Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Office of Planning and Preliminary Engineering
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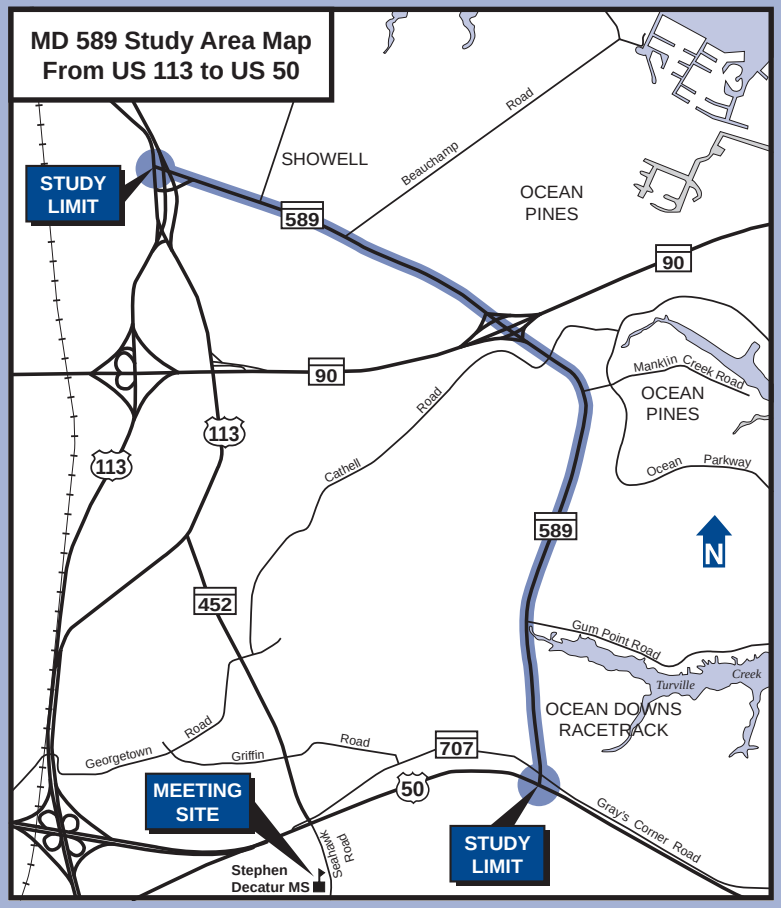
MD 589
Corridor Feasibility Study

PUBLIC MEETING



Tuesday, November 17, 2009 - 4:00 P.M. - 7:30 P.M.
Stephen Decatur Middle School - Cafeteria
9815 Seahawk Road - Berlin, Maryland 21811
Snow Date: Tuesday, December 1, 2009

Project No. WO315A11

Maryland Department of Transportation
State Highway Administration

Worcester County

Feasibility Study Team

Questions or comments following the meeting may be directed to any of the team members listed below:

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Introduction

The Maryland State Highway Administration (SHA) is conducting a corridor feasibility study to evaluate potential short- and long-term improvements to safety and traffic operations along the MD 589 (Racetrack Road) corridor, as well as develop a “vision” for the future of the corridor. The study will also examine improvements to several intersections within the corridor and address access and circulation patterns. The project limits extend from US 50 to the south to US 113 to the north and includes the MD 90 interchange.

Purpose of the Study

The purpose of this study is to explore various concepts to relieve projected summer traffic congestion and to improve traffic safety along MD 589 and at the MD 589/ US 50 intersection. This feasibility study will establish a common vision for MD 589 that will guide state, local, and private decisions and investments in the corridor.

The study will investigate a broad range of issues, including land use, zoning, development, local access and circulation, access management, bicycle and pedestrian facilities, and emergency evacuation, along with short- and long-term highway safety and capacity improvements. The vision established for the MD 589 corridor will provide Worcester County with a blueprint to guide future land use/ development decisions.

This study will also address slots at Ocean Downs, including an assessment of the resulting effects on traffic, land use, and development in the surrounding area. This as well as other issues will help prioritize improvements in the future and can guide private contributions towards needed improvements.

Purpose of the Meeting

The purpose of the public meeting is to present short-term and long-term improvement concepts that have been developed to date and to receive feedback from the community. The concepts have been influenced by comments received from elected officials, Worcester County representatives and the public. The public meeting will provide an opportunity for interested individuals, associations, citizen groups, and government agencies to offer verbal or written comments for the project record.

Meeting Format

The meeting is an open house format. There will be no formal presentation. Stations with maps and displays will be available. A brief narrated slide presentation will be available as participants enter the meeting to provide an overview of the project. Participants are invited to move through the room at their own pace. Study team members will be present to answer questions related to this project and to receive your comments. Written comments are also encouraged.

Comment cards will be available at the meeting, and a postage-paid mailer in this brochure may also be used. A court reporter will be available to record comments privately, which will later be transcribed for the team's use. Written comments for inclusion in the project record may be submitted until Tuesday, January 12, 2010.

Program Status

This Feasibility Study, will provide Worcester County with a planning tool that will help guide future development in the corridor, and determine the level of transportation improvements that are needed in the short- and long-term. If the study concludes with a selected concept, funding would then need to be identified for the project to proceed to the Project Planning, Final Design, Right-of-Way Acquisition, and Construction phases.

Existing Conditions

MD 589 is currently a 24-foot roadway with one lane in each direction and varying shoulder widths *(see Figure 1, below)*. Turning lanes are provided near several intersections and interchanges. There are eight traffic signals located along MD 589 at the following locations: US 50, Manklin Creek Road, Cathell Road, MD 90 Ramps (two), Ocean Parkway, Beauchamp Road, and US 113.

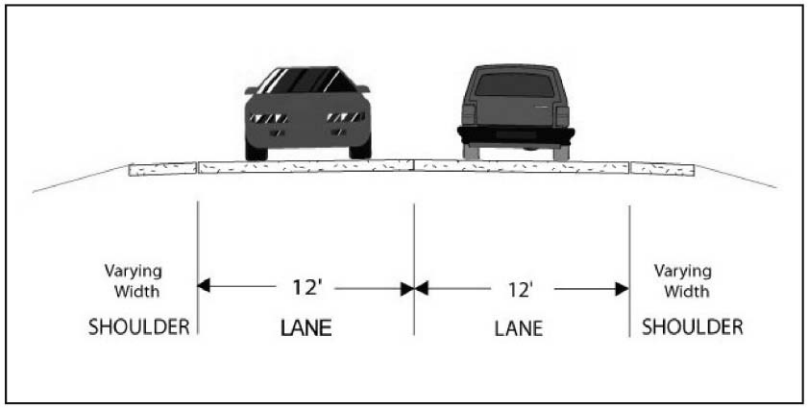

Figure 1 : MD 589 Existing Typical Section

Pedestrian, Bicycle, and Transit Conditions
The MD 589 corridor lacks adequate pedestrian and bicycle facilities outside of the Ocean Pines community and some of the newly developed residential and commercial areas. Sidewalks are intermittent and disconnected. Most of the facilities are largely isolated and lack interconnectivity to other destinations and activity centers in the corridor. As part of this study, opportunities to increase pedestrian and bicycle connectivity and improve linkages between activity centers will be examined.

Summary of MD 589 Roadway Characteristics

Cross Street	Roadway Ownership	Roadway Cross Section		
		Total Number of Lanes	Sidewalk	Bike Lanes
US 113	State	4	No	No
MD 575	State	2	No	No
Showell School Road	County	2	No	No
Beauchamp Road	County	2	No	No
Ocean Parkway	County	2	No	No
MD 90	State	2	No	No
Cathell Road	County	2	No	No
Manklin Creek	County	2	No	No
Nicholas Lane	County	2	No	No
Gum Point Road	County	2	No	No
Griffin Road	County	2	No	No
MD 707	State	2	No	No
US 50	State	4	No	No

Table 1

Project Need

Traffic Operations

Off-Season
During the off-season period, from September to May, the existing Average Daily Traffic (ADT) volume for MD 589 between US 113 and US 50 is 18,600 vehicles per day (vpd). The future ADT is forecasted to be 29,300 vpd by 2030.

Under Existing (2007) off-season conditions, all intersections are operating at a Level of Service (LOS) A. LOS is a measure of the congestion experienced by drivers and ranges from LOS A (free flow, little or no congestion) to LOS F (failure, with stop-and go conditions). The mentioned LOS, as well as the LOS noted in Tables 2, 3 and 4, represents a planning level analysis of each individual intersection.

By 2030, several intersections are expected to decline in LOS. Most congested will be PM peak conditions at MD 589 at Grays Corner Road (LOS E) and MD 589/US 50 (LOS F).

Summer Season
During the summer season, June thru August, the existing (2007) ADT is 24,800 vpd. This ADT is expected to grow to 43,650 vpd by the year 2030. For the peak hours, two conditions were examined: Summer Weekday and Summer Weekend.

Under summer weekday traffic conditions, all of the MD 589 intersections currently operate at LOS C or better during AM and PM peak hours. By 2030, most intersections are expected to see a decline in LOS that varies from D to F. Of the 15 intersections along MD 589, five will fail (LOS F) during the AM peak and 11 will fail in the PM peak.

Under summer weekend traffic conditions, all of the MD 589 intersections currently operate at LOS C or better during AM and PM peaks, but nearly all will decline by 2030. All 11 intersections south of Beauchamp Road will operate at LOS F in both the AM and PM peak periods.

Safety and Crash History
Historical crash data was collected along the corridor in order to identify areas or intersections where safety issues might exist and where consideration should be taken to help improve the safety conditions through policy or design. No section had a crash rate significantly higher than the statewide average for similar roadways. However, the US 50/MD 589 intersection was identified as a Priority Candidate Safety Improvement Location in 2005.

Short- and Long-Term Improvements *(All figures are on the inserted pages)*

Short-Term Improvements *(see Figures 2 and 3)*
The short-term improvements consist of a wide range of spot improvements throughout the corridor that address the most immediate concerns at specific intersections or segments of roadway. These improvements are also focused on mitigating any traffic impacts from the introduction of slot machine gambling at the Ocean Downs Racetrack. The short-term improvements generally could be constructed with relatively low costs, fewer environmental impacts, and provide temporary improvements in capacity or operations to address traffic conditions by the 2015 time frame. Examples of short-term improvements that may be considered for the MD 589 corridor include:

- Intersection improvements, such as the addition of turn lanes or improved signal timing
- Access management strategies to improve safety and operations at access points
- New travel lanes along short segments of the roadway to accommodate new turning movements or improve capacity
- Safety improvements for pedestrians and bicyclists

(continued on page 8)

Level of Service for Existing (2007) Condition

Intersection	Intersection Control	Existing (2007) Condition					
		Off Season LOS AM/PM	V/C *	Summer Weekday LOS AM/PM	V/C *	Summer Weekend LOS AM/PM	V/C *
MD 589 @ US 113	Unsignalized	A (A)	-	A (A)	-	A (A)	-
MD 589 @ MD 575	Unsignalized	A (A)	-	A (A)	-	C (A)	-
MD 589 @ Showell Road	Unsignalized	A (A)	-	A (A)	-	A (A)	-
MD 589 @ Beauchamp Road	Signalized	A (A)	.28 (.27)	A (A)	.28 (.37)	A (A)	.41 (.32)
MD 589 @ Ocean Parkway	Signalized	A (A)	.44 (.39)	B (B)	.63 (.70)	B (A)	.69 (.50)
MD 589 @ WB MD 90 Ramp	Signalized	A (A)	.49 (.46)	C (C)	.76 (.79)	C (C)	.77 (.73)
MD 589 @ EB MD 90 Ramp	Signalized	A (A)	.40 (.45)	A (B)	.61 (.72)	A (A)	.62 (.62)
MD 589 @ Cathell Road	Signalized	A (A)	.44 (.53)	B (B)	.63 (.68)	B (C)	.71 (.73)
MD 589 @ Manklin Creek	Signalized	A (A)	.39 (.48)	A (C)	.58 (.73)	C (C)	.75 (.75)
MD 589 @ Nicholas Lane	Unsignalized	A (A)	-	A (A)	-	A (A)	-
MD 589 @ Gum Point	Unsignalized	A (A)	-	A (B)	-	B (B)	-
MD 589 @ Griffin Road	Unsignalized	A (A)	-	A (A)	-	A (A)	-
MD 589 @ Slots Access	Signalized	-	-	-	-	-	-
MD 589 @ Grays Corner Road	Unsignalized	A (A)	-	A (B)	-	A (B)	-
MD 589 @ US 50	Signalized	A (A)	.41 (.51)	A (B)	.50 (.65)	C (B)	.76 (.65)

Table 2

**Volume to capacity (v/c) ratio represents the volume of traffic in comparison to capacity of roadway*
Note: v/c ratios are only applicable to signalized intersections

Level of Service for 2015 with Slots Scenario							
Intersection	Intersection Control	2015 - With Slots					
		Off Season LOS AM/PM	V/C *	Summer Weekday LOS AM/PM	V/C *	Summer Weekend LOS AM/PM	V/C *
MD 589 @ US 113	Unsignalized	A (A)	-	A (A)	-	B (A)	-
MD 589 @ MD 575	Unsignalized	A (A)	-	A (B)	-	A (A)	-
MD 589 @ Showell Road	Unsignalized	C (D)	-	B (D)	-	B (A)	-
MD 589 @ Beauchamp Road	Signalized	A (A)	.28 (.27)	A (A)	.60 (.55)	A (A)	.60 (.55)
MD 589 @ Ocean Parkway	Signalized	A (A)	.44 (.39)	D **(F)**	.83 (1.07)	E (C)	.97 (.74)
MD 589 @ WB MD 90 Ramp	Signalized	B (B)	.66 (.69)	E **(F)**	.93 (1.14)	**F (F)**	1.16 (1.07)
MD 589 @ EB MD 90 Ramp	Signalized	A (B)	.60 (.69)	C (E)	.78 (.98)	E (E)	.94 (.94)
MD 589 @ Cathell Road	Signalized	A (B)	.60 (.70)	D (E)	.83 (1.0)	**F** (E)	1.13 (.99)
MD 589 @ Manklin Creek	Signalized	A (B)	.51 (.68)	D **(F)**	.89 (1.18)	**F (F)**	1.25 (1.13)
MD 589 @ Nicholas Lane	Unsignalized	A (A)	-	B (D)	-	E (C)	-
MD 589 @ Gum Point	Unsignalized	A (A)	-	B (D)	-	E (D)	-
MD 589 @ Griffin Road	Unsignalized	A (A)	-	A (D)	-	D (D)	-
MD 589 @ Slots Access	Signalized	A (B)	.42 (.67)	A (E)	.58 (.94)	E (E)	.94 (.92)
MD 589 @ Grays Corner Road	Unsignalized	A (C)	-	A (E)	-	E (E)	-
MD 589 @ US 50	Signalized	A (D)	.51 (.88)	B **(F)**	.66 (1.14)	**F (F)**	1.27 (1.09)

Table 3

**Volume to capacity (v/c) ratio represents the volume of traffic in comparison to capacity of roadway*
Note: v/c ratios are only applicable to signalized intersections

Level of Service for 2030 with Slots Scenario							
Intersection	Intersection Control	2030 - With Slots					
		Off Season LOS AM/PM	V/C *	Summer Weekday LOS AM/PM	V/C *	Summer Weekend LOS AM/PM	V/C *
MD 589 @ US 113	Unsignalized	B (A)	-	B (C)	-	D (C)	-
MD 589 @ MD 575	Unsignalized	C (D)	-	C **(F)**	-	E (D)	-
MD 589 @ Showell Road	Unsignalized	C (D)	-	C (E)	-	E (C)	-
MD 589 @ Beauchamp Road	Signalized	A (A)	.53 (.57)	A (C)	.60 (.74)	C (A)	.78 (.63)
MD 589 @ Ocean Parkway	Signalized	C (B)	.73 (.70)	**F (F)**	1.17 (1.57)	**F (F)**	1.35 (1.07)
MD 589 @ WB MD 90 Ramp	Signalized	D (D)	.87 (.82)	**F (F)**	1.43 (1.57)	**F (F)**	1.58 (1.43)
MD 589 @ EB MD 90 Ramp	Signalized	C (D)	.80 (.90)	**F (F)**	1.11 (1.35)	**F (F)**	1.27 (1.32)
MD 589 @ Cathell Road	Signalized	C (E)	.80 (.92)	**F (F)**	1.13 (1.31)	**F (F)**	1.46 (1.37)
MD 589 @ Manklin Creek	Signalized	A (C)	.63 (.81)	**F (F)**	1.09 (1.41)	**F (F)**	1.59 (1.38)
MD 589 @ Nicholas Lane	Unsignalized	A (B)	-	D **(F)**	-	**F (F)**	-
MD 589 @ Gum Point	Unsignalized	A (C)	-	E **(F)**	-	**F (F)**	-
MD 589 @ Griffin Road	Unsignalized	A (B)	-	D **(F)**	-	**F (F)**	-
MD 589 @ Slots Access	Signalized	A (D)	.51 (.84)	C (C)	.81 (.76)	**F (F)**	1.21 (1.24)
MD 589 @ Grays Corner Road	Unsignalized	B (E)	-	E **(F)**	-	**F (F)**	-
MD 589 @ US 50	Signalized	B **(F)**	.69 (1.09)	E **(F)**	.93 (1.55)	**F (F)**	1.67 (1.47)

Table 4

**Volume to capacity (v/c) ratio represents the volume of traffic in comparison to capacity of roadway*
Note: v/c ratios are only applicable to signalized intersections

Long-Term Improvements *(continued from page 4)*
Building from the short-term improvements, this study is proposing mainline improvements to MD 589, a new interchange at MD 589 and US 50 and other improvements to selected intersections to increase safety and capacity while accommodating planned growth in the corridor. The long-term improvements are designed to address safety concerns and traffic conditions by the 2030 time frame.

MD 589 and US 50 Interchange Concepts
The four proposed interchange concepts share the following features:

- MD 589 would connect to the proposed service road south of US 50 to be built by Worcester County
- MD 589 would be carried over US 50 on a new six-lane bridge (four lanes northbound/two lanes southbound)
- MD 589 approaching the interchange would be shifted to the west in order to minimize construction related road closures and detours
- Grays Corner Road (MD 707) would be closed just west of MD 589 due to safety concerns at new interchange. Grays Corner Road east of MD 589 will be re-aligned to connect with the off ramp from US 50 WB

Interchange Concept 1 *(see Figure 4)*
In addition to the features the described above, this concept includes a one-way directional ramp from westbound US 50 that ties into Grays Corner Road and traffic would proceed on Grays Corner Road to a signalized intersection at MD 589 where drivers can go either north or south on MD 589. A one-way directional ramp to US 50 westbound from MD 589 is proposed as well. This ramp would carry right-turning vehicles coming from southbound MD 589 and left-turning vehicles from northbound MD 589 onto westbound US 50. South of US 50, two loop ramps would be built connecting with the county service road in the southwest and southeast quadrants to allow for movements to and from eastbound US 50.

Interchange Concept 2 *(see Figure 5)*
North of US 50, this concept is the same as Concept 1. It also keeps the loop ramp from Concept 1 in the southwest quadrant. Access from eastbound US 50 is provided from a one-way directional ramp that ties into MD 589 at a signalized intersection. Under this concept, the county service road is shifted approximately 800 feet south and continues on to the shopping center. These changes are proposed to minimize potential impacts to a historic property in the southeast quadrant and reduce merging conflicts on US 50.

Interchange Concept 3 *(see Figure 6)*
South of US 50, this concept is the same as Concept 1. However, under this concept a loop ramp is provided in the northwest quadrant carrying traffic from westbound US 50 to southbound MD 589. This loop ramp eliminates a proposed double left-turn movement from Grays Corner Road onto southbound MD 589, greatly improving the traffic operations at the intersection.

MD 589 Mainline Improvements *(see Figure 7)*
Included with all of the interchange concepts are widening improvements to the MD 589 mainline. The existing mainline of MD 589 would be widened to four lanes, from US 50 to US 113. Turning lanes would be provided at intersections where appropriate. Potentially, two new traffic signals could be added at Gum Point Road and Showell School Road. At selected side roads, additional lanes at the intersection or changes to lane operations may be proposed.

The shape and features of the roadway is known as the typical section. There are two typical roadway sections proposed for the mainline of MD 589, which may be "mixed and matched" along the corridor. The project team will seek to provide the best possible alternative to maximize safety and operations, meet environmental regulations, reduce impacts, and support adjacent land uses.

The corridor can be divided into three segments. Segment 1 extends from US 50 to Pennington Estates. Segment II is from Pennington Estates to Beauchamp Road. Section III is from Beauchamp Road to US 113. The proposed typical sections will be applied to a segment as appropriate.

Both typical sections would include a landscaped median, a hiker-biker trail on the east side, and a sidewalk on the west side. Pedestrian improvements would feature crosswalks, crossing signals, and curb ramps. On-road bicyclists would use either a wide-outside lane or an 8-foot-wide shoulder.

Closed Typical Section Concept *(see Figure 7)***:**
Under this typical section, the roadway would have curb and gutter to collect and direct runoff to stormwater management facilities. In each direction, the roadway would have an 11-foot inside travel lane and a 15-foot-wide outside travel lane to accommodate bicyclists. This type of typical section can be applied to all three segments throughout the corridor.

Open Typical Section Concept *(see Figure 7)***:**
Under this typical section, the roadway would have two 12-foot-wide travel lanes in each direction with 8-foot-wide outside shoulders in both directions. Similar to existing conditions, this typical section would have open ditches on each side of the roadway to collect and treat stormwater runoff. This type of typical section can be applied in Segments 1 and 3.

Environmental Summary

Improvements to MD 589 are consistent with Worcester County's Comprehensive Development Plans of 1989 and 2005. New development is limited until the county roadway system is able to increase its capacity. A decade ago, the county developed a right-of-way preservation plan to use set backs to minimize conflicts between future development and roadway improvements on MD 589. The county is dedicated to preserving the rural nature of the corridor to the west of MD 589, while allowing development to the east towards Isle of Wight Bay and Ocean City.

According to the 2005 Plan, the Worcester County wants to conduct scenic and transportation corridor planning for MD 589, and to dualize it after the US 113 widening project is completed.

Land Use and Community Resources *(see front cover)*
The existing land use in the study area is predominantly residential, with pockets of commercial development, which includes the Ocean Downs Racetrack. Additional residential infill development is planned at Ocean Pines, as it transitions to a year-round residential community. River Run, located on Beauchamp Road, is another growing residential community. Future planned land use includes additional residential development planned for the northern end of the study area. Future commercial development is also proposed with the expansion of the Pavilion Project at Beauchamp Road, as well as the expansion of the two existing shopping centers at Manklin Creek Road, and conversion of a store near Gum Point Road to office space. However, two commercial developments in the south will have the greatest impact on traffic flow across the study area. These developments include the expansion of the Ocean Downs Racetrack and the two big box stores (Walmart and Home Depot) just outside the project limits to the southeast of the MD 589 and US 50 intersection.

The MD 589 corridor area also contains agricultural, woodland, educational, and recreational areas. Showell Elementary School and the Most Blessed Sacrament Catholic School fall within the project limits, as does Showell Park, a publicly-owned public park.

The Smart Growth Initiatives require the state to direct its growth-related programs and funding to support locally designated growth area, or Priority Funding Areas (PFAs). Most of the study area is located outside of a PFA; only Ocean Pines and Ocean Downs, which cover approximately 30 percent of the project area, are located within PFAs.

Based on an initial review of census data, one Environmental Justice (EJ) community with a minority population higher than the statewide rate and three EJ communities with low-income populations higher than the statewide rate were identified adjacent to the study area. Efforts will be made to ensure that these communities are aware of this project and that this project does not have a disproportionately high or adverse affect to any EJ populations.

Cultural Resources
An archeological survey will be needed to assess the potential for prehistoric archeological resources, including Taylorville, a nineteenth century community.

The two historic properties eligible for inclusion on the National Register of Historic Places that are located within the study area are a 1915 farmstead (south of the MD 589/US 50 intersection) and Ocean Downs Racetrack and its associated buildings. SHA will work with the Maryland Historical Trust during the project planning phase to minimize adverse impacts to these historic properties.

Natural Resources
SHA will work with state and federal environmental agencies to avoid, minimize and mitigate impacts to water resources in the study area. Four streams within the project area empty into the Isle of Wight Bay: Mud Creek, Turville Creek, Beaverdam Branch, and Windmill Creek. MD 589 bisects a 100-year floodplain associated with Taylorville Creek to the west and Turville Creek to the east, and is adjacent to non-tidal wetlands. The study area also falls within the Critical Area for the Chesapeake and Atlantic Coastal Bays.

Corridor Vision Document

The end result of the Corridor Feasibility Study is a vision shared by the SHA, Worcester County, and local stakeholders that will establish what the MD 589 corridor will look like and how it will operate. The Corridor Improvement Document will detail a physical improvement plan that describes the future transportation system elements and identify implementation actions that require critical, near-term, and long-term agency actions. The document will also identify potential changes to local policy and procedures that will be needed to implement the overall vision.

Remaining Steps

The following steps are required to complete the Corridor Feasibility Study Process:

- Evaluate and address public meeting comments — Winter 2010
- Corridor Vision Document — Winter 2010
- Memorandum of Agreement (MOA) with County and State — Spring 2010

Non-Discrimination in Federally Assisted and State-Aid Programs

For information concerning non-discrimination in federally assisted and State-aid programs, please contact:

Ms. Jennifer Jenkins, Director
Office of Equal Opportunity
Maryland State Highway Administration
707 N. Calvert Street, Mailstop M-LL3
Baltimore, MD 21202
Telephone: (410) 545-0315
Toll-free within Maryland: 1-888-545-0098
Email: jjenkins4@sha.state.md.us

Media Used for Meeting Notification

An advertisement appeared in the following newspapers to announce the Public Meeting:

- Ocean Pines Independent
- Worcester County Times
- Daily Times
- Ocean City Today
- Sunpaper
- Bayside Gazette

Thank You

Thank you for participating in the MD 589 Corridor Feasibility Study Public Meeting. Your feedback is important to us. Should you have questions or concerns, please contact any project team member by mail, telephone, or email. For more information about this project and others, visit out internet site at **www.marylandroads.com** and click on **Projects**. The project team is available to meet with community organizations, business groups or other organizations by contacting Ms. Harris.

Notes

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

WO315A11 - PUBLIC MEETING
MD 589 CORRIDOR FEASIBILITY STUDY
TUESDAY, NOVEMBER 17, 2009 - 4:00 P.M. – 7:00 P.M., *SNOW DATE: TUESDAY, DECEMBER 1, 2009*
STEPHEN DECATUR MIDDLE SCHOOL - CAFETERIA, 9815 SEAHAWK ROAD, BERLIN, MARYLAND 21811

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To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

Please circle the most appropriate number.	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

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*How can we improve the brochure?*_____

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Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

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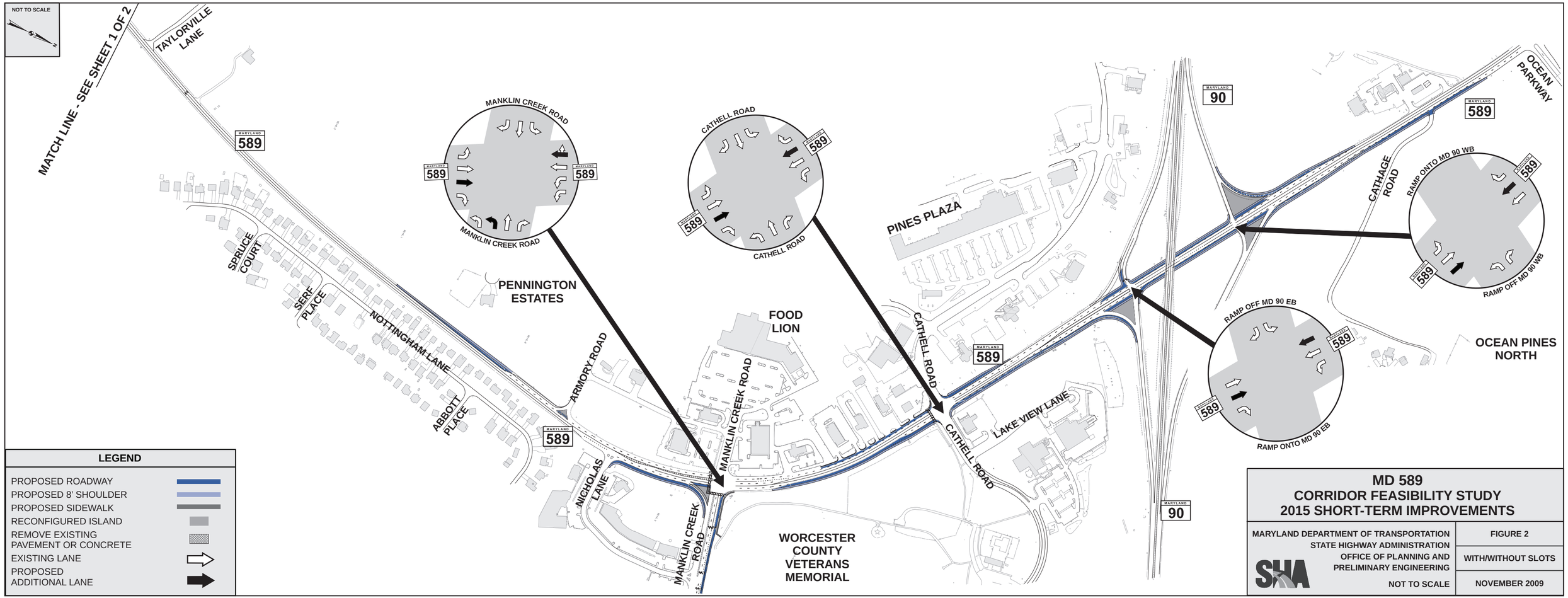
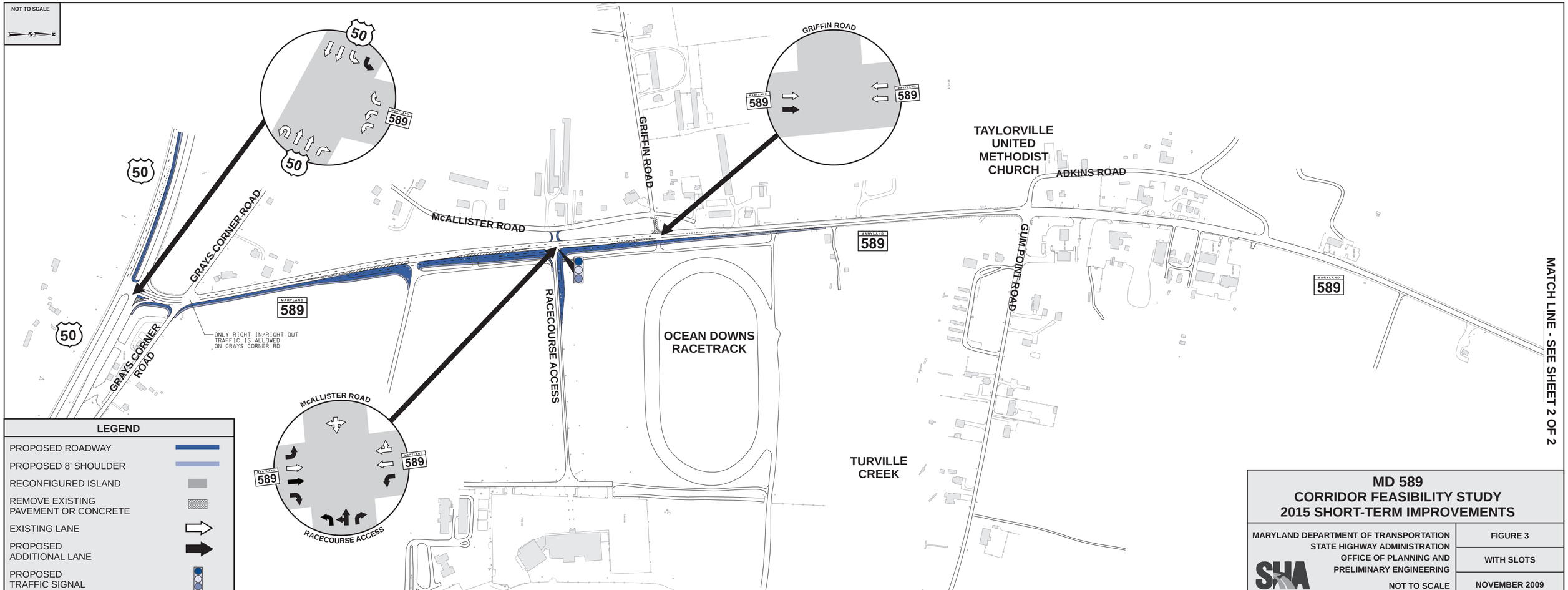

NOT TO SCALE
MATCH LINE - SEE SHEET 1 OF 2
TAYLORVILLE LANE
MARYLAND 589
SPRUCE COURT
SERF PLACE
NOTTINGHAM LANE
ABBOTT PLACE
ARMORY ROAD
NICHOLAS LANE
MANKLIN CREEK ROAD
PENNINGTON ESTATES
FOOD LION
CATHELL ROAD
PINES PLAZA
LAKE VIEW LANE
WORCESTER COUNTY VETERANS MEMORIAL
MARYLAND 90
OCEAN PARKWAY
CATHAGE ROAD
RAMP ONTO MD 90 WB
RAMP OFF MD 90 WB
RAMP OFF MD 90 EB
RAMP ONTO MD 90 EB
OCEAN PINES NORTH
LEGEND
PROPOSED ROADWAY
PROPOSED 8' SHOULDER
PROPOSED SIDEWALK
RECONFIGURED ISLAND
REMOVE EXISTING PAVEMENT OR CONCRETE
EXISTING LANE
PROPOSED ADDITIONAL LANE
MD 589
CORRIDOR FEASIBILITY STUDY
2015 SHORT-TERM IMPROVEMENTS
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING
SHA
NOT TO SCALE
FIGURE 2
WITH/WITHOUT SLOTS
NOVEMBER 2009



MD 589
CORRIDOR FEASIBILITY STUDY
2015 SHORT-TERM IMPROVEMENTS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
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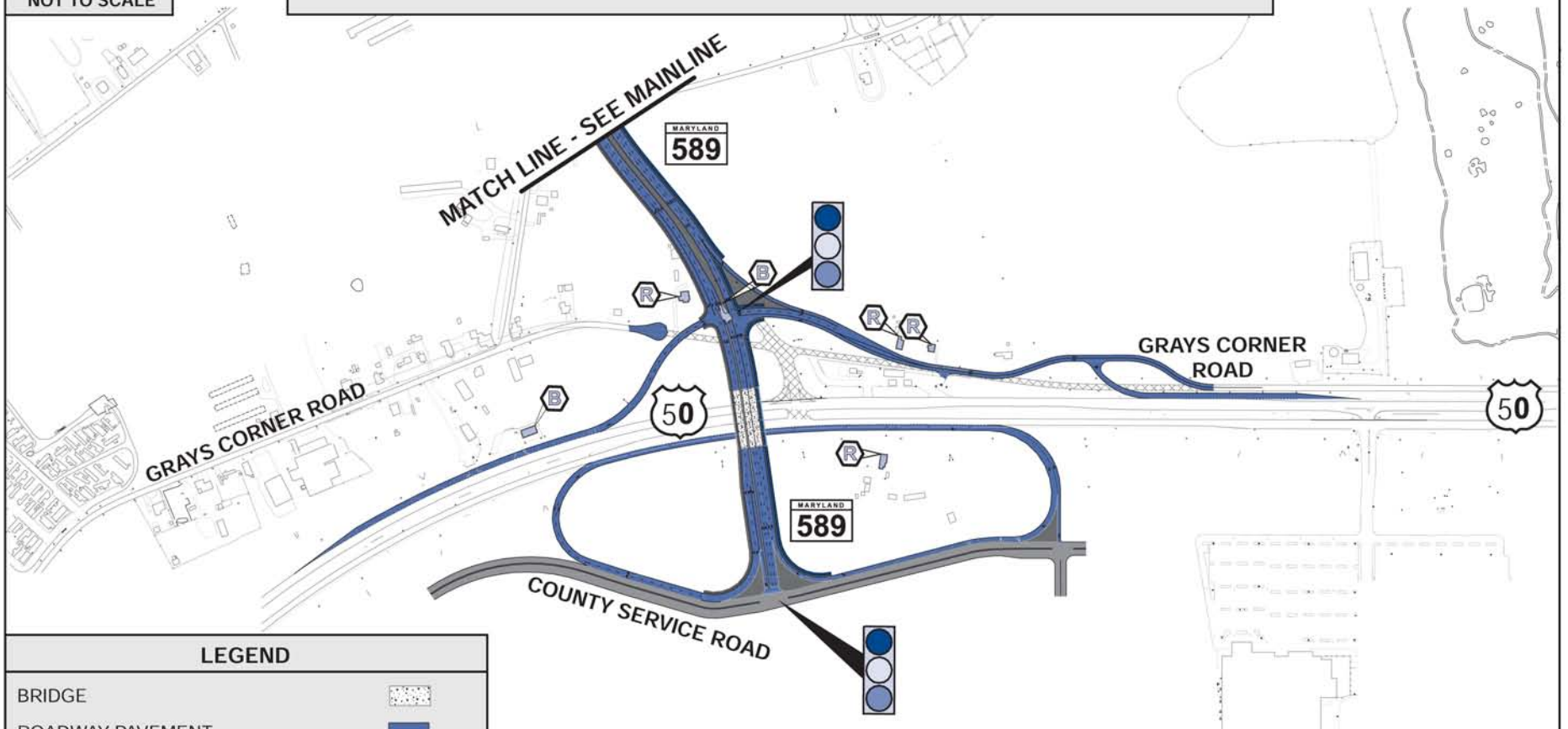
FIGURE 3

WITH SLOTS

NOVEMBER 2009

MD 589 @ US 50 INTERCHANGE CONCEPT 1

NOT TO SCALE



LEGEND

- BRIDGE
- ROADWAY PAVEMENT
- ROADWAY MEDIAN
- ROADWAY BY OTHERS
- SIDEWALK
- BIKE PATH
- PAVEMENT REMOVAL
- PROPOSED TRAFFIC SIGNAL
- POTENTIAL RESIDENTIAL DISPLACEMENT
- POTENTIAL BUSINESS DISPLACEMENT

NOTE:
CONTINUED COORDINATION IS ONGOING WITH WORCESTER COUNTY REGARDING POTENTIAL ALIGNMENT AND TYPICAL SECTION FOR SERVICE ROAD

A SIGNAL WARRANT ANALYSIS WILL BE PREFORMED DURING THE DESIGN PHASE

MD 589
CORRIDOR FEASIBILITY STUDY
INTERCHANGE CONCEPT 1

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

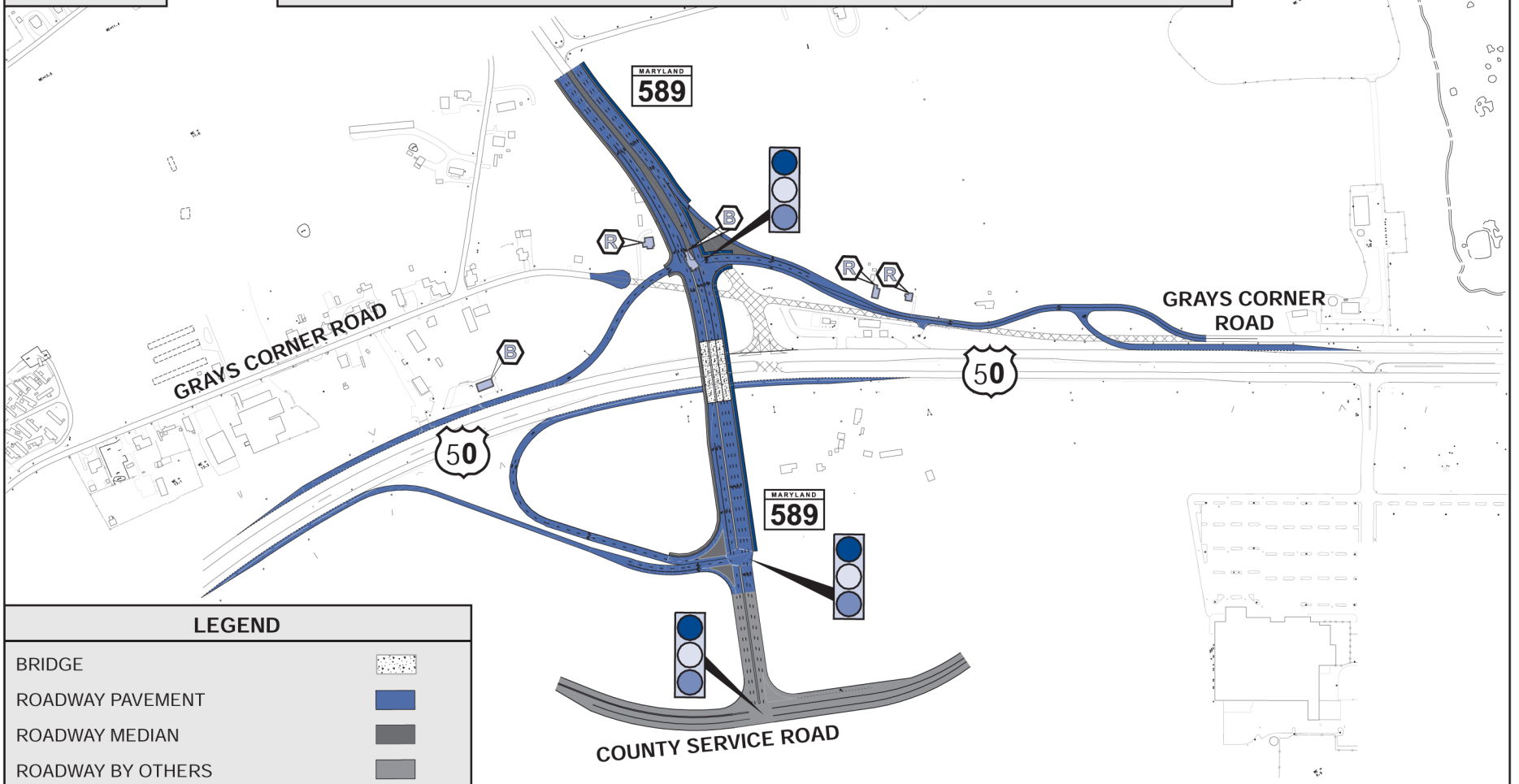
NOT TO SCALE

FIGURE 4

NOVEMBER 2009

MD 589 @ US 50 INTERCHANGE CONCEPT 2

NOT TO SCALE



LEGEND

- BRIDGE
- ROADWAY PAVEMENT
- ROADWAY MEDIAN
- ROADWAY BY OTHERS
- SIDEWALK
- BIKE PATH
- PAVEMENT REMOVAL
- PROPOSED TRAFFIC SIGNAL
- POTENTIAL RESIDENTIAL DISPLACEMENT
- POTENTIAL BUSINESS DISPLACEMENT

NOTE:
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MD 589
CORRIDOR FEASIBILITY STUDY
INTERCHANGE CONCEPT 2

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

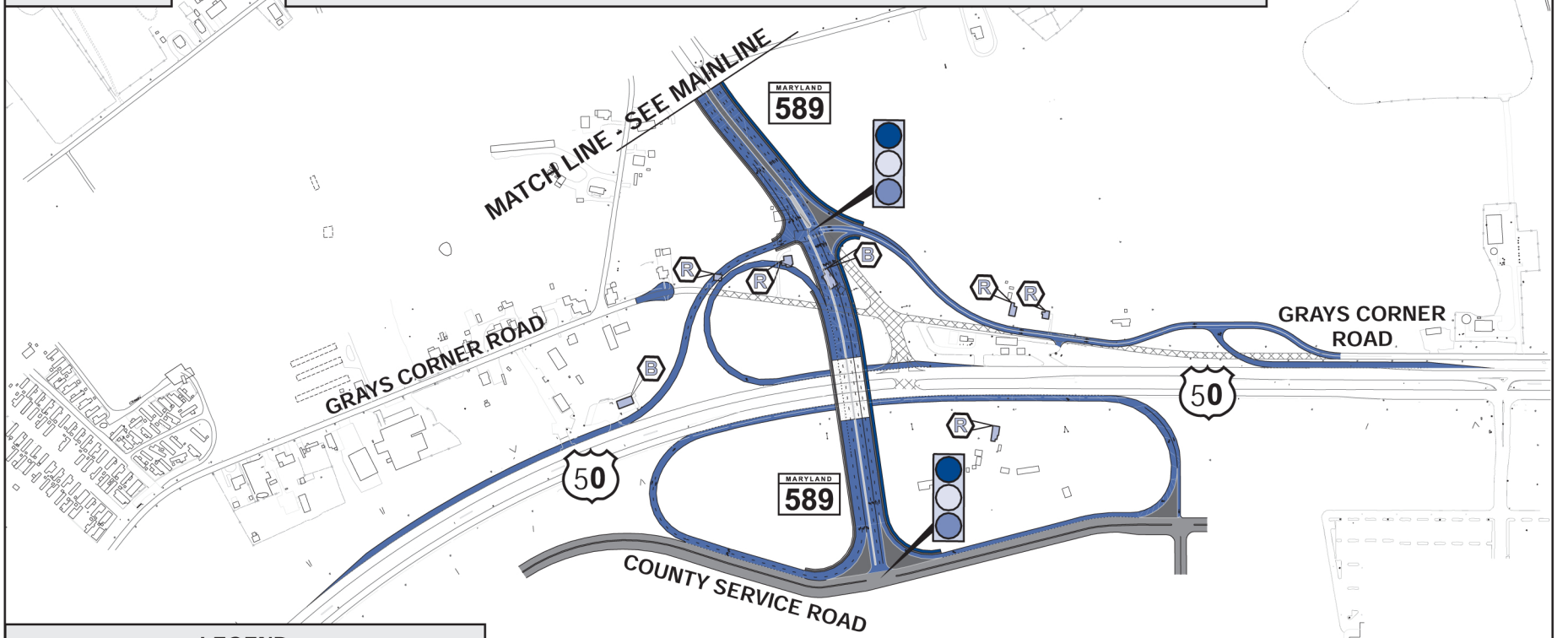
NOT TO SCALE

FIGURE 5

NOVEMBER 2009

MD 589 @ US 50 INTERCHANGE CONCEPT 3

NOT TO SCALE



LEGEND

- BRIDGE
- ROADWAY PAVEMENT
- ROADWAY MEDIAN
- ROADWAY BY OTHERS
- SIDEWALK
- BIKE PATH
- PAVEMENT REMOVAL
- PROPOSED TRAFFIC SIGNAL
- POTENTIAL RESIDENTIAL DISPLACEMENT
- POTENTIAL BUSINESS DISPLACEMENT

NOTE:
CONTINUED COORDINATION IS ONGOING WITH WORCESTER COUNTY REGARDING POTENTIAL ALIGNMENT AND TYPICAL SECTION FOR SERVICE ROAD

A SIGNAL WARRANT ANALYSIS WILL BE PREFORMED DURING THE DESIGN PHASE

MD 589
CORRIDOR FEASIBILITY STUDY
INTERCHANGE CONCEPT 3

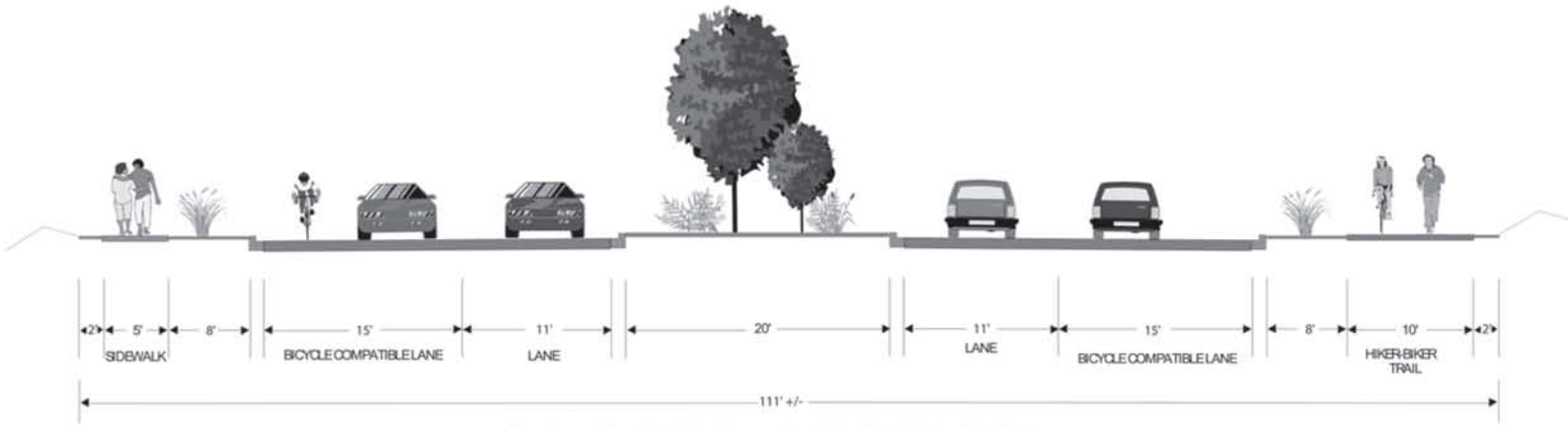
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND PRELIMINARY ENGINEERING

NOT TO SCALE

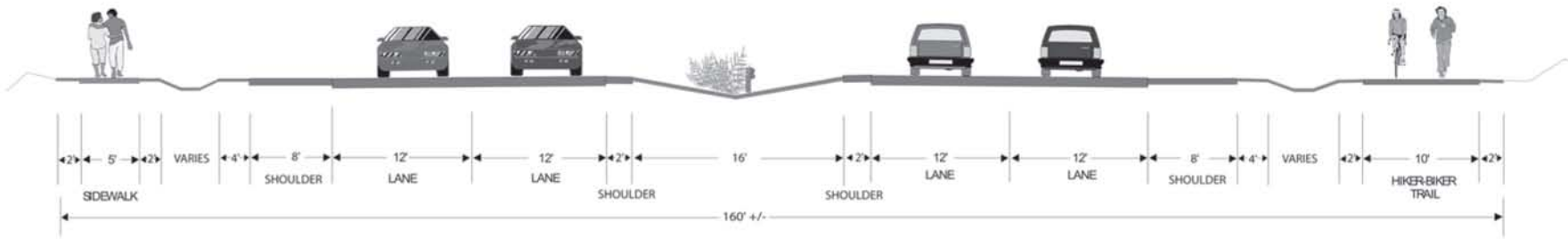
FIGURE 6

NOVEMBER 2009

MD 589 TYPICAL SECTION CONCEPTS



CLOSED SECTION



OPEN SECTION

MD 589
CORRIDOR FEASIBILITY STUDY
TYPICAL SECTION CONCEPTS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING

NOT TO SCALE

FIGURE 7

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