



COUNTY COUNCIL OF TALBOT COUNTY  
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DIRCK K. BARTLETT  
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July 24, 2012

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

**RE: Talbot County Priority Projects  
FY 2012 – 2017 Consolidated Transportation Program**

Dear Mr. Halligan:

The Talbot County Council endorsed the attached list of priority projects for Talbot County at our meeting on March 13, 2012 (see enclosed portion of meeting minutes). Ray Clarke, County Engineer, submitted a more detailed overview of the projects to your attention on March 28, 2012.

The Council looks forward to meeting with you and representatives from the Maryland Department of Transportation on November 13<sup>th</sup> for the Consolidated Transportation Plan meeting. In the meantime, should you have any questions, please contact Ray Clarke at (410) 770-8170.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY

  
Corey W. Pack  
President

CWP/jkm  
Attachment

Cc: Ray Clarke, County Engineer

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JUL 27 2012

OFFICE OF PLANNING &  
CAPITAL PROGRAMMING



# Talbot County, Maryland



Easton, Maryland

MINUTES

March 13, 2012

Present – President Corey W. Pack, Vice President R. Andrew Hollis, Dirck K. Bartlett, Thomas G. Duncan, Laura E. Price, and County Manager John C. Craig. County Attorney Michael Pullen was absent.

- I. Agenda – Mr. Pack requested and received Council’s unanimous consent for approval of the Agenda of Tuesday, March 13, 2012.
- II. Minutes – Mr. Pack requested and received Council’s unanimous consent for approval of the Minutes of Tuesday, February 28, 2012.
- III. Disbursements – Mr. Pack requested and received Council’s unanimous consent for approval of the disbursements of March 6, 2012 and March 13, 2012.
- IV. Presentation by Office of the Comptroller – David Wooten, Administrative Officer, Office of the Comptroller – Salisbury Office – Mr. Wooten introduced himself as a representative of the Salisbury office of the Maryland State Comptroller’s Office; the Salisbury office is one of the twelve regional offices in the state. Mr. Wooten offered the assistance of the Comptroller’s Office and distributed various brochures which outlined the diverse functions of the Comptroller’s Office whose primary responsibility is collection of any taxes owed the State and payment of the State’s bills. The Comptroller’s Office may be contacted by phone at 1-800-MD-TAXES, at [www.marylandtaxes.com](http://www.marylandtaxes.com), or by visiting one of the regional offices listed on the website.
- V. Quarterly Update by Talbot Humane – Patty Crankshaw-Quimby, Executive Director, Talbot Humane – Ms. Crankshaw-Quimby provided the following information for the first 8 ½ months of Fiscal Year 2011-2012: 916 animals have been accepted at Talbot Humane, of which 303 were dogs, 513 were cats, and 100 were small mammals. She stated that the numbers represent a 19% increase over the same time period last year, primarily due to the slow economy; of the 916 animals taken in, 670 have been adopted or sent to other 501(c) 3 groups; there has been a 14% increase in adoptions and the euthanasia rate has remained the same. Ms. Crankshaw-Quimby stated that Talbot Humane continues to receive community support from various businesses and organizations, including the recent Dancing With the Dogs event which raised more than \$70,000; upcoming events include the Dog Walk/Dog Show at Oxford Day on April 28, 2012 and the 3<sup>rd</sup> Annual Bark in the Park on October 20, 2012. Talbot Humane will continue to update the Council on a regular or as-needed basis.
- VI. Introduction of Administrative Resolution:

An ADMINISTRATIVE RESOLUTION ADOPTING NEW MEDICARE REIMBURSEMENT RATES was read into the record by the Clerk. Clay Stamp, Director of Emergency Services, and Brian LeCates, Division Chief, Emergency Medical Services, stated that the purpose of the Administrative Resolution is to formally adopt new maximum emergency medical service billing reimbursement rates (ambulance transport) as established by Medicare guidelines. Council discussion ensued. Upon motion by Mr. Hollis, seconded by Ms. Price, the Council approved the Administrative Resolution by voting 5 – 0 as follows:

Mr. Pack – Aye  
Mr. Hollis – Aye  
Mr. Bartlett – Aye  
Ms. Price – Aye  
Mr. Duncan – Aye

IX. Presentation of Priority Listing for Maryland Consolidated Transportation Program – Ray Clarke, County Engineer – Mr. Clarke presented Talbot County’s Proposed Priority Project Listing for the State’s Consolidated Transportation Program as follows: (1) U.S. Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements (overpass and additional left turn lanes); (2) MD Route 33 Capacity and Evacuation Improvements (elevation modification) to minimize storm surge road flooding and additional capacity improvements – the MD Route 33 corridor is the only evacuation route for the Bay 100 necks and peninsulas along the corridor; (3a) U.S. Route 50/MD Route 328 – Goldsborough Street Intersection Improvements – requesting that the State should work with the Town of Easton to improve the configuration of the intersection in order to improve capacity and to provide technical assistance to the Town with regard to east/west traffic at the intersection; (3b) MD Route 50/MD Route 331 – Dover Street Intersection Improvements – requesting that the State should work with the Town of Easton to improve the configuration of the intersection and to provide technical assistance to the Town for diversion of east/west traffic from the intersection. Council discussed each item as it was brought forward. Mr. Duncan requested that Item 2 also include additional capacity improvements for possible commercial growth near the MD Route 33/322 intersection; Mr. Clarke suggested that a notation on the specific location of Easton Village and the nearby shopping center also be included. Mr. Hollis and Mr. Bartlett requested that the Priority Listing be expanded to include the replacement of the Dover Bridge and the continued improvements of MD Route 404; Mr. Clarke stated that the State Highway Administration has requested that the list be kept to three items. Upon consensus of the Council, the Priority Listing submitted to the State will include the priorities as presented by Mr. Clarke as specific to Talbot County, as well as support for the regional projects of replacement of the Dover Bridge and continued improvements on MD Route 404.

X. County Manager’s Report:

A. Talbot County Agricultural Land Preservation Advisory Board – Requested Council approval for the reappointment of Greg Gannon to a five-year term on the Talbot County Agricultural Land Preservation Advisory Board; said term will expire March 13, 2017. Upon motion by Ms. Price, seconded by Mr. Hollis, the Council approved the reappointment by voting 5 – 0 as follows:

Mr. Pack – Aye  
Mr. Hollis – Aye  
Mr. Bartlett – Aye  
Ms. Price – Aye  
Mr. Duncan – Aye

B. Talbot County Commission on the Aging – Requested Council approval for the reappointment of Julie Crocker and Jennifer Lister to three-year terms on the Talbot County Commission on the Aging; said terms will expire April 1, 2015. Upon motion by Mr. Hollis, seconded by Mr. Bartlett, the Council approved the reappointments by voting 5 – 0 as follows:

**TALBOT COUNTY PROJECT PRIORITY LISTING  
FOR THE CONSOLIDATED TRANSPORTATION PROGRAM  
2012**

<b>PRIORITY RANKING</b>	<b>PROJECT DESCRIPTION</b>
1	<p><b><u>US Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements</u></b>            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 that meets FAA requirements and serves these facilities. 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><b><u>MD Route 33 Capacity and Evacuation Improvements</u></b>            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 and Hurricane Irene, 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. With future commercial growth at the northeast corner of this intersection, capacity and safety improvements should be reviewed as part of every new development application with capacity and safety improvements being made in part or in total with developer contributions.</p>
3-A	<p><b><u>US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements</u></b>            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><b><u>MD Route 50/MD Route 331 – Dover Street Intersection Improvements</u></b>            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>

**Regional Projects**

**4**      **Replacement of Dover Bridge**

The State should continue with plans to construct a new high level bridge on MD 331 to provide a safe and dependable crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in both Caroline and Talbot counties.

**5**      **MD Route 404 Capacity and Safety Improvements**

The State should continue with improvement to this regionally important roadway. Such reconstruction should not only address capacity and safety, but also ensure that local communities are not unreasonably divided by this effort.