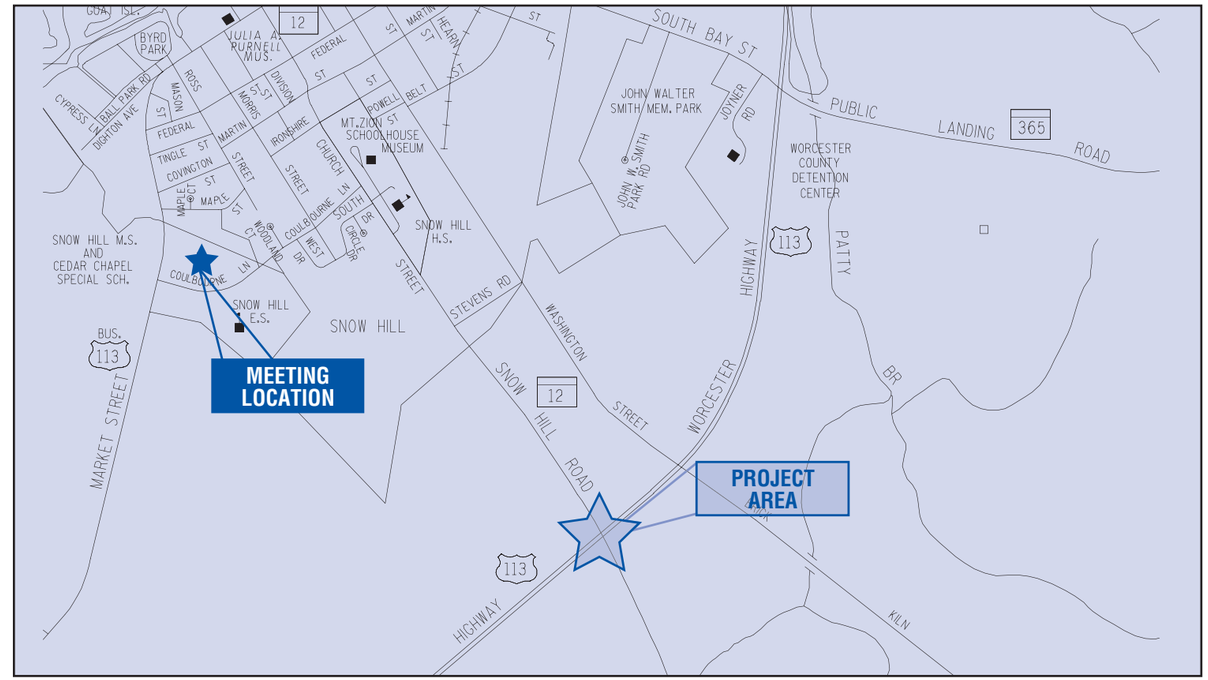
US113/MD12 INTERCHANGE

Fall 2007 Newsletter



Public Workshop will highlight a Preferred Alternative for improving safety at US 113 and MD 12

In response to public concerns and traffic impacts at the intersection of US 113 and MD 12 in the Snow Hill area, the Maryland State Highway Administration (SHA) has looked at various alternatives to improve safety and address traffic concerns at the intersection. At an Informational Public Workshop on November 15, 2007 from 5:30 PM to 8:00 PM at Snow Hill Middle School, SHA will present a Preferred Alternative which has been designed to eliminate at-grade cross traffic at the intersection of US 113 and MD 12.

The Preferred Alternative calls for a grade separation on MD 12 (Snow Hill Road) over US 113 (Worcester Highway), with roundabouts to be located at the end of the ramps on either side of the interchange. In addition to eliminating the intersection with US 113, the bridge and roundabouts will make it safer for bicycles and pedestrians.

Attend the Public Meeting!

At this Informational Public Workshop, you'll get an update on the issues and studies that have shaped selection of the Preferred Alternative. You'll have the opportunity to ask questions. Team members will be available to provide information and receive your comments. There will be no formal presentation, so feel free to arrive at any time. Mark your calendar and join us!

WHEN:

November 15, 2007

5:30 PM to 8:00 PM

WHERE:

Snow Hill Middle School Cafetorium

522 Coulbourne Lane

Snow Hill, Maryland 21863

Public Involvement is Important

We want to hear from you! Here's how you can get involved:

- Come to our Informational Public Workshop!
- Get on the project mailing list to receive updates.
- Invite us to speak to your community or organization.
- Log onto SHA's website.

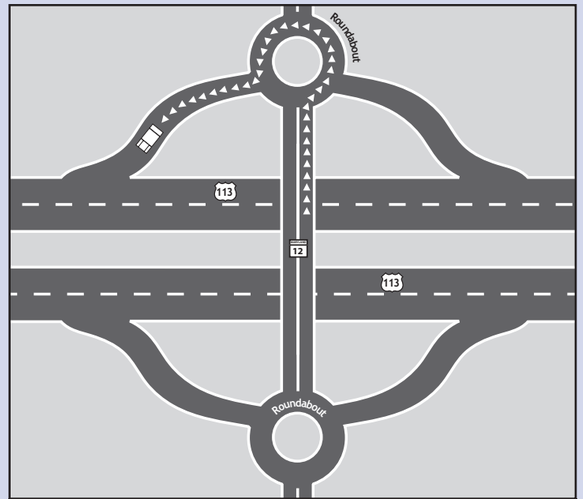
Contacting Us

SHA is committed to keeping the public involved to make safety improvements to the US 113/MD 12 intersection. We welcome all questions and comments. For more information, or to be added to or removed from the project mailing list, please contact the project manager, Brian Romanowski at 410-545-8730, or email: BRomanowski@sha.state.md.us , or District Engineer Don Drewer at 410-677-4006, or email: DDrewer@sha.state.md.us.

Information on this and other SHA projects can also be found on our web site at **www.marylandroads.com**.

Maryland Department of Transportation
State Highway Administration
Office of Planning & Preliminary Engineering
P.O. Box 717, Mail Stop C-301
Baltimore, MD 21203-1717

The existing alignment of US 113 and MD 12 is a typical example of an at-grade intersection.



The preferred alternative will replace the intersection with a grade-separated interchange.

Why is the Project Needed?

US 113 was upgraded and widened as part of an original four-phase safety improvement program. Phase 1 of the US 113 project construction included the segment of roadway intersecting with MD 12. Since this portion of the upgrade has been completed, SHA has evaluated the efficiency of operations and safety issues at this intersection. As a result of these studies, additional areas have been identified for improvement.

To address safety concerns following the completion of the US 113 upgrade, SHA looked at a series of improvements for the intersection, including:

- Signalizing/traffic light installation
- Traditional diamond interchange design
- "J-Turn" design
- Widening of the median
- Guide rail removal
- Improved road markings/striping
- Additional signage

Some of these improvements have already been completed. The Informational Public Workshop scheduled for November 15, 2007 will present these studies and findings.

The Preferred Alternative

Improve Safety and Operation

The plan is to eliminate at-grade cross traffic at the existing intersection by constructing a new interchange along MD 12 (Snow Hill Road) over US 113 (Worcester Highway) and adding roundabouts at either side of the bridge.

The modified diamond-type interchange will provide full access to both the northbound and southbound travel lanes of US 113 from MD 12, using a combination of ramps and Collector-Distributor (CD) roads. The low speed CD roads will connect Washington Street along southbound US 113 and Brick Kiln Road along northbound US 113 with the MD 12 interchange, collecting traffic from these minor roadways and allowing them to merge onto mainline US 113 at travel speed (as opposed to the current situation where traffic must turn from a stop condition and get up to speed with US 113 traffic).

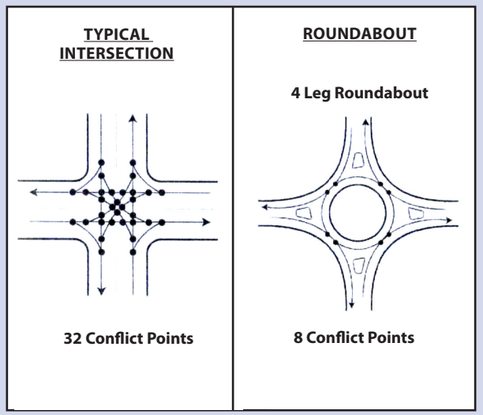
The interchange will shift MD 12 slightly north of the current intersection, to allow the bridge to be constructed without interruption to traffic using the intersection. The ramps will affect US 113 from approximately ¼-mile south of the existing MD 12 intersection to approximately ¼-mile north of the Brick Kiln Road intersection. The main travel lanes of US 113 should not be affected by the construction, as all proposed improvements will be outside the existing roadway.

All about Roundabouts

A unique characteristic of the interchange is the roundabouts that will be located at the end of the ramps, on either side of the interchange. A roundabout allows traffic to enter a one-way stream around a central island. Roundabouts are being proposed at this location for several reasons:

- Lower long-term maintenance cost.
- Fewer severe accidents.
- Free-flowing turn movements during off-peak times of day.

In roundabouts, all movements are right turns, eliminating turning conflict points. Vehicles are able to enter at road speed, rather than from a complete stop.



Comparison:

Typical Intersection vs. Four-Leg Roundabouts

The number of vehicle-vehicle conflict points for roundabouts decreases from 32 to 8 compared to a four-leg intersection. A four-leg single-lane roundabout has 75% fewer vehicle conflict points than a conventional intersection.

How Roundabouts Differ from Traffic Circles

Unlike traffic circles, roundabouts operate with yield control given to circulating traffic. This eliminates much of the driver confusion associated with traffic circles and driver waiting time associated with traffic lights. Roundabouts also encourage reduced speeds.

Roundabouts are safer than both traffic circles and traditional intersections. They have:

- 40% fewer vehicle collisions,
- 80% fewer injuries, and
- 90% fewer serious injuries and fatalities.