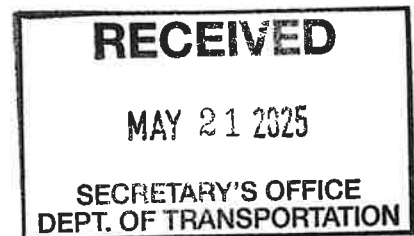




**WICOMICO COUNTY, MARYLAND**  
DEPARTMENT OF PUBLIC WORKS - ENGINEERING DIVISION  
125 N DIVISION STREET, ROOM B3  
SALISBURY, MARYLAND 21801  
PHONE: 410 548 4927



**Julie Giordano**  
County Executive

**Bunky Luffman**  
Director of Administration

**Michael Svaby**  
Deputy Director of Public Works

**Heather Lankford**  
Manager Engineer

May 12, 2025

Mr. Paul J. Wiedefeld  
Secretary, Maryland Dept. of Transportation  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

**Re: Wicomico County Priority Letter – Recommended Transportation Improvements**

Dear Secretary Wiedefeld:

Thank you for the opportunity to identify and share the priority transportation needs of Wicomico County ("County"), as well as those of its municipalities, public schools, Wicomico Youth & Civic Center, and Salisbury Ocean City: Wicomico Regional Airport facilities. The strong, cooperative relationship we've mutually fostered in the past with the Maryland Department of Transportation serves as the impetus for the County to set forth this request for assistance with transportation improvements we've identified as priorities..

In accordance with the submittal requirements contained in the Maryland Transportation Code Annotated §2-301.1, the projects identified in this Priority Letter have been reviewed and endorsed by the County (Executive and Council) via Resolution 54-2025. A copy of the signed Resolution has been included as part of this submittal.

The following listing of projects and studies are proposed for your consideration to be included as part of the State's FY 2026 – FY 2031 Consolidated Transportation Program ("CTP"):

**COUNTY COUNCIL OF WICOMICO COUNTY, MARYLAND**

2025 Legislative Session

Legislative Day No. 09

**Resolution No. 54-2025**

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 FY2026-FY2031 CONSOLIDATED TRANSPORTATION PROGRAM.**

WHEREAS, the Maryland Department of Transportation (MDOT) is in the initial state of preparing the draft FY2026-FY2031 Consolidated Transportation Program; and

WHEREAS, the Maryland Department of Transportation provides local governments with an opportunity to submit a "Priority Letter" containing the recommended improvements (capital expansion and system preservation projects) on State roadways, and at the Salisbury-Ocean City Wicomico Regional Airport to be considered for inclusion into the Consolidated Transportation Program; and

WHEREAS, the County has worked with local incorporated jurisdictions and the Salisbury-Wicomico Metropolitan Planning Organization to identify potential priority projects to be included with the draft FY2026-FY2031 Consolidated Transportation Program; and

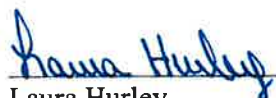
WHEREAS, the County Executive recommends the approval of the Priority Letter attached as Exhibit "A"; and


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", attached hereto, is hereby approved.

Done at Salisbury, Maryland this 6<sup>th</sup> day of May, 2025.

ATTEST:

  
\_\_\_\_\_  
Laura Hurley,  
Council Administrator

COUNTY COUNCIL OF  
WICOMICO COUNTY, MARYLAND  
 (SEAL)  
\_\_\_\_\_  
John T. Cannon,  
Council President

CERTIFICATION

This Resolution was Adopted ☒, Adopted with Amendments \_\_\_\_\_, Failed \_\_\_\_\_, Withdraw \_\_\_\_\_ by the County Council on May 6, 2025.

Certified by   
\_\_\_\_\_  
Laura Hurley, Council Administrator

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

As the only commercial service airport on the Eastern Shore of Maryland, SBY Airport 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 that has dilapidated beyond repair, and to add new infrastructure for current and future growth. In 2020, the Federal Aviation Administration ("FAA") accepted the *Airport Master Plan*, which includes future development initiatives, including a runway extension necessary to meet existing commercial airline operational needs and retain their service at SBY Airport. See Airport Map #1

### 1. Runway 14-32 Extension – Construction

Extend the existing 6,400' Runway 14-32 to 7,600'. The 1,200' extension will provide a 7,600' runway, which is required to accommodate the performance characteristic of the Embraer ERJ 145 Regional Jets and other larger aircraft that utilize SBY Airport. Operational restrictions with the existing runway length severely limit passenger numbers and/or payloads on current flights. The project will include all environmental assessment, wetland mitigation, design, construction, navigational aids, and land acquisition.

### 2. Runway 14 – 32 Rehabilitation (1200') – Construction

The existing eastern 1200' of Runway 14-32 was constructed in 2010 and was observed to have a Pavement Condition Index ("PCI") of 65 in 2022. A combination of low severity longitudinal and transverse cracking and weathering, as well as low severity alligator cracking contribute to the relatively low PCI compared to the rest of the runway surface. Pavement milling and overlay of this section of runway is recommended after the runway extension project is complete, in order to limit further deterioration and extend overall runway pavement life.

### 3. Air Traffic Control Tower Upgrade

Current Air Traffic Control Equipment is in excess of two (2) decades old, thus reducing operational effectiveness and reliability. Upgrades will include replacement of voice communications, primary radios, backup weather system, digital voice recording, console replacement, and electrical, telephone, data, and ground systems. The SBY Airport is also exploring the addition of Standard Terminal Automation Replacement System ("STARS") for enhanced aircraft separation capabilities and air traffic controller situational awareness. Continued, reliable operation and enhanced capabilities of the Control Tower is vital for air traffic safety.

### 4. Industrial Park Fire Suppression – Design/Construction

A water storage tank and fire pumps are necessary for the planned development of large hangars and industrial buildings. There have been several County funded infrastructure improvements made in the industrial park in the past few years. City water has replaced the need for wells, and the expansion of the sewer lines throughout the rest of the industrial park is under contract. Fiber optic cable installation was completed enabling high speed internet access for the first time. A natural gas line extension project was also recently completed.

This crucial piece of infrastructure will be an added revenue source and economic catalyst for future investments.

**5. Aircraft Rescue and Fire Fighting Access/Response Road**

With the completion of the new Snow Removal Equipment & Aircraft Rescue and Fire Fighting facility, a new response road would eliminate tight corners, decrease response times, and enhance safety for crews responding to aircraft and other airfield emergencies.

**6. Taxiway F – Design/Construction**

Due to significant shortage of hangars and apron for aircraft, taxiway F and expansion of the apron areas is needed for future business and general aviation growth that is forecasted in the coming years. This project is in accordance with the *Airport Master Plan*. Construction of this surface infrastructure will allow for hangar construction.

**7. Taxiway B Rehabilitation – Design/Construction**

Taxiway B, north of Runway 14 32, was identified in the last pavement management study to be deteriorating and in need of replacement in the coming years. This is one (1) of the oldest airfield pavements.

**8. Airline Hangar – Design/Construction**

New airline maintenance and Fixed Based Operator facilities will be required in the coming years. SBY Airport has partnered with UMES and Piedmont Airlines to facilitate the use of an existing airline maintenance hangar space to enable an Aircraft Maintenance Technician school to start operations. After hiring students from the program, Piedmont will be able to expand their maintenance program and bring jobs back to the region. A new maintenance hangar will allow longer term aircraft maintenance that is currently done at other facilities 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 also 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 & 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. 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. Although improvements have been designed, the County strongly urges MDOT's Motor Carrier Division to seek an alternative location.

While the County recognizes and fully supports the importance of providing motor carriers and inspection staff with adequate accommodations to safely conduct daily operations, we are encouraged SHA is identifying an alternative location 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 Road and Facility Improvements Map #1.

### **2. 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 #2.

### **3. 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 #2**.

#### **4. 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 #2**.

### **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 impacts 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 ("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 (2) 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 S.W.O.T. 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 REQUESTS

### CITY OF SALISBURY

1. Please see the attached letter and exhibits provided by the City of Salisbury regarding requested improvements to be considered by the Maryland Department of Transportation during this CTP cycle.

### TOWN OF DELMAR, MD

1. MD 675B – The Town of Delmar, MD, is requesting SHA to conduct a corridor study to evaluate the operational and safety characteristics of signalized and unsignalized intersections located between Connelly Mill Road and State Street (MD 54). The purpose of the study is to recommend several alternative intersection improvements designed to improve safety and reduce congestion, as well as develop preliminary cost estimates for each proposed improvement.
2. The Town is requesting the installation of pedestrian improvements and amenities including lighting, audible and countdown signals, and crosswalks at the U.S. Route 13 and MD 54 intersection.
3. The Town is requesting MDOT assistance with the installation of sidewalks and curbing for the section of MD 54 between U.S. Route 13 and the VFW facility just west of Memorial Drive. The Town has discussed this project with both MDOT and DelDOT as recently as July 2022 and both agencies agreed that MDOT held jurisdiction over this roadway section.
4. The Town is requesting MDOT assistance with maintenance improvements (i.e., painting) of pedestrian 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 2015, 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 continues to be a large concern in addition to emergency services routing time, school bus times, and community travels and safety. See municipal request letter.
2. Bridge Street over Barren Creek Bridge – This two lane road way 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 south of the Pittsville VFD and near the Town's sewer pumping station at the intersection of Maple Street and 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.

## 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 recently completed *U.S. Route 13 Pedestrian and Cyclist Safety & Connectivity Study* include, but are not limited to, updated striping and installation of addition signage along the corridor. See SU Map #1.
2. U.S. Route 13 and Bateman Street intersection – as a result of increased pedestrian and cyclist 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 attached SU Map #2.
3. U.S. Route 13 and Pine Bluff Road intersection – consistent with recommendations contained in the S/WMPO's *U.S. 13 Route 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 (2) 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 recent efforts of SHA to improve the current conditions at this intersection by implementing the geometric improvements. Wor-Wic Community College 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 attached map and 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 Heather Lankford, Manager Engineer, Wicomico County Public Works at (410) 548-4927 or via e-mail [hlankford@wicomiconcounty.org](mailto:hlankford@wicomiconcounty.org)

Respectfully,



Julie M. Giordano  
County Executive  
Wicomico County

# WICOMICO COUNTY

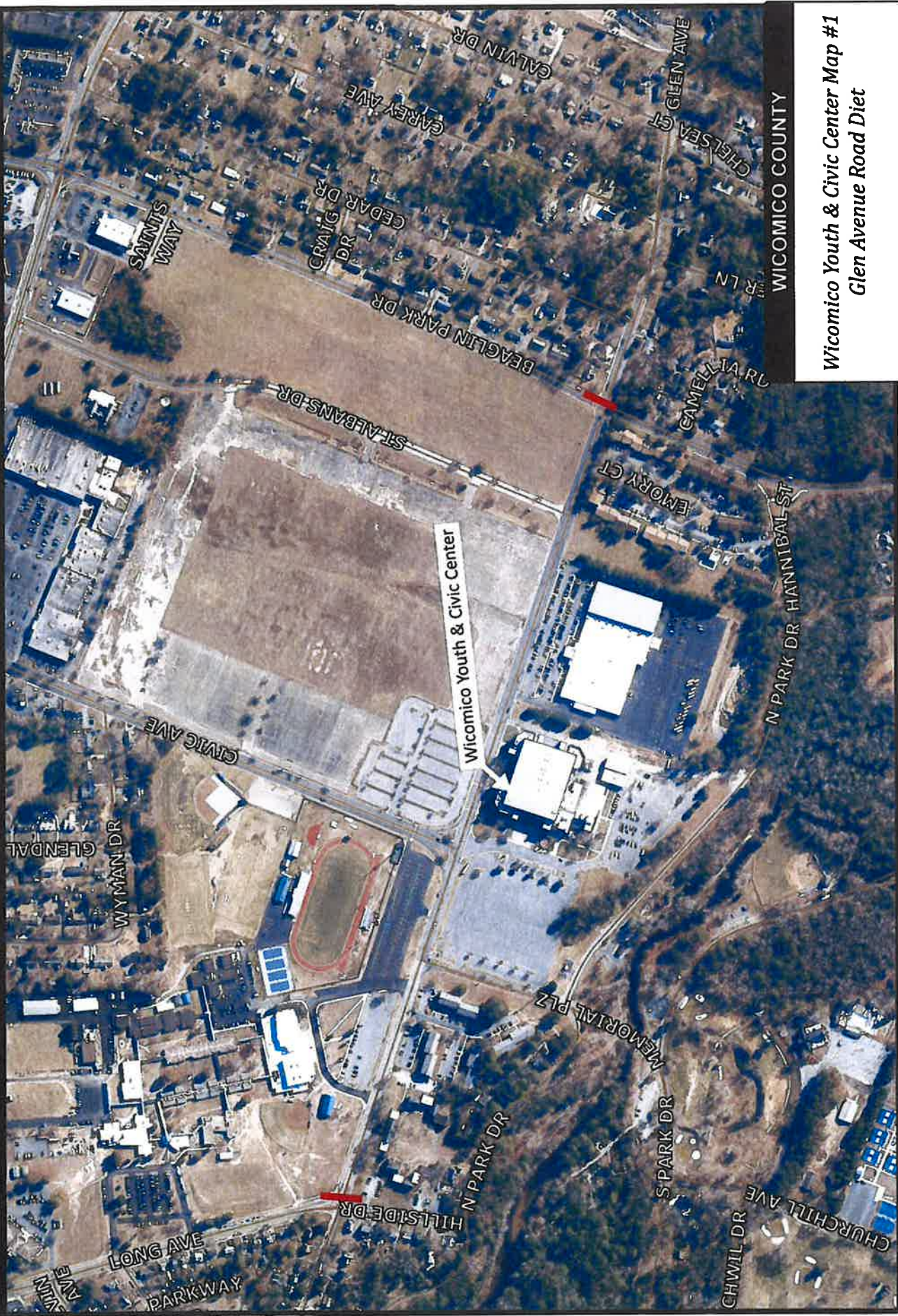


03/21/2025

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# WICOMICO COUNTY



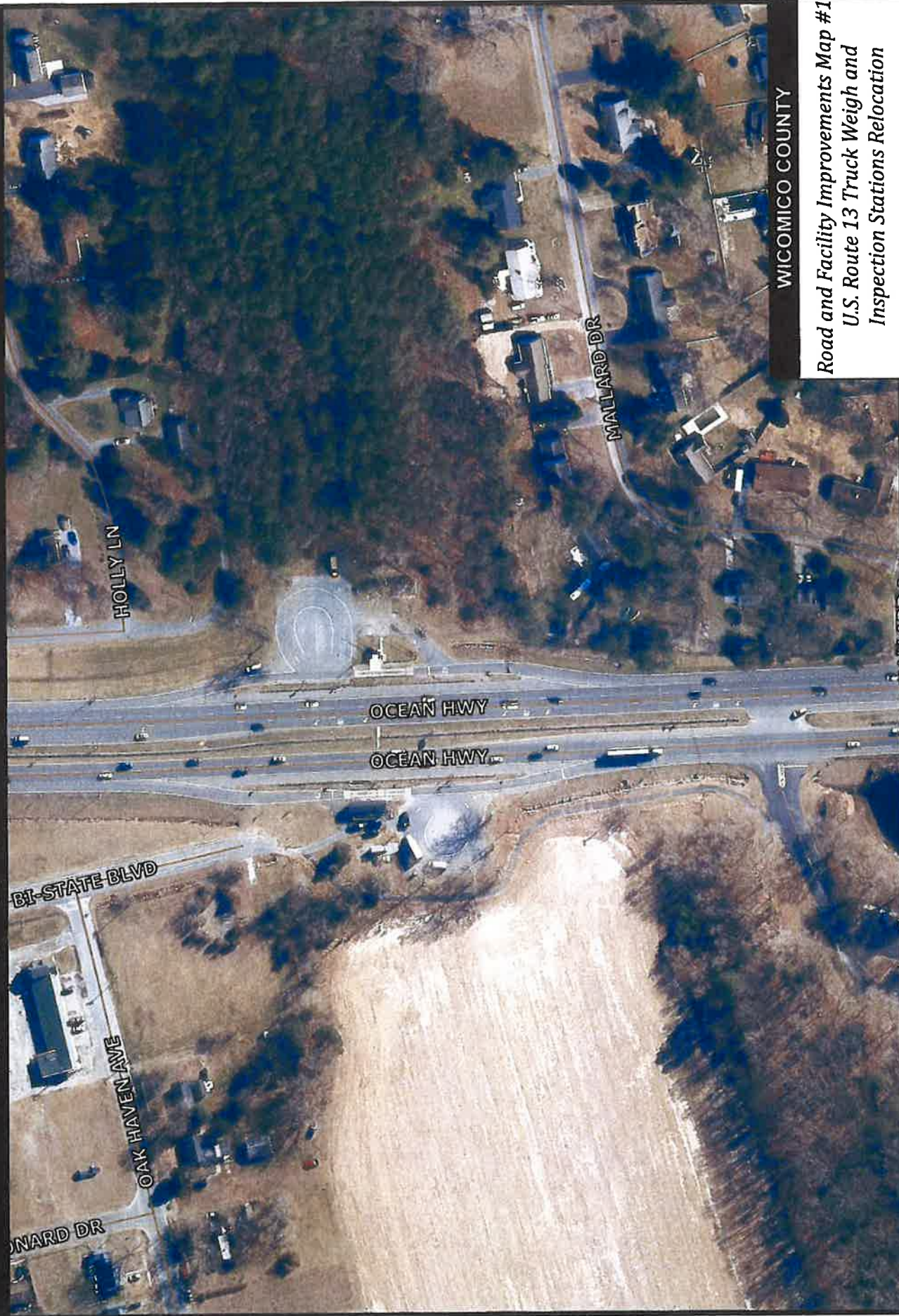
Wicomico Youth & Civic Center Map #1  
Glen Avenue Road Diet



0 295 590 1,180 1,770 2,360 US Feet



# WICOMICO COUNTY



WICOMICO COUNTY

Road and Facility Improvements Map #1  
U.S. Route 13 Truck Weigh and  
Inspection Stations Relocation



N

0 90 180

360

540

720

US Feet

03/21/2025



## Road and Facility Improvements Map #2



**Three Bridges over Burnt Mill Branch**



**Twilleys Bridge over Nassawango Creek**



**Wastegate Road over Nassawango Creek**



# WICOMICO COUNTY



WICOMICO COUNTY

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



# WICOMICO COUNTY



WICOMICO COUNTY

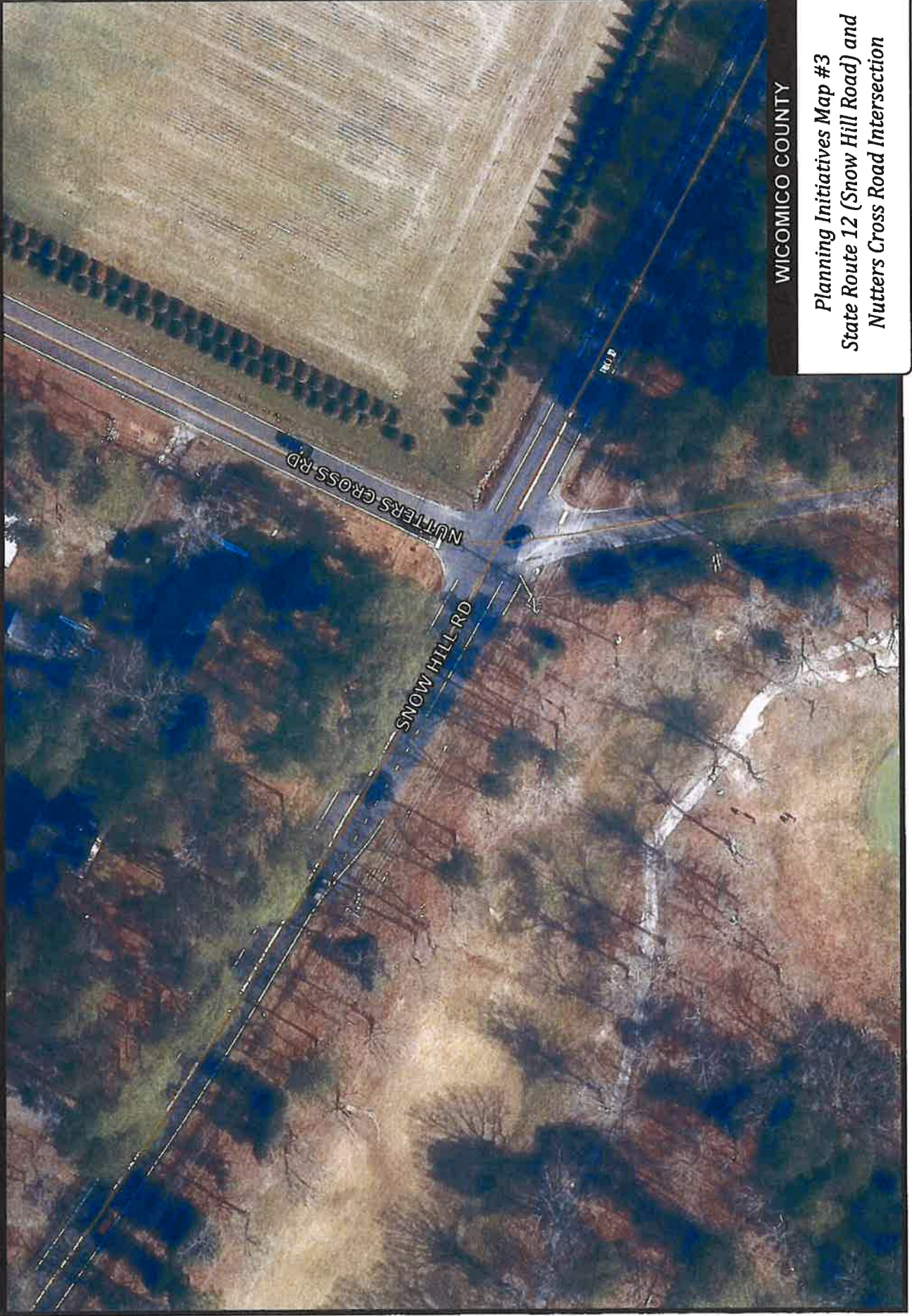
Planning Initiatives Map #1B  
Salisbury Bypass Access/U.S. Route 13



03/21/2025



# WICOMICO COUNTY



WICOMICO COUNTY

Planning Initiatives Map #3  
State Route 12 (Snow Hill Road) and  
Nutters Cross Road Intersection



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3/21/2025



# WICOMICO COUNTY



WICOMICO COUNTY

Planning Initiatives Map #4  
Port of Salisbury Study

3/21/2025

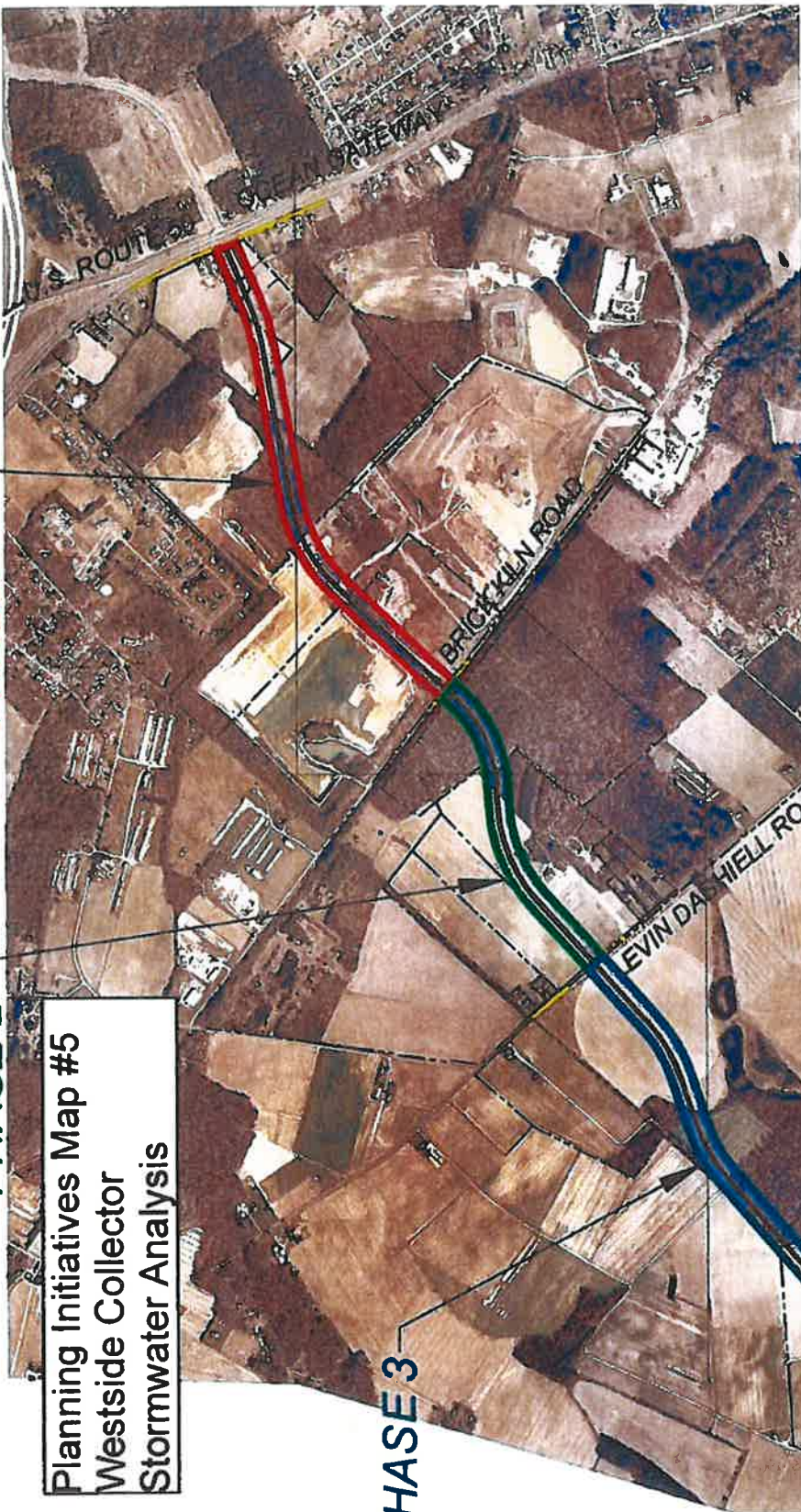


PHASE 1

PHASE 2

PHASE 3

Planning Initiatives Map #5  
Westside Collector  
Stormwater Analysis



OVERALL PLAN  
WESTSIDE COLLECTOR ROAD

SCALE: 1"=1500'±  
1/31/06

**McCRONE**  
ENGINEERING ▢ ENVIRONMENTAL SCIENCES  
LAND PLANNING & SURVEYING ▢ CONSTRUCTION SERVICES  
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# WICOMICO COUNTY



Upper Ferry

RIVERBANK RD

UPPER FERRY RD

Whitehaven Ferry

WHITEHAVEN RD  
CHURCH ST  
LOCUST LN  
RIVER ST

S-UPPER FERRY RD

CAMPGROUND RD

JACKSONS WHARF LN

WICOMICO COUNTY

Planning Initiatives Map #6  
Upper Ferry & Whitehaven Ferry Study



N



3/21/2025

### 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





# City of Salisbury

February 4, 2025

Mr. Keith Hall  
Wicomico County  
Department of Planning, Zoning and Community Development  
125 N Division Street, Room 304  
Salisbury, MD 21801

Mr. Hall,

The City of Salisbury formally submits this letter as record of our municipal request for the upcoming Priority Letter to be submitted to the Maryland Department of Transportation (MDOT) as part of their Consolidated Transportation Plan.

1. Realignment of the US Business 13 "S-Curve": Geometric and safety improvements on US 13 Business spanning roughly from East Vine Street to Maryland Avenue.
2. Improvements along US 13: Studying possible user experience improvements including landscaping features and stormwater management.
3. U.S. Route 50 and Mill Street Corridor: Geometric improvements and signal modifications at the State-Controlled Lights at Mill Street and Route 50 and Mill Street and West Main Street to alleviate diurnal congestion of the nearby roundabout. Improved pedestrian and cyclist crossing facilities at Mill St and West Main Street are also requested in order to ensure adequate safety for cyclist using the W. Main – Fitzwater-Parsons Cycle Track (Exhibit 3);
4. U.S. Route 13 from E. Church Street to Vine Street: Improved pedestrian and cyclist crossings across Route 13.
5. Eastern Shore Drive Improvements: Incorporating multimodal improvements to increase safety and usability.
6. Rail Trails: Creation of a north-south multi-modal trail largely following a railroad right-of-way.
7. Beaglin Park Drive Hike and Bike Path Crossing: Design and installation of improved crossing facilities at the intersection of City maintained Beaglin Park Drive and State-maintained roads U.S. Route 50 and Mt. Hermon Road.
8. Miscellaneous safety improvements for vulnerable road users: Installation of traffic calming, improved signage and signaling, and other measures when appropriate.
9. Sidewalk Improvements: Evaluation and implementation of sidewalk improvements along roads in the City.

---

Department of Infrastructure & Development  
125 N. Division St., #202 Salisbury, MD 21801  
410 548 3170 (fax) 410 548 3107  
[www.salisbury.md](http://www.salisbury.md)





# City of Salisbury

10. Improvements to U.S. Route 13 from Bateman Street south to Kay Avenue: pedestrian and other improvements.
11. East Main Street-Mt. Hermon Road Roundabout: Design and construction of a roundabout at the skewed intersection of East Main Street, Mt. Hermon Road, Truitt Street, Long Avenue and East William Street.
12. Naylor Mill Rd-Jersey Road Roundabout: Design and construction of a roundabout at the intersection of West Naylor Mill Rd and Jersey Rd.
13. Naylor Mill Rd-Northgate Drive Roundabout: Design and construction of a roundabout at the intersection of West Naylor Mill Rd and Northgate Drive.
14. Safety Upgrades to US 50 Business/Booth St Intersection: Design and construction of safety upgrades to the US 50 Business/Booth intersection.
15. Retiming and Coordination of Signals along US 50 Business: Improved timing and coordination among the signals along US 50 Business from Tilghman Rd to Nanticoke Rd (MD 349).
16. Installation of decorative streetlights along City and State Rights of Way in the City to the City's lighting standard.
17. Increased transit service: supporting Shore Transit or other entities in their efforts to provide increased transit opportunities.
18. Major rehabilitation or replacement of a pedestrian bridge across the Wicomico River near Route 13 Business.
19. Electric Vehicle Charging: Installing new municipal charging stations for City fleet vehicles and for public use at strategic locations, to include Level II and III chargers.
20. Development Transportation Improvements: Increasing accountability of private developers to incorporate a variety of travel modalities through and around their projects.
21. Parking: Considering criticality of parking a wide variety of vehicles throughout the City and study and address challenges arising from a lack of parking.
22. Traffic Studies: Undertake traffic studies in neighborhoods experiencing or likely to experience extensive development to understand how to mitigate current or future traffic issues.

Assistance in adding the above items to the County's Priority Letter is greatly appreciated. Should you have any questions do not hesitate to call my office at 410-548-3170.

---

Nicholas Voitiuc

Director of Infrastructure & Development

Department of Infrastructure & Development  
City of Salisbury

125 N. Division St., #202 Salisbury, MD 21801

410 548 3170 (fax) 410 548 3107

[www.salisbury.md](http://www.salisbury.md)



December 10, 2024

Mr. Keith Hall  
Wicomico County  
Department of Planning, Zoning, and Community Development  
125 North Division Street, Room 201  
Salisbury, Maryland 21801

Mr. Hall,

The Town of Mardela formally submits this letter for our municipal request to add to or amend the FY2026 – FY 2031 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 2015, 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 continues 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 road way 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.

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.

A handwritten signature in black ink, appearing to read 'Stanford Robinson', written over a horizontal line.

Stanford Robinson, President

**John Quinton Foundation, Inc.**  
25940 Quinton Road, Mardela Springs MD 21837  
Based in San Domingo, MD

November 29, 2024

Office of the County Executive  
125 N Division Street  
Salisbury, MD 21801

Dear Mrs. Giordano,

The John Quinton Foundation, Inc. would appreciate the opportunity to join other members of the community and local business efforts to support the restoration of the Barren Creek Road. Our Foundation is based in the unincorporated community of San Domingo, south of Sharptown and northeast of Mardela Springs.

We realize that the restoration of any road is expensive and must be viewed along with all the other construction needs faced by the county and the state. Please consider that the northwestern communities of the county, the inclusion of local businesses, produce markets, and shops which have been maintained for years and passed from one generation to the next are vital components to the area.

There are also historical sites and landmarks which define the northwestern part of the county. The histories of Mardela Springs, Riverton, Hebron, and Sharptown are well documented. Each of these locations have houses and unique features that also define them. A few locations of note are The Adkins Historical Museum in Mardela Springs, The Double Mill on Barren Creek, and the Barren Creek Road, which marked the location of the Mill and flood gate, serve to document the early years and industrial growth of our great county. We believe these features provide another source of moral values, determination, and encouragement for everyone to cope with today's challenges.

The network of roads, which weave throughout the area, facilitate the daily work efforts of families performing activities, going to and from school, and visiting from house to house. This also minimizes the need to access route US 50 and all the traffic to and from Ocean City and Salisbury. This safety factor and ease of access applies to all the families, farms, and private ventures who have accessed the services of The Hardware Store for years, simply by using Barren Creek Road instead of the main arteries. The restoration of the Barren Creek Road would facilitate the continuance of our local community economically and culturally.

Thanks very much for your thoughtful consideration.

Sincerely



Newell E. Quinton



## **Adkins Historical And Museum Complex, Inc.**

**P. O. Box 160  
Mardela Springs, MD 21837**

**December 1, 2024**

**Wicomico County**

**Salisbury, MD**

**The Adkins Historical & Museum Complex, Inc. owns the property on the south side of Barren Creek Road, stretching from North Athol Road all the way around Barren Creek Pond to the spillway on the north end. Currently Barren Creek Road is closed with the road blocked not allowing us to access all of our property. The current situation has had an affect on the property value. It was once a scenic route and now looks like a disaster.**

**The road and millpond have been an important part of our history since the early 1700's. The millers provided flour and feed for the Revolutionary Army, saw the Mason Dixon survey take place, with the road being a main thoroughfare on the Eastern Shore. At one time the road was a part of US RT 213. Over the years there have been several washouts with the road being rebuilt quickly. The storm of 2016 was severe but not bad enough that the road couldn't have been saved with proper management. The problem goes back to human error, which has also been the case in previous wash outs. The spillway was designed to handle large storms and could have survived if the gates of the dam had been pulled in time. It's been over 8 years since the wash out and nothing has been done. It's sad when we don't care about our history and let it deteriorate. There was always confusion over who had the authority to control the gates. The county had obtained full authority to maintain and control them and failed to do so. The Adkins Complex had granted an easement to the county to do the repair work on the road in 2016 with nothing being done.**

**The value of the road to the community is priceless. It offered a way to get to Route 50 besides using the dangerous intersections at the Rt 54 traffic light or Railroad Road. Our seniors felt safer using it. The road offered a way for the first responders to have access to the other side if one of the intersections is closed because of an accident. The millpond could supply water to the fire companies if needed. With the Mardela Schools so close in proximity, the road could ease the congestion at the other**



**Adkins Historical And Museum Complex, Inc.**

P. O. Box 160  
Mardela Springs, MD 21837

**intersections when school in taking in or letting out. The traffic situation at the other intersections at those times is unsafe.**

**We are asking the County to pursue funding to repair this valuable piece of history and provide a much needed avenue of travel for our community.**

**David Kenney**

**President**

November 27, 2024

Alvis Automotive Services, LLC

25360 Ocean Gateway

Mardela Springs, MD 21837

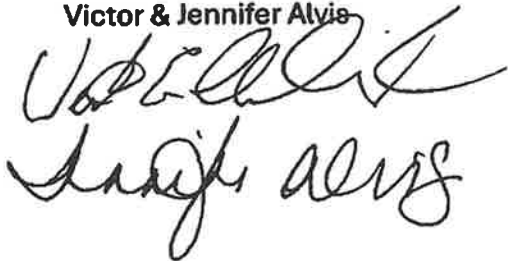
443-736-4634

To whom it may concern,

We are writing this letter to express our desire for the Barren Creek Rd bridge to be rebuilt and the road reopened. As members of the community and business owners, it would be beneficial to have the road open to avoid Rt. 50 traffic. Our customers have expressed the same feelings since our business has an entrance on Barren Creek Rd. There is also the issue of the traffic back up by the high school in the mornings. Having access to Barren Creek would eliminate some of that congestion. We at Alvis Automotive would greatly appreciate your consideration regarding this matter.

Best regards,

Victor & Jennifer Alvis

Handwritten signatures of Victor and Jennifer Alvis. The top signature is for Victor Alvis and the bottom signature is for Jennifer Alvis.

**THE HARDWARE STORE. LLC**

**25442 Ocean Gateway**

**Mardela Springs, MD 21837**

**December 1, 2024**

**Wicomico County**

**Salisbury, MD**

**The Hardware Store was established in 1950 when Rt 50 1<sup>st</sup> opened. Prior to 1950 Barren Creek Road, which was part of US Rt 213 was the main route through many communities on the Eastern Shore. Route 50 took most of the traffic away from Barren Creek Road, but the locals still used it as their preferred route. Barren Creek Road offered a shortcut to the gas stations or to our store if you lived in the communities of Double Mills or San Domingo on the north side of the millpond. The residents and farmers preferred to use it because it seemed to be the safer route and a shorter distance. Many of those folks were elderly and tried to avoid travel on Rt 50 as much as possible. For us at The Hardware Store, Barren Creek Road was the way to go instead of going to the Rt 54 traffic light or the Railroad Road intersection, two of the most dangerous intersections in the county.**

**We were very disappointed when it was allowed to wash out. This was unnecessary and a great loss to our community. Our customers from those areas travel a longer distance to get to our store, which means they make less trips. That translates to less business for us which is less income. It also means less sales tax collected for the county and state.**

**Efforts had been made previous to the washout over several years by local residents, county and state officials to ensure another washout would not happen and protect the millpond. After our meetings, nothing ever happened.**

**Even though our property does not touch Barren Creek Road, we lease the corner property between our property and Barren Creek Road. When the road was open customers would cut across that property to get to our store, making access very convenient.**

**Our customers have asked daily for the 8 ½ years of closure, WHEN WILL THAT ROAD BE OPEN?!. Our answer has always been, call the county. We ask that you consider**

**repairing Barren Creek Road so it will hold up to the big storms and opening this route back up for the benefit of our community.**



**DAVID KENNEY**



**RYAN KENNEY**



**STEPHEN KENNEY**

**December 5, 2024**

**Wicomico County, Maryland**

**Ref: Replacement of Barren Creek Road**

**To whom it may concern:**

**As a resident of Wicomico County, I would like to see the Barren Creek Road replaced and restored to its usable condition again as soon as possible.**

**Prior to the washout of the road, I used the road on a daily basis for my commute from my residence on 11211 School House Road, Mardela Springs, MD to my business office in Salisbury. This access for my commute to US Rt 50 was a safer option for my commute.**

**I do not like accessing US Rt 50 via the current stop light at US Rt 50 and State Route 54. I have witnessed many serious accidents at this stop light over my 43 years of driving from my home to my office. The traffic and speed of vehicles on US Rt. 50 is very dangerous at times. Having been required to use this access to US Rt 50, I witness the red stop light being ignored on a daily basis.**

**As a long time, Wicomico County resident, I would strongly request that the Barren Creek Road be restored as soon as possible. I am available for further comments and discussions related to this matter. My contact information is listed below. Thank you for your consideration of this very important request.**

**Very truly yours,**

A handwritten signature in black ink, appearing to read "Philip P. Wheatley". The signature is fluid and cursive, with a large initial "P" and a stylized "W".

**Philip P. Wheatley, CPA  
Certified Public Accountant  
11211 School House Road  
Mardela Springs, MD 21837**

**Cell: 410-726-0527**



P. O. Box 596  
Hebron, MD 21830



Phone: 410-749-9587  
Fax: 443-250-1925

December 4, 2024

Dear County Executive Giordano,

The Wicomico County Farm Bureau represents farm families in our county. Many of these farm families live in the Mardela Springs, Sharptown, and Hebron areas. Farmers in this tri-town area have been affected by the closing of Barren Creek Road and would like to see the promises made since 2016 to build it back or replaced with a bridge.

The road didn't support the large equipment like combines and tractor trailers but smaller tractors used on vegetable farms, trucks and equipment did take advantage of Barren Creek Road. The road was safer than going to the light in Mardela Springs. The bridge over Barren Creek, before the Goose Creek, has no shoulder and requires farmers to get in both lanes of traffic. This is extremely dangerous for the operator and motorist, especially during the spring through fall months.

The Hardware Store in Mardela Springs is a major supplier of seed, feed, hardware and tires for farmers in the area. They are a Farm Bureau dealer. Farmers to the north could access The Hardware Store before the road washed out without going on Rt. 50 or dealing with the chaos of traffic at Mardela Middle & High School.

We ask you, as leadership of Wicomico County, to fulfill the promise made to the citizens and farmers. It has been mentioned if the replacement was a bridge, the cost would be paid for by the state and not the county. The farming community understands prudent uses of resources and would like to see the most economical method of replacement used. We look forward to seeing the project moved forward and completed to not only benefit our farm community but all of the citizens in the tri-town region.

Sincerely,

A handwritten signature in black ink that reads "Steve Hurley".

Steve Hurley

President

December 4, 2024

Dear County Executive Giordano,

I am writing to ask for Barren Creek Road be replaced. Whether it is a bridge or road with culverts does not concern me. The most economical option for the county would be the preference.

My family and I own Cornerstone Farms, Inc., a vegetable, grain and poultry farm. We also own Wright's Market, a farm market on Rt. 50 in Mardela Springs. As a business owner, I am well aware of how government decisions may affect small local businesses. Our family and community recently worked with the Maryland Highway Administration to change their original plans of a Maryland "M" at Old Railroad Road to the current plan for a stop light. If the original plan would have been implemented, it would have been devastating to our business as customers on east bound lanes of Rt. 50 would not have direct access to reach our market. Why do I mention all of this? The Hardware Store in Mardela Springs has been economically impacted by the decisions of the county and state officials on Barren Creek Road. Promises were made and monies were allocated to fix or replace the road. Since July 2016, promises have been made and they have been broken.

I personally used Barren Creek Road to reach The Hardware Store several times per week. The congestion at Mardela Middle & High School in the mornings and afternoons make the trip to The Hardware Store even more unbearable now. The road would also be an alternative for emergency personnel if an incident happened at the school. It is a shame so many citizens and a business in our community have been affected by lack of government leadership. This is why the community still continues to request the road be replaced. This is why the community is not silent. Leadership in the summer 2016 could have prevented all this with a little preventative maintenance of opening the gates. That is all in the past so now I look to you to be the leader and represent the citizens and businesses of Mardela Springs. Honor the promises made and reopen Barren Creek Road.

Sincerely,

A handwritten signature in black ink, appearing to read "Charles M. Wright IV", with a stylized flourish at the end.

Charles M. Wright IV

## SHARPTOWN FIRE



## DEPARTMENT, INC

MEMBERS  
MARYLAND STATE  
FIREMEN'S ASSOCIATION

WICOMICO COUNTY  
FIREMEN'S ASSOCIATION

Phone 410-883-3131  
Fax 410-883-3043  
402 Church Street  
P.O. Box 307  
SHARPTOWN, MD 21861

<http://www.sharptown.net>

MEETS FIRST AND THIRD THURSDAY  
EACH MONTH

November 26, 2024

To whom it may concern,

The Sharptown Volunteer Fire Dept is in support of repairing Barren Creek Rd so that it would be open for traffic. Having Barren Creek Rd could make it quicker and easier for our Dept to respond to assist Mardela Fire Dept in certain areas or if there was an incident where Rt. 50 was closed it wouldn't affect our response. We believe this would be beneficial to the public safety agencies and the community to have this road reopened.

Fire Chief

  
Billy White

President

  
John Cooper

*Home of the Shore's Largest and Cleanest Firemen's Carnival*

**TOWN OF PITTSVILLE**  
**P O Drawer A**  
**7505 Gumboro Road**  
**Pittsville, Maryland 21850**

17 Jan 25

**WICOMICO COUNTY DEPARTMENT OF PLANNING ZONING/COMMUNITY DEVELOPMENT**  
**Attn: Kaylee Justice, Planning Services Manager**  
**125 N Division Street, Room 203**  
**P O Box 870**  
**Salisbury, MD 21803-0870**

*Re: MDOT/Consolidated Transportation Program FY 26/31*

Dear Kaylee:

I response to your letter dated 16 Dec 24 requesting the Town of Pittsville's "priority projects" to be included in the County's letter to MDOT, there is no change or addition to our previous requests.

I have attached our requests to this letter.

Thank you for giving the Town the opportunity to participate and reply.

Sincerely,)

  
**JOSEPH A MANGINI, Jr.**  
**Town Manager**

*Cc: File (MD OT)*  
*Town Clerk*

**PLANNING, ZONING, &  
COMMUNITY DEVELOPMENT**

**RECEIVED**

DATE: 01 / 21 / 20 25  
BY: KJ

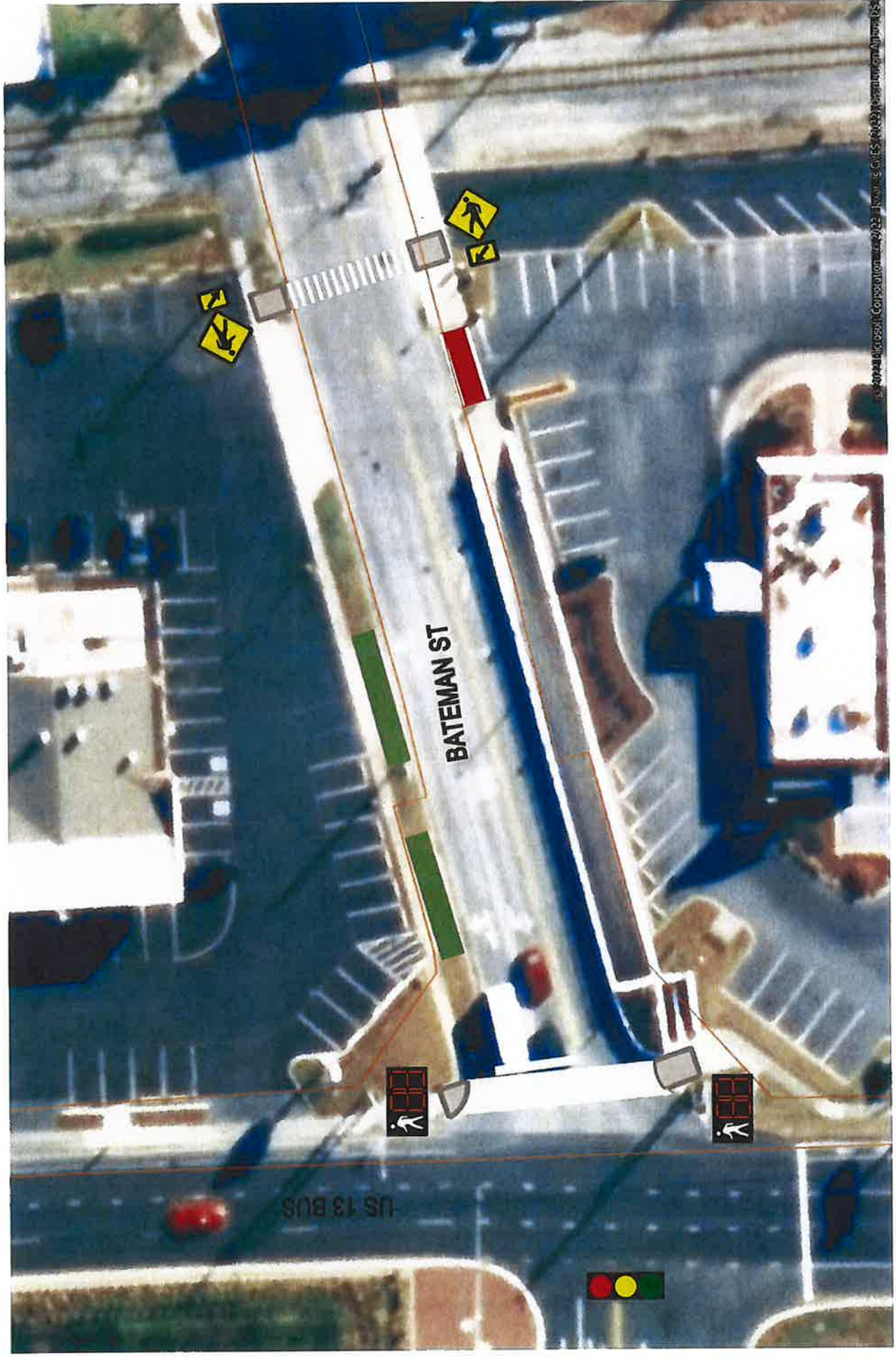


# Salisbury University #1: Bicycle Lanes and Turn Lanes Along U.S. Route 13 Business, South of College Ave.





Salisbury University #2:  
Bateman Street / U.S. Route 13 Intersection





**Salisbury University #3**  
**Pine Bluff Road / U.S. Route 13 Intersection**





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





**Pedestrian Improvement Map #4:**  
Dogwood Drive / U.S. Route 13 Intersection: Underground Tunnel



10/20/2024 10:00:00 AM 10/20/2024 10:00:00 AM 10/20/2024 10:00:00 AM 10/20/2024 10:00:00 AM 10/20/2024 10:00:00 AM

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



Salisbury University Map #5:  
West College Ave. / U.S. Route 13 Intersection: Redesign of Intersection





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





# WICOMICO COUNTY



WOR-WIC COMMUNITY COLLEGE

U.S. Route 50 Access Plan for Wor-Wic  
Community College



3/21/2025





32000 CAMPUS DR  
SALISBURY MD 21804  
410-334-2800  
worwic.edu

BOARD OF TRUSTEES

Russell W Blake

Kimberly C. Gillis

Morgan Hazel

Martin T Nent

Anna C Newton

Lorraine Purnell-Ayres

PRESIDENT

Deborah Casey, Ph.D

February 14, 2025

Kaylee Justice

Planning Services Manager

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 2026-FY2031

Dear Ms. Justice,

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

entrance on Walston Switch Road and the new extended student drive around the campus, there is concern that in the event of an emergency, it will be difficult to evacuate the campus in a timely manner. Currently, the college is preparing to submit a program to the State for a new Student Success and Wellness Center. Its proposed campus location will also exacerbate the need for the egress to Route 50.

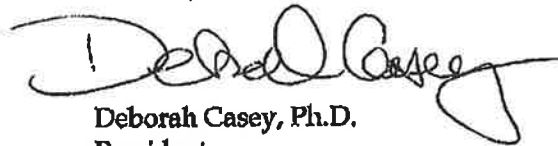
There are many emergency situations that colleges and schools are subjected to all too frequently that we realize that an alternative means of egress to rapidly move students and staff off campus would be in the best interest of the health and safety of all involved. We feel that it is imperative that thoughtful consideration be given to this alternative means of egress to Route 50.

Two years ago, the Salisbury/Wicomico Metropolitan Planning Organization (S/WMPO) conducted a traffic survey of Wor-Wic Community College students, employees and visitors and this past year they 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 for this egress project.

We appreciate the support from Wicomico County for this project in the past and believe that now is the time for the State to move this project forward.

Should you have any questions or need any additional information, please do not hesitate to contact me.

Sincerely,



Deborah Casey, Ph.D.  
President

Cc: Keith Hall, Executive Director of Salisbury/Wicomico Metropolitan Planning Organization

Julie Giordano, Wicomico County Executive

Jennifer Sandt, Vice President for Administrative Services,  
Wor-Wic Community College