



*Wicomico County*  
*Priority Letter Package*  
*FY 2017 – FY 2022*  
*State of Maryland*  
*Consolidated Transportation Program*

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## WICOMICO COUNTY, MARYLAND

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Bob Culver  
County Executive

R. Wayne Strausburg  
Director of Administration

September 13, 2016

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:

As the Wicomico County Executive, 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 123 – 2016.

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, I submit the following projects and studies for your consideration to be included as part of the State's FY 2017 – FY 2022 Consolidated Transportation Program (CTP):

### **SALISBURY-OCEAN CITY: WICOMICO REGIONAL AIRPORT**

1. As the second largest commercial airport in the State, the Airport provides a vital service to our region. Continued funding for this essential facility, including funding from the Maryland Aviation Administration's Office of Regional Aviation Assistance and its Airport Improvement Grant Program to develop and implement robust marketing campaign, as well as infrastructure improvements to maintain the current level of service and plan for future demand. Consistent with recommended capital improvements contained in the Salisbury-Ocean City: Wicomico Regional Airport's Capital Improvement Program, the County is requesting financial assistance for the following infrastructure improvements to ensure continued commercial operations at this regional facility (See Map#1):

- ◆ Design and engineering, as well as construct 600' expansion of Runway 14-32
- ◆ Replace HVAC system;
- ◆ Upgrade / Replace baggage belts;
- ◆ Install emergency generator;
- ◆ Conduct pavement condition survey;
- ◆ Replace sliding doors (Phase II);
- ◆ Rehabilitate Taxiway B – South;
- ◆ Prepare Construction Documents for Taxiway F and GA Apron (Phase I);
- ◆ Construct Taxiway F and GA Apron (Phase I);
- ◆ Upgrade ATCT – Equipment;
- ◆ Design and rehabilitate T-Hangar Taxi lanes;
- ◆ Repackage / Update SRE Building Construction Documents; and
- ◆ Snow Removal Equipment Storage Building.

## **ROAD and FACILITY IMPROVEMENTS**

### **2. 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, it is recommended to identify alternative locations 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 Map #2).

### **3. U.S Route 50 and Sixty Foot Road Intersection – Geometric Improvements and Signalization:**

Consistent with improvements along U.S. Route 50 at the intersections of Tilghman and Hobbs Roads, the County encourages the State Highway Administration to consider geometric improvements and signalization at the U.S. Route 50 and Sixty Foot Road intersection. The aforementioned intersection experiences an undesired amount of accidents throughout a given year. In part, the majority of accidents are in response to high volume of motorists along this roadway segment, as well as the speed of oncoming motorist. As part of the MDOT's FY 2017 – FY 2022 CTP, the County requests the State to allocate funding for costs associated with engineering and construction for this recommended improvement (See Map #3).

### **4. U.S. Route 13 and Foskey Lane Intersection – Geometric Improvements:**

In 2015, SHA retained the professional services of McCormick Taylor, Inc. to prepare an intersection safety and signal warrant study for the U.S. Route 13 and Foskey Lane intersection. Although site distance and level of service are within acceptable parameters, the intersection is challenging to safely navigate because of

design characteristics. Foskey Lane intersects U.S. Route 13 at an approximate 90 degree angle. Foskey Lane is approximately 20 feet wide; however, the median opening on U.S. Route 13 is roughly 60 feet wide and unevenly split to the north and south of the intersection with Foskey Lane.

The Study contains four (4) alternatives to improve safety and operational characteristics of the unsignalized intersection. Alternative improvements for consideration include the following:

- ◆ Traffic control device upgrades;
- ◆ Median lane assignment;
- ◆ J-Turn median treatment (eliminates full-access crossover); and
- ◆ Median closure.

Prior to conducting additional study or preliminary engineering, the County encourages SHA staff to present the findings of the study and coordinate with officials and citizens from the Town of Delmar, MD., to identify the preferred alternative (See Map #4).

#### **5. U.S. Route 13 (North and South Salisbury Boulevard) – Geometric Improvements:**

In 2009, the *U.S. Route 13 North Corridor Planning Study* was prepared by The Traffic Group, Inc. for the Salisbury – Wicomico Metropolitan Planning Organization. The purpose of this Corridor Study was to evaluate the operational and safety characteristics of the study area, as well as for the identified study years of 2010, 2020, and 2030. Each of the six (6) intersections within the Study area were evaluated to assess capacity and operations based on existing and future demand. Additionally, recommendations for this roadway were included as part of the 2008 *East Side Corridor Study*.

Recommended improvements listed in the 2009 *U.S. Route 13 North Corridor Planning Study* include the following:

- ◆ *U.S. Route 13 & Connelly Mill Road and Winner Boulevard* – Extend the northbound approach double left turn lane onto Connelly Mill Road to 1,000 feet of storage capacity, construct an exclusive left turn lane on the eastbound approach of Connelly Mill Road onto U.S. Route 13, and restriping of the existing westbound approach lanes along Winner Boulevard to provide an exclusive right turn lane, through lane and left turn lane. Without the implementation of the recommended improvements occurring during the FY 17 – FY 22 CTP planning period, this signalized intersection is projected to operate at a LOS D during morning 2020 peak hour conditions and LOS F for evening 2020 peak hour conditions. The v/c ratios for the northbound left, through movements, and the southbound through movements are concerning (See Map #5).

The County applauds the ongoing efforts of SHA to lengthen the northbound approach left turn lane onto W. College Avenue.

#### **6. U.S. Route 13 Business (South Salisbury Boulevard) – Sidewalk, Drainage, and Resurfacing Improvements:**

The County is encouraged by the funding allocations for Phases I through VI of the drainage improvement project along U.S. Route 13 Business extending from E. Main Street to W. College Avenue. The majority of scheduled improvements for Phases I thru VI (Zion Road to W. College Avenue) have been completed, near completion, or funded. However, funding has not been secured for drainage improvements along South and North Salisbury Boulevard extending from W. College Avenue to Tony Tank Creek. The County is recommending inclusion of this project into FY 17 – FY 22 CTP for design and engineering components (See Map #6).

## 7. State Route 12 (Snow Hill Road) - Geometric Improvements and Signalization along State Route 12 from Johnson Road to the Salisbury Bypass:

This portion of the Salisbury Metro Core has experienced rapid growth and development over the past two decades. As a result of the existing and projected volume of traffic along MD 12, consideration should be given to improving several intersections along this State roadway. In 2008, the *East Side Corridor Study* was prepared for the Salisbury – Wicomico Metropolitan Planning Organization by The Traffic Group, Inc. This study analyzed 30 intersections within the study area, which included four intersections along MD 12 between Johnson Road and the U.S. Route 13 Bypass. Each intersection was evaluated to assess capacity and operations based on existing and future demand (2020 & 2030). Based on the analyses conducted for this study, the following system preservation projects have been recommended for improvements during the planning period covered by the upcoming State Consolidated Transportation Program.

Recommended improvements listed in the 2008 *East Side Corridor Study* include the following:

- ◆ *MD 12 (Snow Hill Road) @ Robins Avenue and Johnson Road* – The design phase of the realignment of Johnson Road with Robins Avenue at their intersection with MD 12 has been completed. This developer-funded realignment project is anticipated to be completed during the planning period (FY 2017 – FY 2022). As a result of this intersection realignment, the allocation of State funding for geometric improvements and signalization on MD 12 should be considered (See **Map #7A**).
- ◆ *MD 12 & Toadvine Road* – Construct northwest bound approach left turn lane onto Toadvine Road with a storage capacity of 200 feet. Without implementation of this aforementioned recommended improvement, this unsignalized intersection is projected to operate at a Level of Service (LOS) F for morning and evening peak hour conditions in 2020 (See **Map #7B**).
- ◆ *MD 12 & ramps to / from southbound U.S. Route 13 Bypass* – Install signalization at this intersection with MD 12. This intersection is projected to operate at a LOS F for morning and evening peak hour conditions in 2020 (See **Map #7C**).

## 8. U.S. Route 50 (Salisbury Parkway) and Mill Street Intersection – Geometric Improvements:

In 2010, The Traffic Group, Inc. prepared the *Riverside Drive Corridor Study* for the Salisbury – Wicomico Metropolitan Planning Organization. The purpose of this Corridor Study was to evaluate the existing operational and safety characteristics of the study area, as well as for the identified study years of 2015 and 2030. The U.S. Route 50 and Mill Street intersection was one of nine intersections within the Study area that were evaluated to determine LOS and to assess capacity and operations based on existing and future demand. Based on the results of the analyses, the Study recommended lengthening the U.S. Route 50 Business westbound approach left turn lane onto Mill Street to 400 feet of storage capacity to alleviate excessive queuing at this intersection (See **Map #8**).

## 9. State Route 675B (Bi - State Boulevard) – Geometric Improvements:

In 2009, the *U.S. Route 13 North Corridor Planning Study* was prepared by The Traffic Group, Inc. for the Salisbury – Wicomico Metropolitan Planning Organization. The purpose of this Corridor Study was to evaluate the operational and safety characteristics of the study area, as well as for the identified study years of 2010, 2020, and 2030. Each of the six (6) intersections within the Study area were evaluated to assess capacity and operations based on existing and future demand. Based on the analyses conducted for this study, the following system preservation projects have been recommended for improvements along State roadways during the planning period covered by the upcoming State Consolidated Transportation Plan.

Recommended improvements listed in the 2009 *U.S. Route 13 North Corridor Planning Study* include the following:

- ◆ MD 675B & MD 54 – Construct an exclusive westbound approach left turn lane onto MD 675B with 300 feet of storage capacity and extend the northbound approach left turn lane to approximately 250 feet of storage capacity to improve the operations of this intersection. This signalized intersection is projected to operate at a LOS D during morning 2020 peak hour conditions and LOS F for evening 2020 peak hour conditions. The volume to capacity ratio (v/c) is concerning in both the eastbound and westbound directions (See Map #9).

### *PLANNING INITIATIVES (Corridor, Intersection, and Feasibility Studies)*

#### 10. 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, performance, and safety of the following interchanges:

- ◆ U.S. Route 50 westbound – access to southbound Salisbury Bypass (See Map #10A).
- ◆ U.S. Route 50 eastbound – access to southbound and northbound Salisbury Bypass (See Map #10A).
- ◆ Salisbury Bypass westbound – access to northbound U.S. Route 13 (See Map #10B).

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

The County requests the State to conduct an intersection safety and signal warrant traffic 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 cost estimates to assist SHA with future capital programming considerations (See Map #11).

#### 12. 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 frelane access point along Walston Switch Road. This frelane 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 Map #12).

#### 13. State Road 349 (Nanticoke Road) - Corridor Feasibility Study:

Consideration should be given to include this recommended transportation planning project into the FY 2017 – FY 2022 CTP. Currently, the Highway Needs Inventory (Revised in 2015) includes the Multi-Lane Reconstruction project along MD 349 extending from U.S. Route 50 to N. Upper Ferry Road. However, prior to

the implementation of the proposed capital expansion project, we encourage the Maryland Department of Transportation (MDOT) to allocate funding to prepare a Corridor Feasibility Study for MD 349 extending from MD 815 to N. Upper Ferry Road.

Previously, planning funds were included in Fiscal Year 2008 for this project, as listed in MDOT's Consolidated Transportation Program, but the focus since then has been for the State Highway Administration (SHA) to conduct a corridor feasibility study as opposed to a project planning study. At the time of this submission, we understand that funding for this study has not been secured. This essential first step in the planning process will afford Wicomico County with a blueprint to help guide County agencies as we plan and implement development and transportation improvement projects in this Corridor. Furthermore, this proposed Corridor feasibility study will assist the County in our development review and approval process regarding access and connectivity to the roadway network.

It is anticipated this multi-phase project will culminate into a Corridor Vision Plan, which represents a set of recommendations, plans, and capital improvements. Moreover, the Vision Plan will be complemented by a Corridor Vision Strategy, which consists of a Physical Improvement Plan and the Policy Recommendation Plan. These two components of the Corridor Vision Strategy will describe the set of recommended capital improvements based on existing and future demand, address the pace of implementation, and include a set of policy recommendations to achieve the vision for the MD 349 Corridor (See Map #13).

### *PEDESTRIAN and CYCLIST IMPROVEMENTS*

#### 14. Bike Lane Improvements:

Technical and financial assistance are requested for design, construction, and marking of shared use and dedicated bike paths within Wicomico County. Upon completion of a regional bikeway network, crucial connections will be established to significantly improve pedestrians and cyclist safety on their travels to major activity generators and other destinations, afford citizens transportation options, improve quality of life and the environment, and enhanced recreational opportunities.

#### 15. 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.



## MUNICIPAL REQUESTS

### *CITY OF SALISBURY*

1. U.S. Route 13 – Sidewalk, Drainage, and Resurfacing Improvements from Kay Avenue to Zion Road (See County Map #6);
2. U.S. Route 50 – Geometric improvements at Mill Street to include a roundabout (See City Map);
3. Pedestrian and Cyclist Improvements to create a regional bikeway network;
4. Maryland Route 12 – Geometric improvements and signalization along MD 12 from Johnson Road to Salisbury Bypass, including realignment of MD 12 / Johnson Road / and Robins Avenue intersection (See County Map #7A – 7C);
5. U.S. Route 50 and Maryland Route 350 – Pedestrian and cyclist improvements to include constructing a fence in median of U.S. Route 50 from Ward Street to Naylor Street (See City Map); and
6. Salisbury Bypass – Feasibility planning study, including U.S. Route 13 and 50 intersections with Bypass (See County Map #10A and 10B).

### *TOWN OF DELMAR, MD*

1. MD 675B and Connelly Mill Road – The Town of Delmar, MD, is requesting technical and financial assistance from SHA to evaluate the feasibility of improving the safety and operations of the existing four-legged intersection. Currently, this unsignalized intersection has three legs under Stop control with the southbound movement given the right-of-way over all other movements. This proposed study would identify and evaluate the operational and safety characteristics of several alternative improvements designed to improve safety and reduce congestion, and develop preliminary cost estimates for each alternative (See Town Map).

### *TOWN OF HEBRON*

1. U.S. Route 50 Corridor Study – Per the request of the Town of Hebron, consideration should be given to allocate funding to prepare a Corridor Study along U.S. Route 50 extending from the Vienna Bridge to the signalized intersection at U.S. Route 50 and Naylor Mill Road Extended. This proposed study would evaluate the operational and safety characteristics of the signalized and unsignalized intersections under existing conditions, as well as for the identified target years of 2027 and 2037, and provide recommendations with preliminary cost estimates for future capital programming considerations of SHA.

Any assistance from the Maryland Department of Transportation towards the accomplishment of these recommended improvements is greatly appreciated. Should you require any additional information regarding these improvements, please contact Keith D. Hall, AICP, Chief, Long Range and Transportation Planning Section, Salisbury-Wicomico County Department of Planning, Zoning, and Community Development, at (410) 548-4860 or via e-mail [Khall@wicomicocounty.org](mailto:Khall@wicomicocounty.org).

Respectfully,  
WICOMICO COUNTY, MARYLAND



Bob Culver  
County Executive

cc:

R. Wayne Strausburg, Director of Administration, Wicomico County  
A. Kaye Kenney, Public Relations Liaison, Wicomico County  
Leslie Lewis, Director of Finance, Wicomico County  
Weston P. Young, PE, Director of Public Works, Wicomico County  
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Keith D. Hall, AICP, Chief Long-Range and Transportation Planning, Wicomico County  
Matthew E. Creamer, Council Administrator, Wicomico County Council  
John Cannon, President of County Council, Wicomico County  
Jacob Day, Mayor, City of Salisbury  
Tom Stevenson, City Administrator, City of Salisbury  
Jack Heath, President of City Council, City of Salisbury  
Darlene Kerr, President of City Council, City of Fruitland  
Sarah Bynum-King, Town Administrator, Town of Delmar  
P. Douglas Gosnell, President of Town Commission, Town of Sharptown  
Stanford Robinson, President of Town Commission, Town of Mardela Springs  
Rick Dwyer, President of Town Commission, Town of Hebron  
Denver C. Moore, President of Town Commission, Town of Pittsville  
Steven E. Warren, President of Town Council, Town of Willards  
Robert Sheehan, Jr., Deputy Chief of Staff, Salisbury University  
Jennifer Sandt, Vice President for Administrative Services, Wor-Wic Community College

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

2016 Legislative Session

Legislative Day No. 18

Resolution No. 123-2016

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 2017 - FY 2022 CONSOLIDATED TRANSPORTATION PROGRAM (CTP).

WHEREAS, the Maryland Department of Transportation (MDOT) is in the initial stages of preparing the FY 2017 - FY 2022 Consolidated Transportation Program (CTP); and

WHEREAS, MDOT provides local governments with an opportunity to submit a "Priority Letter" containing the recommended improvements (capital expansion and system preservation projects) on State roadways to be considered for inclusion into the CTP; and

WHEREAS, the County has worked with local incorporated municipalities and the Salisbury-Wicomico Metropolitan Planning Organization to identify potential priority projects to be included within the FY 2017- FY 2022 CTP; and

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

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 hereby approved.

Done at Salisbury, Maryland, this 6th day of September, 2016.

ATTEST:

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

Matthew E. Creamer, Council Administrator

John T. Cannon, Council President

CERTIFICATION

This Resolution was Adopted [checked], Adopted with Amendments \_\_\_\_, Failed \_\_\_\_, Withdrawn \_\_\_\_ by the County Council on September 6, 2016.

Certified by Matthew E. Creamer, Council Administrator