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March 23, 2016

Heather Murphy, Director
Office of Planning and Capital Programming
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, MD 21076

RE: Talbot County – 2016 Priority Listing

Dear Ms. Murphy:

The Talbot County Council endorsed the attached list of priority projects for Talbot County at our meeting on March 8, 2016.

The Council looks forward to meeting with you and representatives from the Maryland Department of Transportation this fall for the annual Consolidated Transportation Plan meeting. In the meantime, should you have any questions, please contact Ray Clarke, County Engineer, at (410) 770-8170.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY

Corey W. Pack
President

CWP/jkm
Attachment

Cc: Ian Beam – Rural Area Regional Planner, MDOT
The Honorable Adelaide Eckardt
The Honorable Christopher Adams
The Honorable John Mautz
Ray Clarke, County Engineer

**TALBOT COUNTY PROJECT PRIORITY LISTING
FOR THE CONSOLIDATED TRANSPORTATION PROGRAM
2016**

PRIORITY RANKING	PROJECT DESCRIPTION
1	<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 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. As an interim measure, the MD Route 33 corridor should be evaluated for any issues or problems that would need to be resolved in future improvements.</p>
2	<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 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>
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>