



WICOMICO COUNTY, MARYLAND
DEPARTMENT OF PLANNING, ZONING AND COMMUNITY DEVELOPMENT
125 N. DIVISION STREET, ROOM 203
P.O. BOX 870
SALISBURY, MARYLAND 21803-0870
PHONE: 410-548-4860 | FAX: 410-548-4955

Julie M. Giordano
County Executive

Bunky Luffman
Director of Administration

Steven S. Lakin
Assistant Director of Administration

Tracey G. Taylor
Director

April 1, 2026

Ms. Kathryn Thomson, Acting Secretary of Transportation,
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

Re: Wicomico County Priority Letter – Recommended Transportation Improvements

Dear Acting Secretary Thomson:

First of all, congratulations on your appointment as Acting Secretary of Transportation. Wicomico County has always had an excellent working relationship with your Department, and we look forward to future cooperation as we strive to meet the needs of our citizens.

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. A copy of the signed Resolution has been included as part of this submittal.

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

2026 Legislative Session

Legislative Day No. 05

RESOLUTION NO. 46-2026

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 2027- FY 2032 CONSOLIDATED TRANSPORTATION PROGRAM (CTP).

WHEREAS, the Maryland Department of Transportation (MDOT) is preparing the FY 2027- FY2032 Consolidated Transportation Program (CTP); and

WHEREAS, MDOT allows local governments to submit a "Priority Letter" containing the recommended improvements on State roadways for inclusion into the CTP; and

WHEREAS, the County Executive recommends the approval of the Priority Letter, in substantially the same form attached hereto 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; and

WHEREAS, the County Council has determined that approval of the Priority Letter is in the best interest of the County.

NOW, THEREFORE, BE IT RESOLVED, by the County Council of Wicomico County, Maryland, as follows:

1. That the Priority Letter, in substantially the same form attached hereto as Exhibit "A", is approved; and
2. That the County Executive is hereby authorized to endorse the Priority Letter in the name and on behalf of the County.

DONE at Salisbury, Maryland this 3rd day of March, 2026.

ATTEST:

Laura Hurley
Laura Hurley, Council Administrator

COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND

John T Cannon (SEAL)
John T Cannon, Council President

CERTIFICATION

THIS RESOLUTION was Adopted _____, Adopted with Amendments , Failed _____, Withdrawn _____ by the County Council on March 3, 2026.

Certified by Laura Hurley
Laura Hurley, Council Administrator

The following listing of projects and studies are proposed for your consideration to be included as part of the State's FY 2027 – FY 2032 Consolidated Transportation Program ("CTP"):

SALISBURY-OCEAN CITY: WICOMICO REGIONAL AIRPORT ("SBY")

As the only commercial service airport on the Eastern Shore of Maryland, SBY provides a vital service to our region. Continued funding for this essential facility, includes resources from the Maryland Aviation Administration's Office of Regional Aviation Assistance and its Airport Improvement Grant Program. Wicomico County continues to heavily invest millions of dollars to replace critical infrastructure and to add new infrastructure to meet current demands and future growth. In 2020, the Federal Aviation Administration ("FAA") accepted the *Airport Master Plan*, which outlines future development initiatives designed to address existing operational needs, retain commercial air service, and prepare SBY for continued growth. See *Airport Map #1*.

1. Runway 14 – 32 Rehabilitation (1200') – Construction:

The eastern 1,200 feet of Runway 14–32 was constructed in 2010 and recorded a Pavement Condition Index (PCI) of 65 in 2021 and 61 in 2025. The reduced PCI is attributed to low-severity longitudinal and transverse cracking, weathering, and localized alligator cracking. Milling and overlay of this runway segment is recommended following completion of the runway extension project to limit further deterioration and extend the overall service life of the pavement.

2. Air Traffic Control Tower Upgrade:

The existing air traffic control equipment is more than 20 years old, resulting in reduced reliability and operational effectiveness. Planned upgrades include replacement of voice communications systems, primary radios, a backup weather system, digital voice recording, console equipment, and associated electrical, telephone, data, and grounding systems. Additional improvements to plumbing, restroom facilities, insulation, and HVAC systems are also planned. Reliable operation and enhanced capabilities of the Air Traffic Control Tower are critical to maintaining air traffic safety.

3. General Aviation Apron Expansion and Taxiway C Realignment:

A new Fixed Base Operator (FBO) began operations in July 2025. Planned hangar development, a future general aviation terminal, and increased aircraft operations will require expansion of the general aviation apron. The expansion will also replace apron space lost due to encroachment from new facilities and support continued growth in general aviation activity.

4. Aircraft Hangar Relocation:

Two existing box hangars are proposed to be relocated to accommodate construction of a new airline maintenance hangar. Due to strong demand for larger hangar space, demolition is not a viable option. The proposed airline maintenance facility is necessary to support a changing aircraft fleet that cannot be accommodated in existing hangars. As Maryland's only based airline, Piedmont Airlines' continued presence is essential to the region's economy and air service needs.

5. Aircraft Rescue and Fire Fighting (ARFF) Access/Response Road:

Following completion of the new Snow Removal Equipment and ARFF facility, construction of a dedicated response road is planned. The new road will eliminate tight turns, reduce response times, and enhance safety for crews responding to aircraft incidents and other airfield emergencies.

6. Taxiway F – Design/Construction:

Due to a significant shortage of hangar space and apron area, construction of Taxiway F and expansion of adjacent apron areas are required to support future business and general aviation growth forecasted over the coming years. This project is consistent with the Airport Master Plan and will provide the necessary surface infrastructure to enable new hangar development.

7. Taxiway B Rehabilitation – Design/Construction:

Taxiway B, located north of Runway 14–32, was identified in the most recent pavement management study as deteriorating and in need of rehabilitation in the near term. This taxiway is among the oldest airfield pavements at SBY and requires replacement to maintain safe and efficient operations.

8. Airline Hangar – Design/Construction:

Additional airline maintenance facilities will be required in the coming years. SBY has partnered with the University of Maryland Eastern Shore (UMES) and Piedmont Airlines to utilize existing maintenance hangar space to support the launch of an Aircraft Maintenance Technician (AMT) school. Graduates of this program will enable Piedmont to expand its maintenance operations and bring skilled jobs back to the region. Construction of a new maintenance hangar will allow for longer-term aircraft maintenance that is currently performed at facilities elsewhere along the East Coast.

WICOMICO YOUTH & CIVIC CENTER

The Wicomico Youth & Civic Center is the largest indoor public gathering space in Wicomico County and serves as a quality-of-life asset for residents on the Lower Shore. In addition to recreational, cultural and entertainment events for local residents, the Civic Center generates more than \$12M per year in economic impact for local businesses through regional and national tourism events held at the venue. Located in a federal Opportunity Zone, the Center also hosts equity and inclusion programs and events which meet the needs of underserved members of the community.

Additionally, the proposed project would enhance alternative modes of transportation, such as walking and cycling, that provide healthy living options and increase multi-modal connections to our locally operated public transit system.

1. Glen Avenue Road Diet – Design/Construction:

Glen Avenue serves as the gateway and primary road connection to numerous public uses, including, but not limited to, the Wicomico Youth and Civic Center, Wicomico High School, Glen Avenue Elementary School, City of Salisbury Zoological Park and Urban Greenway, and the County Sports Stadium. The Civic Center is in the process of undertaking a \$9.8M exterior renovation that, among other objectives, will improve vehicular and pedestrian safety on the venue grounds. The proposed Glen Avenue Road Diet project extending from Long Avenue to Beaglin Park Drive would complement this effort by: creating safer pedestrian, vehicular and cyclist safety along and across Glen Avenue, establishing a drop-off zone on the south side of Glen Avenue which would further enhance public safety and ADA access to the Civic Center, and providing critical and safe connections to historically underserved neighborhoods adjacent to or in close proximity of public, commercial and residential uses. Through the Salisbury-Wicomico Metropolitan Planning Organization, a traffic study was conducted in 2022, which would be used in the planning and design phases. See **Wicomico Youth & Civic Center Map #1**.

ROAD and FACILITY IMPROVEMENTS

1. Shortridge Road:

The County requests State consideration to create an Access Break onto Route 50 eastbound for a new egress ramp in coordination with Wor-Wic Community College. See **Road and Facility Improvements Map #1**.

2. Spring Hill Lane Paving:

The County requests State funding via submission for approval to use the State Aid Unobligated funds in order to fully replace pavement on Spring Hill Lane. See **Road and Facility Improvements Map #2**.

3. Gordy Mill Road Paving:

The County requests State funding via submission for approval to use the State Aid Unobligated funds in order to fully replace pavement on Gordy Mill Road. See **Road and Facility Improvements Map #3**

4. Three Bridges over Burnt Mill Branch:

Annual bridge inspection reports emphasized the need for solutions to mitigate unfavorable structural conditions over Burnt Mill Branch. A study and preliminary planning / engineering activities are necessary to achieve the desired result. The County is requesting funding and technical assistance to procure services to prepare concepts and designs to meet local, State, and federal regulations. In addition, construction funding is requested to complete previously started remediation phases, including, but not limited to an existing roadway alignment and structural upgrades. See **Road and Facility Improvements Map #4**.

5. Twilleys Bridge over Nassawango Creek:

The County requests State consideration to conduct a full engineering feasibility study along with construction costs associated with a full replacement of the bridge. During yearly bridge inspections, it is noted that this bridge requires in-depth construction changes to satisfactorily meet all requirements set forth by the State. See **Road and Facility Improvements Map #4.**

6. Wastegate Road over Nassawango Creek:

To ensure compliance and safety, the County is requesting State consideration to provide funding to retain professional services for preparation of a design to meet local, State, and federal regulations for Wastegate Road over Nassawango Creek. The study will include, but is not limited to, the replacement of five (5) culverts, embankment remediation, roadway encroachment, and post adjustments. See **Road and Facility Improvements Map #4.**

7. Pedestrian Access and Sidewalk Additions – Pemberton Drive, Parsons Road and Nanticoke Road Intersections:

To ensure compliance and safety continuity along Nanticoke Road and its intersections with Pemberton Drive and Parsons Road. The County is requesting State consideration to provide funding for preparation and design services to meet local, State, and federal regulations for sidewalk additions, stormwater upgrades, ADA compliance, and signaling requirements. See **Road and Facility Improvements Map #5.**

8. Pedestrian Safety and Improvements - College Avenue & Eastern Shore Drive

As a result of increased pedestrian presence at the intersection and route along College Avenue and Eastern Shore Drive, Wicomico County is requesting a Pedestrian & Connectivity Study to be completed. The study is requested to include pedestrian improvements such as new sidewalks, crosswalks, pedestrian signals, pedestrian refuge islands, and pedestrian signals. See **Road and Facility Improvements Map #6.**

9. Vehicular Travel & Traffic Signal Analysis - Pine Bluff & Camden Avenue

While speed limits have been reduced to assist in improving vehicular movement and safety at this intersection, the varying sight distances and traffic conveyance still provides concern with current conditions. Wicomico County requests State consideration to conduct an intersection safety and traffic signal warrant analysis study at the intersection of Pine Bluff Road and Camden Avenue. Aspects of the study include intersection characteristics, sight distance, traffic data, crash data, level of service, impacts of proposed local development, and traffic signal warrant analysis. See **Road and Facility Improvements Map #7.**

PLANNING INITIATIVES (Corridor, Intersection, and Feasibility Studies)

1. 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, reduce weaving / merging between motorists attempting to enter The Centre at Salisbury and those accessing northbound U.S. Route 13, performance, and safety of the following interchanges:

- ◆ U.S. Route 50 eastbound and westbound – access Salisbury Bypass. See **Planning Initiatives Map and Image #1A.**
- ◆ Salisbury Bypass westbound – access to northbound U.S. Route 13. See **Planning Initiatives Map #1B.**

2. Salisbury Bypass – Feasibility Study:

The County requests State consideration to conduct a feasibility study to complete the Salisbury Bypass. The Study will evaluate potential routes, environmental assessments, and provide planning-level cost estimates to create a new segment connecting to the existing infrastructure on the U.S. Route 50 Bypass connections (U.S. Route 50 East and U.S. Route 13 South).

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

The County requests State consideration to conduct an intersection safety and traffic signal warrant analysis 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 planning-level cost estimates to assist SHA with future capital programming considerations. See **Planning Initiatives Map #3.**

4. Port of Salisbury – Study:

The Port of Salisbury, Maryland's second largest, is a significant economic asset to the region as approximately \$200 million of products including grain, soybeans, building aggregates, petroleum and gasoline are shipped along the Wicomico River each year. To maintain the federal channel to 14', the Army Corps of Engineers dredges one-third of the channel each year. The Corps seeks 1,000,000 tons annually to be considered a 'significant' economic impact to the region. Less tonnage could result in dredging with less regularity and thereby jeopardize the use of the river as a viable and efficient means of transportation. Tonnage has been in a structural decline since the early 2000's as gas-powered vehicles are more efficient, electric vehicles are more prevalent and natural gas is more available than in years past. In addition, grain, soybeans and building aggregates are highly volatile. A planning study to include a S.W.O.T. analysis, infrastructure needs and potential new commodities that could be shipped

by barge will help maintain port tonnage and enhance the economic impact to the region. See **Planning Initiatives Map #4**.

5. Westside Collector Phase 3 – Stormwater Analysis:

The County requests State consideration to conduct stormwater analysis and feasibility study for Phase III of the Westside Collector Road (a.k.a. Naylor Mill Road Extended) from Crooked Oak Lane to Levin Dashiell Road. The Westside Collector is part of the County's inter-loop comprised of College Avenue, Beaglin Park Drive, Zion Road, and Naylor Mill Road. Due to future anticipated growth and development on the west side, the Phase III of Westside Collector Road feasibility should be completed. Stormwater Regulations have since been updated with variable conditions from when the designed plans were created. See **Planning Initiatives Map #5**.

6. Upper Ferry & Whitehaven Ferry – Study:

Wicomico County currently operates two ferries to assist in travel and alleviate timely detours. Currently, the ferries combined make approximately 200,000 trips per year in transporting passengers and vehicles. These ferries receive no fees for travel or use by the passengers. A planning study to include SWOT analysis, infrastructure needs and upgrades in order to maintain economic impact to the areas is being requested. See **Planning Initiatives Map #6**.

7. MD 349 (Nanticoke Road) – Drainage Improvement Study:

Over the last several years, the northeastern portion of the U.S. has seen an increase in the size and frequency of large rain events not associated with hurricanes or other natural disasters. These large storms are causing more and more frequent flooding along the MD 349 corridor. Several hot spots have already been identified such as Willow Creek Drive, Catchpenny Lane, and North Upper Ferry Road, however large portions of MD 349 retain and hold water on adjacent private property due to lack of adequate drainage and maintenance. Wicomico County is requesting MDOT conduct a drainage improvement study to determine how best to convey runoff from the road surface to an acceptable body of water in a way that will not impound water on private property. Wicomico County is willing to partner with MDOT to obtain the necessary easements, rights-of-way, and identify areas in need of maintenance.

MUNICIPAL RESPONSES

CITY OF SALISBURY

1. Completion of construction of Jasmine Drive, connecting E. Naylor Mill Road to E. North Pointe Drive. This project will alleviate traffic on and around Route 13 North near the City Mall and the main commercial corridor.
2. Six Points Intersection Roundabout at the juncture of Mt. Hermon Road and E. Main Street. The City is actively working on pedestrian improvements at this location through an MDOT grant program and wishes to incorporate a traffic circle into the improvements.
3. Construction of Culver Road, which will connect the Pemberton Elementary School to Nanticoke Road/Route 349. This will improve connectivity between the west side of Wicomico County and the Pemberton Drive corridor and reduce traffic on Nanticoke, a State road.
4. Glen Avenue Road Diet, a County led project to install traffic calming and related improvements near the Wicomico Civic Center. Portions of the proposed improvement area are within the City's right of way.

TOWN of DELMAR, MD

1. MD 675B- The Town is requesting SHA to conduct a corridor study to evaluate the operational and safety characters of signalized and unsignalized intersections between Connelly Mill Road and MD 675B.
2. The Town is requesting the installation of pedestrian improvements for crosswalks at US 13 and MD 54.
3. The Town is requesting MDOT to repair/replace and extend sidewalks from US Rt 13 west to Memorial Drive.
4. The Town is requesting MDOT assistance with crosswalks on both MD 675 and MD 54.

TOWN OF MARDELA SPRINGS

1. Design Completion and Construction of Barren Creek-- During a large storm event in the spring of 2016, a portion of the earthen dam and Barren Creek Road were washed out. Since this event, there have been studies, design, and consulting services utilized to submit to local, State, and federal authorities for regulatory approval and cost estimates. As the area stands, there is no remaining road, and erosion and flooding continue to be a large concern in addition to emergency services routing time and community travels and safety.

2. Bridge Street over Barren Creek Bridge – This two-lane roadway consists of steel beams and reinforced concrete decking. The superstructure, substructure, channel protection, and approach roadway are merely in Satisfactory Conditions. The bearings on this bridge are currently in a rating of Poor Condition and have decaying bulkheads and cracking of substructure elements with deterioration. Design and construction of correcting these items would assist in limited further deterioration.

TOWN OF PITTSVILLE

1. The Town of Pittsville is requesting the Maryland Department of Transportation (“MDOT”) to consider repairing/replacing/reconstructing various culverts and subsequent piping along MD 353 (Pittsville/Gumboro Road) in the vicinity of the apartments (southern portion of MD 353).
2. The Town is also requesting sidewalks be constructed along the west side of MD 353 from Pearl Street to the Dollar General store located on the west side of MD 353.

TOWN OF WILLARDS

1. Three Bridges Road bridge improvements.

Town of Hebron

1. Rail to Trail Initiative: The Town is requesting MDOT assistance with planning, designing, and constructing a rail to trail for the segment of the abandoned rail line located within the corporate limits of Hebron.
2. Traffic signal Warrant Analysis / Intersection Study: The Town is requesting a revised traffic signal warrant analysis / Intersection study for the MD 670 & MD 347 and U.S. Route 50 intersections.

PUBLIC SCHOOL, COLLEGE and UNIVERSITY REQUESTS

SALISBURY UNIVERSITY

1. Salisbury University (“SU”) is requesting visibility enhancements for existing bike and right turn lanes along U.S. Route 13 extending from College Avenue to Kay Avenue. Recommended enhancements contained in the S/WMPO’s *U.S. Route 13 Pedestrian and Cyclist Safety & Connectivity Study* include, but are not limited to, updated striping and installation of additional signage along the corridor. See **SU Map #1**.
2. U.S. Route 13 and Bateman Street intersection – as a result of increased pedestrians and cyclists at the intersection, SU is requesting implementation of safety recommendations including enhanced pavement markings on existing crosswalks, new pedestrian signals, and adding a mid-block crosswalk on Bateman Street. See **SU Map #2**.
3. U.S. Route 13 and Pine Bluff Road intersection – consistent with recommendations contained in the S/WMPO’s *U.S. Route 13 Pedestrian and Cyclist Safety & Connectivity Study*, pedestrian improvements including new crosswalks, pedestrian signals, sidewalk extensions, and a new concrete pedestrian refuge island in the U.S. Route 13 median are requested. See **SU Map #3**.

4. U.S. Route 13 and Dogwood intersection - this intersection is heavily used by students living in apartment complexes on U.S. Route 13's east side and crossing at Dogwood Drive to reach the main campus on the road's west side. The S/WMPO Study identified two concepts for pedestrian safety improvements. The preferred option consists of an underground tunnel that extends under U.S. Route 13, similar to the existing tunnel farther north at Bateman Street. The second option consists of additional crosswalks, improved signage and countdown pedestrian signals. See **SU MAP #4**.
5. U.S. Route 13 and W. College Avenue intersection - this intersection, located in a commercial area, is also heavily used by Salisbury University students. The S/WMPO Study identified two (2) options to improve pedestrian safety, with a preferred option of constructing a raised pedestrian bridge 170' long that would cross the southern leg of U.S. Route 13. The second, and less expensive option, would redesign the intersection by removing concrete islands and existing right turn lanes in order to allow a more direct pedestrian crosswalk across West College Avenue. Other improvements including re-do existing striping and adding pedestrian signals would also be incorporated. See **SU MAP #5**.

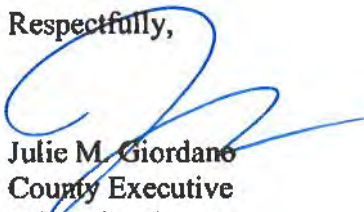
WOR-WIC COMMUNITY COLLEGE

1. **U.S. Route 50 – Access Plan for Wor-Wic Community College:**

The County commends the efforts of SHA to improve the current conditions at this intersection by implementing the geometric improvements. Wor-Wic Community College, in conjunction with Wicomico County, is seeking direct egress onto eastbound U.S. Route 50. To assist with this request, the S/WMPO has conducted a Traffic Impact Study to justify a break in access controls on U.S. Route 50 between Walston Switch Road and Forest Grove Road. See **Wor-Wic Map #1 and Road and Facility Improvements Map #1 and Wor-Wic request letter**.

Any assistance from the Maryland Department of Transportation towards the accomplishment of these recommended improvements and planning initiatives is greatly appreciated. Should you require any additional information regarding these improvements, please contact Adam Corry, Acting Director of Public Works at acorry@wicomicocounty.org.

Respectfully,



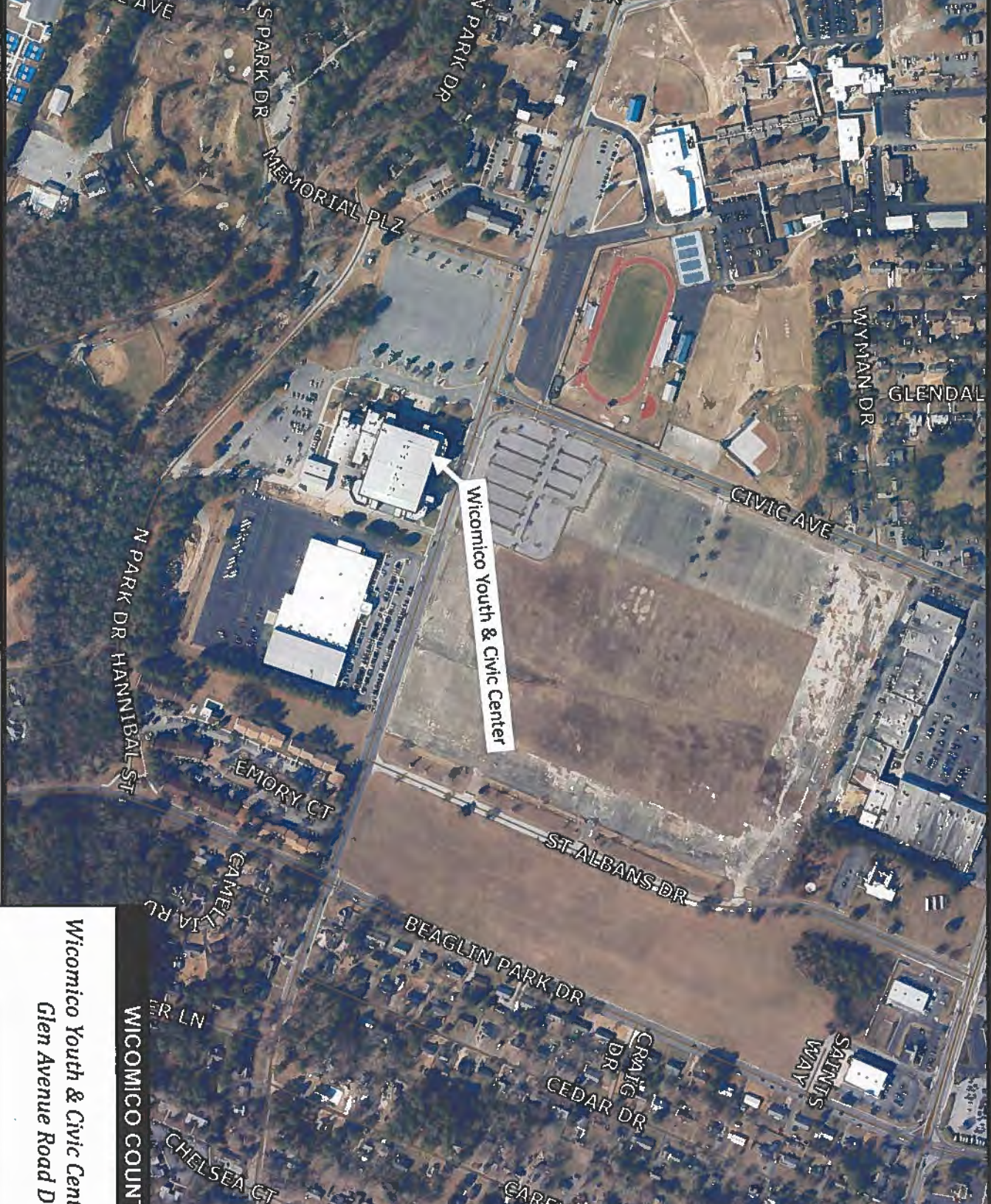
Julie M. Giordano
County Executive
Wicomico County

WICOMICO COUNTY



WICOMICO COUNTY
Airport Map #1
Salisbury-Ocean City: W
Regional Airport ("S

WICOMICO COUNTY



Wicomico Youth & Civic Center

Wicomico Youth & Civic Center
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WICOMICO COUNTY

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WICOMICO COUNTY



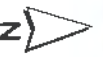
Plan for direct egress onto eastbound US Route 50



WICOMICO COUNTY

*Road and Facility Improvements Map
Shortridge Road*

WICOMICO COUNTY



WICOMICO COUNTY

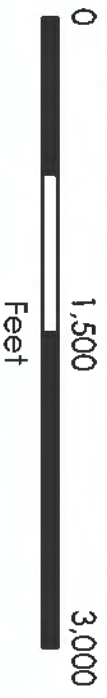
*Road and Facility Improvements Map
Spring Hill Lane Paving*

WICOMICO COUNTY



WICOMICO COUNTY

*Road and Facility Improvements Map #3
Gordy Mill Road Paving*



02/09/2026

oad and Facility Improvements Map #4



ee Bridges over Burnt Mill Branch



Twilleys Bridge over Nassawango C



Wastegate Road over Nassawango Creek

WICOMICO COUNTY



WICOMICO COUNTY

*Road and Facility Improvements Map
Parsons Road and Nanticoke Road
Intersection*

WICOMICO COUNTY



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220

Feet

WICOMICO COUNTY

*Road and Facility Improvements M
College Avenue & Eastern Shore I*

WICOMICO COUNTY



CAMDEN AVE

PINE BLUFF RD

WICOMICO COUNTY

*Road and Facility Improvements Map
Pine Bluff & Camden Avenue*

WICOMICO COUNTY



US 50 western access to
northbound Salisbury Bypass

US 50 eastern access to
northbound Salisbury Bypass

WICOMICO COUNTY

Planning Initiatives Map #1A
Salisbury Bypass Access/ U.S. Route 50



WICOMICO COUNTY



WICOMICO COUNTY
Planning Initiatives Map
Salisbury Bypass Access/U.S.

WICOMICO COUNTY



*Planning Initiatives Md
State Route 12 (Snow Hill H
Nutters Cross Road Inter*

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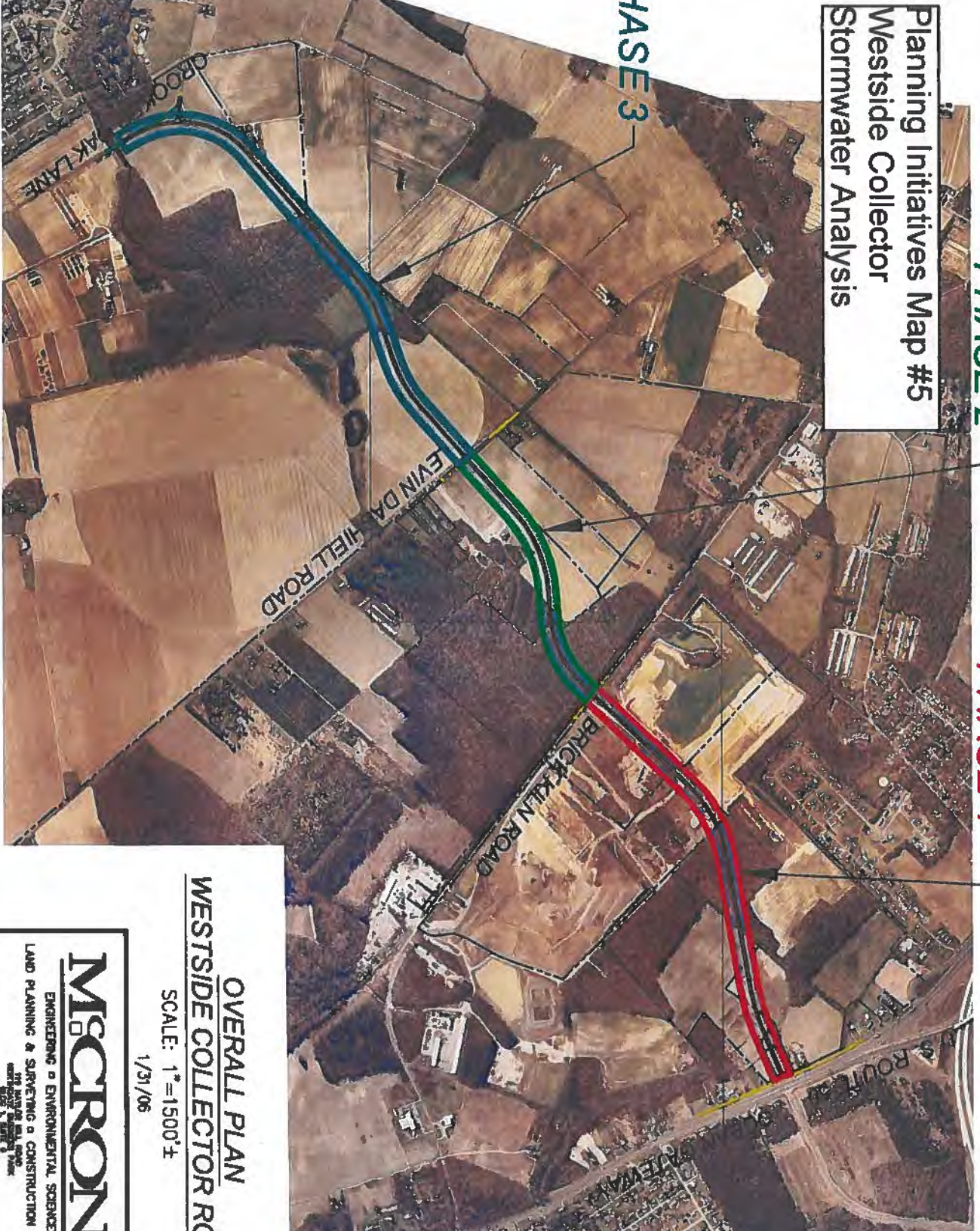
WICOMICO COUNTY
Planning Initiatives Map
Port of Salisbury Study

Planning Initiatives Map #5
Westside Collector
Stormwater Analysis

PHASE 2

PHASE 1

PHASE 3



OVERALL PLAN
WESTSIDE COLLECTOR ROAD

SCALE: 1" = 1500' ±
1/31/06

MICRON
ENGINEERING • ENVIRONMENTAL SCIENCE
LAND PLANNING & SURVEYING • CONSTRUCTION

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WICOMICO COUNTY



WICOMICO COUNTY

Planning Initiatives Map
Upper Ferry & Whitehaven Ferry

Salisbury University #1: Bicycle Lanes and Turn Lanes Along U.S. Route 13 Business, South of College Ave.



THIS IS AN OVERVIEW OF BUSINESS US 13
SHEETS 14 WILL SHOW A CLOSER VIEW OF THE OVERVIEW
© 2023 Intersect Corporation. All rights reserved. 10/27/2023
10/27/2023 10:27:10 AM 10/27/2023 10:27:10 AM

University #2:
et / U.S. Route 13 Intersection



University #3
rd / U.S. Route 13 Intersection



University #4:
e / U.S. Route 13 Intersection: Crosswalks, Signage, and Countdown Signals



Improvement Map #4:
U.S. Route 13 Intersection: Underground Tunnel



Note: Connectivity to future rail trail along railroad should be coordinated.

**Improvement Map #5:
Ave. / U.S. Route 13 Intersection: Pedestrian Bridge**



WICOMICO COUNTY



Plan for direct egress onto eastbound US Route 50



WOR-WIC COMMUNITY C
U.S. Route 50 Access Plan for
Community College

BOARD OF TRUSTEES

Russell W. Blake

Kimberly C. Gillis

Morgan Hazel

Martin T. Neat

Anna G. Newton

Lorraine Purnell-Ayres

Bill Turner

PRESIDENT

Deborah Casey, Ph. D.

February 9, 2026

Tracey Taylor

Director

Wicomico County Department of Planning, Zoning & Community Development
125 North Division Street, Room 203

P.O. Box 870

Salisbury, MD 21803-0870

Re: Wicomico Consolidated Transportation Program FY 2027-FY2032

Dear Ms. Taylor,

Thank you for the opportunity to provide input into Wicomico County's Transportation Improvements Priorities Plan.

The Board unanimously endorsed submitting the U.S. Route 50 access plan from the north parking lot, east of Walston Switch Road as a roadway project to be considered for inclusion in the MDOT Consolidated Transportation Program. This measure would provide a safe means of egress from the campus eastbound on Route 50. The college owns the land running parallel to U.S. Route 50 far beyond the end of our north parking lot.

Since the construction of the first campus building on the corner of U.S. Route 50 and Walston Switch Road in 1994, the college has added nine buildings. The college enrolls almost 8,000 students in 2,500 classes each year. With the addition of Royal Farms and Arby's, the State Highway Administration has made improvements to Walston Switch Road by adding a traffic circle and adding additional turning lanes at the traffic light at the corner of U.S. Route 50 and Walston Switch Road. Over the years, the college has also made improvements to the parking and roadway infrastructure on campus. However, most traffic still enters and exits the campus via Walston Switch Road onto Campus Drive.

As part of our Facilities Master Plan, it was determined that the college should close the roadways that cut through the middle of our campus for pedestrian safety reasons and re-route traffic to the outer boundaries of campus. During the construction of the Guerrieri Technology Center (GTC) in 2023, the college expanded the parking lot closest to the main entrance of the campus and widened the entrance roadway to allow for two-way traffic. The road was also redesigned to route vehicular traffic around the back of the GTC to intersect with Shortridge Road to reduce pedestrian/vehicular conflicts. The campus roadway that runs between the Maner Technology Center and Brunkhorst Hall was also closed with the expansion of the front parking lot to reduce pedestrian/vehicular conflict between the buildings and eliminate vehicular traffic from exiting through the front parking lot to Walston Switch Road. By closing this exit, vehicles that park in the north parking lot closest to Route 50 near Fulton-Owen Hall must exit to the back of campus. With the traffic circle at the college



Town of Delmar

100 SOUTH PENNSYLVANIA AVENUE
DELMAR, DELAWARE-MARYLAND 21875
(302) 846-2664 (410) 896-2777
FAX (410) 896-9055

Jeffrey Fleetwood
Town Manager

January 27, 2026

Matthew Littlejohn
Dept of Planning
125 N Division St, Room 203
PO Box 870
Salisbury, MD 21803

Re: Town of Delmar Priority Letter

The following items are a top priority for the Town of Delmar as it relates to the CTP:

- MD 675B-The Town is requesting SHA to conduct a corridor study to evaluate the operational and safety characterizes of a signalized and unsignalized intersections between Connelly Mill Road and MD 675B.
- The Town is requesting the installation of pedestrian improvements for crosswalks at US Rt 13 and MD 54.
- The Town is and has been requesting for MDOT to repair/replace and extend sidewalks from US Rt 13 west to Memorial Drive.
- The Town is requesting MDOT assistance with crosswalks on both MD 675 and MD 54

The Town appreciates all assistance is seeing these 4 projects to completion. All these requested projects center around pedestrian and vehicle safety.

Questions may be directed to the undersigned.

Sincerely,



Jeff Fleetwood
Town Manager

February 7, 2026

Ms. Heather Lankford
Wicomico County
Department of Planning, Zoning, and Community Development
125 North Division Street, Room B2
Salisbury, Maryland 21801

Ms. Lankford,

The Town of Mardela formally submits this letter for our municipal request to add to or amend the FY2027 – FY 2032 Priority Letter to be submitted to the Maryland Department of Transportation (MDOT) for their review and approval of the Consolidated Transportation Plan.

We as a municipality feel strongly that these requested items reflect immediate needs for both safety and ever-growing urgency to sustain the movement and abilities of the Town of Mardela.

1. Design Completion and Construction of Barren Creek

During a large storm event in the Spring of 2025, a portion of earthen dam and Barren Creek Road were washed out. Since this event, there have been studies, design, and consulting services utilized to submit to local, State, and Federal authorities for regulatory approval and cost estimates. As the area stands, there is no remaining road, and erosion and flooding continue to be a large concern in addition to emergency services routing time, school bus times, and community travels and safety. **See Planning Initiatives Map A.**

2. Bridge Street over Barren Creek Bridge

This two-lane roadway consists of steel beams and reinforced concreted decking. The superstructure, substructure, channel protection, and approach roadway are merely in Satisfactory Conditions. The bearings on this bridge are currently in a rating of Poor Condition and have decaying bulkheads and cracking of substructure elements with deterioration. Design and construction of correcting these items would assist in limiting further deterioration.

Assistance in implementing this into the most current Priority Letter is greatly appreciated. Should you have any questions, please do not hesitate to call the Town of Mardela.



Stanford Robinson, President