

*Wicomico County*  
*Priority Letter Package*  
*FY 2014 – FY 2019*  
*State of Maryland*  
*Consolidated Transportation Program*

**COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND**

2013 Legislative Session

Legislative Day No. 16

**Resolution No. 107-2013**

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 2014 - FY 2019 CONSOLIDATED TRANSPORTATION PROGRAM (CTP).

WHEREAS, the Maryland Department of Transportation (MDOT) is in the initial stages of preparing the draft FY 2014 - FY 2019 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 2014- FY 2019 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 6<sup>th</sup> day of August, 2013.

ATTEST:




Matthew E. Creamer,  
Council Administrator

COUNTY COUNCIL OF  
WICOMICO COUNTY, MARYLAND




Matt Holloway,  
Council President

Executed and presented to the County Executive for approval this 12<sup>th</sup> day of August 2013 at 10:00p.m. a.m.

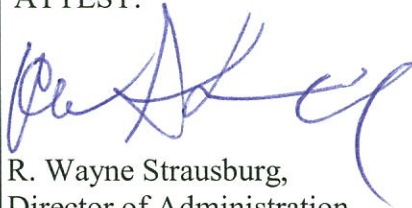
  
Matthew E. Creamer  
Council Administrator

**BY THE EXECUTIVE:**

Approved: this 12<sup>th</sup> day of August, 2013.

  
Richard M. Pollitt, Jr.,  
County Executive

**ATTEST:**

  
R. Wayne Strausburg,  
Director of Administration

**CERTIFICATION**

This Resolution was Adopted , Adopted with Amendments , Failed , Withdraw  by the County Council on August 6<sup>th</sup>, 2013.

Certified by   
Matthew E. Creamer, Council Administrator

# Wicomico County, Maryland

P.O. BOX 870  
SALISBURY, MARYLAND 21803-0870  
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Richard M. Pollitt, Jr.  
County Executive

R. Wayne Strausburg  
Director of Administration

Edgar A. Baker, Jr.  
County Attorney

Tamara Lee-Brooks  
Public Information Officer

August 19, 2013

James T. Smith, Jr.  
Secretary, Maryland Dept. 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 Secretary Smith:

As the Wicomico County Executive, I would like to share a number of recommended transportation improvements in Wicomico County with which we would request assistance from the State of Maryland. In accordance with the submittal requirements contained in the Maryland Transportation Code Ann. § 2-103.1, the projects contained in this Priority Letter have been reviewed and endorsed by the County (Executive and Council) via Resolution 107 – 2013.

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 2014 – FY 2019 Consolidated Transportation Program (CTP):

## 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 2014 – FY 2019 CTP. Currently, the Highway Needs Inventory (Revised in 2012) includes the Multi-Lane Reconstruction project along MD 349 extending from U.S. Route 50 to N. Upper Ferry Road. 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.

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 into 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 past two decades. As a result of the existing and projected volume of traffic along 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:

- ◆ *MD 12 & Robins Avenue and Johnson Road* – The design phase of the realignment of Johnson Road with Robins Avenue at their intersection with MD 12 has been completed. This developer-funded realignment project is anticipated to be completed during the planning period (FY 2014 – FY 2019). 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 #2A.
- ◆ *MD 12 & Toadvine Road* – Construct northwest bound approach left turn lane onto Toadvine Road with a storage capacity of 200 feet. Without implementation of this aforementioned recommended improvement, this unsignalized intersection is projected to operate at a LOS F for morning and evening peak hour conditions in 2020. See Map #2B.
- ◆ *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 #2C.

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

Consideration should be given to allocate funding for Phase VI of the drainage improvement project along U.S. Route 13 Business extending from E. Main Street to W. College Avenue. The majority of scheduled improvements for Phases I thru V (Dagsboro Road to E. Main Street) have been completed, near completion, or funded. However, funding has not been secured to implement the drainage, sidewalk, and resurfacing improvements for VI, which is the last Phase of this multi-phase project. See Map #3.

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

### **4. U.S. Route 50 (Ocean Gateway) & State Route 350 (Mt. Hermon Road) – Pedestrian and Cyclist Improvements:**

In 2013, the Salisbury – Wicomico Metropolitan Planning Organization funded the U.S. Route 50 Pedestrian & Cyclist Safety and Connectivity Study prepared by RK&K. The area of interest extended along a segment of U.S. Route 50 Business from Ward Street to Beaglin Park Drive and MD 350 from Davis Street to Beaglin Park Drive. The primary purpose of this Study was to identify alternatives to improve pedestrian and cyclist safety crossing U.S. 50 en route to Wicomico Middle and High Schools, as well as nearby major activity generators including, but

not limited too the Salisbury Zoological Park and the Wicomico Youth & Civic Center. In addition to pedestrian and cyclist safety, connectivity to existing and planned pedestrian and cyclist paths was analyzed along MD 350.

Based on the recommendations of the Study, consideration should be given to including the following three targeted improvements along U.S. Route 50 Business and Mt. Hermon Road in the FY 14 – FY 19 CTP:

- ◆ U.S. Route 50 extending from Ward Street to Naylor Street:
  - Convert Davis Street approaches to right-in / right-out only and remove eastbound and westbound left turn lanes on U.S. Route 50 Business at Davis Street intersection. See Map #4A; and
  - Add barrier (decorative fencing) to prohibit pedestrians from crossing U.S. Route 50 Business at Davis Street and in between signalized intersections; thereby, encouraging crossing at Ward Street signalized intersection. See Map #4A.
- ◆ U.S. Route 50 extending from Ward Street to Beaglin Park Drive:
  - Convert right lane on eastbound U.S. Route 50 Business from Ward Street to Civic Avenue to a dedicated bike lane integrated with right turn lane at intersections. See Map #4B;
  - Convert existing shoulder along eastbound U.S. Route 50 from Civic Avenue to Beaglin Park Drive to a dedicated bike lane. See Map #4B; and
  - Convert right lane of westbound U.S. Route 50 Business from E. Main Street to Ward Street to a dedicated bike lane integrated with right turn lane at Truitt, Naylor, Davis and Ward Streets. In support of the aforementioned request, reduce speed limit from 55 Miles Per Hour (MPH) to 45 MPH on U.S. Route 50, west of its intersection with Beaglin Park Drive to Civic Avenue. See Map #4B.
- ◆ Mt. Hermon Road extending from E. Main Street to Beaglin Park Drive
  - Convert MD 350 from a four-lane roadway section to three-lane roadway section (one travel lane in each direction and a two-way center left turn lane) with dedicated bike lanes adjacent to eastbound and westbound travel lanes. See Map #4C.

## **5. 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 restriping of the existing westbound approach lanes along Winner Boulevard to provide an exclusive right turn lane, through lane and left turn lane. Without the implementation of the recommended improvements occurring during the FY 14 – FY 19 CTP 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 #5A.

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 #5B.

#### **6. 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 significant 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 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 #6.

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

In 2010, The Traffic Group, Inc. prepared the *Riverside Drive Corridor Study* 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. Based on the results of the analyses, the Study recommended lengthening the U.S. Route 50 Business westbound approach left turn lane onto Mill Street to 400 feet of storage capacity to alleviate excessive queuing at this intersection. See Map #7.

#### **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 along State roadways 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 #8A.
- ◆ *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 #8B.

#### **9. Salisbury Rail Trail – Pedestrian Improvements**

In response to the Salisbury – Wicomico Metropolitan Planning Organization's *2012 Functional Master Plan of Hiker and Biker Trails*, the City of Salisbury requests assistance with the design and construction of the Salisbury Rail Trail project. This improvement will extend the existing pedestrian pathway for 2.3 miles in a northerly direction along the east side of U.S. Route 13 Business to its intersection at East Main Street. As proposed, the preferred alignment of this recommended pedestrian and cyclist path will utilize portions of the Norfolk Southern right-of-way, S. Tower Drive, and private-property. See Maps #9.1 to 9.5. Upon completion, the Salisbury Rail Trail will provide a crucial connection to existing and planned pathways, as

well as the regional bike path network. Moreover, this proposed trail will significantly improve pedestrians and cyclist safety on their travels to major activity generators and other destinations including, but not limited to Salisbury University, Peninsula Regional Medical Center, Salisbury Central Business District, Salisbury Zoological Park, James M. Bennett Middle and High Schools, and residential neighborhoods. The implementation of this recommended Rail Trail will afford citizens transportation options, improve quality of life and the environment, and enhanced recreational opportunities.

In support of this project, the Salisbury – Wicomico Metropolitan Planning Organization has allocated funding as part of their FY 2014 Unified Planning Work Program to obtain professional consulting services to prepare 30 percent design drawings. This proposal is located within the State-endorsed Priority Funding Area and is consistent with goals and objectives contained within the Maryland Department of Transportation's *2002 Twenty-Year Bicycle & Pedestrian Access Master Plan*, *2009 Maryland Transportation Plan*, *2009 Trails Strategic Implementation Plan*, and the *2010 City of Salisbury Comprehensive Plan*.

#### **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. See Map #10. 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, MD 349, and the proposed Salisbury Rail Trail).

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 and 2012 Functional Master Plan of Hiker and Biker Trails*, *2009 Town of Hebron Comprehensive Plan*, *2010 City of Salisbury Comprehensive Plan*, and the *Draft 2010 Wicomico County Comprehensive Plan*.

#### **11. 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 the signalized intersection at U.S. Route 50 and Naylor Mill Road Extended. 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.

Any assistance from the Maryland Department of Transportation towards the accomplishment of these recommended improvements will be greatly appreciated. Additionally, to assist with the preparation of future Priority Letters and local transportation planning efforts, a MDOT point-by-point response to the recommended improvements is requested. 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@wicomicocounty.org](mailto:Khall@wicomicocounty.org).

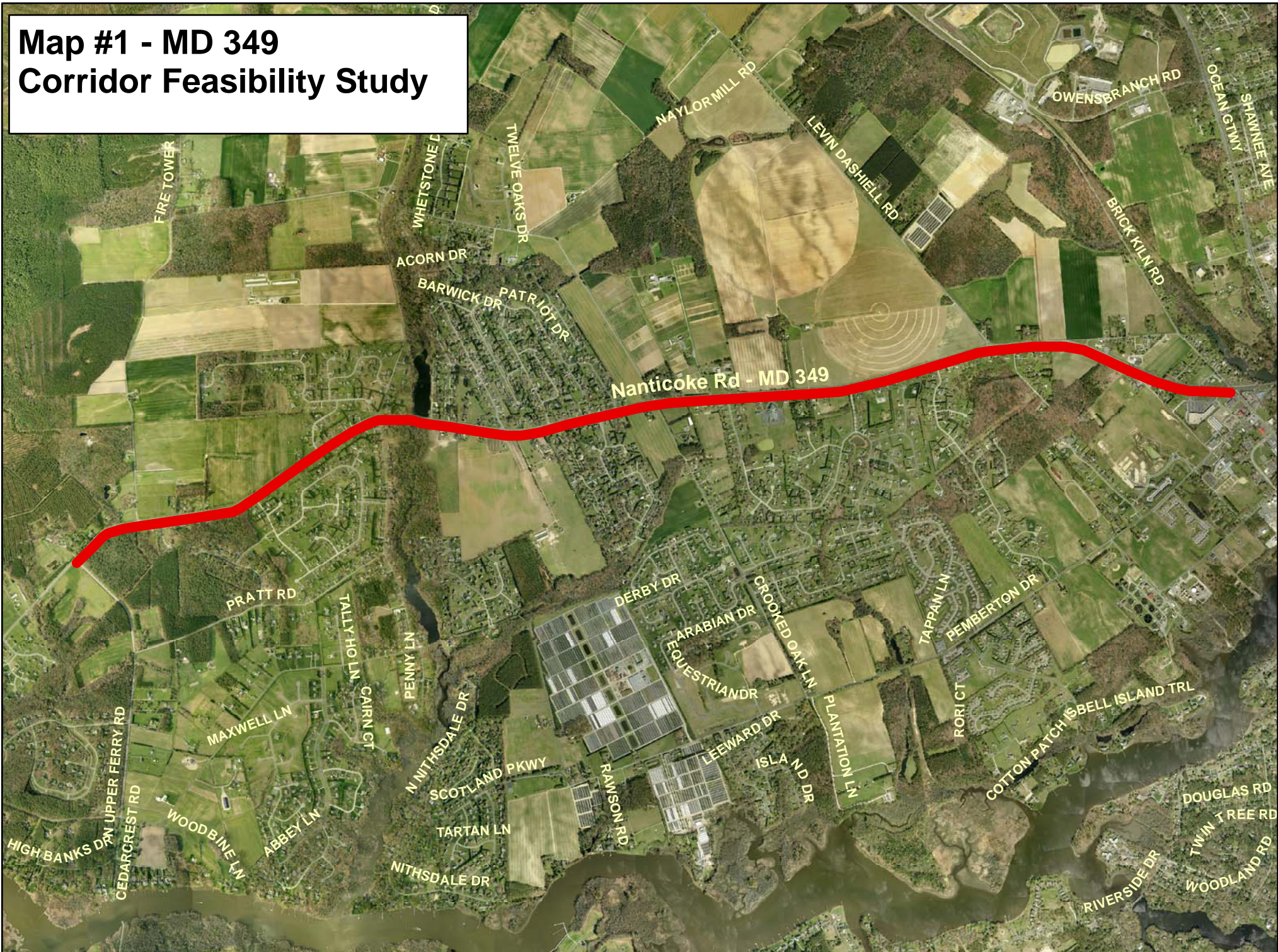
Sincerely,  
**WICOMICO COUNTY, MARYLAND**



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  
Lee Beauchamp, Director of Public Works, Wicomico County  
John Redden, Public Works Deputy Director, Wicomico County  
Matthew E. Creamer, Council Administrator, Wicomico County Council  
Matt Holloway, President of County Council, Wicomico County  
Jim Ireton, Mayor, City of Salisbury  
Tom Stevenson, Acting City Administrator, City of Salisbury  
Jacob Day, President of City Council, 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  
Robert Sheehan, Jr., Deputy Chief of Staff, Salisbury University  
Jennifer Sandt, Vice President for Administrative Services, Wor-Wic Community College

# Map #1 - MD 349 Corridor Feasibility Study



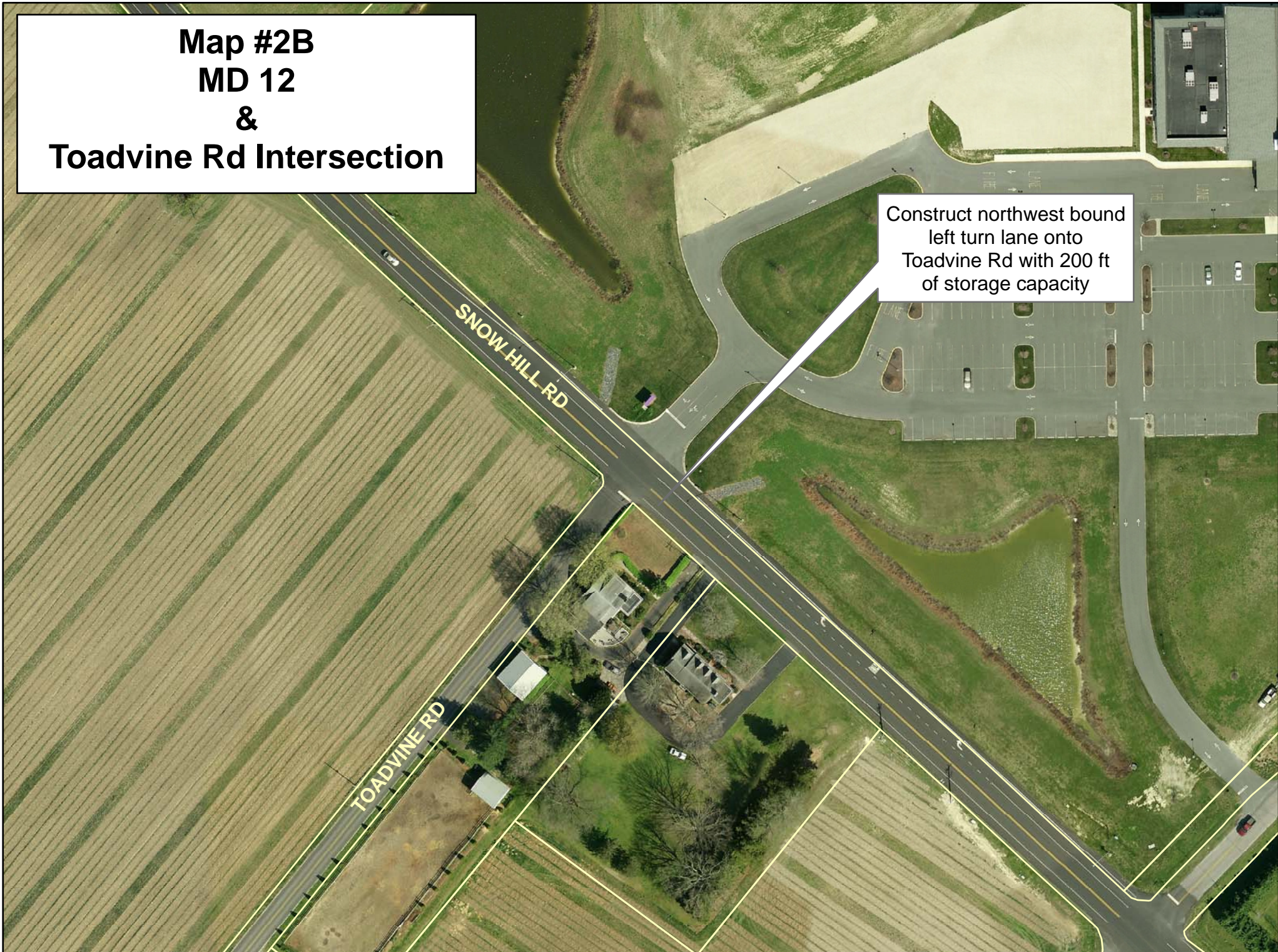
**Map #2A  
MD 12  
&  
Robins Ave / Johnson Rd  
Intersection**



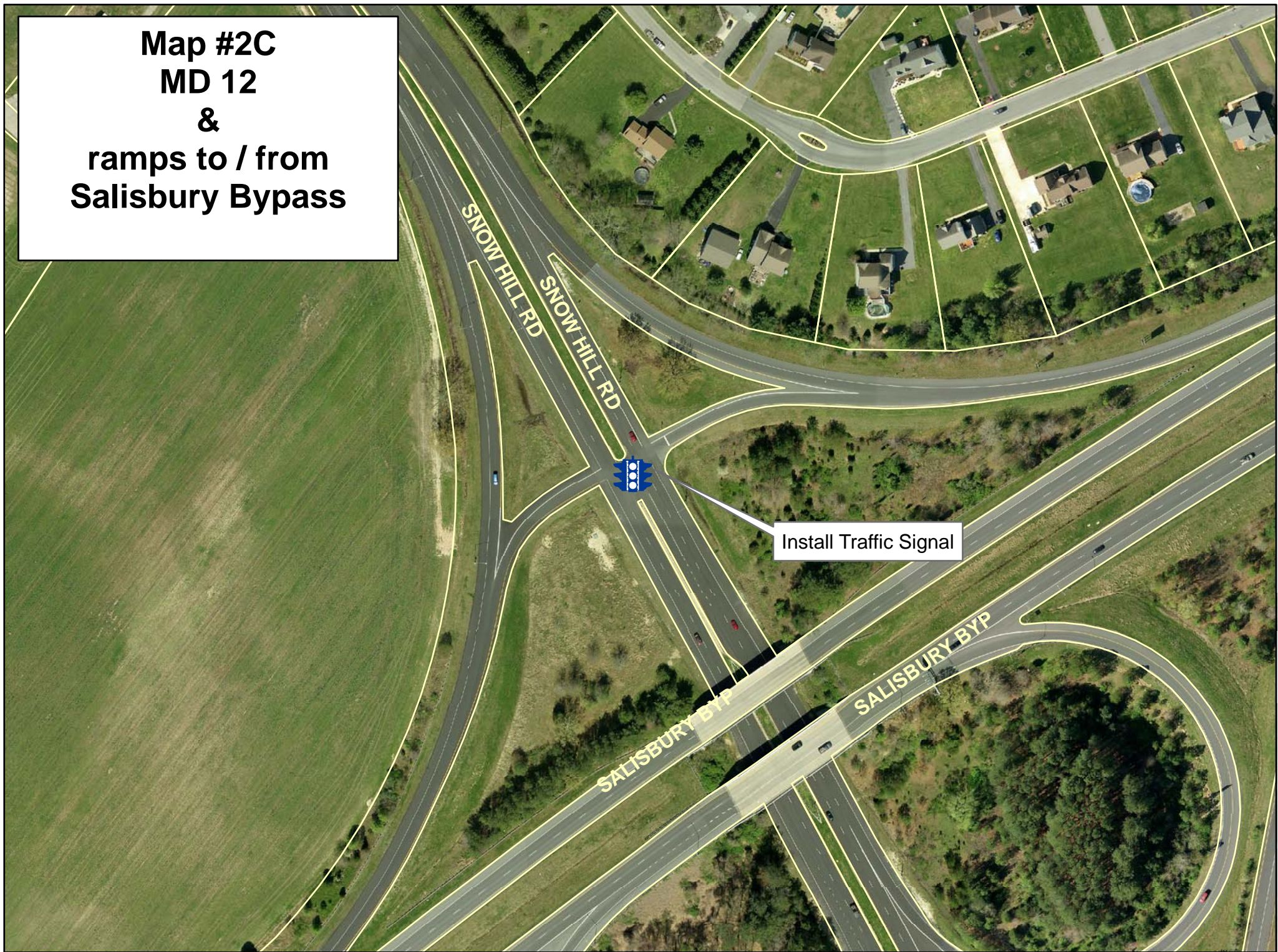
Install traffic signal and geometric improvements based on realignment of Robins Ave/ Johnson Rd & MD 12 intersection

**Map #2B  
MD 12  
&  
Toadvine Rd Intersection**

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



**Map #2C  
MD 12  
&  
ramps to / from  
Salisbury Bypass**



Install Traffic Signal

**Map #3**  
**US Route 13 Business**  
**Sidewalk, Drainage, and**  
**Resurfacing Improvements**  
**(Phase VI)**





# Map #4A

## US Route 50 Business

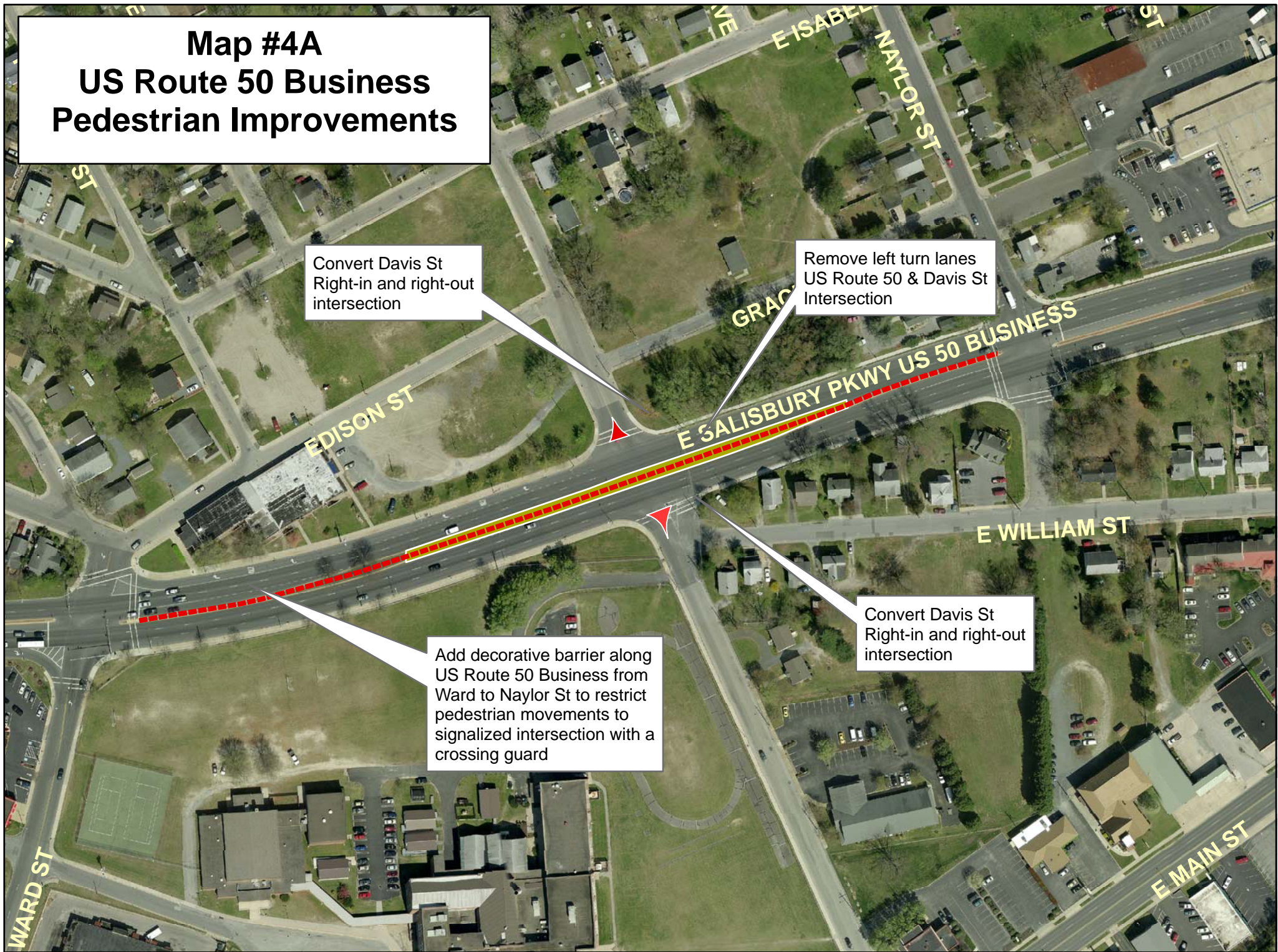
### Pedestrian Improvements

Convert Davis St  
Right-in and right-out  
intersection

Remove left turn lanes  
US Route 50 & Davis St  
Intersection

Add decorative barrier along  
US Route 50 Business from  
Ward to Naylor St to restrict  
pedestrian movements to  
signalized intersection with  
a crossing guard

Convert Davis St  
Right-in and right-out  
intersection



# Map #4B

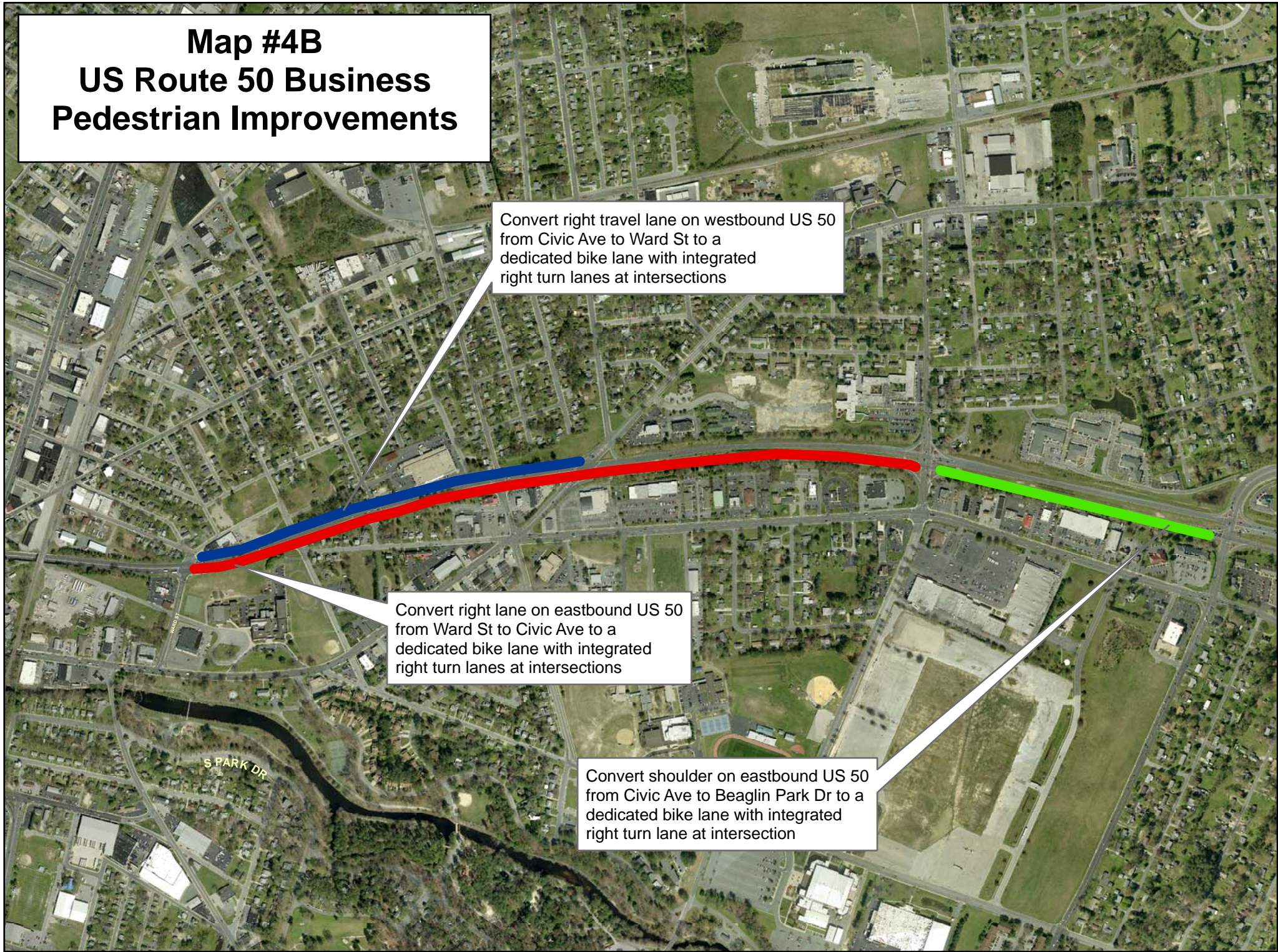
## US Route 50 Business

### Pedestrian Improvements

Convert right travel lane on westbound US 50 from Civic Ave to Ward St to a dedicated bike lane with integrated right turn lanes at intersections

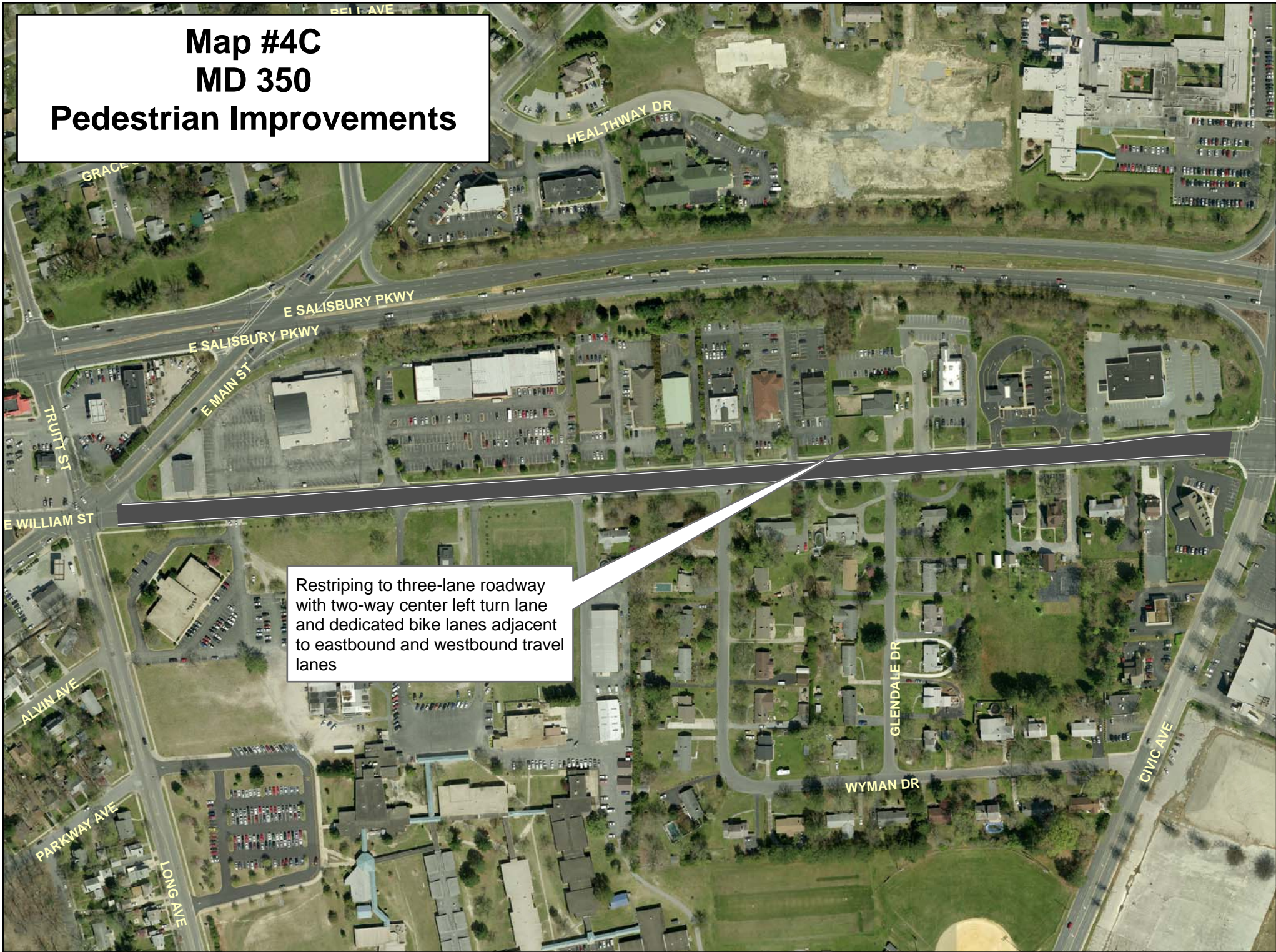
Convert right lane on eastbound US 50 from Ward St to Civic Ave to a dedicated bike lane with integrated right turn lanes at intersections

Convert shoulder on eastbound US 50 from Civic Ave to Beaglin Park Dr to a dedicated bike lane with integrated right turn lane at intersection



**Map #4C**  
**MD 350**  
**Pedestrian Improvements**

Restriping to three-lane roadway with two-way center left turn lane and dedicated bike lanes adjacent to eastbound and westbound travel lanes



**Map #5A  
US Route 13  
&  
Connelly Mill Rd / Winner  
Blvd  
Intersection Improvements**

Restriping of left / straight thru travel lane to dedicated straight thru travel lane

Construct dedicated eastbound approach left turn lane onto US Route 13

Extend northbound approach double left turn lanes to 1,000 ft of storage capacity



# Map #5B US Route 13 & W College Ave Intersection Improvements

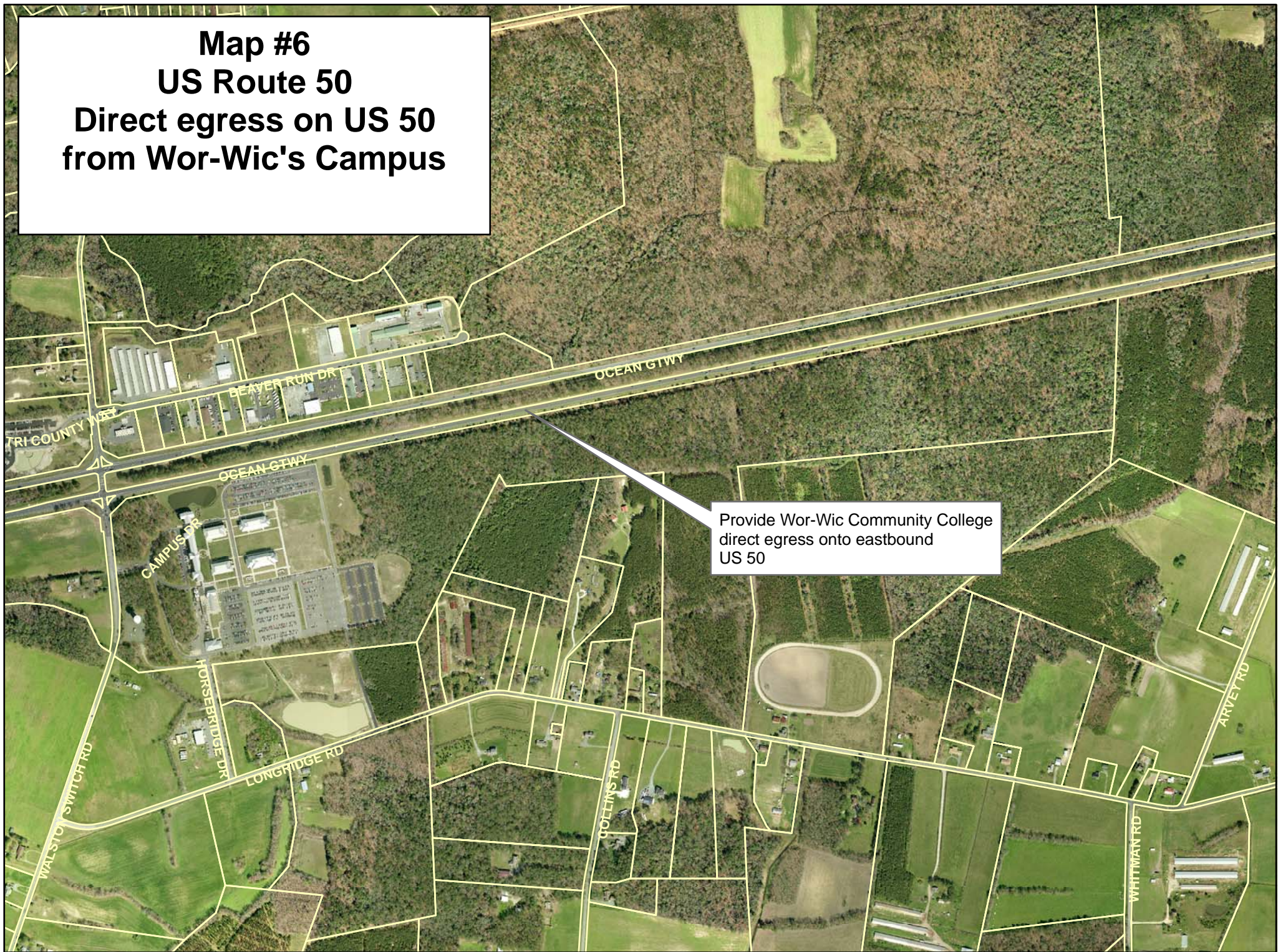
Lengthen southbound approach  
left turn lane onto W. College Ave  
to 375 ft of storage capacity

Lengthen northbound approach  
right turn lane onto W. College Ave  
to 450 ft of storage capacity

Lengthen northbound approach  
left turn lane onto W. College Ave  
to 300 ft of storage capacity



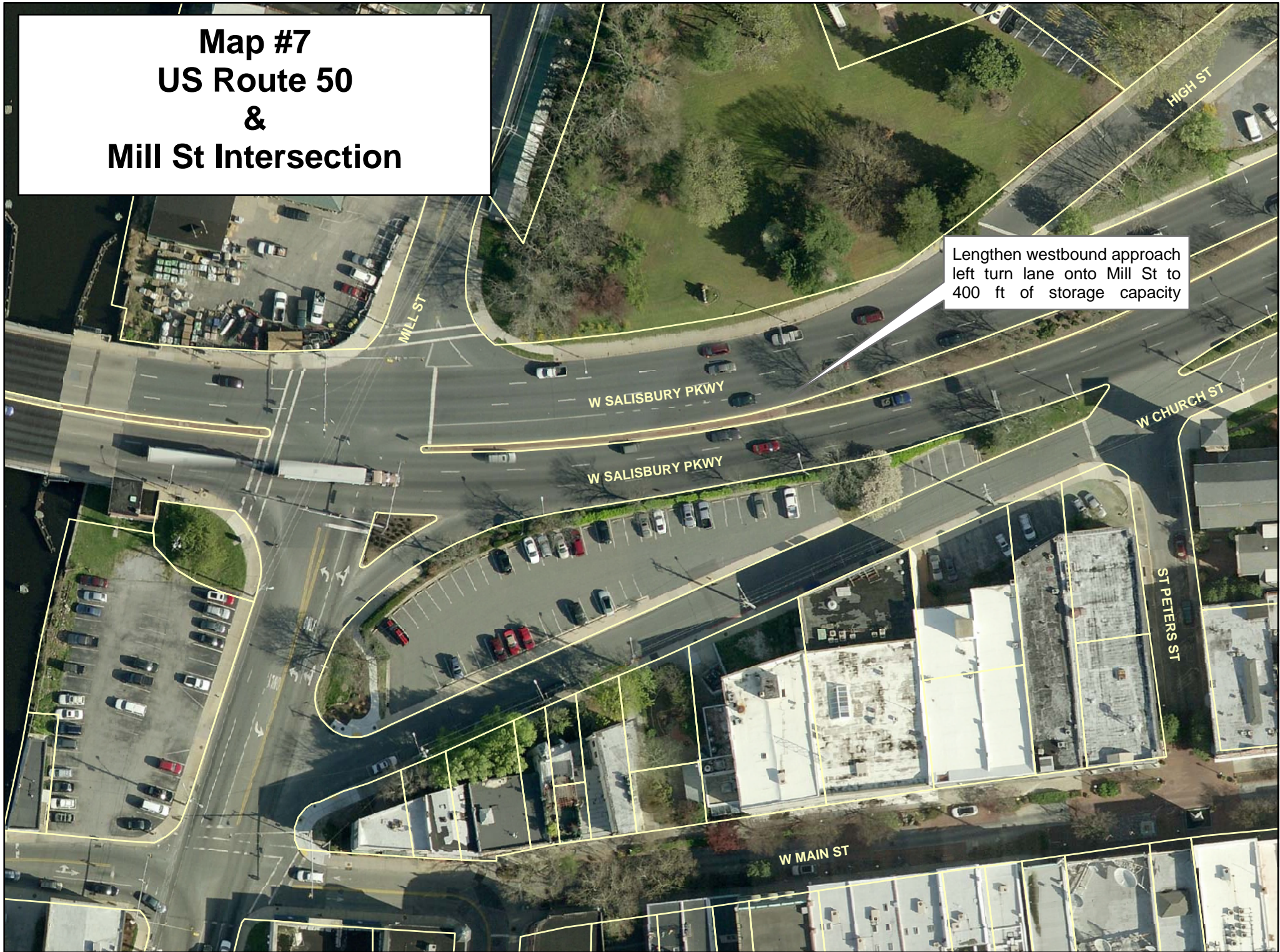
**Map #6**  
**US Route 50**  
**Direct egress on US 50**  
**from Wor-Wic's Campus**



Provide Wor-Wic Community College  
direct egress onto eastbound  
US 50

**Map #7  
US Route 50  
&  
Mill St Intersection**

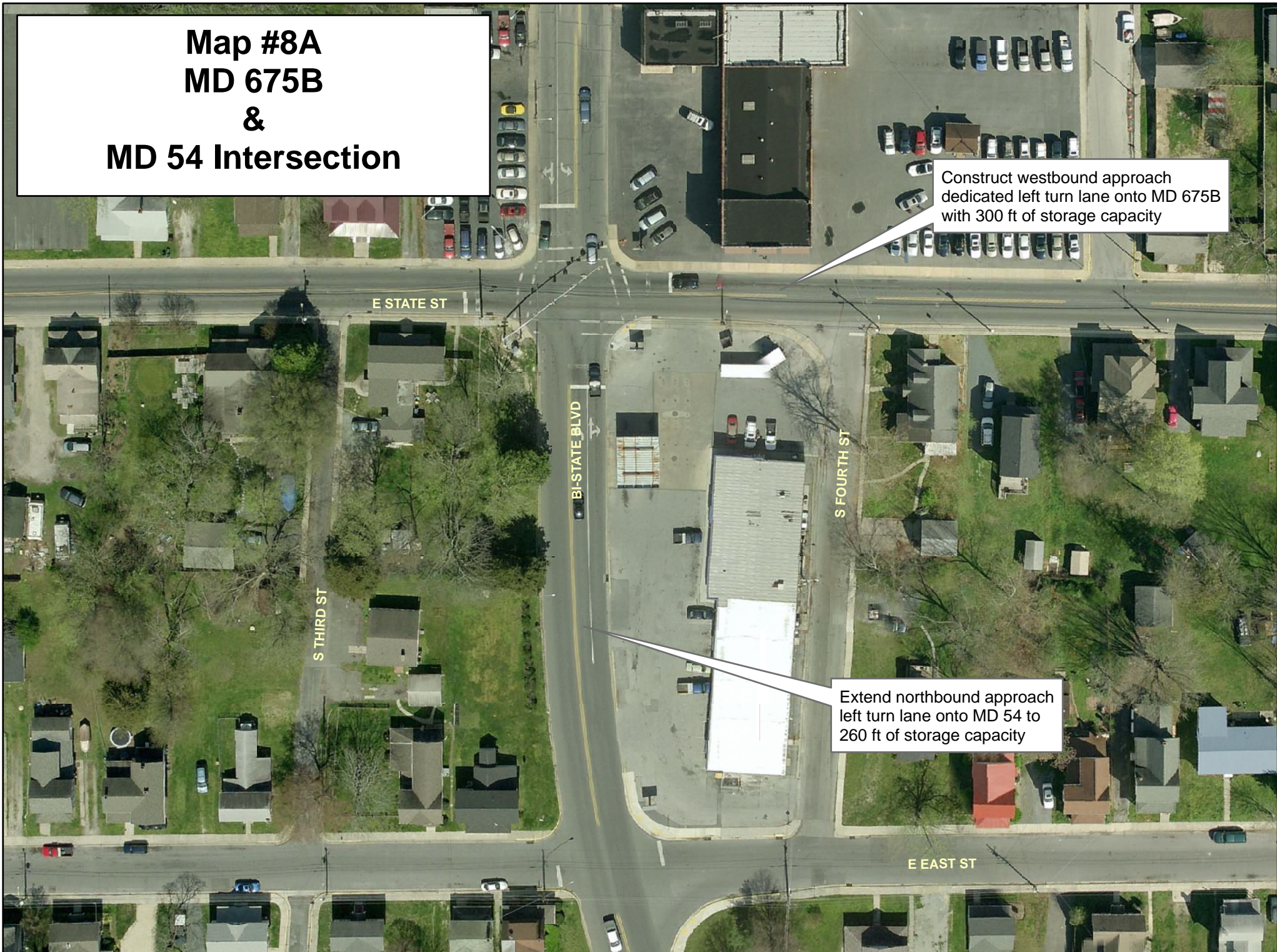
Lengthen westbound approach  
left turn lane onto Mill St to  
400 ft of storage capacity



**Map #8A  
MD 675B  
&  
MD 54 Intersection**

Construct westbound approach  
dedicated left turn lane onto MD 675B  
with 300 ft of storage capacity

Extend northbound approach  
left turn lane onto MD 54 to  
260 ft of storage capacity





**Map #8B  
MD 675B  
&  
Connelly Mill Rd**



Install traffic signal

CONNELLY MILL RD

BL-STATE BLVD

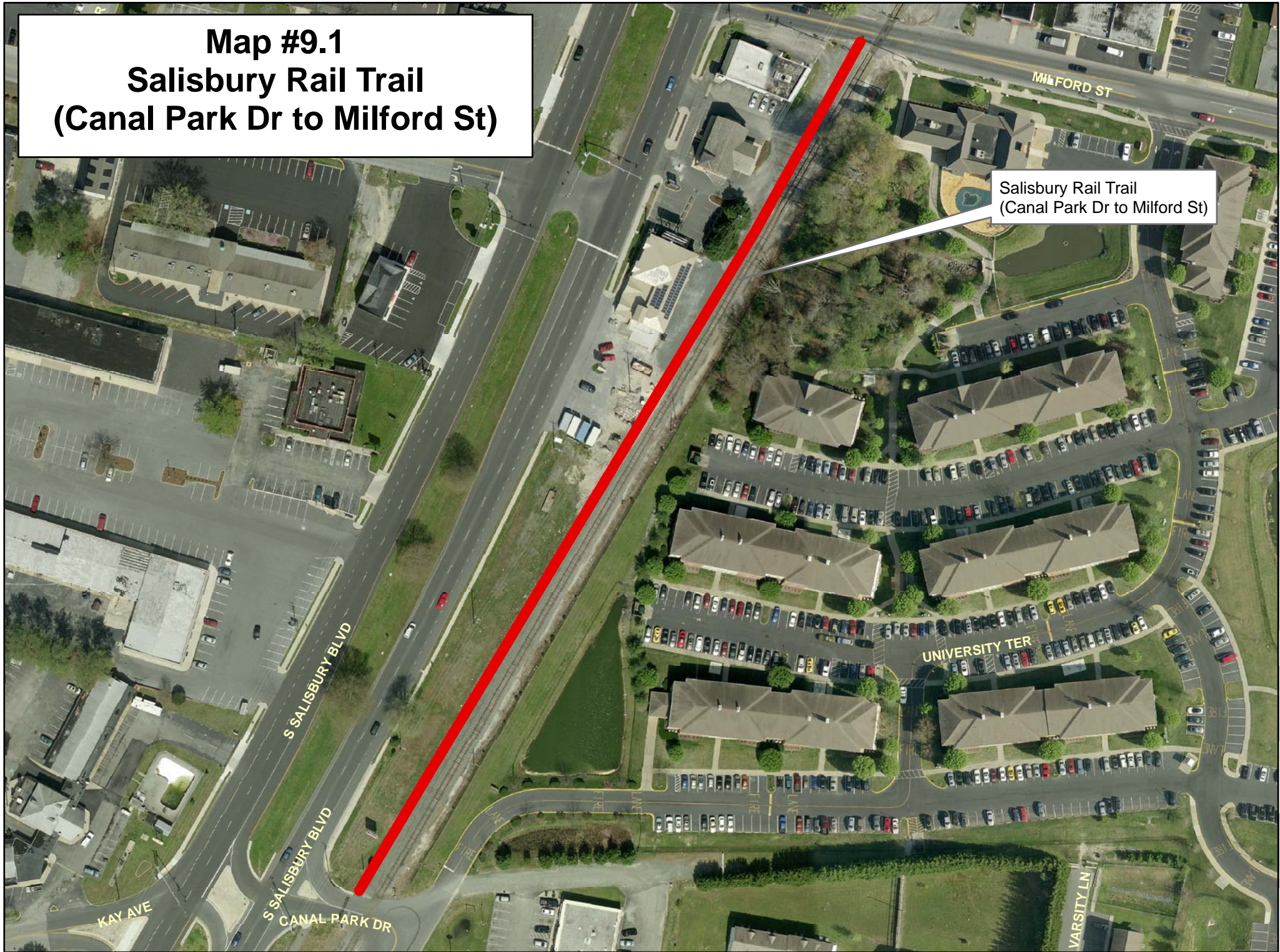
OCEAN HWY

WINNER BLVD

OCEAN HWY

**Map #9.1**  
**Salisbury Rail Trail**  
**(Canal Park Dr to Milford St)**

Salisbury Rail Trail  
(Canal Park Dr to Milford St)



**Map #9.2**  
**Salisbury Rail Trail**  
**(Milford St to W. College Ave)**



Salisbury Rail Trail  
(Milford St to W. College Ave)

LOBLOLLY LN

FREDERICK AVE

ELBERTA AVE

DOGWOOD DR

PINE BLUFF RD

WESLEY DR

S SALISBURY BLVD  
S SALISBURY BLVD

MILFORD ST

BATEMAN ST

POWER ST

S DIVISION ST

LOUIS AVE

FARMERS MARKET RD

CHRISTENSEN LN

CEDAR CROSSING RD

HALSEY DR

PERRY DR

HALL DR

FRANCIS DR

SPRUELL DR  
NIMITZ CT

JOHN ST

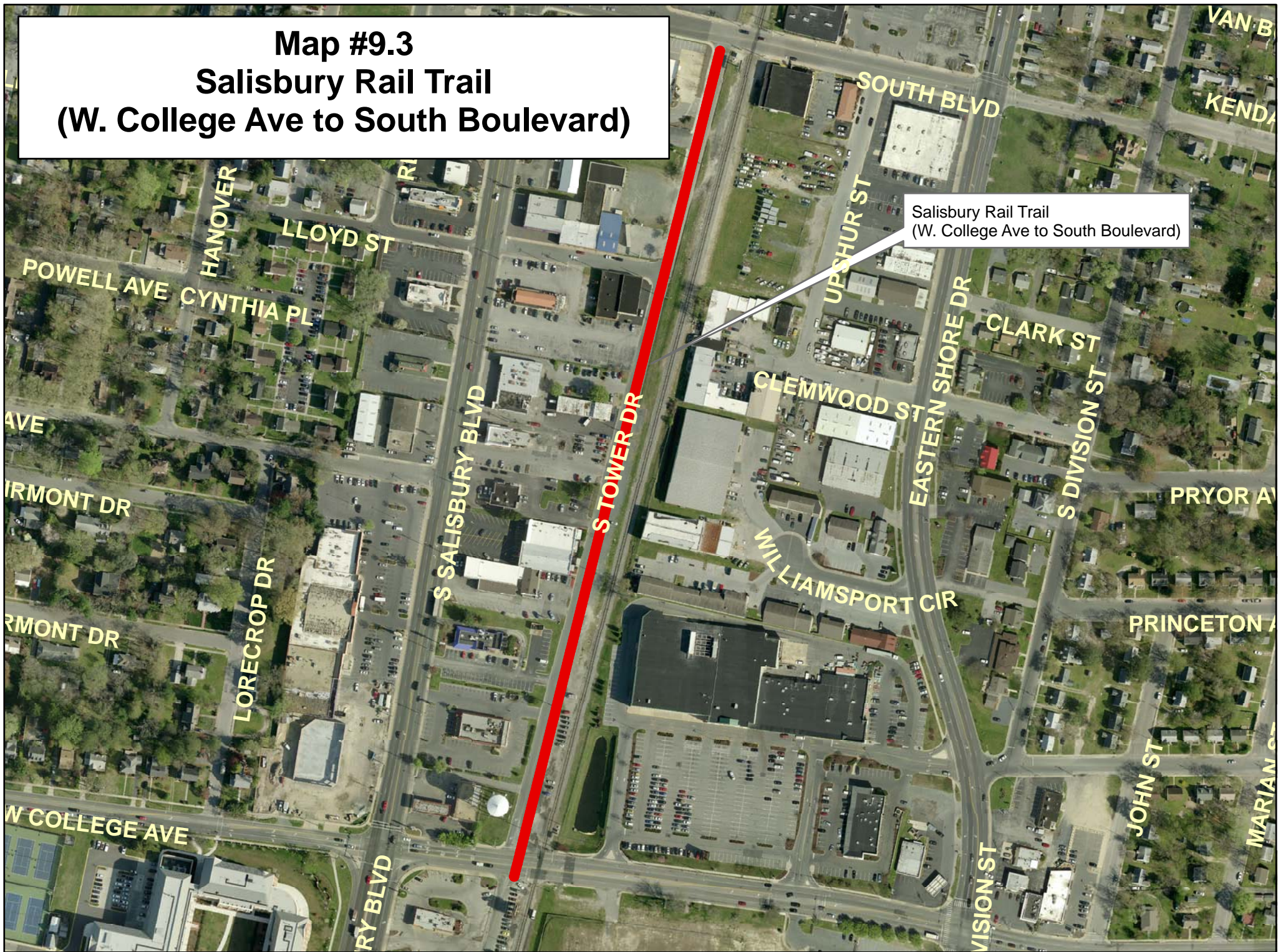
MARIAN ST

ROGER ST

CAROLTON AVE

E COLLEGE AVE

**Map #9.3**  
**Salisbury Rail Trail**  
**(W. College Ave to South Boulevard)**



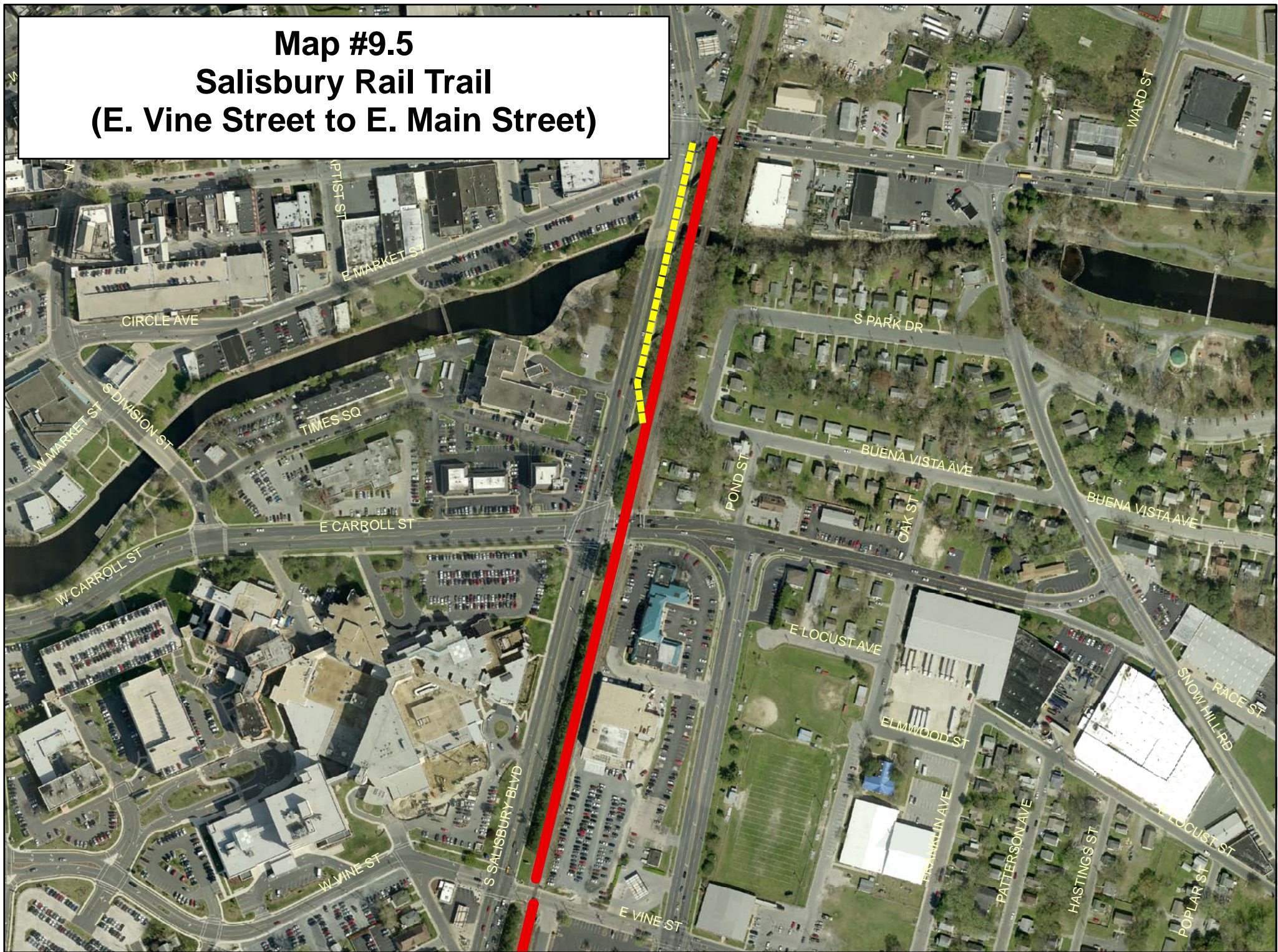
Salisbury Rail Trail  
(W. College Ave to South Boulevard)

**Map #9.4**  
**Salisbury Rail Trail**  
**(South Boulevard to E. Vine Street)**



Salisbury Rail Trail  
(South Boulevard to E. Vine St)

**Map #9.5  
Salisbury Rail Trail  
(E. Vine Street to E. Main Street)**





JAMES N. MATHIAS, JR.  
Legislative District 38  
Somerset, Wicomico,  
and Worcester Counties

Finance Committee



Annapolis Office  
Miller Senate Office Building  
11 Bladen Street, Suite 401  
Annapolis, Maryland 21401  
410-841-3645 · 301-858-3645  
800-492-7122 Ext. 3645  
Fax 410-841-3006 · 301-858-3006  
James.Mathias@senate.state.md.us

THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

District Office  
410-352-3096  
Fax 410-352-3087

August 28, 2013

RECEIVED

SEP 3 2013

OFFICE OF PLANNING &  
CAPITAL PROGRAMMING

James T. Smith, Jr., Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, MD 21076

Dear Secretary Smith:

Please allow this letter to serve as my strong support for the transportation improvements requested by Somerset County. As Senator from District 38, comprising Somerset, Wicomico and Worcester Counties, I ask that you approve the list of transportation enhancements prioritized in Somerset County's July 23<sup>rd</sup> letter to the Department.

As your Department develops and finalizes its FY2014—FY2019 Consolidated Transportation Program, Somerset County Commissioners ask that the Westover to Crisfield Bike Trail adjacent to MD 413 be given highest priority. The trail will encourage tourism and provide economic benefit to local businesses. In addition, it is aligned with a number of Maryland Transportation Plan goals.

I respectfully request your favorable action on Somerset County's transportation improvement requests. If I can be of further assistance in this matter, please call me at anytime.

Sincerely,

  
Senator James N. Mathias, Jr.

cc: The Honorable Rex Simpkins, President, Somerset County Commissioners  
Donald A. Malligan, Director, Office of Planning and Capital Programming, MDOT