



COUNTY COUNCIL OF TALBOT COUNTY, MARYLAND

COURT HOUSE

11 N. WASHINGTON STREET  
EASTON, MARYLAND 21601-3178

PHONE: 410-770-8001

FAX: 410-770-8007

TTY: 410-822-8735

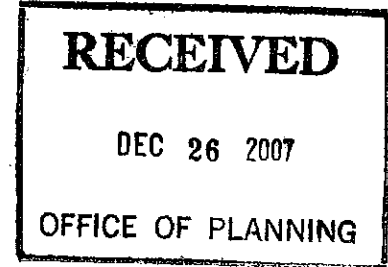
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PHILIP CAREY FOSTER, President  
LEVIN F. HARRISON IV, Vice President

DIRCK K. BARTLETT  
THOMAS G. DUNCAN  
COREY W. PACK

December 17, 2007

Mr. Samuel F. Minnitte, Jr.  
Director, Office of Planning  
Maryland Department of Transportation  
P.O. Box 548  
Hanover, Maryland 21076



Dear Mr. Minnitte:

Please be advised that the Talbot County Council submits the following enclosed list for the Consolidated Transportation Program (listed in order of priority). I am requesting this information be included in the Talbot County portion of the Consolidated Transportation Plan to be submitted to Governor O'Malley.

Should you have any questions, please contact Andrew Hollis, County Manager, (410) 770-8010.

Sincerely,

COUNTY COUNCIL OF TALBOT COUNTY

Philip Carey Foster, President

PCF/jkm  
Enclosure

Cc: John Porcari, Secretary, Maryland Department of Transportation  
Neil Pedersen, Administrator, State Highway Administration  
Richard Lindsay, Engineer, District 2, State Highway Administration  
Ray Clarke, Talbot County Engineer  
Michael Mertaugh, Talbot County Roads Engineer  
Sheriff Pope, Talbot County

**TALBOT COUNTY PROJECT PRIORITY LISTING  
FOR THE CONSOLIDATED TRANSPORTATION PROGRAM  
2007**

<b>PRIORITY RANKING</b>	<b>PROJECT DESCRIPTION</b>
1 – A	<p><b><u>US Route 50/MD Route 322/Chapel Road Intersection/Interchange Improvements</u></b>            Traffic capacity improvements should be undertaken for this area. At a minimum, a project planning study for intersection and interchange improvements, which defines limits of right-of-way needs, should be performed. Such an effort would allow the local governments to negotiate for this needed land as part of nearby and adjacent development project approvals. The importance and urgency for such effort is due to the following:</p> <ul style="list-style-type: none"> <li>A. The existing US Route 50/MD 322 intersection experiences a deficient level of service during weekday peak hours.</li> <li>B. The adjacent “Easton Commons” property (northeast of US Route 50/Chapel Rd. intersection) is a significant tract of land experiencing retail/commercial development.</li> <li>C. This area is envisioned as the northern terminus of Easton’s planned “eastside collector” road (included in Town and County Comprehensive Plans).</li> </ul>
1 – B	<p><b><u>US Route 50/MD Route 309/MD Route 662 Intersection Capacity Improvements</u></b>            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 eliminate 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. Traffic for the growing Easton Airport, Talbot County Community Center and likely relocation of the Easton Memorial Hospital to Longwoods Road (MD Route 662) necessitate capacity and safety improvements in this area.</p>
2	<p><b><u>Replacement of Dover Bridge</u></b>            The State should continue with plans to construct a new high level bridge on MD 331 to provide a safe and dependable crossing of the Choptank River that will accommodate both vehicular and marine traffic. The old span has had mechanical difficulties in the past that affected commerce and emergency services in both Caroline and Talbot counties.</p>
3	<p><b><u>MD Route 404 Capacity and Safety Improvements</u></b>            The State should continue with improvement to this regionally important roadway. Such reconstruction should not only address capacity and safety, but also ensure that local communities are not unreasonably divided by this effort.</p>
4	<p><b><u>US Route 50 and MD Route 213 Intersection Safety/Capacity Improvements</u></b>            The State should immediately fund safety improvements at the U.S. Rt. 50 and Rt. 213 intersection. Virtually all traffic coming in and out of the College uses this intersection. The intersection is becoming increasingly dangerous and requires an interim solution until the</p>

proposed interchange can be built. Over 12,000 students are enrolled in credit and non-credit courses throughout the year, and hundreds of community residents taking advantage of the many services of the College each day. It is critical that the safety of this intersection be improved immediately.

**5**      **MD Route 33 Capacity and Evacuation Improvements**

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, 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.

**6-A**      **US Route 50/MD Route 328 – Goldsborough Street Intersection Improvements**

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. In addition, the State should examine the possibility of a grade-separated interchange to alleviate the continual degradation of the level of service at this intersection.

**6-B**      **MD Route 50/MD Route 331 – Dover Street Intersection Improvements**

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. In addition, the State should examine the possibility of a grade-separated interchange to alleviate the continual degradation of the level of service at this intersection.

**7**      **US Route 50/Trappe East Development**

The Town of Trappe is pursuing a +900 acre residential/retail development on the east side of US Route 50. This project includes new access points as well as impacts to existing intersections along this arterial highway. US Route 50 is the sole practical means of access and evacuation for the Mid and Lower Eastern Shore. Considering the regional importance of this corridor, mitigation of long-range capacity and safety impacts should be an integral component of the development plan. Since the transportation impacts of this Town project are regional in nature, County and possibly other municipal stakeholders should be included in development of traffic mitigation efforts.