



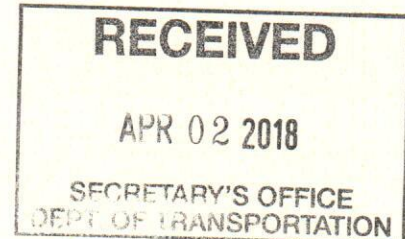
**CALVERT COUNTY
BOARD OF COUNTY COMMISSIONERS**

Courthouse, 175 Main Street
Prince Frederick, Maryland 20678
410-535-1600 • 301-855-1243
www.co.cal.md.us

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

March 20, 2018

The Honorable Pete K. Rahn, Transportation Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 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. Enclosed are our priority transportation projects for this year. We want to draw your attention to transportation issues in Calvert County and Southern Maryland.

MD 2/4 is the main artery in Calvert, used by not only our commuters, but by everyone traversing our County. It is important to note that 60% of our workforce commutes out of the county and the majority use this corridor. 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 encourage the State to support the improvements to the Governor Thomas Johnson Bridge and MD 4. It is essential to the safety, security, and efficient transportation of Southern Maryland, as it serves more than 30,000 vehicles per day providing access to major utility facilities and a U.S. Naval base.

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 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.

As we strive to provide better transit options for our citizens, we are grateful for the increased funding for the Charlotte Hall route connection, improving access to services for Calvert's veteran population. We look forward to working with MDOT on future priorities for transit service expansion.

The County also anticipates to receive State support to conduct a Corridor Study for Safety and Level of Service Improvements at various intersections along MD 231, which is also a major commuter thoroughfare for Calvert County. This study will assist the County in further prioritization of needed safety improvements. The County will also seek design and construction funding to execute the warranted improvements.

We appreciate and support the continuing progress of the safety enhancements along the corridor of MD 4 in Anne Arundel County, just north of our county line, where MD 258 and Talbot Road intersect MD 4. That corridor of MD 4 lacks shoulders and has other serious safety issues. The topography causes reduced sight distance for stopped traffic at the school bus stop along that route. When crashes occur there, 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. We urge continued funding to address necessary improvements to that corridor.


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 9th 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 this project to be funded for Engineering and Design, so it can keep pace with the already delayed Town of North Beach's flood prevention project.

We trust 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 Britany J. Waddell, AICP, Deputy Director with our Department of Planning & Zoning. Ms. Waddell may be reached at 410-535-1600, extension 2727.

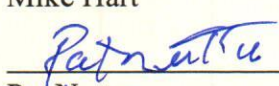
Sincerely,


BOARD OF COUNTY COMMISSIONERS
CALVERT COUNTY, MARYLAND


Evan K. Slaughenhaupt Jr., President

Tom Hejl, Vice President


Mike Hart


Pat Nutter


Steven R. Weems

Enclosure

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

Calvert County Transportation Priorities

HIGHWAYS

Development and Evaluation – Major Capital Projects (Chapter 725 Project Questionnaires for projects requiring construction are attached. Since the Governor Thomas Johnson Bridge presently has funding for initial design and engineering, no Chapter 30 information is necessary at this time. The MD 231 Corridor Study requires no additional documentation. Phases 3A and 3B of the MD 2/4 Widening Project is less than one mile in length and no Chapter 30 information is necessary at this time.)

1) Governor Thomas Johnson Bridge and MD 4 – 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. Naval base. It 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. Fully fund entire design phase and show future phase funding.

2) MD 231 Corridor Study– Conduct a complete evaluation for safety and level of service improvements at all intersections from MD 2/4 to Benedict Bridge. Based on study findings, future priorities will include the necessary design improvements and construction thereof to help move the traffic efficiently. These improvements to this corridor are critical for not only the safe movement of daily commuters but will also act as an important emergency evacuation route out of the area.

3) MD 2-4 between the southern end of MD 765 in Prince Frederick at Industry Lane to north of Stoakley Road –

- Phase I: MD 231 @ MD 2/4 to just south of Commerce Lane has been completed.
- Phase II, from just south of Commerce Lane to just north of Fox Chase Dr. (under construction)
- **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,**

This project will widen this route to six lanes with access control and turning movement restrictions, and interchanges at the north and south termini. Phases III A and III B include a distance of approximately two thirds of a mile are now the focus of the county's request for design, engineering and construction funding so as to keep it moving forward. It is imperative that its function be improved as this route is the only north/south arterial highway in the 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).

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

Urban Reconstruction

MD 261, North Beach: from 9th St. to Anne Arundel County Line

This project would raise approximately 800 feet of MD 261 from a point approximately 400 ft. north of 9th 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 but also for the Towns of North Beach and Chesapeake Beach and their residents, along with commercial traffic that uses this route. This project is transitioning to the preliminary engineering phase, which the county is urging funding for, as well as funding for construction in order to keep pace with the Town's flood control project, which this project is lagging behind.

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 various intersections which have created points of entry safety hazards. (See Highways - Priority 2)
- 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 4 in Anne Arundel County** - Safety enhancements along the corridor just north of the Calvert County line, where MD 258 and Talbot Road intersect MD 4. MD 4 lacks shoulders and has serious safety issues with sight distance for stopped traffic.

TRANSIT

- 1) **Transit Transfer Station** - This project is still a priority and we are continuing to move forward with the project with the help of the Maryland Transit Administration's Office of Local Transit Support as well as our local agencies.
- 2) **Service Expansion** – With the completion of our five (5) year Transportation Development Plan (January 2016), service enhancements and expansion were defined as a future priority as a result of this study. We will work with our local MTA regional planner to coordinate and prioritize route expansion as well as securing funding to implement service changes.

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

The following projects will enhance safety in local municipalities:

- 1) **Safe Routes to School** - This project would provide sidewalks on Hwy 261 from Beach Elementary School to Chesapeake Village neighborhood and from Beach Elementary along Old Bayside Rd. The plan would also include a crosswalk connecting at the sidewalk from Chesapeake Village across Hwy 261 to Bayfront Park.
- 2) **Richfield Station Intersection** - Chesapeake Beach recently conducted a traffic study which was submitted to SHA to improve upon the safety of the intersection. The town is asking SHA to consider all options for this intersection.

The following projects, when funded for construction, will help further implementation of county 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 left after developers have completed their projects along these roads.

Regional Transportation Priorities

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 Route 4 and MD Route 235. Request includes construction funding for short-term intersection improvements.¹ 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 Solomon's 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.² 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. The widening of MD Route 2/4 from the southern intersection of MD 765 (Main Street) at Industry Lane, to north of Auto Drive, widening to six lanes, with access controls and turning restrictions.
2. 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. and,
3. Enhanced Commuter Bus Services and further Park & Ride development in Charles, Calvert, and St. Mary's Counties.

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

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

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

- 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 Memorial 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 Memorial 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 is restricted to the southern portion of the study area. The Thomas Johnson Memorial Bridge does not provide a dedicated bicycle/pedestrian lane.**

- 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 Lexington Park – California – Chesapeake Ranch Estates Area – The Calvert – St. Mary's Metropolitan Planning Organization has now been formed and this project is listed in MPO's long range transportation plan, which has just been adopted. This project has been designated as a Top Regional Priority in both 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**

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 sail boat community, which frequently uses Solomons Island as a dock, 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 bike(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 should 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 under-water 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 truck capacity for freight and goods moved by trucks 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.**

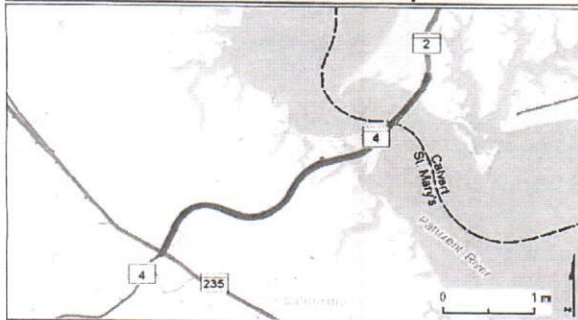
Objective: Facilitate opportunities for growth in jobs and business across the State. **This project is necessary to preserve and enhance the Naval testing presence in Southern Maryland. The Naval Air Station Patuxent**

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.

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		CURRENT YEAR	BUDGET YEAR	FOR PLANNING PURPOSES ONLY					SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU YEAR			2018	2019	2020	2021			
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

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM: Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT (2015) - 30,800

PROJECTED (2035) - 36,700

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 231 Corridor Study

Proposed study does not require Chapter 725 documentation

Priority 3: 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 D.C. metropolitan area and points north. Daily traffic is estimated to grow from the current (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 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**

- 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/activities and the coordination of those efforts with the state and neighboring counties is critical to the safety of travelers in the county and the ability to respond quickly to emergencies and evacuations. Improving the capacity and operation of this roadway is the 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 and failure to maintain and improve it in pace with future growth, although carefully controlled, will eventually overwhelm the system. This would create extreme conditions in the future which will be costly in terms of lost time, money and safety.

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 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.

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 D.C. metropolitan area and points north. Daily traffic is estimated to grow from the current 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, 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 Rd (MD402) had failed before it was even built. The

plans our Town Center depends upon economically 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 the county. Taking the road to six lanes has long been a goal of both the State as well as the county.**