result of an at-grade intersection at Maryland Route 304 and U.S. Route 301.

WHEREAS, according to the Maryland State Police, there has been a fatal car accident at the Md. Rt. 304 and U.S. Rt. 301 intersection in each of the past five consecutive years.

WHEREAS, the County Commissioners for the past six years have named the intersection at Md. Rt. 304 and U.S. Rt. 301 as their top priority for Maryland Department of Transportation to fund an overpass improvement at the intersection based on the unsafe conditions that exist at the interchange.

WHEREAS, there are two schools located on Maryland Rt. 304 west of the intersection namely Queen Anne's County High School and Centreville Middle School and two elementary schools, Kennard and Centreville Elementary Schools, which require school buses to use the intersection adding to increased risk to County's school children.

WHEREAS, the 2009 Centreville Community Plan, which was jointly adopted with Queen Anne's County, re-confirmed the need to "expedite construction of an overpass at Maryland Rt. 304 and U.S. Rt. 301 . . . currently a dangerous at-grade crossing with numerous accidents" as stated in the 1998 Centreville Community Plan.

WHEREAS, the 2010 Queen Anne's County Comprehensive Plan also recommends this intersection for an overpass improvement in Section 8.17 Transportation Goals, Objectives and Recommendations in Objective 2: Strongly support resolutions to traffic problems in the County caused by through traffic that impede the movement of local traffic and citizens. Recommendation 2. A list of priority transportation improvement projects . . . a. US 301 and Md. 304 interchange – complete design and fund for construction.

WHEREAS, this intersection was funded for design of an overpass improvement in the Maryland Department of Transportation's Consolidated Transportation Plan and was removed after a nine month delay in proceeding with the design in order to add additional right-of-way to the Priority Funding Area (PFA) through an exception process.

NOW THEREFORE BE IT RESOLVED, that the Planning Commission of Queen Anne's County, at their October 8, 2011, find that the conditions at the intersection of Maryland Route 304 and U.S. Route 301 have impaired the health, safety and welfare of the citizens of Queen Anne's County and that funding be provided as soon as possible for the design and construction of an overpass at this intersection to prevent any future loss of life and personal injury.

## **Maryland Routes 301 & 304 Interchange**

### **Planning Steps Taken**

The last three County Comprehensive Plans and two Centreville Community Plans have recommendations on the 301 corridor. In general the plans recognize the need to monitor the increase in traffic and plan for specific safety improvements in the 301 corridor. The plans accept that traffic in the corridor will likely continue to increase with the use of 301 as an alternative route to Interstate 95 and improvements are necessary.

The 1993 Comprehensive Plan outlines the need to monitor traffic and proposed changes in the 301 corridor through the County and into Delaware. The plan identifies that improvements to the 301 corridor in the late 1980's will divert traffic off of Interstate 95 and through Queen Anne's County.

The 1998 Centreville Community Plan identifies that the Town and County should work with the State to expedite construction of an overpass at the intersection of Route 301 & 304. The plan identifies the intersection as the site of numerous accidents and identifies the overpass is necessary to improve safety. The Map titled *Community Development Concept* identifies the intersection as "Proposed MD 304/US301 Overpass and Related Service Roads".

The 2002 Comprehensive Plan identifies 301/304 as the next likely candidate for an interchange in the 301 corridor. Plan refers to the need for an interchange as a safety improvement and not a capacity improvement. Map 9 identifies 301/304 as a "Hazardous Intersection". The intersection is part of the 301 corridor identified as "Need for upgrade at intersections and/or grade separated interchanges".

The 2009 Centreville Community Plan identifies SHA approval of the preferred alternative for the interchange at 301/304. The interchange selected from the SHA Project Planning Study was included as Appendix "E" of the Community Plan to signify the importance and the need of the improvement. *Figure 12: Future Town Growth Area and Greenbelt* of the plan specifically refers to Appendix "E" for details on the proposed interchange.

The 2010 Comprehensive Plan identified that 301/304 interchange as a priority transportation improvement for the County. The plan recommends the County support state funding of this key interchange. Map T-3 in the 2010 Comprehensive Plan also identifies this junction as an area for intersection improvements.

Funding the design and construction of this overpass is consistent with implementing the long standing goals and objectives of both the current and past County Comprehensive Plan and the Centreville Community Plan.

## Maryland Routes 301 & 304 Interchange

### **Project Steps Taken**

For more than 20 years the State has been including the Route 301 corridor in the Highway Needs Inventory. It has been recognized that traffic in this corridor will continue to increase with the use of Route 301 as an alternative to Interstate 95 and improvements are necessary. **The 301 corridor is in the Highway Needs Inventory making a full movement interchange at 301/304 eligible for funding.**

The State has specifically included the Route 301/304 interchange in the Consolidated Transportation Plan as a project in 2004 to secure funding for planning, design and construction. The project is outlined as a full movement interchange needed to provide safety improvements to this congested and high-speed at-grade intersection. This project was and continues to be identified as the highest local priority to Queen Anne's County citizens. **The 301/304 interchange is in the Consolidated Transportation Plan making it eligible for funding.**

A study was conducted by State Highway Administration reviewing a variety of alternatives for the interchange location, design and potential impacts. This study with the variety of alternatives was the subject of a local public hearing and as a result a preferred alternative was selected. **The preferred alternative was selected making it possible to move forward with design and construction of the interchange.**

The 301/304 intersection was located in a Priority Funding Area (PFA). However, the size of the new interchange extended beyond the boundaries of the PFA as they existed, therefore, an exception to PFA criteria was required. An exception to PFA criteria to fund projects outside of a PFA may be granted to protect the public health and safety. **The PFA Exception was reviewed and approved making it possible for the State to fund the project for design and construction.**

In 2007 design funds were allocated and design of the preferred alternative commenced. When the plans reached approximately 30% complete the funding was deferred.

**This project has progressed through many of the key steps in the approval process and is at the moment positioned to move forward with completing design and construction if funded.**

[REDACTED]

#### **IV. MARYLAND AND DELAWARE HIGHWAY IMPROVEMENTS TO U.S. ROUTES 50/301**

Since the late 1980s the States of Maryland and Delaware have been planning and implementing highway improvements along the U.S. Route 301 corridor. Improvements to this highway corridor potentially will divert more traffic off of Interstate 95, and through Queen Anne's County. Increase in traffic through the County has raised concern regarding the impact of traffic on County land uses and quality of life.

Legitimate concerns regarding the increase in traffic have taken two forms. First, what impact will increased truck and transient traffic have on demand for highway service uses? If the demand for these services is increased, where and how should these uses be located in order to minimize impacts on aesthetics, rural character and traffic flow. The second concern relates to the increase in demand for residential development in the northeastern County which will eventually be the result of improving the vehicular transportation corridor in Delaware along U.S. Route 301. This element of the Plan evaluates planned improvements, increased traffic estimates and recommends County policy for addressing the findings.

##### **A. Delaware Improvements**

Delaware Department of Transportation estimates that if planned improvements are completed to U.S. Route 301 in Delaware, traffic crossing the Maryland/Delaware border by the year 2010 will increase to 35,000 A.D.T. and truck traffic may double. Delaware currently has a number of projects planned and in progress along its portion of U.S. Route 301. Delaware currently has no plans, however, to improve a seven mile segment of two lane road just north of the Maryland/Delaware border. This segment is considered somewhat of a "bottleneck" and acts as a deterrent to travelers.

##### **B. Maryland Improvements**

The Maryland State Highway Administration (SHA) indicated that the concept of classifying U.S. Route 301 as a "defacto" bypass for Interstate 95 avoiding Washington and Baltimore is not valid. The current transport routes, however, have additional capacity and, therefore, can handle increased traffic along U.S. Route 301. SHA also indicated that they do not plan to improve U.S. Route 301 in Queen Anne's County until after 2010 except for the intersections of Md. Route 18 and Md. Route 213.

#### **V. GOALS, OBJECTIVES AND POLICIES**

The goal of the Transportation Element of the Queen Anne's County Comprehensive Plan is to establish policies and recommendations that insure that County and State roads are adequate to support the growing population without congestion and maintain an efficient road system through the

year 2010.

Because of anticipated increases in traffic, population, housing and the inability of State and local governments to fund all future road improvements, it is recommended the County adopt the following general objectives and policies relating to existing and planned improvements for State roads, access, recommended improvements for County roads (1-20 years) and a new roadway classification system.

**A. Planned Improvements for State Roads**

The County shall take a more constrictive/proactive role in the planning and programming of the Maryland State Highway Administration's planned future improvements within the County (as outlined in the Maryland State Highway Administration Annual Report on Transportation for Primary/Secondary Development and Evaluations Programs and Project Planning). This process will insure that future State Highway Administration reports will be adequate to support the County's current and future State controlled roadway system.

The County should also be prepared to address any land use impacts which may result from increased traffic or planned improvements along U.S. Route 301. The County shall undertake the following planning activities aimed at properly planning for and minimizing impacts of increased traffic along U.S. Route 301.

1. Obtain annual data regarding traffic and planned improvements along U.S. Route 301 in Maryland and Delaware.
2. Eliminate the Suburban Industrial floating zone in the eastern portion of the County in order to minimize the sprawl highway service development in the rural portion of the County.
3. Create a highway light industrial service zoning district as described in the Growth Area and Land Use Element of the Plan.
4. Monitor increases in residential development activity in the northeastern portion of the County over the next five years to determine if U.S. Route 301 improvements in Delaware are transforming northeast Queen Anne's County into a residential market for urban Delaware. If residential market is increasing, the County should evaluate the creation of a north-County growth area.

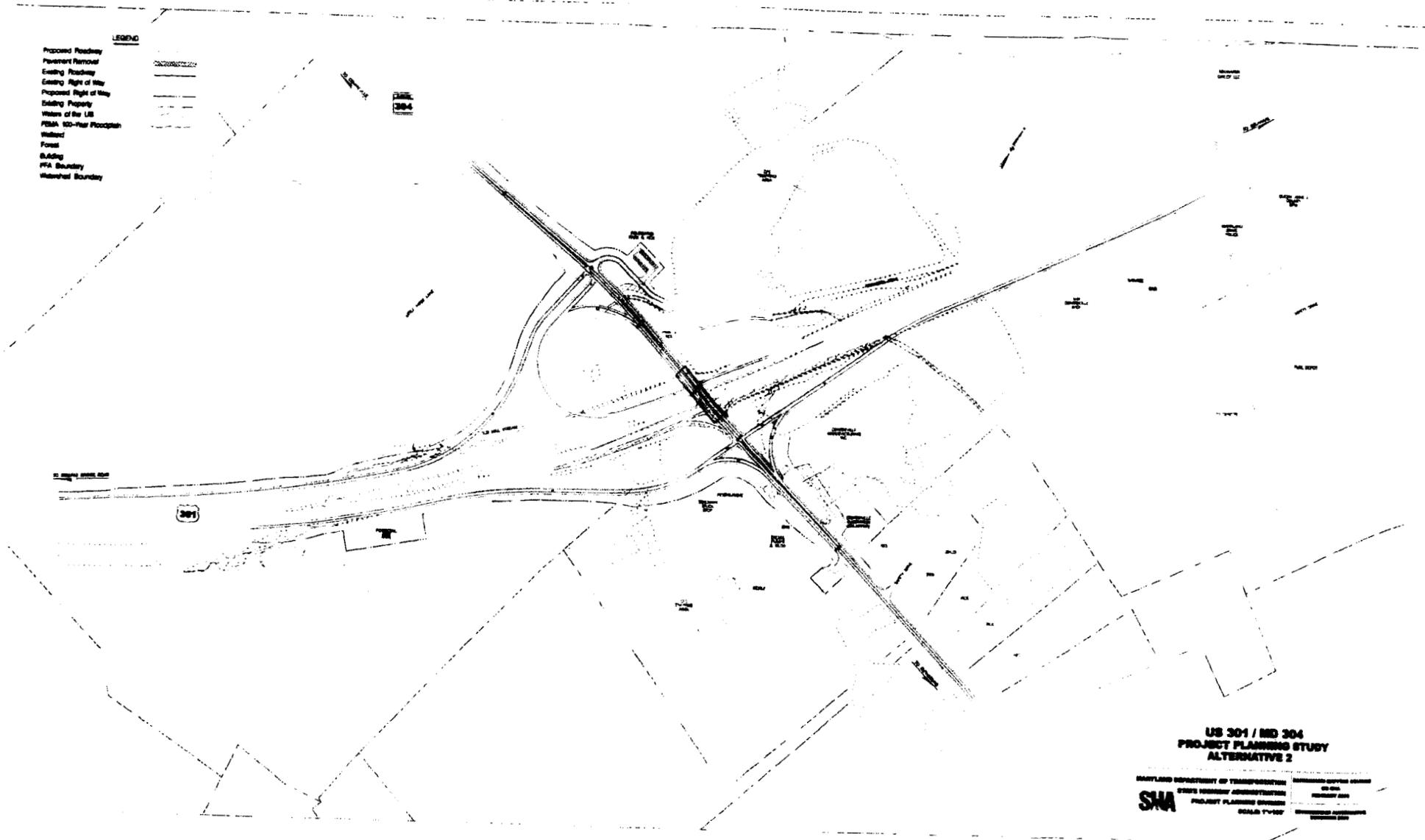
**B. Recommended Improvements for County Roads**

The following roads have been identified so that landowners and future developers are informed of the County's intention to implement future improvements. These improvements will be long term in nature as existing traffic volumes do not warrant their immediate construction.



Appendix "E"

- LEGEND**
- Proposed Roadway
  - Proposed Removal
  - Existing Roadway
  - Existing Right of Way
  - Proposed Right of Way
  - Existing Property
  - Water of the LR
  - FEMA 100-Year Floodplain
  - Wetland
  - Forest
  - Building
  - FHA Boundary
  - Municipal Boundary



**US 301 / MD 304  
PROJECT PLANNING STUDY  
ALTERNATIVE 2**

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
PROJECT PLANNING DIVISION  
SCALE 1"=50'

INTERSECTION STUDY NUMBER  
04-001  
PROJECT PLAN  
REVISED 04/01/00



The Maryland State Highway Administration has approved a preferred alternative for future improvements to the Rte. 301 and MD Rte. 304 intersection to include an overpass. The plan for this proposed interchange is shown on Appendix E.

### *Greenways*

- a) Yellow Bank Stream – A greenway should be provided from the Wharf property to Rte. 213 north of Town. As the undeveloped parcels along the path of the greenway are developed, the area along Yellow Bank Stream should be dedicated to the Town as open space. Some of the parcels along this proposed greenway have already been developed or are too small to be developed with open space. The Town will need to negotiate with these property owners to provide for the completion of the greenway. This greenway will link with the greenway and trail already provided along the Yellow Bank Stream in the North Brook development on the east side to Rte. 213.
- b) Centreville Wharf – Any development of the Wharf property should include public access and should be integrated into a broader plan that links the existing Mill Stream trail, the Town lands along the stream, the Wharf, and the Yellow Bank Stream greenway.
- c) Mill Stream South – The Mill Stream path should be extended from Symphony Village to the existing Mill Stream path. A large portion of this area is already owned by the Town. Where the path would extend onto private property, the land and path should be made part of new development or transferred to the Town through negotiations.
- d) Mill Stream West – A greenway and trail should be provided along this western tributary of the Mill Stream as part of the development of Growth Area 6. This greenway and path should connect to, and be made an integral part of, the existing Mill Stream path.
- e) Rails-to-Trails – The Town should work with the railroad to create a trail along the railroad line. This trail would create a pedestrian link from the outer growth area into the CBD.

### **Water and Wastewater Needs Analysis**

Table 5-1, located at the end of this chapter, identifies the future water and wastewater needs of the Town based on the development potential for significant lands within the current Town Limits and on the residential development potential of the Growth Areas as identified in Chapter 4. Table 5-1 also includes 200,000 gallons per day (gpd) of wastewater flow as an

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10. All new local access streets constructed by developers for residential development within subdivisions should be connecting (i.e. some form of a modified grid pattern or looped curvilinear road layout. Dead-end streets and cul-de-sacs should generally be avoided in future subdivision street layout. Design of future residential streets should occur in relationship to the function of the street. Local access streets should be wide enough to handle local limited traffic and emergency vehicles but not so wide as to encourage excessive speed.

11. The County and Town should work with the State to develop park and ride facilities near Centreville which would encourage commuter ride-sharing. Recommended locations for future park and ride facilities are at the Rt. 213 connection with the proposed collector street north of Town and at the Rt. 213 interchange with U.S. 301 south of Town. Park and ride facilities should also be established at U.S. 301 and Rt. 304.

12. "County-Ride" and Department of Aging shuttle services should be expanded within the Centreville area as ridership demand warrants.

13. Boating navigability in the Corsica River should be improved via channel dredging in conjunction with tourism-related economic development of the

wharf area. These improvements would attract more boating daytrippers and overnighters to visit Centreville and improve boating opportunities for locals as well.

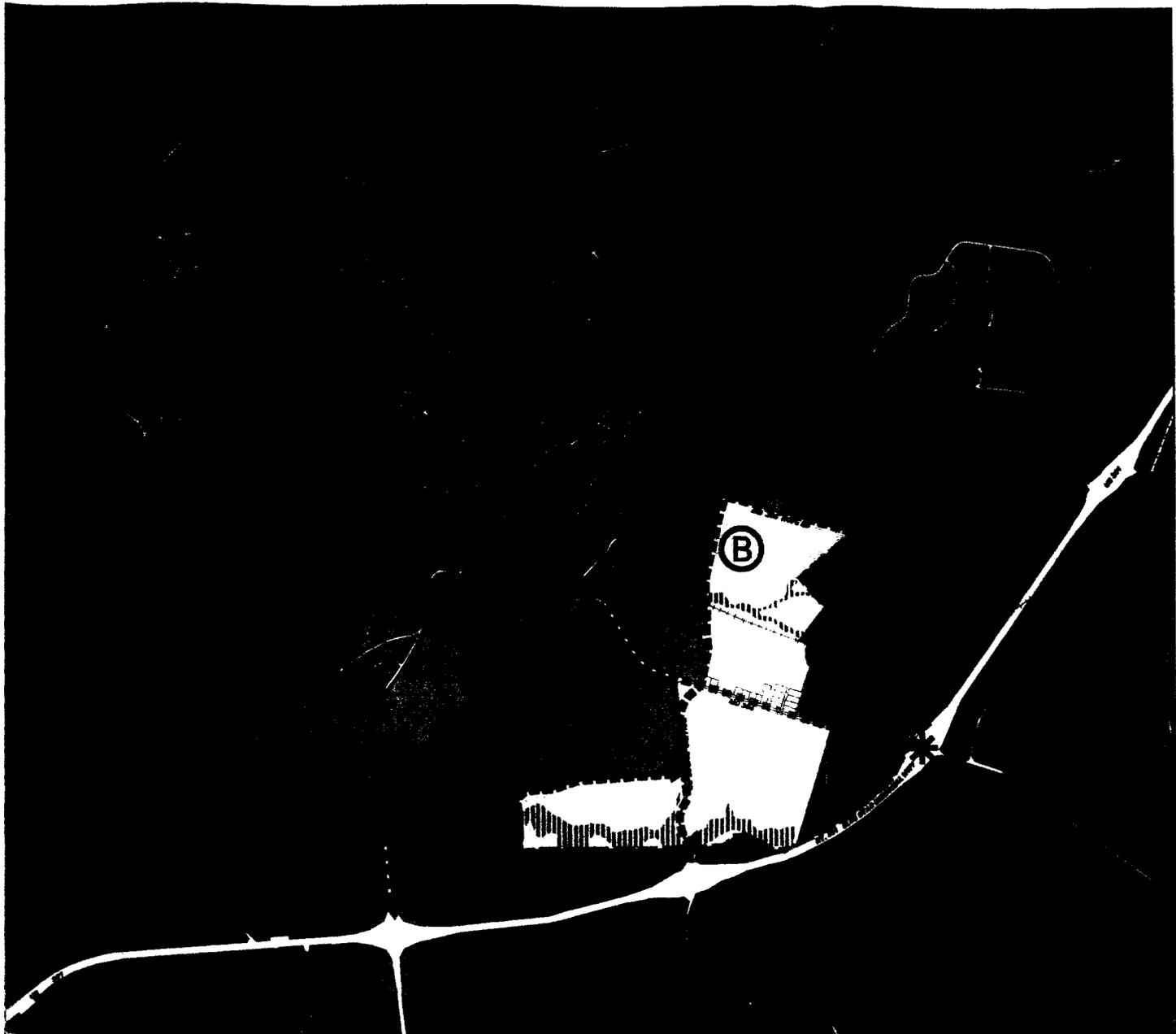
The Town and County should continue to negotiate with the State Highway Administration to expedite construction of an overpass at Md. Rt. 304 and U.S. 301. This is currently a dangerous at-grade crossing with numerous accidents. SHA has identified this intersection as a high priority for overpass construction. The Development Concept in Chapter 4 designates future business/industrial development for this area. Design for the overpass should begin soon so that adequate rights-of-way can be identified and acquired prior to development, or dedicated as a condition of development.

#### **Community Facilities Issues:**

As the County seat, Centreville has numerous County and State offices and public facilities located within and adjacent to the Town. These uses provide many convenient services to local residents but they do not contribute tax revenues to the Town. There is general concern by the Town that a more equitable arrangement is needed in the County/Town tax differential so that the Town is fairly compensated for fulfilling its role as the governmental center

# Centreville Community Plan

## Figure 12 County Development Concept



--- CORPORATE LIMITS

### LAND USE CONCEPT

--- DEVELOPMENT ENVELOPE

Town Planned Unit Development

Town Public/Semi-Public/Institutional

County Planned Business Park

County Planned Unit Development

Development In-Fill

Rural

Stream Corridors

### MAJOR TRANSPORTATION IMPROVEMENTS

(A)

-Initiate access control along existing major routes leading into Town to require planned development along internal streets and avoid strip development along entrance roadways. Utilize extensive roadway buffers to maintain rural character.

(B)

-Generalized alignment of proposed north/south collector streets accessing future development on the southeast and east side of Town. Future collector street sections should be uniformly constructed in conjunction with development of the adjacent properties.

\*

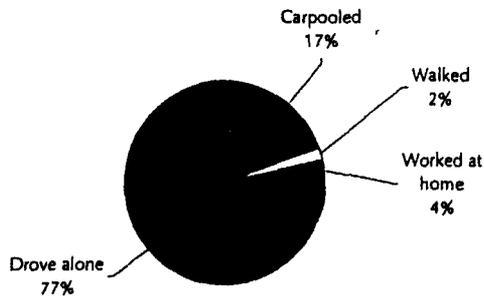
-Proposed MD 304/US301 overpass and related service roads.

0 1  
1in. = 2600ft.



June 1998

Figure 8 shows that most County residents (76 percent) drive to work alone. A significant number carpool but very few report using other means.



**Figure 8: Means of Transport to Work, 1990**

Source: US Census

### Existing Deficiencies and Problems

Map 9 shows the following transportation issues.

**US 50 Corridor:** The rapid traffic growth in this corridor underscores the need to expedite the SHA's planned improvement of the section east of US 301 to a six-lane, access-controlled facility. This \$220 million project is funded for right-of-way acquisition, but not construction, which means its implementation is likely beyond 2003.

**US 301 Corridor:** The most significant problem in this corridor (north of US 50) is the conflict between high-speed traffic on US 301 and increasing cross route traffic on secondary highways, such as MD 300, 304, and 305, as well as MD 18 and Greenspring Road in Queenstown. The SHA has made traffic engineering improvements at most of the cross routes, but they remain hazardous locations because of the speed differentials between US 301 traffic and traffic stopping, entering, or crossing from local routes. The interchange that was built at MD 213 will likely have to be duplicated throughout the corridor, as both local and through traffic grows in the corridor. The SHA's Highway Needs Inventory estimates it will

cost \$174 million to upgrade US 301 between US 50 and the Kent County line to access-controlled standards with interchanges.

The extent and timing of US 301 improvements in Queen Anne's County may be affected by actions outside the County. Delaware is currently conducting a major study of future needs along its portion of the US 301 corridor. If it is upgraded to expressway standards in Delaware, that will put more pressure on making improvements in Maryland. US 301 is also seen as an alternative corridor to I-95 for north-south travel through the middle Atlantic States, especially as a bypass of the Baltimore-Washington urban region, particularly by truckers. Improvements to US 301 in Maryland west of the Chesapeake Bay and in Virginia could enhance its appeal as an interstate route and increase its volumes in Queen Anne's County.

The need for properly designed service roads in conjunction with proposed overpasses is a critical issue for local residents and businesses on US 50 and 301.

**Maryland 404 :** In conjunction with the rapid growth identified within the US 50 corridor and regional traffic growth destined for resort areas, MD 404 has been identified by SHA as a candidate for dualization. This project was originally planned and canceled in the early 1990's has received interest from local residents in Caroline, Talbot and Queen Anne's County is now being reevaluated by SHA officials.



**Kent Island Traffic Improvement Needs:** The SHA has the two-lane reconstruction of MD 18 (Main Street) from Stevensville to Queenstown in its Highway Needs Inventory. The reconstruction of the Cox Creek Bridge and MD 18 improvements in Stevensville was completed in 1999 and the planned reconstruction of MD 18 is underway. The reconstruction of MD 18 has been needed since the upgrading of US 50 through this area, and its implementation should improve both the safety and efficiency of local traffic movement and US 50 access.

Another emerging problem is MD 8 from the Kent Island High school on the northern side of US 50 to Batts Neck road on the south side of US 50. The 1998 AADT on two-lane MD 8 just south of US 50 was approximately 16,500 vehicles, which is higher than the volume on some sections of US 301 and at the threshold of warranting four lanes. The area south of US 50/301 to Bay City is proposed for significant new development and MD 8 is the only route in the corridor.

A comprehensive analysis and access plan was undertaken by the County and State officials in May of 2000 to forecast and plan for roadway improvements along MD 8. This "Corridor Plan" will be used to stage improvements along MD 8 as growth occurs and will assist with targeting MD 8 as an important transportation needs project with MD SHA.

More growth is projected north of US 50 on Kent Island. New development in the Stevensville-Chester area will require careful consideration of its traffic impacts.

**Queenstown and Centreville Traffic Improvement Needs:** In the Queenstown area the improvement of Greenspring Road between US 301 and US 50 is a key proposal from the County's growth area plans, and it will provide a critical link across the east edge of this growth area.

Just north of US 301 near Centreville, volumes on MD 213 have reached 14,000 vehicles. Widening for turn lanes and driveway controls should be employed in this section. The volume on MD 304 between Centreville and US 301 was 5,250 vehicles in 1998, which is well below warrants for four lanes but high enough to exacerbate traffic conditions at its hazardous intersection with US 301. This intersection is the next likely candidate for an interchange on US 301. Although the traffic volumes do not currently warrant any capacity improvements, caution should be taken to ensure that the scenic qualities of MD 213 are not diminished.

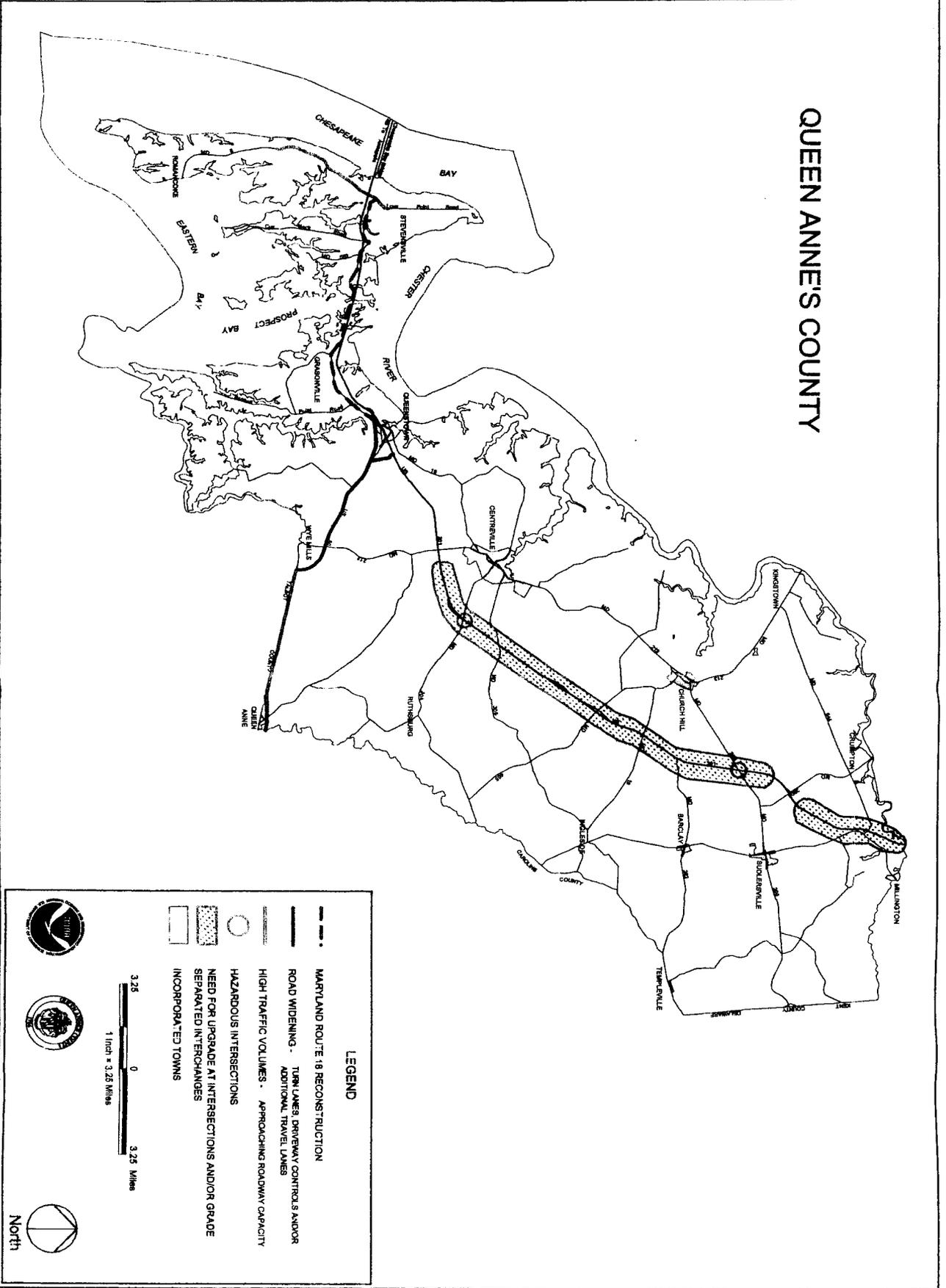
**Remainder of the County:** There are no other areas of the County where existing volumes or traffic conditions warrant four-lane improvements. The SHA proposed the construction of a bypass for MD 213 around the east side of Chestertown in Kent County that would have its southern terminus in Queen Anne's County near the intersection of MD 213 and MD 544. However, this project has been dropped from the State's program because of local concerns about its possible impact on residential development, especially in the Kingstown area, and because they did not meet the Governor's Smart Growth initiatives.

### **Roadway Funding and SHA Expenditures in Queen Anne's County**

Almost all road construction and repairs are paid for out of the Transportation Trust Fund, which is funded through gas taxes and multiple other sources but does not include local general revenue funds. Through the early 1990s, the SHA made very substantial highway investments in Queen Anne's County in the upgrading of US 50/301 to expressway standards and the construction of the Kent Narrows Bridge. As might be expected, recent capital expenditures for road improvements have been considerably smaller. Over the last three years, the SHA has



# QUEEN ANNE'S COUNTY



Transportation Issues  
Queen Anne's County, Maryland

MAP 9

Date: January 2002

## **Section 8.17 Transportation Goals, Objectives and Recommendations**

*The Overarching Goal for the transportation system is to meet the current and future mobility needs of residents, businesses and visitors with a balanced transportation system.*

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### **Goal 1: Multi-Modal Transportation Network**

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**Objective 1:** Plan, design, improve, manage, maintain and expand infrastructure and community facilities and services responsibly to meet the needs of local residents and businesses.

**Recommendations:**

1. Expand public bus service.
2. No more major residential subdivisions should be permitted on Kent Island until transportation issues are resolved.
3. Examine infrastructure within Planning Areas and identify areas where infrastructure is deficient through the Comprehensive Water and Sewerage Plan (CWSP) and within the Master Roadway and Transportation Plan, which is part of this Section.
4. Create a strategic implementation plan and funding strategies to address infrastructure deficiencies in coordination with the Capital Improvements Program (CIP).
5. Review the use of impact fees and impact fee subareas as an incentive to encourage development within designated Planning Areas.

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**Objective 2:** Strongly support resolutions to traffic problems in the County caused by through traffic that impede the movement of local traffic and citizens.

**Recommendations:**

1. The needs of residents in the County take precedence over the "drive through" populations.
  - a. Create a more reliable public transportation system including increased bus service for existing population.
  - b. Initiate joint planning efforts to relieve thru traffic congestion in the County and adjoining population centers.
  - c. In coordination with the State Highway Administration review how peak hours are determined in association with the impact on the Level of Service for the analysis conducted in traffic studies.
2. A list of priority transportation improvement projects in no specific order:
  - a. US 301 & MD 304 Interchange – complete design and fund for construction.
  - b. US 50/301 & MD 213 Interchange – This project is the number one component of the long-range US 50 Ocean Gateway project. Complete final design and fund for construction.
  - c. US 50 Ocean Gateway Safety & Capacity Improvements – Continue planning, design and construction of interim improvements along this corridor. Specifically, a new signal at Carmichael Road with geometric improvements and service road connections.
  - d. Cox Creek Connector & Dundee Overpass – This is a needed project to provide both safety improvements and to allow for necessary highway system alternatives for local and

emergency traffic mobility. Funding for planning and design is requested. Special funding sources should also be considered to address this growing concern.

- e. Stevensville Streetscape – Fund for construction.
- f. Kent Island Transit – Maintain and expand commuter bus lines and routes.
- g. MD 213 at Fey Road – Continue planning and design for safety and capacity improvements.

**Objective 3:** Create safe and adequate infrastructure related to mobility which is available for all modes of travel.

**Recommendations:**

1. Recognizing the unique character of one way in and one way out roads on peninsulas in the county; provide for safety in the design and function of these roads.
2. Work with the State Highway Administration to designate beach traffic lanes to Ocean City and Delaware beaches, which may result in:
  - a. Removal of traffic lights along US 50;
  - b. Reduction in accidents; and
  - c. Improvement in local traffic mobility.
3. Work with the State Highway Administration and Toll Authority to develop a US 50/301 Corridor Plan to help move traffic through the County.
4. On this State road, work with the State Highway Administration to adjust the sections of US 50 between US 301 and MD 404 to be a limited controlled access highway.
5. Improve the local roadway system to provide alternative routes for local residents especially in areas around US 50/301.
  - a. Provide local access/frontage roads for business and resident traffic.
6. Provide commuting citizens a reliable transportation route in the County to other metropolitan areas while assuring access for deliveries to the Eastern Shore. Also promote delivery access to major airport systems, mainly Baltimore/Washington International Thurgood Marshall Airport (BWI), and warehouse facilities and other markets.
7. Support State funding of interchanges at key intersections, in no order of priority:
  - a. At the Outlets in Queenstown;
  - b. US 50 and MD 213 at Chesapeake College;
  - c. US 301 and MD 304; and
  - d. US 50 and Carmichael Road.
8. Promote adequate public transportation and availability of park-and-ride facilities for transit.
9. Encourage and improve bypass around Centreville.
10. Support the interchange at US 50 and MD 404.
11. Design a new overpass in Queenstown to connect MD 18 on the south side of US 50 and the north side of US 301. This would permit free movement for local traffic and avoid the use of US 50/301.
12. Support a study for the realization of the Cox Creek Creek connector.
13. Support initiation of design and funding by the State Highway Administration for the replacement of the Chester River Bridge.
  - a. Cooperate with Kent County and SHA to preserve rights-of-way so that preservation easements and developments do not prohibit construction of a new bridge.
  - b. Promote the design of a well landscaped unit incorporating bicycle, pedestrian and local access integrated into the community fabric on both sides of the river.
14. Require that any analysis of traffic safety and volume shall cover the following:
  - a. Periods of peak usage as determined by normal rush hour traffic specific to usage.

**QUEEN ANNE'S COUNTY**  
**COMPREHENSIVE PLAN UPDATE**

MARYLAND  
**PLANNED**  
**TRANSPORTATION**  
**IMPROVEMENTS**

**Legend**

-  County Boundary
-  Local Roadways
-  Railways
-  Waterways
-  County Ride Slope
-  Airport Runway
-  Incorporated Towns
-  Chesapeake County Scenic Byway
-  Existing Blinking Lights
-  Infrastructure Improvements
-  Route 50 - Limited/Controlled Access Highway
-  Potential Intersection Improvements
-  Alternate Route Boulevard
-  Scenic Corridor

SCENIC CORRIDORS ARE DEFINED AS A ROADWAY USED TO CONNECT OR REACH POINTS OF DESTINATION, LOCALLY AND REGIONALLY VIEWED AS HAVING SCENIC, CULTURAL, AND OR HERITAGE VALUES TO WHICH MANY CONTAIN LAND USE AND ENVIRONMENTAL DIVERSITY, AND IS USED TO PROMOTE THE REGION'S NATURAL BEAUTY.



SOURCE: QUEEN ANNE'S COUNTY DEPARTMENT OF PUBLIC WORKS, DEPARTMENT OF LAND USE, GROWTH, MANAGEMENT & ENVIRONMENT  
 MARCH 2010

**MAP T-3**

