

COUNTY COUNCIL OF DORCHESTER COUNTY

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May 6, 2025

The Honorable Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
Office of the Secretary
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: Dorchester County – Priorities List – 2025-2030 Consolidated Transportation Plan

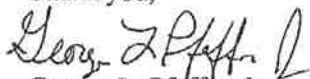
Dear Secretary Wiedefeld:

On behalf of the Dorchester County Council, I respectfully request the following local transportation priorities to be considered for the 2025-2030 Consolidated Transportation Plan:

- 1) **MD RT 392 at Cokesbury Road, Rhodesale, Maryland**
MD RT 392 at Cokesbury Road has significant structural issues, including a developing sinkhole, failing culvert, and full-width pavement cracking. The County requests MDOT to repair the roadway and restore structural integrity.
- 2) **Nealson Street, Hurlock, Maryland**
Nealson Street, connecting MD RT 392 and MD RT 307, is heavily used by truck traffic. The Town of Hurlock and Dorchester County requests MDOT to repave this town-maintained road to enhance safety and infrastructure.
- 3) **Hurlock, Maryland to Linkwood, Maryland Railroad Corridor**
The freight rail line between Linkwood and Hurlock is currently inactive and in need of significant repair and reactivation. This project aims to restore the rail line, supporting industrial growth and improving regional freight movement. The County requests MDOT to assist in the repair and reactivation of this corridor.

If you have any questions, please contact the Council's Office at (410) 228-1700 or info@docogonet.com.

Thank you,


George L. Pfeffer, Jr.
President

MDOT Priority Letter Submission Form

Submitted by Irene Barnes on May 7th, 2025 at 2:18 pm

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

This year, local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

"Feasibility study" means a study of a transportation need to identify a project that can address the need. A study would complete sufficient work to allow MDOT to evaluate whether the identified concept should be included in the CTP.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

First Name	Last Name
Irene	Barnes

Title/Role		Government Entity
Executive Operations Specialist		Dorchester County, Maryland
Address Line 1		
501 Court Lane		
Address Line 2		
PO Box 26		
City	State	Zip Code
Cambridge, Maryland	Maryland	21613

Section 2. Local Government Priorities

1. What are the jurisdiction's overall goals related to transportation policies and spending?

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. The MDOT recognizes that some projects will fit into multiple categories (e.g., a project that is both a safety project and state of good repair, or even into multiple categories). In those instances, choose the one that best matches the project and note overlapping categories in the project description. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A. Though listed in the bike/pedestrian improvement category, this project includes safety elements.*

2. What are the jurisdiction's priorities for system preservation/state of good repair?

1) MD RT 392 (at Cokesbury Road), System Preservation and Safety Improvements
MD 392 at Cokesbury Road has significant structural issues, including a developing sinkhole, failing culvert, and full-width pavement cracking. The County requests MDOT to repair the roadway and restore structural integrity. While this project is categorized under system preservation and state of good repair, it also includes critical safety elements due to the hazardous road conditions.

2) Nealson Street, Hurlock, MD (MD RT 392 to MD RT 307), System Preservation and State of Good Repair
Nealson Street, connecting MD 392 and MD 307, is heavily used by truck traffic. The Town of Hurlock and Dorchester County requests MDOT to repave this town-maintained road to enhance safety and infrastructure.

3) Hurlock to Linkwood Corridor, State of Good Repair – Rail Line Repair and Reactivation
The freight rail line between Linkwood and Hurlock is currently inactive and in need of significant repair and reactivation. This project aims to restore the rail line, supporting industrial growth and improving regional freight movement. While this project is categorized under system preservation and state of good repair, it also includes capacity expansion.

3. What are the jurisdiction's priorities for new capacity or capacity expansion projects?

4. What are the jurisdiction's priorities for feasibility studies?

5. What are the jurisdiction's priorities for safety projects?

6. What are the jurisdiction's priorities for bike/pedestrian and/or complete streets projects?

7. What are the jurisdiction's priorities for Transit-Oriented Development projects?

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation priorities?

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.

No File Was Uploaded

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Irene Barnes

I agree to be legally bound by this document.