



OFFICE OF THE  
COUNTY COMMISSIONERS

## Worcester County

GOVERNMENT CENTER  
ONE WEST MARKET STREET • ROOM 1103

SNOW HILL, MARYLAND

21863-1195

March 19, 2014

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APR 7 2014

OFFICE OF PLANNING &  
CAPITAL PROGRAMMING

HAROLD L. HIGGINS, CPA  
CHIEF ADMINISTRATIVE OFFICER  
JOHN E. "SONNY" BLOXOM  
COUNTY ATTORNEY

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Donald A. Halligan, Director  
Office of Planning and Capital Programming  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

RE: State Transportation Priorities in Worcester County for 2014

Dear Mr. Halligan:

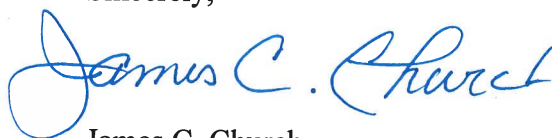
This letter and its supporting documents are in response to your request regarding Worcester County's priorities for inclusion in the construction program of the State's Consolidated Transportation Program (CTP). Please be advised that Worcester County's priority project continues to be the complete dualization of U. S. Route 113 in Worcester County. We are pleased to learn of plans by the State Highway Administration (SHA) to move forward with the U. S. Route 113 Improvement Project and look forward to attending the public meeting on March 26, 2014 to learn about the details of Phases 3, 4 & 5 of this project.

While we recognize that your most recent instructions advise the County to limit the number of priority projects included in our annual request, the Commissioners wish to express their support for the following projects, in no particular order: improvements to Maryland Route 589, Racetrack Road, from U. S. Route 50 north to U. S. Route 113; replacement of the Harry W. Kelly Memorial Bridge on U. S. Route 50 into Downtown Ocean City; and the complete dualization of Maryland Route 90 from U. S. Route 50 to Maryland Route 528, Coastal Highway in Ocean City. As requested, the development of these additional priority projects were coordinated with the local municipalities. Relevant support materials are attached hereto for your reference.

Donald A. Halligan  
Page Two  
March 19, 2014

Thank you for moving forward with the dualization of U. S. Route 113 and for your consideration of these other priority projects in Worcester County as you develop the State's Consolidated Transportation Program later this year. We sincerely appreciate your support of these needed transportation projects in Worcester County. If you should require any additional information or should you have any questions or concerns with regard to this matter, please feel free to contact either me or Harold L. Higgins, Chief Administrative Officer, at this office.

Sincerely,



James C. Church  
President

JCC/KS:dd

cf: Edward A. Tudor, Director of Development Review & Permitting  
John H. Tustin, Director of Public Works  
Rick Meehan, Mayor, Town of Ocean City  
David Recor, Ocean City Manager  
Donnie Drewer, District Manager, SHA  
Senator James N. Mathias, Jr.  
Delegate Norman H. Conway  
Delegate Michael A. McDermott  
Delegate Charles J. Otto

CC125/Donald Halligan

## 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 113, WORCESTER HIGHWAY
- 2) Submitting Jurisdiction: WORCESTER COUNTY
- 3) Location of the project (describe project limits and location, attach map if available and applicable). SEE ATTACHED MAP
- 4) Anticipated cost (approximate if available) UNKNOWN
- 5) Description of project purpose and need (up to one paragraph):  
SEE ATTACHED
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes \_\_\_ No  Project located outside of MPO boundaries \_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No \_\_\_ Describe specifics on how the project supports the local land use plan goals, objectives and/or policies \_\_\_\_\_
- 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 SEE ATTACHED

**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 SEE ATTACHED

**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 SEE ATTACHED

**\_\_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 SEE ATTACHED

**\_\_Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

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

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

Objective: Strategically expand network capacity to manage growth.

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

9) Additional Comments/Explanation: SEE ATTACHED

10) Provide description of project location (also attach PDF or JPEG map of project location) \_\_\_\_\_

**Worcester County Priority Project for Inclusion in the  
Construction Program of the Consolidated Transportation Program**

**Project Name:** US 113, Worcester Highway

**Project Description:** Upgrade last remaining portion of existing US 113 as a four lane divided highway from north of MD 365, Public Landing Road, to Massey Branch (8.9 miles). Project will include access control improvements. Shoulders will accommodate bicycles and pedestrians.

**Project Location:** Shown on the attached map.

**Purpose and Need:** US 113 is the principal north/south arterial road running the length of Worcester County. To the south it connects with US 13 in Pocomoke City, Maryland, thus providing access to the Eastern Shore of Virginia and points south by way of the Chesapeake Bay Bridge Tunnel located in Cape Charles, Virginia. To the north it continues through Sussex County, Delaware and eventually connects with both US 13 and US 1 in Dover, Delaware, thereby linking the roadway to the metropolitan areas to the northeast.

In addition to being a primary thoroughfare for local traffic, US 113 also serves as a relief valve for the more congested US 13 that extends along the spine of the entire Delmarva Peninsula, from Wilmington, Delaware to Cape Charles, Virginia. Consequently, throughout the year many travelers journeying to and from the more southern states of the Carolinas and Florida utilize US 113, hoping to avoid the congestion on US 13, as do those traveling to points north. Long haul through truck traffic also prefers the less urban route of US 113. The roadway truly serves as a primary corridor for interstate travel along the East Coast. It also functions as the principal north/south conduit for goods and services that support the multimillion dollar tourist industry in Ocean City. Additionally the highway serves as a prime mover of agricultural goods and services, especially for the poultry industry, the other key component of the County's economy.

The need for dualization of this roadway has been considered by the State Highway Administration and Worcester County for well over fifty years and the County has consistently promoted and supported such improvements. Both the 1989 and 2006 Comprehensive Plans reflect the County's desire to see the dualization of the entire length of US 113. The 1989 Plan designated US 113 as an Area of Critical State Concern and stated that the dualization of this route should be given the highest State priority. Numerous other references in that plan call for proper planning and construction of this project. These ideas were carried forward in the 2006 Comprehensive Plan which also designates complete dualization of US 113 as its highest priority. Again, numerous other references in the plan reflect the importance of this project. Further evidence of Worcester County's commitment is demonstrated by the adoption of a Transportation Corridor and Access Control Plan for all three segments of US 113, from north to south, in 1999. Accompanying these plans were changes to our local zoning code that mandated that building setbacks be measured from the proposed right-of-way line for the future dualized US 113 in order to promote an orderly and cost effective means of completing the project. The plans, developed in cooperation with the State Highway Administration, had a number of objectives. All of the objectives were reflective of a desire to protect the integrity of a dualized US 113 and to ensure a safe and efficient traffic flow well into the future.

**Maryland Transportation Plan Goals:** This long awaited and much needed project also fully complies with the five goals of the Maryland Transportation Plan. For each of the five goals listed below a brief explanation of how the proposed project complies is provided.

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

There is probably no action of greater importance to enhancing customer service to the citizens of and visitors to Worcester County, many of whom who have lost loved ones on this road while waiting decades for its upgrade to

four lanes, than to complete the dualization of US 113. This project will also substantially contribute to more reliable and predictable travel times along the road. Because the remaining section of two lane roadway lies in the center of significant lengths of four lane roadway one never knows what travel times to expect. It is not uncommon to exit the four lane section of roadway onto the two lane section and find oneself behind a long line of vehicles due to simple bottlenecks of vehicles or to the presence of slower moving vehicles such as a school bus, a large truck or farm equipment. Sadly, driver frustration in these circumstances oftentimes leads to risky passing maneuvers that contribute to accidents which then further increase travel times and reduce safety along the roadway.

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

The overarching theme for decades when it comes to US 113 improvements has been driver safety. The relentless string of fatal accidents on the two lane sections of roadway that claimed the lives of many travelers and especially Worcester County residents led to an ever rising chorus of voices demanding that something be done. The two lane segment is plagued with unsafe passing and conflicting turning movements. Completion of the dualization will reduce serious accidents along the remaining section just as it has done in the prior phases. Separation of the north and south bound travel lanes by both a median and guardrails will reduce if not eliminate the potential of head-on collisions. The additional travel lane in each direction will facilitate the safe passing of slow moving vehicles and farm equipment as well. As stated above, slow moving vehicles currently lead to driver frustration and poor passing choices along the two lane section. The additional travel lanes will also enhance the road's carrying capacity in times of emergency. US 113 serves as an important evacuation route for people traveling north or south during hurricane season. Additionally, the wider roadway will better accommodate bicyclists and pedestrians on the shoulders than the current section.

**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.**

The project will most certainly maximize the efficiency of the entire roadway. Currently the operational efficiency of the entire US 113 corridor is negatively impacted due to having a two lane portion of roadway falling directly in the center of the improved segments. Any efficiencies in travel choice gained by use of the roadway can be quickly lost when, after traveling for a time along the dualized portions of the roadway, one must return to a two lane section affected by slow moving vehicles and turning vehicles in the main travel way of the road. Drivers unfamiliar with the road are very frequently confused by and oftentimes completely oblivious to the fact they have entered a two lane portion of what they thought was a divided highway. This contributes significantly to unsafe movements and conditions. The segments of US 113 that have already been dualized, both in the past and more recently, are a tremendously important asset that merits protection. The enormous investment that has been made in improving all the other sections of US113 can only be preserved and its efficiency maximized when the entire roadway has been completed as a four lane divided highway. A failure to complete the entire project diminishes the value of all the other improvements that have been made to date and the state and federal governments' investments in them.

**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.**

One of the objectives of this goal is to coordinate land use and transportation planning. As stated earlier, this objective has clearly been met through an explicit and identifiable discussion of this project in the Worcester County Comprehensive Plan for well over twenty years. Worcester County and the State Highway Administration have a long history of cooperation with regard to land planning issues and their impacts on transportation planning for this roadway. As previously stated, Worcester County adopted access control plans for all segments of the US 113 highway and modified its zoning ordinance to insure the most cost efficient and well planned improvements to

the road by prohibiting new development from being constructed within the proposed right-of-way of the dualized US 113. Since the improvements all follow the existing road right-of-way and corridor any disturbance to the natural, community and historic resources in the area are eliminated. Great care was taken in the development of the access control plans and alignment choices to eliminate or minimize any deleterious effects on surrounding properties and the environment. The very best care has been taken to protect the environment in the previously dualized sections and there is no reason to believe that anything less will occur for the remainder of the roadway. Finally, US 113 links three of Worcester County's four incorporated towns, those being Berlin to the north, Snow Hill in the mid-section, and Pocomoke City to the south. Portions of US 113 between Berlin and Snow Hill remain undualized whereas the rest of the roadway, from the Delaware State Line to its junction with US 13 in Pocomoke City, are a four lane divided highway. It is important that all segments be constructed in that fashion to continue a safe link between these long established communities which serve as the population and economic centers for Worcester County and are the epitome of Smart Growth.

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

As stated earlier, US 113 serves as the principal north/south route for the delivery of goods and services to all of Worcester County and in particular for the farming and tourist industries which are the lifeblood of the County. The road also serves as a principal corridor for travelers and commerce along the entire East Coast. Perhaps more importantly this road and its connection to the principal east/west roadway, US 50, serves as the major travel way for a number of local people commuting to and from work and school on a daily basis. Whether it is travel to aerospace-based industries in Wallops Island, Virginia, the Government Center and Court House in the County Seat of Snow Hill, the hospitality industry in Ocean City, the health care industry in Berlin, or to the Worcester County Vocational/Technical School south of Newark, local people heavily rely on US 113 to carry them to and from their place of employment or schooling in a safe and efficient manner. Unfortunately, until the dualization of the remaining section of the highway is complete, they can count on neither safety nor efficiency. Another component of daily life that relies heavily on US 113 is the need for convenient and comprehensive health care. The County's only hospital, Atlantic General, is located at the intersection of US 113 and US 50 in Berlin. Additionally, a significant number of medical support facilities, including doctors' offices and laboratory services, are located in Berlin. Thus, County residents must rely on US 113 for safe and efficient travel to medical services. Having a safe and efficient roadway to travel for work and school also promotes people staying in the small towns that adjoin the road. These small towns represent the real character of Worcester County, more so than the tourist mecca of Ocean City that many people view as most representative of the County. The towns' continued vitality relies to a significant degree on a safe and well connected highway network.

**Project Financing:** Due in large part to its status as a US highway, it is anticipated that funding for the remaining portion of US 113 will come from a combination of Federal and State funds. Local government certainly has no capability to fund even the most trivial portion of this project. There has never been any discussion of any portion of funding coming either from some sort of third party or by way of user fees.

**Summary:** The dualization of the remainder of US 113 is not a new project. It has been planned, discussed, hoped and prayed for for many decades. Worcester County fully realizes the transportation challenges faced across the entire State of Maryland and as such makes this project its one and only priority project until it is completed. The residents and tourists and through travelers deserve no less. To allow this roadway to continue having a two-lane undivided segment, posing serious safety threats, when the vast portion of the roadway is completely constructed as a four lane divided highway is ludicrous.



Town of  
**OCEAN CITY**  
*The White Marlin Capital of the World*

March 3, 2014

Ed Tudor, Director  
Worcester County Dept. of Review and Permitting  
One West Market Street, Room 1201  
Snow Hill, MD 21863

Re: MDOT Consolidated Transportation Program (CTP)  
Annual Request for Project Funding  
Ocean City Transportation Priority: MD90 Dualization

Dear Mr. Tudor:

In response to your letter of February 20, 2014, please include the attached documents with the County's submittal to the Maryland Department of Transportation for inclusion in the Consolidated Transportation Program annual funding requests.

As noted in Mayor Meehan's letter to the County Commissioners of June 18, 2013, recent Studies and Alternatives Analysis determine the eventual replacement of the US50 Bridge has the potential (and reality) of causing severe traffic congestion issues for multiple summer seasons. Relative to long-range planning and the effects the replacement of the US50 Bridge will have on overall accessibility to Ocean City, we truly feel it is far more prudent to complete the dualization of the entire MD90 corridor, from US50 to MD528, prior to replacement of the US50 Bridge. With the right of way already in place, a major time consuming hurdle on such a project is a non-issue and should position the State to expedite the project.

We appreciate the Commissioners' assistance and support. Feel free to contact me with additional questions or concerns.

Sincerely,

David L. Recor, ICMA-CM  
City Manager

cc: Mayor and City Council  
Hal Adkins, Public Works Director  
Terence McGean, City Engineer

**MAYOR**  
RICHARD W. MEEHAN

**CITY COUNCIL**

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MARGARET PILLAS

**CITY MANAGER**  
DAVID L. RECOR, ICMA-CM

**CITY CLERK**  
KELLY L. ALLMOND, CMC

[www.oceancitymd.gov](http://www.oceancitymd.gov)





**Project Name:**

MD90 Corridor Dualization

**Project Description:**

Upgrade of MD90, from US50 to MD528 (Coastal Highway) to a (04) four lane freeway with all associated interchange and bridge expansions and enhancements

**Purpose and Need:**

Ocean City, Maryland has two vital links from the mainland over the bay via the US50 and MD90 bridges. With the impending replacement of the US50 Bridge into Ocean City, that MDOT itself has indicated has become functionally obsolete, the Town is extremely concerned about the negative impacts such a long term construction project will have on the overall ingress and egress to Town. It is with that said that the Town feels it is far more important and prudent to complete the dualization of MD90 prior to reconstruction of the US50 Bridge.

Having been historically listed in the Highway Needs Inventory (HNI), we feel the State needs to move forward at this time with design and construction of a 4 lane freeway open section concept with a width of 300 feet. This improvement should also include all necessary enhancements to interchanges at US50, US113, and MD589 and associated bridge expansions at MD575, MD346, Church Branch, MD/DE RR, Ocean Parkway (to include a roadway grade change to expand both the vertical and horizontal clearances beneath the bridge in an effort to improve emergency response vehicle access from South Ocean Pines to North Ocean Pines, and vice versa), St. Martins River, and the Assawoman Bay. The total length of the project would be roughly 11.36 miles.

**Goal – Quality of Service:**

This Project would enhance customer service and experience but drastically enhancing the motorists ability to access, and exit, Ocean City. When considering the massive influx of tourism Ocean City experiences on a typical summer day, this project should have been completed years ago.

**Goal – Safety and Security:**

This Project would secure transportation assets for the movement of people and goods. Ocean City is limited to two vital links to the mainland in the State of Maryland, US50 and MD90. When considering the sheer volume of traffic movement Ocean City experiences on any given summer day, the MD90 corridor experiences continual congestion. Over these years this has been further impacted by the off island growth of such developments as Ocean Pines that directly feed into the MD90 corridor for access to the beach (day trippers). Additionally, an expansion of the MD90 corridor will assist in coordination and refinement of emergency response plans and activities. The opening statement of this goal remains the same when it comes to the two vital links to Ocean City. Whether faced with Hurricane Evacuation issues during the peak of our seasonal population or when simply considering daily emergency service responses to our nearest hospital in Berlin, Maryland, avoidance of congestion on the MD90 corridor is of utmost importance.

**Goal – Connectivity for Daily Life:**

The dualization of MD90 will not only support a healthy economy for both Ocean City and the surrounding areas of the mainland, it will also assist in expansion of network capacity to manage growth in the region. When considering the lack of manufacturing within the corporate limits of Ocean City, nearly all goods are delivered into Ocean City

via US50 or MD90. Expansion of the lane capacity to expedite movement of this freight is vital to the success of our business community. Additionally, more and more individuals are deciding to retire to the lower Eastern Shore. Many of them have chosen to live in the areas west of Ocean City such as Ocean Pines, Berlin, Showell, Bishopville, etc. and to enjoy the benefits of Ocean City on a daily basis via "day trips". This permanent year round traffic compounds the tourist traffic coming from areas further west and north of Ocean City, placing even greater demands on our roadway system and capacity.

## 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: Rt. 90 Corridor
- 2) Submitting Jurisdiction: Ocean City
- 3) Location of the project (describe project limits and location, attach map if available and applicable) Rt. 90 from Rt. 50 to MD528
- 4) Anticipated cost (approximate if available) Unknown
- 5) Description of project purpose and need (up to one paragraph): See attached
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes  No  Project located outside of MPO boundaries \_\_\_\_\_
- 7) Is the project consistent with the local land use plans? Yes  No  Describe specifics on how the project supports the local land use plan goals, objectives and/or policies See attached
- 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 See attached

**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 See attached

**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 See attached

**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 \_\_\_\_\_

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

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

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

Objective: Strategically expand network capacity to manage growth.

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

9) Additional Comments/Explanation: \_\_\_\_\_

10) Provide description of project location (also attach PDF or JPEG map of project location) \_\_\_\_\_

INFO ✓



Town of  
**OCEAN CITY**

*The White Marlin Capital of the World*

June 18, 2013

Worcester County Commissioners  
1 West Market Street  
Snow Hill, MD 21863  
Attn: Mr. Gerald Mason, County Administrator

Add to MDOT  
Tour Meeting  
Package - Nov. 5

*MAYOR & CITY COUNCIL*  
TOWN OF OCEAN CITY  
P.O. Box 158  
Ocean City, MD 21842-0158  
www.oceancitymd.gov

*MAYOR*  
RICHARD W. MEEHAN

*CITY COUNCIL MEMBERS*  
LLOYD MARTIN  
President

MARY KNIGHT  
Secretary

MARGARET PILLAS  
BRENT ASHLEY  
DOUGLAS S. CYMEK  
DENNIS W. DARE  
JOSEPH M. MITRECIC

Dear Gerry:

Re: MDOT Consolidated Transportation Program (CTP)  
Transportation Priorities in Worcester County – Input From Ocean City

DAVID L. RECOR, ICMA-CM

This letter, and supporting documentation, is offered in an effort to highlight a concern of Ocean City relative to long range planning and the effects the replacement of the US50 bridge will have on overall accessibility to Ocean City. Based on recent Studies and Alternatives Analysis, the eventual replacement of the US50 bridge has the potential (and reality) of causing severe traffic congestion issues, for multiple summer seasons, for those who chose to visit Ocean City as their vacation destination.

It is with this stated that we truly feel it is far more prudent to complete the dualization of the entire MD90 corridor, from US50 to MD528, prior to replacement of the US50 bridge. With the right of way already in place, a major time consuming hurdle on such a project is a non-issue and should position the State to expedite the project.

Should you require further explanation, or desire to meet to discuss our request, feel free to contact me at your earliest convenience.

Sincerely,

  
Richard W. Meehan, Mayor

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JUN 20 2013

WOR CO ADMIN





Martin O'Malley, Governor  
Anthony G. Brown, Lt. Governor

Darrell B. Mobley, Acting Secretary  
Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

March 1, 2013

The Honorable Richard W. Meehan  
Mayor, Town of Ocean City  
P. O. Box 158  
Ocean City MD 21843-0158

Dear Mayor Meehan:

Thank you for your letter requesting a project planning study for the dualization of the MD 90 Bridge into Ocean City. We appreciate your interest in traffic operations and safety and assure you that safety is the first and foremost priority of the State Highway Administration (SHA).

Progress continues towards completing the planning study for a future replacement of the US 50 Kelley Bridge. This new bridge will have a fixed span and will be higher than the existing bridge to minimize the number of openings for water vessel passage and wider to better accommodate bicyclists and pedestrians. SHA expects to complete the planning phase for this project in spring 2013.

Thank you for your recommendation for SHA to begin the planning process to widen MD 90. SHA recommends that Ocean City work with Worcester County to include this project on the 2013 Worcester County Priority letter due this spring. The MD 90 Bridge also is included in SHA's Highway Needs Inventory (HNI), which is a non-fiscally constrained long-range plan. Inclusion in the HNI is a required step before any project planning study can begin. Your recommendation will be kept in mind when SHA works with the Department of Transportation to develop future editions the Consolidated Transportation Program.

My telephone number/toll-free number is 410-545-0400 or 1-800-206-0770  
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • [www.roads.maryland.gov](http://www.roads.maryland.gov)

The Honorable Richard W. Meehan  
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Thank you again for your interest in the MD 90 Bridge. If you have any questions or comments, please feel free to contact Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA at 410-545-0412, toll free 1-888-204-4828 or via email at [gslater@sha.state.md.us](mailto:gslater@sha.state.md.us). Of course, you should feel free to contact me directly.

Sincerely,



Melinda B. Peters  
Administrator

cc: Mr. Donnie Drewer, District Engineer, SHA  
Mr. Gregory I. Slater, Director of Planning and Preliminary Engineering, SHA