



**DEPARTMENT OF PLANNING & ZONING**  
**INTEROFFICE MEMORANDUM**

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**TO:** Board of County Commissioners

**VIA:** Terry L. Shannon, County Administrator *TLs*

J. Mark Willis, Director *[Signature]*

Britany J. Waddell, AICP, Deputy Director *BW*

**FROM:** Patricia J. Haddon, AICP, Principal Planner *[Signature]*

**DATE:** October 11, 2017

**SUBJECT:** MDOT Consolidated Transportation Plan Tour 2017 – Tuesday, October 24, 2017

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**Background:**

Every Fall, the Secretary of the Maryland Department of Transportation (MDOT), and the heads of the Maryland Department of Transportation's five business units and one authority, State Highway Administration (SHA), Transit Administration (MTA), Motor Vehicle Administration (MVA), Maryland Aviation Administration (MAA), Maryland Port Administration, (MPA), Maryland Transportation Authority (MDTA) meet with each of Maryland's 23 counties and the city of Baltimore to present a message from the Secretary and the highlights from the current draft Consolidated Transportation Plan (CTP) to local elected officials and citizens for comment and questions. The MDOT's Draft Capital Program is then revised and submitted with the Governor's Budget to the General Assembly in January. Copies of the full draft Plan will be available at your meeting. The 2017 CTP Tour for Calvert County will take place Tuesday, October 24, 2017.

**Discussion:**

A list of County Transportation Priorities 2017 (attached) was sent to Secretary Rahn on February 28, 2017. Funding levels and amounts to the County were essentially unchanged from last year, other than an increase in funding for the MD 2/4 project due to additional funding for design changes and extension of project limits. However, that project is proceeding, and will break ground in the spring of 2018. Additionally, the MD 261 project from 9<sup>th</sup> Street in North Beach to the Anne Arundel County line is funded for construction and the bridge over Fishing Creek on MD 261 in Chesapeake Beach is proceeding and being fully coordinated with elected officials of the Town.

**Conclusion/Recommendation:**

The CTP Tour will give the Commissioners, and the public an opportunity to have a dialogue, discuss issues, and voice priorities in person with Secretary Rahn and representatives of Maryland Department of Transportation's Business Units.

Attachment: Transportation Priorities, 2017



**CALVERT COUNTY  
BOARD OF COUNTY COMMISSIONERS**

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Prince Frederick, Maryland 20678  
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[www.co.cal.md.us](http://www.co.cal.md.us)

*Board of Commissioners*  
Mike Hart  
Tom Hejl  
Pat Nutter  
Evan K. Slaughenhaupt Jr.  
Steven R. Weems

February 28, 2017

Mr. Pete K. Rahn, Transportation Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Secretary Rahn:

We thank you and the various business units of the Maryland Department of Transportation (MDOT) for a very successful year of working together to maintain the integrity and safety of our roads! We want to especially compliment you on progress made streamlining and simplifying the access management process and also in moving forward with planning for strategic highway safety. County staff has taken an active part in working with State personnel and participating in State workshops to bring about positive change. Enclosed are our priority transportation projects. We want to draw your attention to transportation issues in Calvert County and Southern Maryland.

We thank MDOT for the construction funding for Phase 2 of the MD 2-4 project to widen and improve MD 2-4 through Prince Frederick that was in last year's budget. While this project did not go to advertisement in 2016 as planned, we hope the funding for this project remains intact and construction starts FY 2018.

It is important to note that 60% of our workforce commutes out of the County and uses this corridor every single day, twice a day. MD 2-4 is the main artery in Calvert, used by not only our commuters but by everyone traversing our County. For these reasons, we feel this is an extremely important project for both Calvert County and the State, in terms of keeping Calvert traffic and the economy moving. It comes at an important time, in that we are updating the Comprehensive Plan for Calvert County, and this road plays a key role in our County seat.

We hope future funds will continue to keep the long-term plan to widen MD 2-4 from just south of Prince Frederick to the Calvert/Anne Arundel County line moving forward. In particular, we are looking for Phases 3A and 3B, just north of the present phase, to be considered for Engineering and Design, so that a bottleneck does not continue to impede traffic through our County seat. We compliment you on the quality and professionalism of the project managers assigned to this project and their willingness to work with Calvert County on the details of this project.

An important project for one of our municipalities is included in our priorities. The Town of North Beach has an 860-foot segment of MD 261, from 9<sup>th</sup> Street to the southern Anne Arundel County line, which experiences serious flooding during coastal storms or heavy thunderstorms.



Especially serious is the inability of emergency services to reach residents in need of assistance in those Anne Arundel communities, particularly during the very storms that cause not only the flooding but other related emergencies. Your assistance with this project is noted and appreciated. We urge that this project is funded for engineering and design so that it can keep pace with the Town of North Beach's flood prevention project.

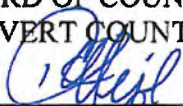
Finally, we acknowledge and express our gratitude to the State Highway Administration for the System Preservation and Community Safety Enhancement Project in Prince Frederick. This project redesigned the intersection at MD 231 (Church Street) at MD 765 (Main Street) and provided new or replacement sidewalks along both of these routes, improving pedestrian and traffic safety in this area and providing ADA compliance throughout. Construction is almost complete. Furthermore, we appreciate and support the continuing progress of the safety enhancements along MD 4 in Anne Arundel County, just north of our County line, from Fishers Station Road to where MD 258 and Talbot Road join MD 4. That stretch of MD 4 lacks shoulders and has other serious safety issues. When crashes occur there, which is a frequent occurrence, commuters traveling into Prince George's County and the District of Columbia face serious delays. Traffic backs up for miles to the south, affecting many of our residents. SHA has done an excellent job of keeping the study, and now the design phase of planned safety improvements moving. We urge continued funding through construction."

We hope that MDOT will consider our transportation priorities when formulating this year's transportation budget. We look forward to working with you and your Department during the upcoming year.

Our contact is Patricia Haddon, Principal Planner with our Department of Community Planning & Building. Ms. Haddon may be reached at 410-535-1600, extension 2631.

Sincerely,

BOARD OF COUNTY COMMISSIONERS  
CALVERT COUNTY, MARYLAND

  
Tom Hejl, President

  
Evan K. Slaughterhoup Jr., Vice President

  
Mike Hart

  
Pat Nutter

  
Steven R. Weems

Enclosure

cc: Mayor Mark Frazer, Town of North Beach  
Mayor Pat "Irish" Mahoney, Town of Chesapeake Beach  
Southern Maryland Delegation

# Calvert County Transportation Priorities 2018

## HIGHWAYS

*Development and Evaluation – Major Capital Projects (Project Questionnaires for these projects are attached)*

**1) Governor Thomas Johnson Bridge and MD 4** – The project has now completed the planning stages and has received \$10M towards design and an additional \$5M for the design of improvements on MD 4 between MD 235 and MD 2. This project is critical to national homeland security as well as safety, because it serves a large nuclear power generating facility, a regional natural gas transport facility and a major U.S. Navy base. The project is also essential to the safety, security, and efficient transportation of Southern Maryland as it serves more than 30,000 vehicles per day, with an estimated increase to 35,200 vehicles per day by 2030, far in excess of its two lane bridge capacity. This project should be considered for full funding of the engineering and design phase and show future construction funding.

**2) MD 2-4 between the southern end of MD 765 in Prince Frederick at Industry Lane to north of Stoakley Road** – This project has six phases. (Phase I: MD 231 @ MD 2/4 to just south of Commerce Lane has been completed.) The remainder of the planned improvements from south of MD 765 where it returns to MD 2/4 just south of the Prince Frederick Town Center to north of Stoakley Road have not been constructed – This project will widen this route to six lanes with access control and turning movement restrictions, and interchanges at the north and south termini. It is imperative that its function be improved as this route is the only north/south arterial highway in Calvert County and serves more than 50,000 vehicles per day, projected to increase to 83,500 by 2030. This route is the primary transportation link through, into and out of the county. Our ability to evacuate or respond in the event of emergencies will be seriously compromised if planned upgrades to this highway are not expedited. It is included in the Highway Needs Inventory (HNI).

Presently SHA is implementing Phase II, from just south of Commerce Lane to just north of Fox Chase Drive and is funded for construction, scheduled to begin in fall 2017. Therefore, focus now turns to Phases III A and III B immediately to the north of the current phase, from just north of Fox Chase Drive to north of Stoakley Road, a distance of approximately two thirds of a mile. This project, considered a regionally significant project within Southern Maryland, should be considered for funding for engineering and design so as to keep it moving forward.

*Development and Evaluation – Other Capital Projects (Project Questionnaire for this project is attached)*

### **MD 261, North Beach: from 9<sup>th</sup> Street to Anne Arundel County Line**

This project would raise approximately 800 feet of MD 261 from a point approximately 400 ft. north of 9<sup>th</sup> Street to the Anne Arundel County Line at least 3.5 feet above its present level, to a level above the floodplain, and prevent coastal and stormwater flooding which cuts off southern Anne Arundel County communities from North Beach and Chesapeake Beach. This project is critical for health, safety and welfare of both southern Anne Arundel County residents and the municipalities of North Beach and Chesapeake Beach and their residents, along with commercial traffic that uses this route. A feasibility study has been completed, and the project is transitioning to the preliminary engineering phase, which Calvert County recommends for funding.

## Calvert County Transportation Priorities (Continued)

### *System Preservation/Highway Safety Projects*

The following should be studied to identify the necessary improvements needed to improve motorist safety and relieve congestion. Once identified, the improvements should be constructed.

- 1) **MD 231 Corridor** – Conduct a Corridor Study for Safety and Level of Service Improvements at the intersections listed below, including the entrances to Hallowing Point Park, which have created points of entry safety hazards:

Mason Road	West bound left turn lane
Stafford Road	Intersection re-alignment and Improvements
Thunder Hill Drive	West bound left turn lane
Spring Hill Court	West bound left turn lane
Hallowing Point Park	Entrance Improvements south bound lane exit
Jibsail Drive	Park entrance improvements (an alternate Park entrance)
Seagull Beach Road	West bound left turn lane

The Calvert County Department of Public Works is requesting SHA assistance with a MD 231 corridor study at the listed intersections to further prioritize improvements and provide design and construction funding for the warranted improvements.

- 2) **MD 261 at Beach Drive** – Site distance improvements. This is a blind corner with a vertical curve that creates a serious safety issue.
- 3) **MD 261 at Ponds Woods Drive** – Safety Study. Examine potential for a round-about.
- 4) **MD 4 in the vicinity of Dunleigh Drive** – Request for a future project to extend the existing acceleration and deceleration lanes at the intersection of MD 4 (Southern Maryland Boulevard) and Dunleigh Drive in Calvert County.

## TRANSIT

- 1) **Route Service to Charles County** – This connection was cited as a need during the public outreach portion of the Calvert County Public Transportation Transit Development Plan as many Calvert County residents would like service to the Charlotte Hall Veterans Home and a convenient connection for Prince Frederick to the rest of Southern Maryland. Such a route would offer a connection from Calvert County's regional routes to Charles and St. Mary's counties' connection points.
- 2) **Transit Transfer Station** – Calvert County Public Transportation completed its five-year Transportation Development Plan in March 2016. The plan recommended short, mid, and long-term service improvements. Once the recommended improvements are selected for implementation, we will work with our local MTA regional planner to secure funding to implement the service improvements.
- 3) **Service Expansion** – Public transportation has just completed its five-year Transit Development Plan and received service enhancements as a result of this study. Once such enhancements are



suggested we will work with our local MTA regional planner to secure funding to implement service changes.

## **COMMUNITY SAFETY AND ENHANCEMENT PROGRAM**

The following projects, when funded for construction, will help further implementation of Town Center Master Plans.

- 1) MD 760 (Rousby Hall Road) from east of MD 765 (HG Trueman Road) to west of MD 765 and MD 765 from Appeal Lane to south of MD 760: Lusby Town Center Streetscape** - A portion of this network of streetscape has been completed. We are asking the State to fill the gaps after developers have completed their projects along these roads.

# Regional Transportation Priorities 2018

*Approved by the Calvert County Board of County Commissioners*

## Southern Maryland's Top Two Regional Priorities:

1. Highway Priority: Governor Thomas Johnson Bridge and Maryland Route 4 – Initiate the detailed design of the Governor Thomas Johnson Bridge replacement and highway corridor widening, including the upgrade of MD 4 and MD 235. Request includes construction funding for short-term intersection improvements.<sup>1</sup> This project will relieve commuter congestion, improve safety, help position the Patuxent River Naval Base for future BRAC realignments, improve emergency evacuations, and provide bicycle tourism opportunities between the Three Notch Trail and Solomons Island.
2. Transit Priority: Southern Maryland Transit Corridor – Initiate preliminary engineering to perform a detailed alternate analysis to select Light Rail/Bus Rapid Transit alignment alternatives along the MD 5/US 301 Transit Corridor, from the Branch Avenue Metro Station to Waldorf/White Plains.<sup>2</sup> As called for in both the Southern Maryland Transportation Needs Assessment (2008) and the Southern Maryland Transit Corridor Preservation Study (August 2010), we must preserve rights of way in the face of continuing residential and commercial development pressure along the transit corridor to maintain the feasibility of this option. The project will assist in implementation of county and town comprehensive plans, as well as sector and transportation plans including facilitating Priority Funding Area (PFA) conformity. When constructed, this project will improve the mobility and accessibility of people, facilitate the movement of goods within the region, and complete the missing link for transit oriented development. The project will also improve efficiency, ensuring the best use of existing and future transportation networks, resources, and infrastructure.

## Southern Maryland's Regionally Significant Projects:

1. Construction of a controlled access highway option for US 301 in Waldorf, which balances the needs of the residential and business communities, while minimizing the impacts to cultural, social, and natural resources.
2. Enhanced Commuter Bus Services and further Park & Ride development in Charles, Calvert, and St. Mary's Counties.
3. The widening of MD Route 2/4 from the southern intersection of MD 765 (Main Street) at Industry Lane, to north of Auto Drive, to six lanes with access controls and turning restrictions.

## Priority 1: MD 4, Solomons Island Road (Thomas Johnson Bridge)

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<sup>1</sup> Detailed design cost for Thomas Johnson project is \$850 million; cost for intersection ramp for MD 2/4/MD 235 estimates requested from SHA.

<sup>2</sup> Alternate analysis cost for Light Rail/Bus Rapid Transit alignments study is \$10 million.

- 1) Name of Project: **MD 4, Solomons Island Road (Thomas Johnson Bridge)**
- 2) Submitting Jurisdiction: **Calvert County Government**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **Between MD 2 and MD 235, including the Thomas Johnson Bridge and the MD 235 intersection**
- 4) Anticipated cost and funding source (approximate if available): **\$850M**
- 5) Description of project purpose and need (up to one paragraph): **The purpose of the project is to improve existing capacity and traffic operations, and to increase vehicular, pedestrian and bicycle safety along the MD 4 study corridor while supporting existing and planned development in the area. MD 4 provides commuters in the area with access to points south, including the Patuxent Naval Air Station as well as points north from St. Mary's, including the District of Columbia (DC). MD 4 is also the main southern evacuation route for the Calvert Cliffs Nuclear Power Plant. The enhancements to the MD 4 study corridor would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles. In regard to the need for the project, traffic volumes across the Thomas Johnson Bridge have increased from 12,900 vehicles per day in 1990 to 27,000 vehicles per day in the year 2007. The residential development in the area just north of Solomons Island has increased substantially over the past few years. Over 60 percent of Calvert County residents commute outside of the county. The Patuxent Naval Air Station now hosts over 21,000 people, including active-duty service members, civil-service employees, defense contractor employees, and military dependents. In addition to high traffic volumes along northbound and southbound MD 4 during AM and PM peak periods, the traffic congestion on the Thomas Johnson Bridge is problematic. Inadequate shoulder widths along the bridge cause major traffic delays and/or closures during crashes and maintenance activities for both northbound and southbound traffic on the bridge. Currently, all maintenance activities on the bridge must be completed during late night to early morning hours to avoid causing major traffic delays during the AM and PM peak traffic hours. "In addition to the need for capacity and safety improvements, bicycle and pedestrian access, which is restricted to the northern and southern portions of the study area, also warrants improvement. There is currently bicycle and pedestrian access along MD 4 south of the bridge in St. Mary's County; however, it terminates at the bridge. The Calvert County section of MD 4 is a designated bicycle route. The Thomas Johnson Bridge does not currently provide a dedicated bicycle/pedestrian lane." (*Finding of No Significant Impact*, Page II-1, U.S. Department of Transportation, Federal Highway Administration and Maryland Department of Transportation, State Highway Administration, September 2015)**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**

**The Metropolitan Planning Organization (MPO), The Calvert – St. Mary's Metropolitan Planning Organization (C-SMMPO) was formed in 2016, and this project is listed in MPO's long range transportation plan, adopted in March 2016. This project is designated as a Top Regional Priority in the 2008 Southern Maryland Needs Assessment document, as well as the current Regional Priority Letter.**



7) Is the project consistent with the local land use plans? **Yes**

Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:

**“Transportation Objectives**

- **Stage the development of the transportation system to complement the overall development of the County.**
- **Maintain MD Routes 4 and 2/4 as the main transportation corridor, providing for safe and efficient travel.**
- **Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.**
- **Improve and expand existing public transit services to capture the highest ridership possible.**
- **Promote transportation alternatives such as public transit, carpools, vanpools, bicycling, and walking.**
- **Develop a sustainable program for financing transportation construction and improvement.**
- **Continue a countywide transportation planning program that is integrated with State and regional planning programs.” Calvert County Comprehensive Plan, 2004, Amended 2010**

8) In county priority letter? **Yes**

9) Smart Growth status and explanation: **Inside Priority Funding Area**

10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

**Goal: Quality of Service. Maintain and enhance the quality of service experienced by users of Maryland’s transportation system.**

**Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies, and improved service delivery methods. This project provides the opportunity for MDOT to partner with County, State, and Federal agencies to provide an environmentally sensitive, multi-modal facility that fosters growth within the Urbanized Area surrounding the bridge, which will position the Naval Air Station Patuxent River as a receiving facility in the upcoming Base Realignment and Closure cycle. At the present, there are significant delays on approach to the Thomas Johnson Bridge in both the morning and afternoon peak hours. The vehicle back-up regularly affects travel on MD 235 during the afternoon peak hour due to excess queuing on the northbound bridge approach due to inadequate bridge capacity. Traffic volumes are projected to increase to 35,200 vehicles per day by 2030, far in excess of two lane bridge capacity. This project will improve the level-of-service dramatically, enabling motorists to better predict their travel time.**

☒ Objective: Maintain and enhance customer satisfaction with transportation services across modes. **This project will provide an inviting gateway to Calvert County for all those who enter from St. Mary's County. Not only will motor vehicle travelers experience less delay, which enhances the traveling experience, but all potential users will be accommodated by provision of an accessible hiker/biker trail along the project limits. This trail will connect St. Mary's County's Three Notch Trail with Solomons Island, which will provide a regional bicycle tourism opportunity. The capacity increase will allow air commuters from Calvert County and points north to arrive at the St. Mary's Regional Airport (one mile north of the MD 235/MD 4 intersection) at a more predictable time once commuter air service is established. In addition, the sailboat community, which uses Solomons as a port and frequently uses bicycles as a means of transportation, would be afforded the opportunity of accessing the regional airport and shopping opportunities in St. Mary's by bicycle through use of the proposed hiker biker trail.**

☒ Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services. **This project will increase capacity across the Thomas Johnson Bridge, a key transportation corridor in the Southern Maryland area. It will also provide an interchange at the key intersection along MD Route 235 in St. Marys' County.**

☒ Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public. **This project will provide the SHA with the opportunity to provide an improved weather system, video observation system, and variable message signing to rapidly detect and inform travelers of traffic accidents and congestion, unusual weather events, and other emergency situations.**

**Goal: Safety and Security: Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.**

☒ Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system. **By providing a divided highway and reducing congestion at the MD 4/MD 235 intersection, the accident rate and severity will be improved. In addition, the vertical curve at the crest of the bridge is sub-standard and will be replaced by vertical curve constructed to accommodate the design speed.**

☒ Objective: Provide secure transportation infrastructure, assets, and operations for the safe movement of people and goods. **This project will replace the existing two lane Thomas Johnson Bridge span with a new four-lane facility. The current bridge is rated as sufficient, but continuing maintenance concerns and a limited design life of the existing structure will be addressed by the new structure. The improved capacity provided by the project will support the current mutual aid agreements between Calvert County, St. Mary's County, and Naval Air Station Patuxent River fire departments. These mutual aid agreements presently have limited**

benefit during peak hours due to bridge congestion, and congestion at MD 4 and MD 235. In addition to general emergency support, Naval Air Station Patuxent River provides aircraft accident response to St. Mary's Regional Airport. This aircraft accident response would be improved by the MD 4/MD 235 capacity improvement. In addition, the project would provide improved evacuation capacity for weather events, nuclear events, and military/terrorism emergencies. The project would also support licensing of a third reactor at Calvert Cliffs nuclear power plant.

**Goal: System Preservation: Protect and maintain the State's existing transportation infrastructure and investments.**

☒ **Objective:** Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state of good repair. **As aging structures require more maintenance, this project would reduce the number of inspections and initial maintenance required on the bridge structure. In addition, a wider bridge span would enable the SHA to more easily conduct bridge inspections as lane closures can be more readily accomplished.**

**Goal: Environmental Stewardship: Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.**

☒ **Objective:** Limit the impacts of transportation on Maryland's natural environment through the impact avoidance, minimization, and mitigation. **This project will provide the SHA the opportunity to address the need to protect the natural environment by addressing the ability to avoid impacts. If impacts are unavoidable, they will be minimized and mitigation will be provided in accordance with State and Federal Law.**

☒ **Objective:** Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets. **This project has a minimal effect on natural, community, and historical resources, and natural resources will be protect to the extent practicable during project development, construction, operations, and maintenance.**

☒ **Objective:** Implement transportation initiatives to mitigate the impacts of climate change and improve air quality. **By providing a more efficient transportation infrastructure, less fuel usage would be incurred per trip, which should improve air quality. The bridge structure will be designed well above the 100-year flood elevation to mitigate the potential impact of increased flood elevations due to climate change.**



☒ Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change. **This project provides an opportunity for the SHA to improve environmental quality through wetland and stormwater management retrofit projects which will reduce shoreline erosion and improve water quality in the project area. Energy will be conserved by reduced congestion. The waste material from the existing bridge span can also be used to enhance or create underwater habitat in the Patuxent River or the Chesapeake Bay.**

**Goal: Community Vitality: Provide options for the movement of people and goods that support communities and quality of life.**

☒ Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas. **This project serves to connect two existing communities within the C-SMMPO, Solomons and Lexington Park. It will increase vitality of the two communities by eliminating peak hour and weekend congestion, reducing delays caused by frequent bridge inspections and maintenance, and providing a pedestrian/bicycle linkage between the communities.**

☒ Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use. **This project will increase the choices in transportation and accessibility by creating a bicycle/pedestrian linkage, which will be designed as an accessible walkway.**

☒ Objective: Increase and enhance transportation connections to move people and goods within and between activity centers. **This project will help to move people and goods within the Calvert-St. Mary's Metropolitan Planning Organization, as well as two established communities (Solomons and Lexington Park) within the MPO, by increasing capacity, providing an accessible bicycle/pedestrian linkage, and providing a bridge structure which will have a reduced maintenance schedule.**


**Goal: Economic Prosperity: Support a healthy and competitive Maryland economy.**

☒ Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland. **This project will improvement the movement of freight as well as the flow of goods through Maryland by providing for additional capacity into the Lexington Park and Leonardtown development districts from the north, and for goods moving in to lower Calvert County from the south. The capacity improvement will allow shippers more flexibility in scheduling truck deliveries, since the bridge bottleneck will be eliminated. Delays will be greatly reduced for this flow of goods into both counties. In addition, the height of the bridge structure will allow for the movement of freight into both counties by water.**

☒ Objective: Facilitate opportunities for growth in jobs and business across the State. This project is necessary to preserve and enhance the Naval testing presence in Southern Maryland. The Naval Air Station Patuxent River is vital for the economy of Southern Maryland, and access to the base is one of the primary measures the Base Realignment and Closure Committee considers when deciding the future of a facility. The project will help to assure the continued viability of the base and its ancillary uses. It will also support additional growth that is necessary to diversify the economy of Southern Maryland, in the event of a reduction of military funding.

11) Additional Comments/Explanation: This project should continue to be completely funded through design, engineering and construction because these improvements, which come in response to the need created in part by previous BRAC-related population growth and which will encourage potential future BRAC-related growth, will assure maintenance of the base as a continuing and growing presence in the state, which is a high priority for the State.

**STATE HIGHWAY ADMINISTRATION – Calvert County – Line 4**



**PRIMARY DEVELOPMENT AND EVALUATION PROGRAM**

**PROJECT:** MD 4, Patuxent Beach Road and Solomons Island Road

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge (Bridge 04019) and the intersection at MD 235 (2.9 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes, and a parallel trail system will accommodate bicycles and pedestrians.

**JUSTIFICATION:** Increasing traffic volume and projected development will increase congestion if capacity is not increased.

**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law  
☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**

**STATUS:** Planning underway for entire corridor. Engineering underway for Bridge 04019.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** None.

POTENTIAL FUNDING SOURCE		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER									
		PROJECT CASH FLOW									
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
					2018	2019	2020	2021	2022		
Planning	5,035	4,628	150	257	0	0	0	0	0	407	0
Engineering	15,000	20	3,840	3,750	3,108	2,375	1,907	0	14,980	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Total	20,035	4,648	3,990	4,007	3,108	2,375	1,907	0	15,387	0	0
Federal-Aid	3,602	3,195	150	257	0	0	0	0	0	407	0

STIP REFERENCE #SM3511

08/01/2015

The cost estimate is for the entire project in Calvert and St. Mary's counties.

PAGE SHA-C-4

## **Priority 2: MD 2/4, Solomons Island Road**

- 1) Name of Project: **MD 2/4, Solomons Island Road**
- 2) Submitting Jurisdiction: **Calvert County**
- 3) Project Jurisdiction/ County: **Calvert County**
- 4) Project limits (attach map if available and applicable): **From south of MD 765 to north of Stoakley Road, excluding MD 231 Intersection, see attached.**
- 5) Anticipated cost and funding source (approximate if available):
- 6) Description of project purpose and need (up to one paragraph): **Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided. MD 2/4 is the major primary state highway connecting Calvert County with the Washington, DC metropolitan area and points north. Daily traffic is estimated to grow from the 2011 volume of 48,600 to 83,600 by 2030.**
- 7) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **No**

**Project located outside of MPO boundaries: yes**

- 8) Is the project consistent with the local land use plans? **Yes** Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:

### **"Transportation Objectives**

- **Stage the development of the transportation system to complement the overall development of the County.**
- **Maintain MD 4 and 2/4 as the main transportation corridor, providing for safe and efficient travel.**
- **Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.**
- **Improve and expand existing public transit services to capture the highest ridership possible.**
- **Promote transportation alternatives such as public transit, carpools, vanpools, bicycling, and walking.**
- **Develop a sustainable program for financing transportation construction and improvement.**
- **Continue a countywide transportation planning program that is integrated with State and regional planning programs." Calvert County Comprehensive Plan, 2004, Amended 2010**

- 9) In county priority letter? **Yes**
- 10) Smart Growth status and explanation: **Inside Priority Funding Area**
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)



Goal: Safety and Security

- ✓ Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.
- ✓ Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives:

**Improving operations and capacity will decrease the occurrence of automobile crashes and improve the movement of people and goods. Emergency response plans and activities and coordination of those efforts with the state and neighboring counties are critical to the safety of travelers in the county. The ability to respond quickly to emergencies and evacuations and improving the capacity and operation of this roadway are key to assuring that these activities can be efficiently conducted in the future.**

Goal: System Preservation: Preserve and maintain the State's existing transportation systems and assets.

- ✓ Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objective:

**Upgrading this road and making the planned improvements will preserve this corridor for future growth. There is no realistic alternative to the existing route. Failure to maintain and improve it will create extreme conditions in the future which will be costly in terms of lost time, money and safety. Future growth, although carefully controlled, will eventually overwhelm the system.**

Goal: Quality of Service: Maintain and enhance the quality of service experienced by users of Maryland's transportation system

- ✓ Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.
- ✓ Objective: Maintain and enhance customer satisfaction with transportation services across modes.
- ✓ Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.
- ✓ Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

If checked, please describe how the project supports the goal and objective:

**Improvements will enhance roadway operations and capacity and increase travel time reliability. This route is the primary transportation link through, into and out of Calvert County. Our ability to evacuate or respond in the event of emergencies will be seriously compromised if planned upgrades to this highway are not expedited.**

Goal: Environmental Stewardship: Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.

- ✓ Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.
- ✓ Objective: Employ resource protection and conservation practices in project development, construction, operations and maintenance of transportation assets.
- ✓ Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.
- ✓ Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objective:

**Land use in Calvert County has been carefully planned to protect natural, community, and historic resources and encourage development in areas best able to support it. Maintaining and improving operations and capacity will support the continuation of good land use plans.**

Goal: Community Vitality: Provide options for the movement of people and goods that support communities and quality of life.

- ✓ Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.
- ✓ Objective: Enhance transportation networks and choices to improve mobility and accessibility and to better integrate with land use.
- ✓ Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

If checked, please describe how the project supports the goal and objectives: **MD 2/4 is the major primary state highway connecting Calvert County with the Washington, DC metropolitan area and points north. Daily traffic is estimated to grow from the 2011 volume of 48,600 to 83,600 by 2030. This project will facilitate expanded transportation options such as bikeways, pedestrian accommodations, as well as greater capacity for transit. This project will allow future growth to be accommodated and guided to appropriate, planned growth areas.**

Goal: Economic Prosperity: Support a healthy and competitive Maryland economy.

- ✓ Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.
- ✓ Objective: Facilitate opportunities for growth in jobs and business across the State.

If checked, please describe how the project supports the goal and objective:

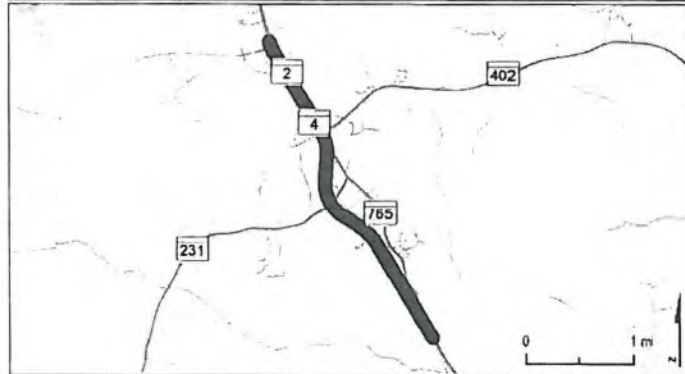
**Completed in 2011, and updated in 2013, a SHA study showed that many of our MD 2/4 intersections through Prince Frederick are failing and the round-about built on Dares Beach Road (MD 402) had failed before it was even built. The plans our Town Center depends upon will not be successful economically and our job growth plans cannot be supported without MDOT's support of this project.**

**12) Additional Comments/ Explanation: This project should continue to be completely funded through right-of-way and into construction as it is critical to the development of Prince Frederick as the county seat, as well as the primary route through Calvert County. Widening the road to six lanes has long been a goal of both the State and Calvert County.**



STATE HIGHWAY ADMINISTRATION – Calvert County – Line 3

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



**PROJECT:** MD 2/4, Solomons Island Road

**DESCRIPTION:** Widen to a six-lane divided highway with auxiliary lanes from north of Stokley Road to south of MD 765A (2.4 miles). This project will include appropriate bicycle and pedestrian accommodations.

**JUSTIFICATION:** This project will reduce congestion and provide capacity for planned commercial development in the MD 2/4 corridor.

**SMART GROWTH STATUS:** ☐ Project Not Location Specific ☐ Not Subject to PFA Law  
☒ Project Inside PFA ☐ Grandfathered  
☐ Project Outside PFA ☐ Exception Will Be Required  
☐ PFA Status Yet To Be Determined ☐ Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 MD 2/4 Phase 2, Commerce Lane to Fox Run Boulevard (Line 1)

**STATUS:** Project on hold.

**SIGNIFICANT CHANGE FROM FY 2015 - 20 CTP:** The decrease of \$16.4 million is due to moving the segment from Fox Run Boulevard to Commerce Lane to the Construction Program (Line 1).

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER		PROJECT CASH FLOW								
PHASE	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2015	CURRENT YEAR 2016	BUDGET YEAR 2017	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE	
Planning	1,972	1,972	0	0	2018	2019	2020	2021	2022	0	0	0
Engineering	1,391	1,391	0	0	0	0	0	0	0	0	0	0
Right-of-way	644	644	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,007	4,007	0	0	0	0	0	0	0	0	0	0
Federal-Aid	776	776	0	0	0	0	0	0	0	0	0	0

**CLASSIFICATION:**

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 50,000

PROJECTED (2035) - 94,650

## **Other Capital Project:**

**MD 261, North Beach: from 9<sup>th</sup> Street to Anne Arundel County Line**

## **Project Questionnaire: Annual Request to Maryland DOT for Project Funding**

1) Name of Project: **MD 261, North Beach: from 9<sup>th</sup> Street to Anne Arundel County Line**

2) Submitting Jurisdiction: **Calvert County Government and Town of North Beach**

3) Location of the project (describe project limits and location, attach map if available and applicable): **This project would raise approximately 800 feet of MD 261 from a point approximately 400 ft. north of 9<sup>th</sup> Street to the Anne Arundel County line to a minimum of 3.5 feet above its present level, to a level above the floodplain, and prevent frequent coastal and stormwater flooding which cuts off southern Anne Arundel County communities from North Beach and Chesapeake Beach. A map is attached, as well as other project drawings.**

4) Anticipated cost and funding source (approximate if available): **Unknown; however, portions of this project involved with a flood dike, shoreline stabilization and an associated wetlands restoration project will be assisted by Town of North Beach and Army Corps of Engineer funding if those projects go forward as planned, allowing for some cost sharing and savings where projects overlap.**

5) Description of project purpose and need (up to one paragraph):

**MD 261 traverses the Town of North Beach from the Chesapeake Beach town line to the Anne Arundel County line by the way of Chesapeake Ave., 7<sup>th</sup> Street and Bay Ave. The section of MD 261 (Bay Ave.) from 9<sup>th</sup> St to the Anne Arundel County line is subject to flooding and must be closed periodically due to coastal flooding or peak storm runoff. When this section of roadway is closed to traffic, it impedes emergency service vehicles from responding to the communities of Rose Haven and Holland Point in southern Anne Arundel County from northern Calvert County. In addition commuters from southern Anne Arundel County are unable to access MTA commuter busses that leave from North Beach to travel to the Washington, DC area, nor are residents of either area able to traverse this route to access businesses or residences. Alternative routes are very long, circuitous and inconvenient, if not life-threatening in the event of emergencies, especially during the very storms that cause the flooding.**

6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **No – not within an MPO boundary**

7) Is the project consistent with the local land use plans? **Yes**

Describe specifics on how the project supports the local land use plan goals, objectives and/or policies:

### **Calvert County Comprehensive Plan:**

#### **"Transportation Objectives**

- **Maintain and improve the arterial and non-arterial road systems to provide for safe and efficient travel.**
- **Continue a countywide transportation planning program that is integrated with State and regional planning programs." Calvert County Comprehensive Plan, 2004, Amended 2010**

8) In county priority letter? **Yes**

9) Smart Growth status and explanation: **Inside Priority Funding Area**

10) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security

- ✓ Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.
- ✓ Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

If checked, please describe how the project supports the goal and objectives:

**The section of MD 261 described above, and in the attached maps, is subject to flooding and must be closed on numerous occasions and often unpredictable times a year due to coastal flooding or peak storm runoff. When this section of roadway is closed to traffic, it impedes emergency service vehicles from responding to the communities of Rose Haven and Holland Point in southern Anne Arundel County from northern Calvert County. Calvert Memorial Hospital and the emergency services provided by northern Calvert County are the closest emergency services for these communities. Additionally, as noted above, this route is used by both residents and freight operators for movement for commuting and goods deliveries. Because of the coastal nature of these communities, the "way around" is not a short or quick route. Delays in emergency service could result in lost property or lives.**

Goal: System Preservation: Preserve and maintain the State's existing transportation systems and assets.

- ✓ Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports and other facilities in a state of good repair.

If checked, please describe how the project supports the goal and objectives:

**This short segment of a state road is not functional during flooding and storm events, and the Town of North Beach and the Army Corps of Engineers are working in concert through parallel efforts to move forward with projects that would complement repairing and maximizing the performance of this system.**

Goal: Quality of Service: Maintain and enhance the quality of service experienced by users of Maryland's transportation system

- ✓ Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.
- ✓ Objective: Maintain and enhance customer satisfaction with transportation services across modes
- ✓ Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.
- ✓ Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

Goal: Environmental Stewardship: Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic and cultural resources.

- ✓ Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.
- ✓ Objective: Employ resource protection and conservation practices in project development, construction, operations and maintenance of transportation assets.
- ✓ Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.
- ✓ Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

If checked, please describe how the project supports the goal and objectives:

**This project is combined with a flood control project, a shoreline control project, and a wetlands restoration project, for which there is no funding being requested, but which will complement this project. It will become part of an environmental restoration and protection project and further environmental quality. This project will also help to enhance the natural community and the surrounding historic communities that will benefit from the flood control and enhanced safe transportation.**



Goal: Community Vitality: Provide options for the movement of people and goods that support communities and quality of life.

- ✓ Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.
- ✓ Objective: Enhance transportation networks and choices to improve mobility and accessibility and to better integrate with land use.
- ✓ Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

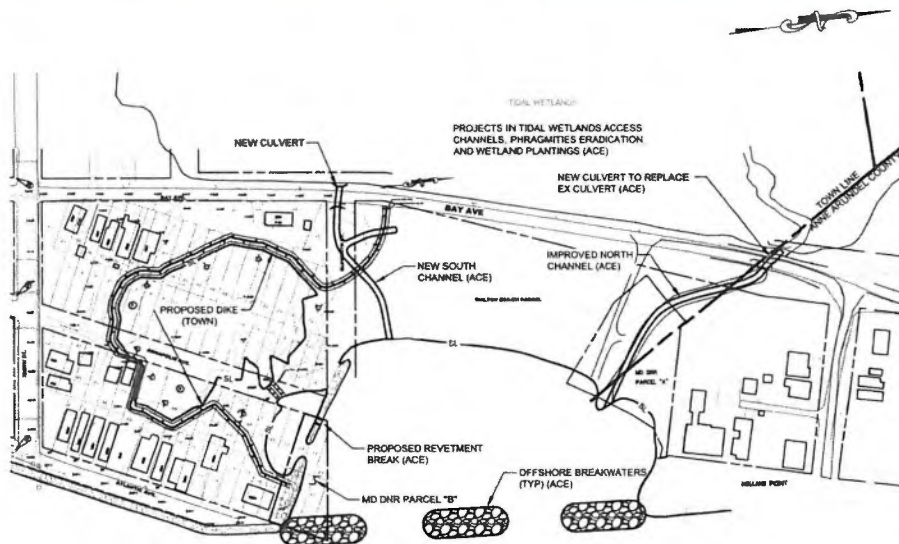
**This project will repair and protect this linkage between southern Anne Arundel County and northern Calvert County so that commuters from Anne Arundel County can access services and goods in the towns to their south, and MTA commuter busses to Washington, DC. This same link is used by freight delivery trucks to businesses in the two counties. As mentioned above, because of the coastal nature of this area, the "way around" is not short or quick. This route is much more important than it might seem. Without it, these areas would not be able to thrive economically, and their quality of life would suffer.**

Goal: Economic Prosperity: Support a healthy and competitive Maryland economy.

- ✓ Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.
- ✓ Objective: Facilitate opportunities for growth in jobs and business across the State.

**Currently, this segment of MD 261 provides access from southern Anne Arundel County to commuters who ride the MTA busses into Washington, DC from the Commuter Parking Lot in North Beach at 5<sup>th</sup> St. It also provides access to delivery trucks which deliver to businesses in both southern Anne Arundel County and the Towns of North Beach and Chesapeake Beach. When access is cut off by flooding, neither commuters or food purveyors or other freight delivery services using this route have access between southern Anne Arundel County residences and businesses and North Beach and Chesapeake Beach.**

**12) Additional Comments/ Explanation: The Town of North Beach flood control project is progressing and the Army Corps of Engineers' shoreline wetland restoration project is also progressing. SHA has an opportunity for a relatively minor amount of funding to take advantage of an already existing partnership to enhance those projects and their own at the same time, to solve a serious safety and transportation issue, and create a positive outcome for the environment, Calvert County, the Town of North Beach, and southern Anne Arundel County.**



(ACE) - PROPOSED ARMY CORPS OF ENGINEERS WETLAND RESTORATION PROJECT AS DEFINED IN PROJECT SCOPING REPORT DATED AUG 2012

TIDAL WETLAND PROJECTS  
TOWN OF NORTH BEACH  
SEPT 2012 1" = 150'