



WICOMICO COUNTY, MARYLAND

DEPARTMENT OF PUBLIC WORKS – Roads Division

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Bob Culver
County Executive

R. Wayne Strausburg
Director of Administration

August XX, 2019

Pete K. Rahn
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 Rahn:

I would like to share a number of recommended transportation improvements in Wicomico County with which we are requesting 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. A copy of the signed Resolution has been included as part of this submittal.

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, the following amended listing of projects and studies are proposed for your consideration to be included as part of the State's FY 2021 – FY 2026 Consolidated Transportation Program (CTP):

SALISBURY-OCEAN CITY: WICOMICO REGIONAL AIRPORT

As the only other commercial airport with scheduled airline service (American Airlines 6-9 daily flights) in the State, the Airport provides a vital service to our region. Continued funding for this essential facility, includes funding from the Maryland Aviation Administration's Office of Regional Aviation Assistance, and its Airport Improvement Grant Program. Recently, Wicomico County invested \$5,000,000 to replace critical infrastructure that has depreciated beyond repair. The Airport expansion plan includes replacement safety critical equipment and a runway extension to retain American Airlines. (See Airport Map #1):

- ◆ Airport Rescue and Fire Fighting (ARFF) Equipment – Replacement of our critically dilapidated ARFF Equipment is our #1 priority. December 2018, our 2005 ARFF Truck broke down and we were unable to get parts within the regulatory required period. BWI gave us a partially functioning E-1 ARFF truck they were excessing, to try to provide “a gap filler” for our 16 year old ARFF truck. The FAA and other states usually replace these critical vehicles every 10 years. Our only fully functioning Fire Truck has exceed the normal 10 year replacement period by almost 7 years.
- ◆ Snow Removal Equipment (SRE) Building – Design and construct a new SRE building to replace the existing 1950’s pole building, which is rapidly deteriorating and presents a safety hazard.
- ◆ Snow Removal Equipment (SRE) – Our equipment was purchased in 1996 and we have great difficulty finding any replacement parts, creating liability issues. We need a new Broom and new carrier vehicle with spreader capabilities.
- ◆ ADS-B Equipment – Installation of ADS-B as well as new hardware required in ATCT consoles
- ◆ Runway 14-32 Extension – Existing RWY 14/32 is 6,400’. American Airlines requires 8,000’ to operate their new pure jet EMB 145 equipment, which replaced the 1986 Dash 8 prop-jets. The performance characteristic of the Embraer ERJ-145 Regional Jets and other larger aircraft that utilize SBY Airport require operating with payload and fuel restrictions. Project will include all environmental assessment, design, construction, navigational aids, and land acquisition.
- ◆ FEMA / Cargo Joint Use Distribution Center – The Eastern Shore of Maryland is ill prepared for Disaster Relief. The Airport is the only viable option if our bridges are compromised on the Delmarva Peninsula. The proposed cargo facility will support FEMA/MEMA during a disaster, but during normal operations provide a needed relief to the Bay Bridge for cargo transport. The Bay Bridge queues in 2028 are expected to be 13 miles long most of the commuting and weekend hours. Our Airport will be able to provided needed truck traffic relief from the congested Bay Bridge, until an alternate bridge is designed and built.
- ◆ Air Traffic Control Tower Equipment – Replace and upgrade 14-year old communications (radios) and weather monitoring equipment (altimeter, temperature, and dew point); and
- ◆ Taxiways F & B – Reconstructing Taxiway B (between Runway 5-23 and Runway 14-32) and a new aircraft parking apron.
- ◆ Access Control System – Replace the existing Access Control System (ACS) installed in 2002. Access Control of unauthorized vehicle(s) beyond the Airport’s perimeter fence is a FAA and TSA requirement for facilities with scheduled airline service.

ROAD and FACILITY IMPROVEMENTS

1. U.S. Route 13 Truck Weigh and Inspection Stations – Relocation:

Over the past 25 years, the State Highway Administration, Office of Traffic and Safety, Motor Carrier Division has sought to replace the existing weigh and inspection stations on both sides of U.S. Route 13, south of its intersect with Winner Boulevard / Connelly Mill Road. A facility replacement is warranted to improve the operations and safety; however, the current location is not preferred. In addition to environmental challenges at the existing site, growth and development in the areas adjacent to the facility has continued to intensify since the weigh and inspection scales were originally constructed. As a result, the weigh station is not compatible with existing and proposed residential and commercial uses in the vicinity.

While the County recognizes and fully supports the importance of providing motor carriers and inspection staff with adequate accommodations to safely conduct daily operations, we are encouraged SHA is identifying an alternative location with less intense development rather than replacing the facility at the existing locations. In

addition, as proposed improvements are designed, consideration should be given to incorporating the use of virtual scales to reduce the volume of motor carriers having to enter and exit onto a roadway experiencing high volumes of daily traffic (See Road and Facility Improvements #1).

2. Traffic Signal at the Intersection of MD 350 (Mount Hermon Road) and Walston Switch Road

Wicomico County is requesting a traffic signal be installed at the intersection of MD 350 and Walston Switch Road to further enhance the safety of drivers in the region. There is a history of crashes at this intersection include a fatal crash in March of 2019 when a resident of Salisbury was killed. The recent speed reductions along Mt. Hermon Road have helped improve the safety of the intersection but the surrounding community is calling for a full traffic signal to be installed where currently only a flashing yellow intersection control beacon is located. Wicomico County leadership supports the community's request.

PLANNING INITIATIVES (Corridor, Intersection, and Feasibility Studies)

1. Salisbury Bypass – Feasibility Planning Study

The County requests the Maryland Department of Transportation to conduct a planning-level feasibility study to prepare and evaluate concepts designed to improve access, reduce weaving / merging between motorist attempting to enter Centre at Salisbury and those accessing northbound U.S. Route 13, performance, and safety of the following interchanges:

- ◆ U.S. Route 50 eastbound and westbound – access Salisbury Bypass (See Planning Initiatives Map #1A).
- ◆ Salisbury Bypass westbound – access to northbound U.S. Route 13 (See Planning Initiatives Map #1B).

2. State Route 12 (Snow Hill Road) and Nutters Cross Road Intersection – Intersection Safety and Traffic Signal Warrant Study:

The County request State consideration to conduct an intersection safety and traffic signal warrant analysis study at the intersection of MD 12 and Nutters Cross Road. Major components of the study, include, but are not limited to the following: documenting existing conditions of the roadway, intersection characteristics, and sight distance; analyze traffic data, crash data, level of service (existing and future conditions), and impact of proposed local development; and conduct a traffic signal warrant analysis. The final report will contain recommendations and planning-level cost estimates to assist SHA with future capital programming considerations (See Planning Initiatives Map #2).

3. U.S. Route 50 – Access Management Study for Wor-Wic Community College:

As a result of increased enrollments, growth and development in surrounding area, as well as 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 SHA to improve the current conditions at this intersection by implementing the geometric improvements; however, consideration should be given to conducting an access

management study to determine if it is feasible to provide Wor-Wic Community College direct egress onto eastbound U.S. Route 50 (See Planning Initiatives Map #3).

4. MD 349 (Nanticoke Road)– Drainage Improvement Study

Over the last several years, the northeastern portion of the U.S. has seen an increase in the size and frequency of large rain events not associated with hurricanes or other natural disasters. These large storms are causing more and more frequent flooding along the MD 349 corridor. Several hot spots have already been identified such as Willow Creek Drive, Catchpenny Lane, and North Upper Ferry Road, however large portions of MD 349 retain and hold water on adjacent private property due to lack of adequate drainage and maintenance. Wicomico County is requesting MDOT conduct a drainage improvement study to determine how best to convey runoff from the road surface to an acceptable body of water in a way that will not impound water on private property. Wicomico County is willing to partner with MDOT to obtain the necessary easements, rights-of-way, and identify areas in need of maintenance.

5. US 50 / US 13 Bypass – Embankment Stabilization

Drainage from the US 50 / US 13 Salisbury Bypass is eroding the embankments into Peggy Neck Branch. The branch is the outfall point for multiple communities along MD 346 (Old Ocean City Road). District 1 has made efforts to clear the sediment from the branch and open the critical drainage channel, however, soil continues to erode from the slopes of the Bypass and enter the branch. A permanent solution is needed to stabilize the Bypass embankments, prevent soil from eroding into Peggy Neck Branch, and keep drainage through the area open and flowing free. (See Planning Initiatives Map #5)

PEDESTRIAN IMPROVEMENTS

1. Sidewalk Improvements:

To ensure a safe and connected network of sidewalks between existing residential neighborhoods and major activity generators, including, but not limited to schools, places of worship, commercial / retail areas, public schools, recreational amenities, etc., the County requests SHA to evaluate opportunities to install sidewalks along appropriate segments of State owned or maintained roads.

Due to increased pedestrian activity along the U.S. Route 13 commercial corridor, north of the Bypass, the installation of additional street lighting, audible and countdown pedestrian signals, crosswalks, and other pedestrian amenities are requested for the intersections at Naylor Mill Road, North Point Drive, Dagsboro Road, and Connelly Mill Road (See Pedestrian Improvements Map # 1A). Additionally, installing a raised median and fence to prevent mid-block pedestrian crossings along U.S. Route 13 Business between E. Main and Church Streets should be considered (See Pedestrian Improvements Map #1B).

MUNICIPAL REQUESTS

CITY OF SALISBURY

1. Please see the attached letter and exhibits provided by the City Salisbury regarding requested improvements to be considered by the Maryland Department of Transportation during this CTP cycle.

TOWN OF DELMAR, MD

1. MD 675B- The Town of Delmar, MD, is requesting SHA to conduct a corridor study to evaluate the operational and safety characteristics of signalized and unsignalized intersections located between Connelly Mill Road and State Street (MD 54). The purpose of the study is to recommend several alternative intersection improvements designed to improve safety and reduce congestion, as well as develop preliminary cost estimates for each proposed improvement.
2. The Town is requesting the installation of pedestrian improvements and amenities including lighting, audible and countdown signals, and crosswalks at the U.S. Route 13 and MD 54 intersection.

TOWN OF HEBRON

1. Rail to Trail Initiative: The Town is requesting MDOT assistance with planning, designing, and constructing a rail to trail for the segment of the abandoned rail line located within the corporate limits of Hebron;
2. Traffic Signal Warrant Analysis / Intersection Study: The Town is requesting a revised traffic signal warrant analysis / Intersection study for the MD 670 and U.S. Route 50 intersection; and
3. Stormwater and Drainage: Continued coordination between the Town and SHA to maintain and enhance the stormwater management appurtenances, which include drainage ditches along Town and State roadways.

TOWN OF PITTSVILLE

1. The Town of Pittsville is requesting the Maryland Department of Transportation (MDOT) consider repairing/replacing/reconstructing various culverts and subsequent piping along MD 353 (Pittsville/Gumboro Road) in the vicinity of the apartments located south of the Pittsville VFD and near the Town's sewer pumping station at the intersection of Maple Street and MD 353. Tracy Gordy from Maryland Department of Planning had made a similar request to MDOT on behalf of the town early in 2018.
2. The Town is also requesting sidewalks be constructed along the west side of MD Route # 353 from Pearl Street to the Dollar General store located on the west side of MD Route #353.

TOWN OF WILLARDS

1. The Town of Willards is requesting the Maryland Department of Transportation - State Highway Administration take over the ownership and maintenance of Bent Pine Road between US 50 and MD 346 (Old Ocean City Road). There is a significant amount of traffic that uses the road to cut through between the two State owned roads. The Town's limited budget cannot support the maintenance necessary to keep the road in good structural condition and ridable to the public. Considering most traffic is generated by motorists coming from State routes, the Town believes the road should be the State's responsibility.

Any assistance from the Maryland Department of Transportation towards the accomplishment of these recommended improvements and planning initiatives is greatly appreciated. Should you require any additional information regarding these improvements, please contact Dallas Baker Jr., P.E., Director, Wicomico County Public Works at (410) 548-4872 or via e-mail Dbaker@wicomicocounty.org.

In closing, Wicomico County would like to thank the Maryland Department of Transportation and the State Highway Administration, especially District 1, for completing construction on the traffic signal at US 50 and Sixty Foot Road. This project has been a long time priority for the County and should greatly enhance the safety of residents and visitors to the area.

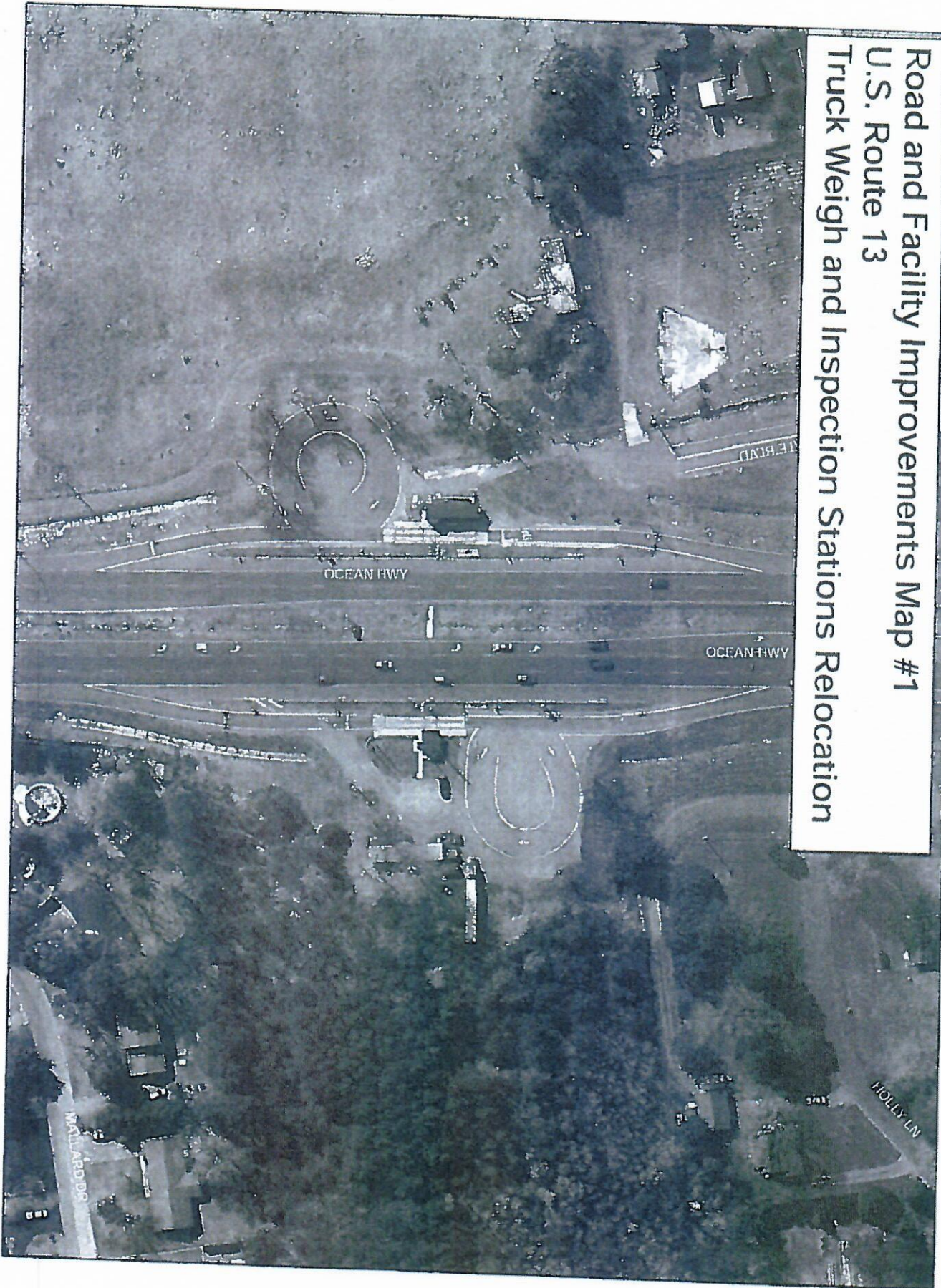
Respectfully,

Bob Culver, Executive
Wicomico County

Airport Map #1
Salisbury-Ocean City: Wicomico Regional Airport



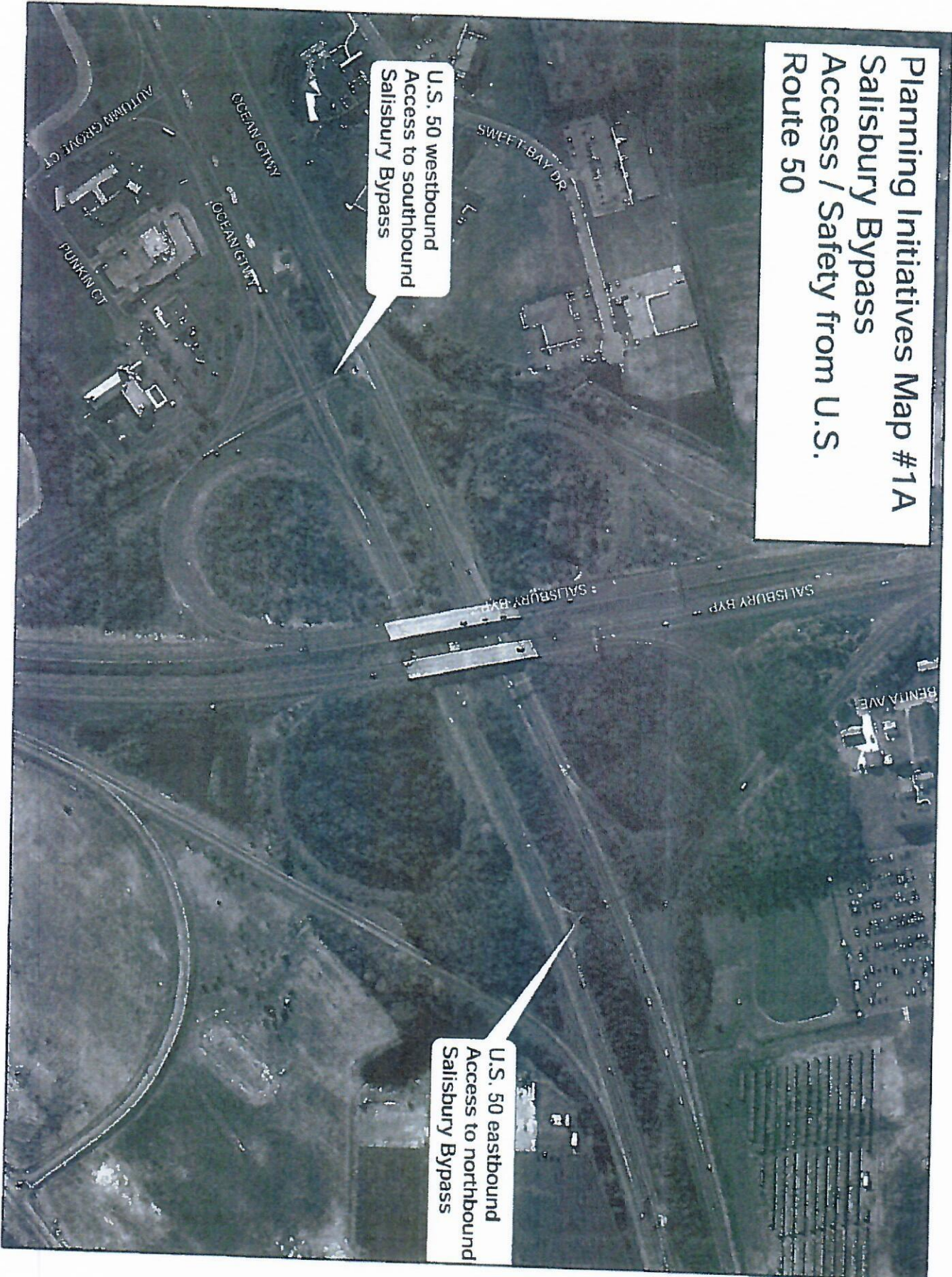
Road and Facility Improvements Map #1
U.S. Route 13
Truck Weigh and Inspection Stations Relocation



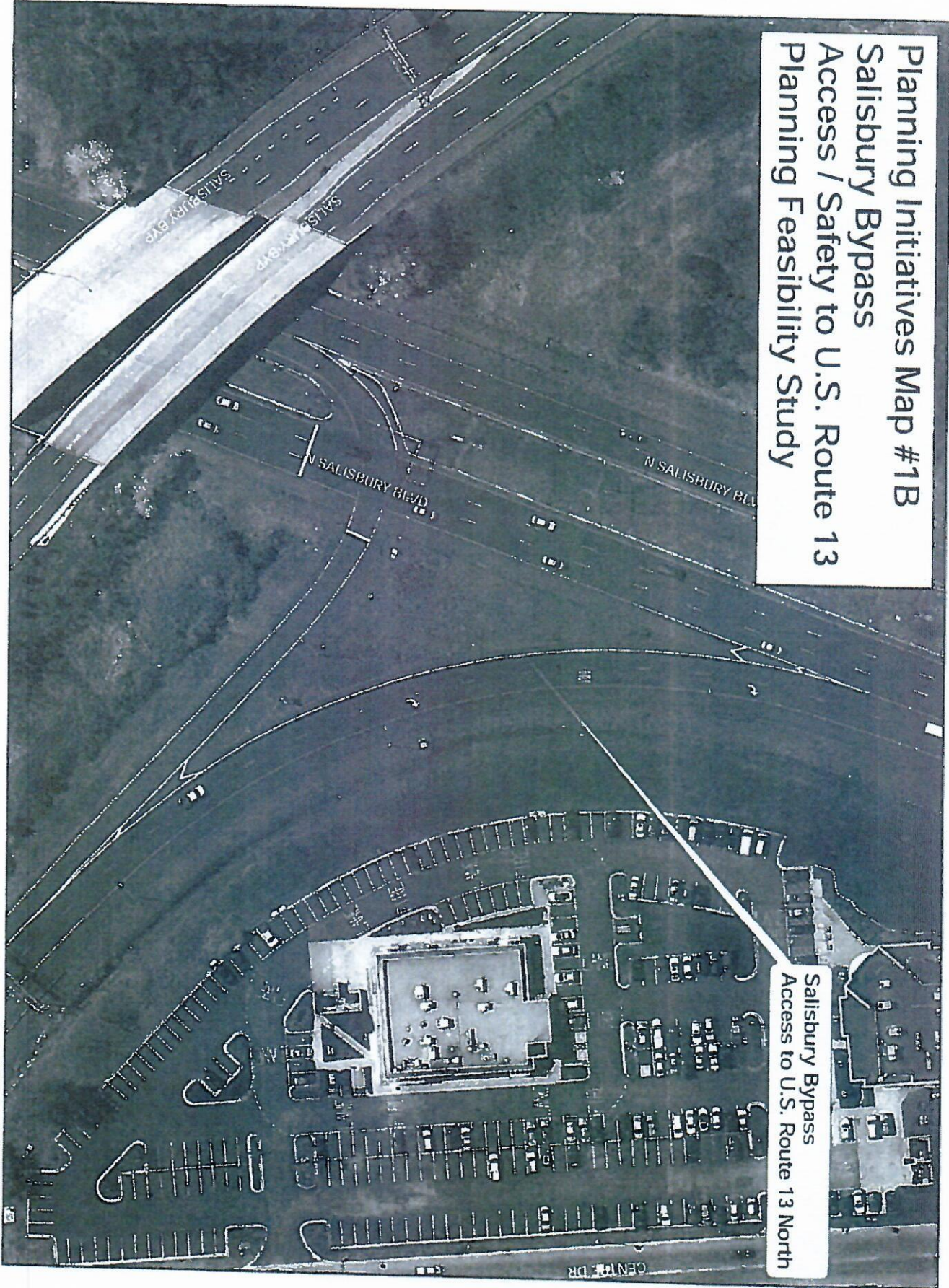
Planning Initiatives Map #1A
Salisbury Bypass
Access / Safety from U.S.
Route 50

U.S. 50 westbound
Access to southbound
Salisbury Bypass

U.S. 50 eastbound
Access to northbound
Salisbury Bypass



Planning Initiatives Map #1B
Salisbury Bypass
Access / Safety to U.S. Route 13
Planning Feasibility Study



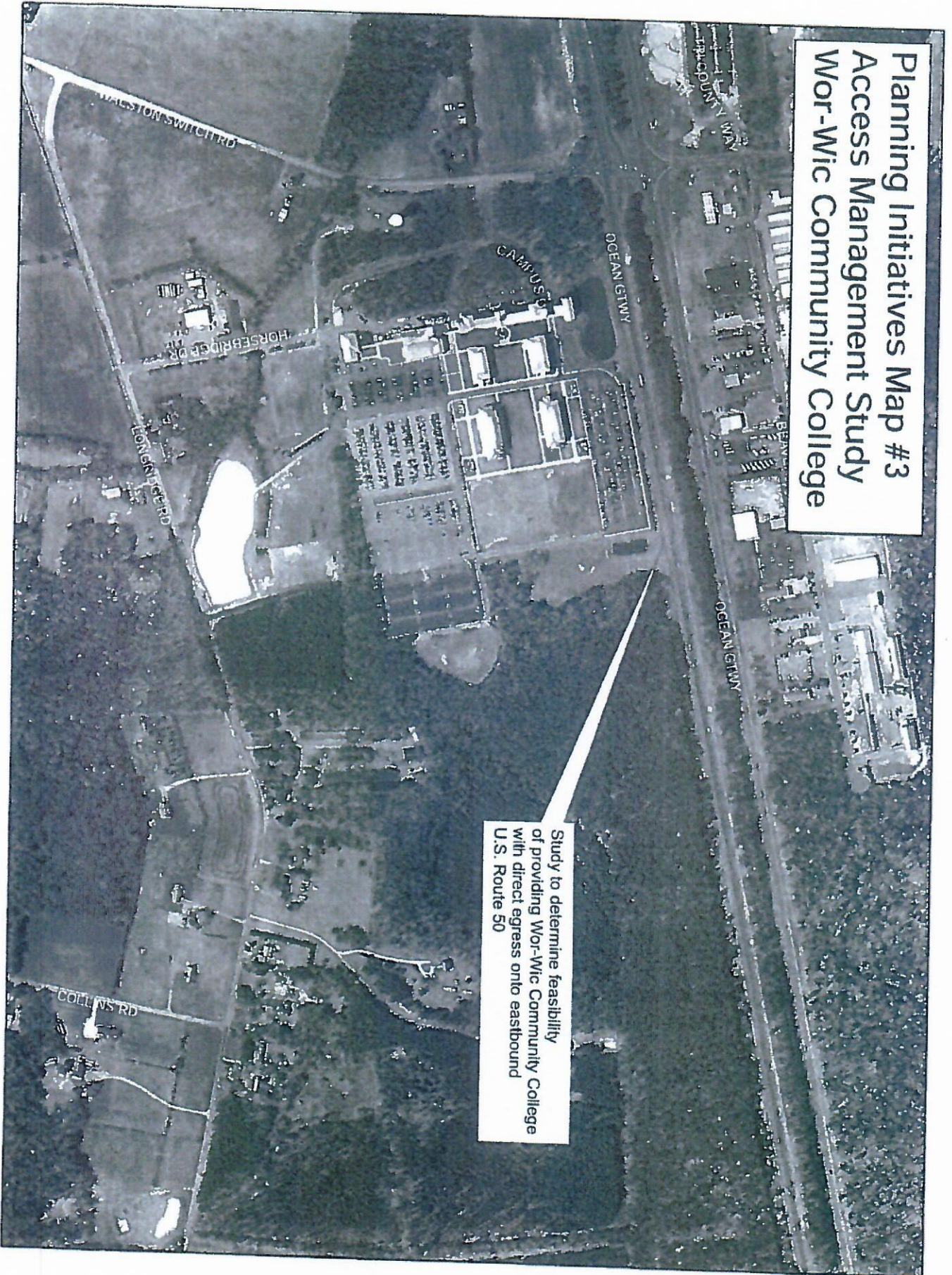
Salisbury Bypass
Access to U.S. Route 13 North

Planning Initiatives Map #2
MD 12 & Nutters Cross Road
Intersection Safety and
Traffic Signal Warrant Analysis



Planning Initiatives Map #3
Access Management Study
Wor-Wic Community College

Study to determine feasibility
of providing Wor-Wic Community College
with direct egress onto eastbound
U.S. Route 50



Planning Initiatives Map #5
US 50 / 13 Bypass
Embankment Stabilization



Pedestrian Improvements Map #1A
US 13 Business
Crosswalk Improvements



**Pedestrian Improvements Map #1B
US 13 Business
Raised Median with Decorative Fencing**



COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

2019 Legislative Session

Legislative Day No. 16

Resolution No. 116-2019

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 FY 2021-FY 2026 CONSOLIDATED TRANSPORTATION PROGRAM (CTP).

WHEREAS, Maryland Department of Transportation (MDOT) is preparing the FY 2021-FY 2026 Consolidated Transportation Program (CTP);

WHEREAS, MDOT allows local governments to submit a "Priority Letter" containing the recommended improvements on State roadways for inclusion into the CTP;

WHEREAS, the County has worked with local incorporated municipalities and the Salisbury-Wicomico Metropolitan Planning Organization to identify potential priority projects for the FY 2021-FY 2026 CTP;

WHEREAS, the County Executive recommends the approval of the Priority Letter attached as Exhibit "A";

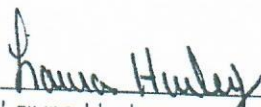
WHEREAS, the Priority Letter must be endorsed by the County Executive, County Council and the majority of the local legislative delegation before submission to MDOT;

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 approved.

Done at Salisbury, Maryland, on August 6, 2019.

ATTEST:

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND



Laura Hurley,
Council Administrator



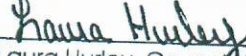
John T. Cannon,
Council President

ATTEST:

R. Wayne Strausburg
Director of Administration

Bob Culver,
County Executive
Date: _____

Certification: Upon consideration by the County Council on August 6, 2019, this Resolution was:
Adopted , Adopted with Amendments _____, Failed _____, Withdrawn _____.

Certified by: 

Laura Hurley, Council Administrator