



COUNTY COUNCIL OF TALBOT COUNTY

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April 29, 2026

Kathryn Thomson, Acting Secretary
Maryland Department of Transportation
Office of the Secretary
7201 Corporate Center Drive
Hanover, MD 21076

RE: Revised Talbot County – 2026 Priority Listing

Dear Acting Secretary Thomson:

The Talbot County Council, at its regularly scheduled meeting on Tuesday, April 28, 2026, reconsidered the 2026 Priority Listing as forwarded to you on or about March 26, 2026. Following discussion, a majority of the Council approved endorsing the attached list of priority projects for Talbot County, as revised. Please note that this year's listing includes information not only on roads infrastructure, but Easton Airport safety improvements, and incorporated municipalities' projects.

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 or Micah Risher, Airport Manager, at (410) 770-8055.

Sincerely,
COUNTY COUNCIL OF TALBOT COUNTY

Chuck F. Callahan, President

CFC/swm
Attachments

Cc: Heather R. Murphy, Director, Office of Planning and Capital Programming, MDOT
Dan Janousek, Regional Planner, Office of Planning and Capital Programming, MDOT

The Honorable Johnny Mautz
The Honorable Christopher Adams
The Honorable Tom Hutchinson
Mayor and Town Council, Town of Easton
Commissioners, Town of Oxford
Mayor and Commissioners, Town of Queen Anne
Commissioners, Town of St. Michaels
Trappe Town Council
Ray Clarke, County Engineer
Micah Risher, Easton Airport Manager
Brian Moore, Director, Roads and Facilities Maintenance
Cassandra Vanhooser, Director, Economic Development and Tourism

REVISED 2026 Priority Listing for MDOT

PRIORITY RANKING	PROJECT DESCRIPTION
1	<p><u>MD Route 322/US 50 Intersection – North</u> This intersection includes cross traffic vehicle maneuvers between two high-volume, high-speed roadways, and merging of vehicles in the fast lane of traffic in the eastbound lane of US Route 50. In the past couple of years there has consistently been, and continues to be, a significant number of personal injury and property damage crashes, including an unacceptable number of fatalities. Consistent with the Maryland Strategic Highway Safety Plan, the highway infrastructure at this location should be evaluated and improved as soon as possible in an effort to rectify this public infrastructure deficiency.</p>
2	<p><u>MD Route 33 Capacity, Safety and Evacuation Improvements</u> During 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. <i>The MD Route 33 corridor is the sole evacuation route for this populated neck or peninsula.</i> Accordingly, elevation modification to eliminate or minimize storm surge road flooding, as well as capacity improvements, should be pursued to protect the lives and safety of citizens in this area. Also, 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. Traffic counts show that portions of MD Route 33 have heavy traffic volume, particularly near its 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 with future improvements, along with completing a study related to safety issues that could be addressed through traffic signals.</p>
3	<p><u>MD Route 329 (Royal Oak Road) Safety Improvements</u> This roadway serves as the primary means of ingress and egress for the communities in and around the villages of Royal Oak and Bellevue, in addition to being a significant tourism corridor for these communities and beyond. This road has a narrow travel lane with no shoulders and ditch drop off at the edge of pavement. Paralleling MD Route 33, this roadway provides an alternative route for MD Route 33 (see priority number 2 above, evacuation corridor). The importance of this alternative route is compounded, considering the aging status of the bridge carrying MD Route 33 traffic over Oak Creek.</p>
4	<p><u>MD Route 333, Oxford Causeway</u> This area of MD Route 333 within the Town of Oxford (near intersection with South Morris Street) continues to flood during storm events and even during many high tides. This problem will only continue to expand with sea level rise and increasing extreme storm events. As the only access to the historic portion of the town, these flooding events have become a safety concern, not only for emergency vehicle access, but also evacuation of town residents and visitors</p>

REVISED 2026 Priority Listing for MDOT

	during severe storms. The State should work with the Town of Oxford to elevate this roadway segment to eliminate or minimize flooding restrictions to this sole means of access to the Town of Oxford.
<u>Address Safety Issues for Cross Street Traffic on Route 50</u>	
5-A	<p><u>US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements</u></p> <p>This intersection currently experiences significant traffic volumes at 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>
5-B	<p><u>MD Route 50/MD Route 331 – Dover Street Intersection Improvements</u></p> <p>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.</p>
5-C	<p><u>US Route 50/Chapel Road - Intersection Improvements</u></p> <p>This intersection currently experiences significant traffic volumes for all approaches. The geometric configuration of this intersection possesses many shortcomings on Chapel Road, 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> <p><i>An overpass should be planned as a long-term solution for Priority Rankings 3-A through 3-C.</i></p>
6	<p><u>US Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements</u></p> <p>As a result of increasing traffic for the growing Easton Airport, Talbot County Community Center and the new Regional Medical Center project on Longwoods Road (MD Route 662), one of our top priorities would be the construction of an expanded intersection to allow for increased crossover traffic.</p>
7	<p><u>Airport Road/MD 662/US Route 50 Intersection</u></p> <p>Airport Road, west of this intersection, has become a significant “bypass” route around Easton to and from the Bay Hundred peninsula (St. Michaels area), in addition to the aforementioned growth in Priority Ranking #6. The Talbot County Community Center facility ties into the MD 662/US Route 50 intersections, which currently possess poor intersection spacing/geometry. In the short term, analysis, design and reconstruction of this area should be</p>

REVISED 2026 Priority Listing for MDOT

	pursued to facilitate capacity and safe flow of vehicles through these intersections and to/from the County road.
8	<p>Idlewild Avenue Merging into US Route 50 traffic</p> <p>At the intersection of US Route 50 and Idlewild Avenue, there exists a partially signalized intersection with eastbound traffic on US Route 50 stopping for westbound traffic seeking to turn left onto Idlewild Avenue. To improve safety at this intersection, the merge lane related to Idlewild Avenue traffic into the eastbound US Route 50 traffic should be extended. In addition to this improvement, SHA should review ways to address vehicle stacking that can occur from Wishing Well traffic seeking to turn left onto Idlewild Avenue that adds to the conflicts at this intersection. As part of this review, SHA may need to consider a one-way in and one-way out of the Wishing Well business.</p>
9	<p><u>Cordova Road (CO 00332) transfer to SHA</u></p> <p>.14-mile section of Cordova Road is included in the County inventory. It should be transferred to the SHA as both ends of the road are maintained by the State (see attached map)</p>
10	<p>US Route 50/Dutchmans Lane – Intersection Improvements</p> <p>The existing turn lanes at this intersection are currently insufficient in length to accommodate peak traffic volumes. As a result, vehicle queues frequently exceed the turn lane capacity and extend into the adjacent travel lanes causing congestion. It is acknowledged that the Maryland State Highway Administration has recently awarded a contract intended to address these deficiencies and to improve overall traffic operations in this corridor from this intersection to the intersection at Norris Taylor Drive.</p>

Easton Airport – Airfield Modernization Program

- **Easton Airport – Airfield Modernization Program**
- Easton Airport continues to advance its Airfield Modernization Program, a transformative initiative designed to improve the Runway Safety Area (RSA) for Runway 4/22 by shifting the runway 1,900 feet southwest of its current location and bringing the airfield into full compliance with FAA design standards.
- All enabling objectives h.
- 'ave been completed, including major earthwork and site preparation. The Airport is now finalizing electrical infrastructure upgrades to support the new airfield configuration. In FY2027, Easton Airport will begin construction on the pavement sections for the new Runway 4 and Taxiway Alpha—key steps that will enable the opening of the new runway.
- Designated by the FAA as a “National” general aviation airport, Easton Airport plays a vital role in supporting both the state and national aviation system by connecting the region to domestic and international markets. Completion of the Airfield Modernization Program is essential to ensuring the airport’s long-term financial sustainability and maximizing the economic benefits it delivers to Talbot County and the broader region.

Town of Easton

REVISED 2026 Priority Listing for MDOT

- **MD-322/Glenwood Avenue Intersection - Crosswalks**
The Town of Easton is working with SHA to improve the intersection with a dedicated Center Turn Lane, Traffic Signal, and Crosswalk. The Town's Trail system includes a proposed at-grade crossing using a crosswalk at this intersection.
- **US-50/Goldsborough and US-50/Dover Road Intersections – Crosswalks**
The Town of Easton has heard presentations from SHA and their consultants over the past several years about proposed US-50 improvements from Lomax Street to Dutchmans Lane. The Town would like to ensure crosswalks at these intersections are included in the final design.
- **US-50 (Chapel Road - High Street) - Dedicated Acceleration/Deceleration Lanes**
The Town of Easton has heard presentations from SHA and their consultants over the past several years about proposed US-50 improvements from Lomax Street to Dutchmans Lane. The Town has expressed its desire for the design to include dedicated acceleration/deceleration lanes to improve safety and benefit emergency responders traveling on US-50.
- **US-50 - Improved Cross Traffic for Summertime Traffic**
The Town of Easton would like to work with SHA to discuss alternatives to improve cross traffic in the summertime. A significant percentage of our residential community is located on the east side of US-50, and a significant percentage of our commercial properties, as well as our downtown, is on the west side of US-50. We would like to explore alternatives to improve cross traffic, especially in the summertime.
- **US-50/Goldsborough & US-50/Dover - Additional Through Traffic Lanes for Stacking**
The Town of Easton would like to work with SHA to discuss additional through lanes. These streets see significant backups, especially in the summertime.
- **MD-328 (Matthewstown Road) - Sidewalks**
The Town of Easton is working with SHA to design sidewalks from US-50 to the eastern Town boundary near Hunter's Mill. This project will improve pedestrian safety and connect the residential neighborhoods to the commercial businesses in the area.
- **Rails To Trails - East-West Trail (Aurora Street - Over US-50 - Easton Club East)**
The Town has discussed with SHA our plans to design/permit/construct a trail from our existing "T" intersection of our North-South Trail and new East-West Trail near Aurora Street/Maryland Avenue, east toward US-50, install a pedestrian bridge over US-50, and for the trail to extend to Easton Club East.

Town of Oxford

- **Bikeway Project**
The Town of Oxford is working with Talbot Thrive and seeking funding from MDOT Bikeways regarding a Shared Trail through town with the hope of connection at some point to the Oxford Conservation Park. This would be a rails to trails concept, as the

REVISED 2026 Priority Listing for MDOT

railroad did leave Oxford (basically where Pier Street is now located) and travel to Easton.

Town of Queen Anne

- Efforts were made to contact the Town of Queen Anne requesting any SHA projects that the Town would like to add to the CTP.
- If SHA has any projects planned in or around the Town of Queen Anne, the County requests that SHA contact Town Officials.

Town of Trappe

- Town of Trappe has no projects at this time.
- If SHA has any projects planned in or around the Town of Trappe, the County requests that SHA contact Town Officials.

Town of St. Michaels

- **St. Michaels Nature Trail Extension**
The Town has recently received an MDOT grant to study the feasibility of extending the ever-popular St. Michaels Nature Trail (Rails-to-Trails) 1.2 miles north to Perry Cabin Park. The location of the future trail extension is proposed to be along a MDOT right-of-way that was planned for a downtown highway detour but was never implemented. The current 1.1-mile trail is used extensively by both visitors and residents in St. Michaels, allowing for safe and pleasant passage for walkers and bikers alike. The proposed eight-foot-wide trail would serve as another great tourist attraction for St. Michaels and greater Talbot County. Once the feasibility study is completed in late summer of 2023, total project costs will be better defined, allowing the Town to pursue trail grant monies to construct this expanded recreational amenity.
- **Inn at Perry Cabin Sidewalk Construction**
Currently, there is no pedestrian sidewalk connection between the Inn at Perry Cabin and the Town of St. Michaels, requiring hotel guests to walk on MD Rt. 33 to access the many St. Michaels businesses and restaurants. This is a very unsafe situation with motorists travelling in excess of 50 m.p.h. a few feet away from pedestrians. Grant monies would be used to design and construct a detached sidewalk on MDOT right-of-way. The project is estimated to be 900 lf. and a high priority for both the Town and the Inn at Perry Cabin, a major economic driver for our region.

REVISED 2026 Priority Listing for MDOT

State Transportation Improvement Projects (STIP) Talbot County Road Projects to be added to the STIP

1. Black Dog Alley

Black Dog Alley has become a collector road in the eastern portion of Talbot County with increased traffic using a narrow roadway with drainage ditches serving as the shoulders of this roadway. In 2005/2006, the section of Black Dog Alley between Chapel Road and Matthewstown Road (Maryland Route 328) was widened with two 11-foot wide vehicle travel lanes and paved shoulders having a width of about 4-feet. To complete the road and drainage improvements, Talbot County had to secure right-of-way from property owners prior to receiving construction bids. With increased traffic in the County and along US Route 50, Black Dog Alley currently has significant truck traffic and when there are backups on US Route 50, a lot of beach traffic will then use Black Dog Alley. The section of Black Dog Alley between Dover Road (Maryland Route 331) and Kings Meadow Place has a pavement width between 18 to 20 feet with no shoulders and car-eating ditches. With this section of Black Dog Alley being an old “farm to market” road, the County only has a prescriptive easement for the road, thus right-of-way via a fee simple interest is needed to construct road widening improvements and improved drainage. The new road section will consist of two 11-foot-wide vehicle travel lanes, paved shoulders of 4-8 feet wide and improved drainage ditches and possibly off-line stormwater best management practices. To complete nearly \$10.0 to \$14.0 million worth of road improvements, Talbot County will be seeking federal aid through the USDOT.

2. Airport Road

Airport Road has become the eastern end of the St. Michaels Bypass linking St. Michaels Road (Maryland Route 33) to US Route 50. With the proposed Regional Medical Center to be located with US Route 50 access near the Talbot County Community Center, improvements to Airport Road are needed for increased traffic along with establishing a major roadway to be used by emergency vehicles attempting to get to the new Regional Medical Center/Hospital. With the Runway Protection Zones impacting Airport Road, the proposed road improvements need to accommodate FAA requirements, and at the intersection of Maryland Route 662 and Airport Road and the intersection of US Route 50 and Airport Road, Talbot County will need to work with SHA to develop intersection improvements that will more than likely require that the US Route 50 intersection be synchronized with Maryland Route 662.

3. Goldsborough Neck Road

Goldsborough Neck Road connects Airport Road to Glebe Road that assists in the conveyance of St. Michaels Bypass Traffic to US Route 50. In addition, improvements to Goldsborough Neck Road will assist emergency vehicles attempting to get to the new

REVISED 2026 Priority Listing for MDOT

Region Medial Center/Hospital that will be near the Talbot County Community Center on US Route 50. Talbot County has completed improvements to Goldsborough Neck Road in phases, but with the proposed new Region Medial Center/Hospital, road and drainage improvements to Goldsborough Neck Road need to be completed at the same Airport Road improvements are being completed. Talbot County has completed two major culvert replacements, one at the intersection of Glebe Road and Goldsborough Neck Road, and the other just east of the intersection of Goldsborough Neck Road and Villa Road. To complete all the road and drainage improvements for Goldsborough Neck Road Mistletoe Hall Industrial Park's entrance onto Goldsborough Neck Road to Airport Road is estimated to cost approximately \$4.0 million. Again, Talbot County seeks to add this project to the STIP to allow Talbot County to seek federal aid for completing the road and drainage improvements to Goldsborough Neck Road.