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COUNTY COUNCIL OF TALBOT COUNTY, MARYLAND

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September 27, 2010

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RECEIVED

SEP 29 2010

**OFFICE OF PLANNING &
CAPITAL PROGRAMMING**

Ms. Beverly K. Swaim-Staley
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Dear Secretary Swaim-Staley:

Please be advised that the Talbot County Council submits the following enclosed list for the Consolidated Transportation Program (listed in order of priority) for 2010. I am requesting this information be included in the Talbot County portion of the Consolidated Transportation Plan to be submitted to Governor O'Malley.

I have also enclosed a copy of our September 2008 letter and priority listing addressed to Samuel Minnitte, Jr. Director, Office of Planning, Maryland Department of Transportation for your review and use as well as a copy of our 2009 submittal. The Maryland Department of Transportation's website does not list Talbot County's submittal of a priority letter for 2008 and 2009.

The Council looks forward to meeting with you on October 5th at 3:30 p.m. In the meantime, should you have any questions, please contact John Craig, County Manager, (410) 770-8010.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

Levin F. Harrison, IV
President

LFH/jkm
Enclosure

Cc: Neil Pedersen, Administrator, State Highway Administration
Terry O. Wright, Engineer, District 2, State Highway Administration
Ray Clarke, Talbot County Engineer
Michael Mertaugh, Talbot County Roads Engineer
Sheriff Pope, Talbot County

**TALBOT COUNTY PROJECT PRIORITY LISTING
FOR THE CONSOLIDATED TRANSPORTATION PROGRAM
2010**

PRIORITY RANKING	PROJECT DESCRIPTION
1	<p><u>US Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements</u> As a result of increasing traffic for the growing Easton Airport, Talbot County Community Center and likely relocation of the Easton Memorial Hospital to Longwoods Road (MD Route 662) our top priority would be the construction of an overpass in this vicinity. Moreover, MD Route 309 (Cordova Road) is a significant corridor for vehicular traffic from northern Caroline County (Denton, Ridgely, Greensboro, etc.) to Easton and points south along US Route 50. During morning peak hours, left turns from MD Route 309 to US Route 50 eastbound commonly back up through the adjacent MD Route 309/Black Dog Alley intersection. A second left turn lane onto US Route 50 would likely relieve this extensive backup. Also, the left turn lane from US Route 50 eastbound to MD Route 309 should be evaluated for adequate capacity. West of this intersection, extending through the adjacent MD 662 intersection, has poor geometry/intersection spacing. For these reasons, capacity and safety improvements in this area would be beneficial.</p>
2	<p><u>MD Route 33 Capacity and Evacuation Improvements</u> Portions of this corridor, between the Town of St. Michaels and the Town of Easton, experience some weekday capacity issues which are anticipated to increase in the future. Also, during recent weather-related emergencies such as Tropical Storm Isabel, this corridor experienced areas of significant flooding, limiting ingress and egress from this portion of the County. The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula. Accordingly, capacity improvements as well as elevation modification to eliminate or minimize storm surge road flooding, should be pursued. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near the intersection with MD Route 322.</p>
3-A	<p><u>US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements</u> This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Goldsborough Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection.</p>
3-B	<p><u>MD Route 50/MD Route 331 – Dover Street Intersection Improvements</u> This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Dover Street, west of US Route 50. The State should work with the Town of Easton to improve the geometric configuration of this intersection approach and/or provide technical assistance to the Town for diversion of east – west traffic from this intersection. An overpass should be planned as a long term solution for both 3-A and 3-B.</p>