

MDOT Priority Letter Submission Form

Submitted by William Goldman on Apr 1st, 2026 at 3:47 pm

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MDOT Priority Letter Submission Form

Introduction

Local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement. MDOT may follow up with you to clarify categorization.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

First Name	Last Name	
William	Goldman	
Title/Role	Government Entity	
Planner III	Cecil County Division of Planning & Zoning	
Email	Phone	
WGoldman@CecilCountyMD.gov	410-996-5220	
Address Line 1		
200 Chesapeake Blvd		
Address Line 2		
City	State	Zip Code
Elkton	Maryland	21921

Section 2. Local Government Priorities

1. What are the jurisdiction’s goals related to transportation policies and spending?

<ol style="list-style-type: none"> 1. I-95 Corridor Access and Mobility Enhancement 2. Toll Coordination and Freight Transportation 3. Public Transportation 4. US Route 40 Corridor and Intersections 5. Municipal Improvements

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A.*

2. What are the jurisdiction’s priority projects for system preservation/state of good repair?

<ol style="list-style-type: none"> 1. MD 272 Bridge Replacement over CSX Railroad: The area near the Town of North East is targeted for growth, but accessibility in/through the area is increasingly difficult. The current roadway narrows from four to two lanes on the bridge, creating a bottleneck. Bridge expansion supports the Comprehensive Plan objective to expand the road network in the growth corridor to increase connectivity, especially near towns and north-south between the US Route 40 and Interstate 95 corridors. 2. MD 222 Bridge Replacement over Interstate 95: While the approaches to the bridge on Perryville Road are two lanes, the current bridge over Interstate 95 is narrower, funneling four lanes of traffic into two lanes. Bridge expansion supports the Comprehensive Plan objective to expand the road network in the growth corridor to increase connectivity, especially near towns and north-south between the US Route 40 and Interstate 95 corridors. 3. Community Safety and Enhancements on Main Street from High Street to Mill Street: The Town of Port Deposit has stated that they appreciate SHA’s continued work on improving their Main Street (MD 222). This project addresses longstanding drainage issues causing severe flooding and installing sidewalks between the south side of Main Street and Marina Park. 4. Paving MD 272: The Town of North East is requesting for 720 linear feet (LF) to be paved on North Main St., and 3,320 LF to be paved on South Main St. 5. Reconstruction of Granite Avenue Bridge over Rock Run: A monitoring inspection found that the bridge is in poor condition, with deep spalling and exposed/heavily corroded rebar and stirrups, among other conditions. The Town is undertaking remedial repairs in the next twelve months but has noted that major rehabilitation or reconstruction is needed. Therefore, the Town is asking for the bridge to enter the project development pipeline to receive federal aid funds for the bridge.

3. What are the jurisdiction’s priority projects for new capacity or capacity expansion projects?

1. **Implementation of Belvidere Road / Interstate 95 Interchange, and Belvidere Road Improvements:** The County is replacing the bridge over the CSX rail line with a four-lane bridge and upgrading Belvidere Road to four lanes from the bridge north to the new interchange. The County is also improving Belvidere Road from the bridge south to US 40 for roadway alignment and entrances, improving shoulders, and providing stormwater management where none currently exists.
2. **State Highway Road and Intersection Improvements around Bainbridge Campus:** Includes the maintenance of an acceptable level-of-service (LOS) at the intersection of MD Route 275 as the Bainbridge campus matures, an extension of Commodore Boulevard from Phase I to Route 222, and improvements at the intersections of Diamond Jim Road and MD Route 275 will provide service to the site entrance at Powers Road. Cecil County and the Town of Port Deposit both request this project to receive priority.
3. **MD 272 Bridge Replacement over CSX Railroad:** The area near the Town of North East is targeted for growth, but accessibility in/through the area is increasingly difficult. The current roadway narrows from four to two lanes on the bridge, creating a bottleneck. Bridge expansion supports the Comprehensive Plan objective to expand the road network in the growth corridor to increase connectivity, especially near towns and north-south between the US Route 40 and Interstate 95 corridors.
4. **MD 222 Bridge Replacement over Interstate 95:** While the approaches to the bridge on Perryville Road are two lanes, the current bridge over Interstate 95 is narrower, funneling four lanes of traffic into two lanes. Bridge expansion supports the Comprehensive Plan objective to expand the road network in the growth corridor to increase connectivity, especially near towns and north-south between the US Route 40 and Interstate 95 corridors.
5. **US 40 and MD Route 213 Intersection Improvements:** Upgrades to the intersection, to address capacity and bicycle improvement needs, were identified in the 2010 Comprehensive Plan. With the Southfields PUD under construction in Elkton, it is imperative to identify/implement improvements to maintain adequate level-of-service and safety for drivers, pedestrians, and cyclists alike.
6. **East Elkton Transportation Plan Improvements:** The improvements identified as part of WILMAPCO's East Elkton Transportation Plan include intersection realignments / improvements between Belle Hill Road, MD 279, Muddy Lane, MD 281, MD 781, and US40 to increase capacity. In addition, shared-use paths on the affected roads would increase bicycle/pedestrian access. Elkton, Cecil County, and SHA are also involved in this plan.
7. **Intersection Improvements between US 40 and County Roads:** This is a set of small projects, including the intersections at Mechanics Valley Road, Red Toad Road, Cedar Corner Rd, Jackson Station Rd, Marley Road, Nottingham Road, and Wells Camp Road. The goal of these improvements is to increase capacity and safety along the US 40 corridor.

4. What are the jurisdiction's priority projects for feasibility studies?

1. **US 40 and MD Route 213 Intersection Improvements:** Upgrades to the intersection, to address capacity and bicycle improvement needs, were identified in the 2010 Comprehensive Plan. With the Southfields PUD under construction in Elkton, it is imperative to identify/implement improvements to maintain adequate level-of-service and safety for drivers, pedestrians, and cyclists alike.
2. **Safety Improvements on Susquehanna River Road / Hopkins Quarry Park:** The Town of Port Deposit has noted that Susquehanna River Road is one of the most dangerous arterial roads in Cecil County. The Town is asking to partner with SHA to consider safety improvements that reduce speeds, improve sight distance, and provide access to recreational amenities in the corridor. The project is currently part of WILMAPCO's UPWP, and the Town is asking for the County and MDOT's support.
3. **Feasibility of Widening MD 279 between US 40 and MD 213:** MD 279 is a major freight thoroughfare in Cecil County. However, the segment from US 40 to MD 213 has considerable variation in width, restricting capacity when it shifts from four to two lanes. A feasibility study would examine ability to widen MD 279 and effects of the project on capacity.
4. **Investigate Options to Deal with the High Toll Rates and the Diversion that results from the High Toll Rates on Tydings Bridge:** The Town of Perryville is requesting the effect of the Tydings Bridge (I-95) and Hatem Bridge (US 40) tolls on the Town (and County) be investigated. In addition to the toll disincentivizing traffic into Cecil County, the Town notes that toll diversion from I-95 to Route 40 leads to increased congestion & air pollution on both sides of the Hatem Bridge, harming Perryville and Havre de Grace.
5. **Study MD 222 from the intersection with U.S. 40 to Heather Lane including the need for additional traffic control at the intersections with Franklin Street and Cedar Corner Road:** MD222 is a heavily traveled corridor, therefore, Perryville is requesting that MDOT study the length of MD222 from the intersection of U.S. 40 to Heather Lane to include the need for additional traffic control at the intersections with Franklin Street and Cedar Corner Road.
6. **Potential Enhanced Bicycle and Pedestrian Improvements in the US 40 Corridor:** US 40 is Cecil County's primary thoroughfare and was envisioned in the 2010 Comprehensive Plan as a free-flow roadway that incorporates transit and bicycle/pedestrian facilities that connect towns and nodes of development. This project would examine methods to expand bicycle/pedestrian access safely while maintaining free-flowing traffic capacity.
7. **Review the impact of MARC train service expansion to North East:** The Town of North East is requesting a feasibility study to understand the impacts of a new MARC Train Station providing service in the town.

5. What are the jurisdiction's priority projects for safety projects?

1. US 40 and MD Route 213 Intersection Improvements: Upgrades to the intersection, to address capacity and bicycle improvement needs, were identified in the 2010 Comprehensive Plan. With the Southfields PUD under construction in Elkton, it is imperative to identify/implement improvements to maintain adequate level-of-service and safety for drivers, pedestrians, and cyclists alike.
2. East Elkton Transportation Plan Improvements: The improvements identified as part of WILMAPCO's East Elkton Transportation Plan include intersection realignments/improvements between Belle Hill Road, MD 279, Muddy Lane, MD 281, MD 781, and US40 to increase capacity. In addition, shared-use paths on the affected roads would increase bicycle/pedestrian access. Elkton, Cecil County, and SHA are also involved in this plan.
3. Community Safety and Enhancements on Main Street from High Street to Mill Street: The Town of Port Deposit has stated that they appreciate SHA's continued work on improving their Main Street (MD 222). This project addresses longstanding drainage issues causing severe flooding and installing sidewalks between the south side of Main Street and Marina Park.
4. Intersection Improvements between US 40 and County Roads: This is a set of small projects, including the intersections at Mechanics Valley Road, Red Toad Road, Cedar Corner Rd, Jackson Station Rd, Marley Road, Nottingham Road, and Wells Camp Road. The goal of these improvements is to increase capacity and safety along the US 40 corridor.
5. Rail crossing safety improvements at the Elk Mills Road (CSX), Frenchtown Road (NS), Jackson Station Road (CSX), Otsego Street (NS), Rail Lane (CSX), and Rowland Drive (NS) rail crossings.
6. Sidewalk Improvements along MD 213, MD 7D, & US 40: The Town of Elkton's Pedestrian Plan (2018) identified multiple "High Priority" infrastructure recommendations along MD SHA roads. The Town requests that the Elkton Pedestrian Plan recommendations are incorporated into State Road improvements within Elkton.
7. Install traffic calming devices on Mauldin Avenue between Thomas Avenue and MD 7: The Town of North East is requesting traffic calming devices to increase safety in this major town throughfare.
8. Safety Improvements on Susquehanna River Road / Hopkins Quarry Park: The Town of Port Deposit has noted that Susquehanna River Road is one of the most dangerous arterial roads in Cecil County. The Town is asking to partner with SHA to consider safety improvements that reduce speeds, improve sight distance, and provide access to recreational amenities in the corridor. The project is currently part of WILMAPCO's UPWP, and the Town is asking for the County and MDOT's support.

6. What are the jurisdiction's priority projects for bike/pedestrian and/or complete streets projects?

1. Mid-County Multi-Modal Transportation Hub: The Mid-County Transit Hub will enhance ridership, reduce stem miles and provide additional office space. The Mid-County Transit Hub will look to contain: 1) a multi-modal public transit center to accommodate transfers and layovers, 2) a kiss-and-ride facility, 3) a covered area for customer queues, 4) pedestrian/bicycle connectivity and bicycle parking and 5) a stand-alone Transit Administration facility containing Transit offices.
2. East Elkton Transportation Plan Improvements: The improvements identified as part of WILMAPCO's East Elkton Transportation Plan include intersection realignments/improvements between Belle Hill Road, MD 279, Muddy Lane, MD 281, MD 781, and US40 to increase capacity. In addition, shared-use paths on the affected roads would increase bicycle/pedestrian access. Elkton, Cecil County, and SHA are also involved in this plan.
3. Potential Enhanced Bicycle and Pedestrian Improvements in the US 40 Corridor: US 40 is Cecil County's primary thoroughfare and was envisioned in the 2010 Comprehensive Plan as a free-flow roadway that incorporates transit and bicycle/pedestrian facilities that connect towns and nodes of development. This project would examine methods to expand bicycle/pedestrian access safely while maintaining free-flowing traffic capacity.
4. Community Safety and Enhancements on Main Street from High Street to Mill Street: The Town of Port Deposit has stated that they appreciate SHA's continued work on improving their Main Street (MD 222). This project addresses longstanding drainage issues causing severe flooding and installing sidewalks between the south side of Main Street and Marina Park.
5. Sidewalk Improvements along MD 213, MD 7D, & US 40: The Town of Elkton's Pedestrian Plan (2018) identified multiple "High Priority" infrastructure recommendations along MD SHA roads. The Town requests that the Elkton Pedestrian Plan recommendations are incorporated into State Road improvements within Elkton.
6. Widening MD 7 Bridge for pedestrians & cyclists: The Town of North East is requesting the widening of the bridge on West Cecil Avenue/W. Old Philadelphia Road to accommodate pedestrians and cyclists, including pedestrian lighting. As an interim measure, the Town is requesting a pedestrian bridge being placed alongside the vehicular bridge.
7. Sidewalk Installation within the Town of North East: The Town is requesting the installation of sidewalks at multiple locations: (a) MD 7 from E. Cecil Avenue to the entrance of Ridgeley Forest on MD 7, (b) MD 7 from Mauldin Avenue to North Main St., (c) US 40 from MD 272 to Sycamore Drive, and (d) Mauldin Ave between Jethro Street to the bridge over North East Creek
8. Funding pedestrian and cycling access opportunities in North East: The Town is asking for funding opportunities to implement inter-modal access, use of public transit services by pedestrians & cyclists, and improvements to provide access between water borne modes of travel and travel options on land.
9. Pedestrian/Bicycle Bridge over the Susquehanna River linking Harford and Cecil County: The Town of Perryville notes that constructing a pedestrian/bicycle bridge over the Susquehanna River will create an unprecedented method to cross the Susquehanna River safely on a bike or on foot. In addition, the Town notes that it will allow residents who live in Havre de Grace to access the MARC station, further supporting Maryland's green transportation initiatives and promote tourism.

7. What are the jurisdiction's priority projects for Transit-Oriented Development projects?

1. Extension of the MARC Penn Line commuter rail service to Elkton and Newark, DE: Passenger rail service will support economic growth and high-density, mixed-use development in Elkton. MTA has completed the 30% design phase for a new MARC station in Elkton, and the Town has obtained Strategic Demolition Grant funds to acquire a 2.6-acre parcel for the preferred location of the future MARC station. The project is consistent with Elkton's Transit-Oriented Development Plan, Comprehensive Plan, and Sustainable Communities Plan.

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

1. Intersection Improvements between US 40 and County Roads: This is a set of small projects, including the intersections at Mechanics Valley Road, Red Toad Road, Cedar Corner Road, Jackson Station Road, Marley Road, Nottingham Road, and Wells Camp Road. The goal of these improvements is to increase capacity and safety along the US 40 corridor.

2. Sidewalk Installation within the Town of North East: The Town is requesting the installation of sidewalks at multiple locations: (a) MD 7 from E. Cecil Avenue to the entrance of Ridgeley Forest on MD 7, (b) MD 7 from Mauldin Avenue to North Main St., (c) US 40 from MD 272 to Sycamore Drive, and (d) Mauldin Ave between Jethro Street to the bridge over North East Creek

9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

1. Countermeasures to Reduce or Eliminate Avoidance of DelDOT's toll on US 301: Increased traffic in the Warwick area has been a common complaint/concern since the introduction of DelDOT's toll on US 301. Drivers avoiding the toll exit onto Sassafras Road and travel through the Village of Warwick on MD 282, causing congestion and safety concerns on the smaller rural roads. Reducing toll avoidance would improve capacity and safety in the corridor.

2. Stepped-up Truck weight limit enforcement due to toll avoidance along route MD 213, MD 222, US 1 and US 301: Toll avoidance on I-95 and US 301 leads to increased freight traffic on nearby thoroughfares, increasing wear and tear, congestion, and safety concerns throughout the County. Increased enforcement will reduce the impact of toll avoidance.

3. Development of Marina Park, as part of the Lower Susquehanna Heritage Greenway & Captain John Smith National Water Trail: Port Deposit has received a \$600,000 award in Transportation Alternatives Program funds for the planning, design, and permitting of Marina Park. The Town intends to submit a request to the TAP for the first phase of construction in FY28, and would like MDOT's support as the project is funded through the TAP and other state grants and Town contributions.

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation project priorities?

1. Implementation of Belvidere Road / Interstate 95 Interchange, and Belvidere Road Improvements; The County is replacing the bridge over the CSX rail line with a four-lane bridge and upgrading Belvidere Road to four lanes from the bridge north to the new interchange. The County is also improving Belvidere Road from the bridge south to US 40 for roadway alignment and entrances, improving shoulders, and providing stormwater management where none currently exists.

2. State Highway Road and Intersection Improvements around Bainbridge Campus: Includes the maintenance of an acceptable level-of-service (LOS) at the intersection of MD Route 275 as the Bainbridge campus matures, an extension of Commodore Boulevard from Phase I to Route 222, and improvements at the intersections of Diamond Jim Road and MD Route 275 will provide service to the site entrance at Powers Road. Cecil County and the Town of Port Deposit both request this project to receive priority.

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4. MD 272 Bridge Replacement over CSX Railroad: The area near the Town of North East is targeted for growth, but accessibility in/through the area is increasingly difficult. The current roadway narrows from four to two lanes on the bridge, creating a bottleneck. Bridge expansion supports the Comprehensive Plan objective to expand the road network in the growth corridor to increase connectivity, especially near towns and north-south between the US Route 40 and Interstate 95 corridors.

5. US 40 and MD Route 213 Intersection Improvements: Upgrades to the intersection, to address capacity and bicycle improvement needs, were identified in the 2010 Comprehensive Plan. With the Southfields PUD under construction in Elkton, it is imperative to identify/implement improvements to support adequate level-of-service and safety.

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

Cecil County's housing priorities are identified in 2010 Comprehensive Plan ("Comp Plan") as the accommodation of residential growth by providing for and encouraging the development of a mix of housing types and densities in the Growth Corridor, and to concentrate mixed-use and high-density residential development in appropriate locations along major corridors and in areas that can be served by public transit. The Growth Corridor, as defined by the Comp Plan, is comprised of Medium, Medium-High, and High Density Growth Areas, Employment and Residential Mixed-Use Districts, Employment District, and Towns. The Growth Corridor is concentrated around the US 40 and I-95 corridors and incorporated Towns.

The Comp Plan highlights the significance of development on US 40. As US 40 is the historic (and primary) business corridor of Cecil County, housing and economic development is expected and encouraged to continue along the corridor. This priority, in conjunction with Cecil County's goal to enhance I-95 Corridor Access and Mobility, informs the County's priorities listed above.

In addition, the Comp Plan classifies thirteen areas under the Employment land use district, including nine enterprise zones. The intent of the Employment districts is to focus major industrial, manufacturing, office and business opportunities along major transportation corridors; the enterprise zones further emphasize economic development as areas where tax incentives are offered for job creation and new businesses. The County's top transportation priority (Belvidere Road / Interstate 95 Interchange and Belvidere Road Improvements) is being implemented to support the development within the Principio Business Park enterprise zone. Similarly, priority #2 (State Highway Road and Intersection Improvements around Bainbridge Campus) supports the Bainbridge Property enterprise zone, and priority #4 (MD 272 Bridge Replacement over CSX Railroad) supports the North East Commerce Center enterprise zone.

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.

No File Was Uploaded

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

William Goldman

I agree to be legally bound by this document.