

## **5.0 Project Evaluation**

Many of the transportation needs identified in Section 4.0 can be addressed by implementing policies and strategies or by strategically building improved physical infrastructure or implementing operational improvements. Because the cost of addressing these identified needs are greater than available resources, some means to determine where the limited resources should best be applied is needed. This section outlines the methodology used to identify and evaluate these projects.

### **5.1 EVALUATION METHODOLOGY**

#### **Project Selection**

Projects evaluated for the Southern Maryland Transportation Needs Assessment come from these sources:

- MDOT's 2008 CTP;
- 2007 Tri-County Council's priority letter – all projects are included, with the exception of:
  - Intersection signalization projects;
  - Streetscape projects;
  - Sidewalk projects;
  - Projects to add turn lanes to specific intersections; and
  - Other projects that are very local in nature, related to improving vehicle fleets, or similar items;
- SHA Highway Needs Inventory (HNI) – all “Primary” projects and “Secondary” projects that are also listed in each of the county's priority letter are included;
- County projects of regional significance;
- Public input; and
- Any roadway section projected in this Needs Assessment to experience a level of service (LOS) of E or F by the year 2030.

## Project Evaluation

Projects within each county are evaluated on how well they address the study’s goals and objectives (Table 5.1). The evaluation process was performed collaboratively by staff from MDOT, SHA, MTA, MdTA, and the Tri-County Council for Southern Maryland.

Each project was evaluated as meeting, partially meeting, or minimally addressing each of the study goals. The degree to which a project meets a goal depends upon whether or not the project affects the objectives within the goal, as well as the magnitude of that effect. The magnitude of the effect is a function both of the project design and severity of the need it is addressing.

**Environmental and Cultural Stewardship:** The environmental and cultural goal must be addressed during project planning, engineering, and construction. Projects are not individually evaluated on their potential impact in this area; rather each project must be planned and constructed in a manner that minimizes its social, environmental and cultural impact.

Table 5.1 presents a set of decision rules used to evaluate the projects.

**Table 5.1 Decision Rules for Project Evaluation Analysis**

Goal	Decision Rules
Mobility and Accessibility	<ul style="list-style-type: none"> <li>Projects that meet this goal provide significant circulation or mobility benefits to at least one mode – highway, transit, bike/ped; increase transportation choices or improve modal connections; and improve access to major activity centers. Projects on the primary system generally meet this goal.</li> <li>Projects that partially meet this goal provide circulation benefits to one mode or improve access and linkages to activity centers.</li> <li>Projects that minimally address this goal provide limited circulation benefits or only limited access to activity centers or connections between modes.</li> </ul>
Safety and Security	<ul style="list-style-type: none"> <li>Projects that meet this goal are significantly likely to reduce crashes or provide for emergency response.</li> </ul>
Efficiency	<ul style="list-style-type: none"> <li>Projects meet this goal if they significantly increase the person movement capacity of highways or transit service (persons per mile, etc.) or provide access controls or limits or achieve high scores on each criteria or goal, relative to their cost.</li> </ul>
Environmental and Cultural Stewardship	<ul style="list-style-type: none"> <li>The environmental and cultural goal must be addressed during project planning, engineering, and construction. Projects are not individually evaluated on their potential impact in this area; rather each project must be planned and constructed in a manner that minimizes its environmental and cultural impact.</li> </ul>
Integrated Planning	<ul style="list-style-type: none"> <li>Projects that meet this goal serve established communities (Priority Funding Areas); link existing land use with environmental and economic development planning efforts; and are consistent with comprehensive plans.</li> </ul>

## **5.2 EVALUATION OF PROJECTS**

Tables 5.2, 5.3, and 5.4 provide a summary of how projects within each county are evaluated on the project goals. The text following each table provides additional rationale for the evaluations.

**Table 5.2 Calvert County Projects**

<b>Calvert County</b>				<b>Goals</b>			
<b>Project Description</b>	<b>Map Reference</b>	<b>Notes</b>	<b>Cost (\$millions)</b>	<b>Mobility/ Accessibility</b>	<b>Safety/ Security</b>	<b>Efficiency</b>	<b>Integrated Planning</b>
<i>MD 2/4 Corridor (from South to North with Transit Projects Listed First)</i>							
Construct P&R lots at Dunkirk and Prince Frederick (also at Waldorf, La Plata, Charlotte Hall, and New Market)	T1	Planning and construction underway depending on particular lot (also listed for Charles and St. Mary’s Counties)	42	Meets	Meets	Meets	Meets
Enhance Commuter Bus Service from Calvert County to employment centers in the Washington, D.C. area, including Prince George’s County	T2	From 2030 Origin Destination analysis (funding not identified)	T.B.D.	Meets	Meets	Meets	Meets
Build a second span of Governor Thomas Johnson Memorial Bridge. Widen MD 4 from the Governor Thomas Johnson Memorial Bridge to MD 235. Upgrade intersection of MD 4 and MD 235	1	Project planning is underway (also listed for St. Mary’s County)	500-550	Meets	Meets	Meets	Meets
Construct Interchange at MD 2/4 and Lusby Connector	2	Project listed in HNI <sup>1</sup> – funding not identified	35-40	Meets	Meets	Partially Meets	Meets
Construct Interchange at MD 2/4 and MD 497	3	Project listed in HNI <sup>1</sup> – funding not identified	35-40	Meets	Meets	Partially Meets	Meets
Construct Interchange at MD 2/4 and Ball/ Calvert Beach Roads	4	Project listed in HNI <sup>1</sup> – funding not identified	35-40	Meets	Meets	Partially Meets	Meets
Widen MD 2/4 from MD 264 to MD 765A South of Prince Frederick	5	Divided highway reconstruct with access control improvements. Project listed in HNI <sup>1</sup> – funding not identified	35-45	Meets	Meets	Meets	Meets

**Calvert County**

Project Description	Map Reference	Notes	Cost (\$millions)	Goals			
				Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
Widen MD 2/4 from South of MD 765A to North of Stoakley Road (Prince Frederick)	6	Planning is complete and engineering is underway for the segment between Steeple Chase Drive and Commerce Lane. Additional engineering, ROW, and construction funds are required to complete the overall project. Construction of MD 231 and County interchanges not included in cost	105	Meets	Meets	Meets	Meets
Reconstruct Intersection at MD 2/4 and MD 231 (Prince Frederick)	7	Construction underway, estimated completion summer 2009	31	Meets	Meets	Meets	Meets
Construct Prince Frederick Loop Road	8	In Calvert County Capital Improvement Program FY 2008-2013, project is under construction	30	Meets	Meets	Meets	Meets
Widen MD 2/4 from North of Stoakley Road in Prince Frederick to MD 4	10	Divided highway reconstruct with access control improvements. Project listed in HNI <sup>1</sup> – funding not identified	125-150	Meets	Meets	Partially Meets	Partially Meets
Widen MD 4 from MD 2 to MD 258	11	Divided highway reconstruct with access control improvements. Part of this project is in Anne Arundel County. Project listed in HNI <sup>1</sup> – funding not identified	190-220	Meets	Meets	Meets	Meets
<i>Other Projects</i>							
Widen MD 231 between MD 5 Relocated in Hughesville and MD 2/4 in Prince Frederick	9	Also listed for Charles County. Project listed in HNI <sup>1</sup> – funding not identified	200-230	Meets	Meets	Meets	Meets

**Calvert County**

Project Description	Map Reference	Notes	Cost (\$millions)	Goals			
				Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
Widen MD 260 from MD 4 to begin divided highway	12	Divided highway reconstruct. Part of this project is in Anne Arundel County. Project listed in HNI <sup>1</sup> – funding not identified	70-100	Meets	Meets	Partially Meets	Meets
Acquire land and construct new park-and-ride lots as required		Continually monitor commuter bus and ridesharing demand and develop park-and-ride lots as needed (also listed for Charles and St. Mary’s Counties; funding not identified)	T.B.D.	Meets	Meets	Meets	Meets
Enhance signal interconnection and coordination along major corridors in Calvert County		Commission recommends continual review and improvement of signal coordination throughout the region (also listed for Charles and St. Mary’s Counties; funding not identified)	T.B.D.	Meets	Meets	Meets	Meets

Note: The environmental and cultural goal is not shown here because it must be addressed during project planning, engineering, and construction. Projects are not individually evaluated on their potential impact in this area, rather each project must be planned and constructed in a manner that minimizes its environmental and cultural impact.

## **MD 2/4 Corridor (from South to North with Transit Projects Listed First) – Calvert County**

*Construct park-and-ride lots at Dunkirk and Prince Frederick*

Jurisdiction: Calvert County

Notes: Planning and construction underway

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; highly cost-effective
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Enhance Commuter Bus Service from Calvert County to employment centers in the Washington, D.C. area, including Prince George's County*

Jurisdiction: Calvert County – Prince George's County (map reference T2 in Figure 5.1)

Notes: From 2030 Origin Destination analysis (funding not identified)

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; highly cost-effective

- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

*Build a second span of Governor Thomas Johnson Memorial Bridge. Widen MD 4 from the Governor Thomas Johnson Memorial Bridge to MD 235. Upgrade intersection of MD 4 and MD 235*

Jurisdiction: Calvert County – St. Mary’s County (map reference 1 in Figure 5.1)

Notes: Project planning is underway

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Major impacts on reduced congestion; increases driving choices
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

*Construct Interchange at MD 2/4 and Lusby Connector*

Jurisdiction: Calvert County (map reference 2 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation
- Safety and Security: **Meets**
  - » Decreases intersection conflicts; impact to emergency response/evacuation
- Efficiency: **Partially Meets**
  - » Introduces access control at the intersection; Relieving a single bottleneck relatively cost-effective

- Integrated Planning: **Meets**
  - » Consistent with existing land use, environmental and economic development planning efforts

*Construct Interchange at MD 2/4 and MD 497*

Jurisdiction: Calvert County (map reference 3 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation
- Safety and Security: **Meets**
  - » Decreases intersection conflicts; impact to emergency response/evacuation
- Efficiency: **Partially Meets**
  - » Introduces access control at the intersection; Relieving a single bottleneck relatively cost-effective, but impacts are localized and major congestion is not predicted at that location
- Integrated Planning: **Meets**
  - » Consistent with existing land use, environmental and economic development planning efforts

*Construct Interchange at MD 2/4 and Ball/Calvert Beach Roads*

Jurisdiction: Calvert County (map reference 4 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation
- Safety and Security: **Meets**
  - » Decreases intersection conflicts; small impact to emergency response/evacuation
- Efficiency: **Partially Meets**
  - » Introduces access control at the intersection; Relieving a single bottleneck relatively cost-effective, but impacts are localized and major congestion is not predicted at that location

- Integrated Planning: **Meets**
  - » Consistent with existing land use, environmental and economic development planning efforts

*Widen MD 2/4 from MD 264 to MD 765A South of Prince Frederick*

Jurisdiction: Calvert County (map reference 5 in Figure 5.1)

Notes: Divided highway reconstruct with access control improvements. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation
- Safety and Security: **Meets**
  - » Access controls reduce conflicts, increase safety; improved mobility and improved emergency access/evacuation
- Efficiency: **Meets**
  - » Greatly improves efficiency on existing infrastructure
- Integrated Planning: **Meets**
  - » Consistent with existing land use, environmental and economic development planning efforts

*Widen MD 2/4 from south of MD 765A to north of Stoakley Road*

Jurisdiction: Calvert County (map reference 6 in Figure 5.1)

Notes: Planning is complete and engineering is underway for the segment between Steeple Chase Drive and Commerce Lane. Additional engineering, right-of-way, and construction funds are required to complete the overall project. Construction of MD 231 and County interchanges not included in cost

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Significant impacts on short-term, localized congestion and long-term regional congestion
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility

- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Reconstruct Intersection at MD 2/4 and MD 231 (Prince Frederick)*

Jurisdiction: Calvert County (map reference 7 in Figure 5.1)

Notes: Construction underway, estimated completion summer 2009

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation at a congested intersection
- Safety and Security: **Meets**
  - » Decreases intersection conflicts; small impact to emergency response/evacuation
- Efficiency: **Meets**
  - » Relieving a single bottleneck is relatively cost-effective
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Construct Prince Frederick Loop Road*

Jurisdiction: Calvert County (map reference 8 in Figure 5.1)

Notes: In Calvert County Capital Improvement Program FY 2008-2013, project is under construction

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Impacts in reducing short-term, localized congestion; increases driving choices; increases access to activity centers
- Safety and Security: **Meets**
  - » Reduces turning conflicts as a form of access management in the MD 2/4 corridor, thereby increasing safety; slightly improves emergency access/evacuation
- Efficiency: **Meets**
  - » Improves local road network – helps preserve arterial capacity for through traffic

- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Widen MD 2/4 from north of Stoakley Road in Prince Frederick to MD 4*

Jurisdiction: Calvert County (map reference 10 in Figure 5.1)

Notes: Divided highway reconstruct with access control improvements. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Significant impacts on long-term regional congestion
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation
- Efficiency: **Partially Meets**
  - » With car as dominant mode, some impact to person movement
- Integrated Planning: **Partially Meets**
  - » Serves Priority Funding Areas; with county growth restrictions in place it is unclear when this section will require expansion

*Widen MD 4 from MD 2 to MD 258*

Jurisdiction: Calvert County (map reference 11 in Figure 5.1)

Notes: Divided highway reconstruct with access control improvements. Part of this project is in Anne Arundel County. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Impacts on congestion; significant impacts on increased circulation
- Safety and Security: **Meets**
  - » Helps emergency access/evacuation
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: **Meets**
  - » Consistent with existing land use, environmental and economic development planning efforts

## Other Projects – Calvert County

*Widen MD 231 between MD 5 Relocated in Hughesville and MD 2/4 in Prince Frederick to ease increasing congestion*

Jurisdiction: Calvert County – Charles County (map reference 9 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Significant impacts in reducing short-term, localized congestion
- Safety and Security: ***Meets***
  - » Helps emergency response/evacuation; improves connections between Calvert and Charles counties
- Efficiency: ***Meets***
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Widen MD 260 from MD 4 to begin divided highway*

Jurisdiction: Calvert County – Anne Arundel County (map reference 12 in Figure 5.1)

Notes: Divided highway reconstruct. Part of this project is in Anne Arundel County. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Impacts on congestion; significant impacts on increased circulation
- Safety and Security: ***Meets***
  - » Helps emergency response/evacuation
- Efficiency: ***Partially Meets***
  - » With car as dominant mode, some impact to person movement
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Acquire land and construct new park-and-ride lots as required*

Jurisdiction: Calvert County

Notes: Continually monitor commuter bus and ridesharing demand and develop park-and-ride lots as needed

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; highly cost-effective
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Enhance signal interconnection and coordination along major corridors in Calvert County*

Jurisdiction: Calvert County

Notes: Commission recommends continual review and improvement of signal coordination throughout the region

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves congestion.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation
- Efficiency: ***Meets***
  - » Improvements to person movement capacity; highly cost-effective
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

**Table 5.3 Charles County Projects**

Charles County				Goals			
Project Description	Map Reference	Notes	Cost (\$millions)	Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
<i>U.S. 301 Corridor (from South to North with Transit Projects Listed First)</i>							
Accelerate Mass Transit improvements in the U.S. 301/MD 5 corridor, progressing from identification of a transit right-of-way for preservation, enhanced commuter bus service, bus rapid transit, and fixed-rail transit from Waldorf-White Plains to the Branch Avenue Metro station	T3	Planning study underway. Planning to be complete in 2009	T.B.D.	Meets	Meets	Meets	Meets
Construct park-and-ride lots at Waldorf and La Plata (also at Dunkirk, Prince Frederick, Charlotte Hall, and New Market)	T1	Planning and construction underway depending on particular lot (also listed for Calvert and St. Mary's Counties)	42	Meets	Meets	Meets	Meets
Enhance Commuter Bus Service generally from Charles County to employment centers in the Washington, D.C. area, including Prince George's County	T4	From 2030 Origin Destination analysis (funding not identified)	T.B.D.	Meets	Meets	Meets	Meets
Enhance Commuter Bus Service specifically along MD 5/U.S. 301 Corridor	T5	From 2030 Origin Destination analysis (funding not identified)	T.B.D.	Meets	Meets	Meets	Meets
Build transfer station for Charles County's VanGO service at the U.S. 301 park-and-ride Lot	T6	In TCC Priority Letter (funding not identified)	0.4	Meets	Meets	Meets	Meets
Expand the U.S. 301 Governor Harry W. Nice Memorial Bridge to facilitate the flow of traffic at the toll facilities and improve access from Maryland to Virginia	13	Planning study in progress	800-1,200	Meets	Meets	Meets	Meets

**Charles County**

Project Description	Map Reference	Notes	Cost (\$millions)	Goals			
				Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
Access control improvements on U.S. 301 from the Potomac River to South of La Plata	14	Project listed in HNI <sup>1</sup> – funding not identified	200-220	Meets	Meets	Meets	Meets
Widen U.S. 301 from South of to North of La Plata.	15	Divided highway reconstruct with access control improvements. Project listed in HNI <sup>1</sup> – funding not identified	475-525	Meets	Meets	Meets	Meets
Build MD 6 Connector in Town of La Plata from MD 6 at Willow Lane to U.S. 301	16	New road. Project listed in HNI <sup>1</sup> – funding not identified	55-65	Meets	Meets	Meets	Meets
Construct a Western Bypass of Waldorf, with controlled access, selecting the alignment with the least environmental impact on the Mattawoman Creek watershed. Construct a Limited Upgrade of U.S. 301, to facilitate traffic flow and relieve congestion at failing intersections, and create a “boulevard” design for Charles County’s “main street,” with minimum impact on commercial businesses in the corridor.	17	Project planning in progress	1,500-1,600 (included in U.S. 301 Study)	Meets	Meets	Meets	Meets
Construct interchange at U.S. 301 and MD 5	21	Project listed in HNI <sup>1</sup> – funding not identified	50-60	Meets	Meets	Meets	Meets
U.S. 301 South Corridor Transportation Study to examine improvements on U.S. 301 and MD 5 in Charles and Prince George’s Counties	22	Project planning partially completed and on hold – funding provided for protective right-of-way preservation	3,300-3,400 (including Waldorf)	Meets	Meets	Meets	Meets

**Charles County**

Project Description	Map Reference	Notes	Cost (\$millions)	Goals			
				Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
<i>MD 5/235 Corridor (from South to North with Transit Projects Listed First)</i>							
Study Commuter Rail from St. Mary’s County to Washington, D.C.	T7	Feasibility study funded for completion in 2008 (also listed for St. Mary’s County)	T.B.D.	Evaluation to be completed after feasibility study			
Widen MD 5 from North of Hughesville to MD 5 Business	23	Divided Highway reconstruct with access controls. Project listed in HNI <sup>1</sup> – funding not identified	160-190	Meets	Meets	Meets	Meets
Improve the intersection at MD 5 Business/MD 5 (Mattawoman-Beantown) and St. Charles Parkway by building an interchange	24	Project listed in HNI <sup>1</sup> – funding not identified	100-120	Meets	Meets	Meets	Meets
<i>Other Projects</i>							
Widen MD 231 between MD 5 Relocated in Hughesville and MD 2/4 in Prince Frederick to ease increasing congestion	9	Also listed for Calvert County. Project listed in HNI <sup>1</sup> – funding not identified	200-230	Meets	Meets	Meets	Meets
Construct Cross County Connector	18	This new roadway connects MD 5 and U.S. 301 to MD 210 near Bryans Road. Project is under construction – funded by Charles County	48	Meets	Meets	Meets	Meets
Construct Western Parkway	19	This new roadway parallels U.S. 301 in Waldorf. Project is under construction – funded by Charles County	12	Meets	Meets	Meets	Meets
Widen MD 228 from Middletown Rd to U.S. 301	20	Divided highway reconstruct. Project listed in HNI <sup>1</sup> – funding not identified	60-100	Meets	Meets	Meets	Meets

**Charles County**

Project Description	Map Reference	Notes	Cost (\$millions)	Goals			
				Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
MD 6 from Chapel Point Road to U.S. 301	25	Multilane reconstruct. Project listed in HNI <sup>1</sup> – funding not identified	25-50	Meets	Meets	Meets	Meets
Widen MD 225 from MD 210 to MD 224	26	Multilane reconstruct. Project listed in HNI <sup>1</sup> – funding not identified	20-30	Meets	Meets	Meets	Meets
Access controls on MD 210 between MD 227 and MD 228	27	Divided highway reconstruct. Part of project is in Prince George’s County. Project listed in HNI <sup>1</sup> – funding not identified	110-120	Meets	Meets	Meets	Meets
Construct White Plains to Indian Head hiker biker trail	B1	Land acquired. Partial funding allocated	T.B.D.	Partially Meets	Partially Meets	Meets	Meets
Acquire land and construct new park-and-ride lots		Continually monitor commuter bus and ridesharing demand and develop park-and-ride lots as needed (also listed for Calvert and St. Mary’s Counties; funding not identified)	T.B.D.	Meets	Meets	Meets	Meets
Enhance signal interconnection and coordination along major corridors in Southern Maryland		Commission recommends continual review and improvement of signal coordination throughout the region (also listed for Calvert and St. Mary’s Counties; funding not identified)	T.B.D.	Meets	Meets	Meets	Meets

Note: The environmental and cultural goal is not shown here because it must be addressed during project planning, engineering, and construction. Projects are not individually evaluated on their potential impact in this area, rather each project must be planned and constructed in a manner that minimizes its environmental and cultural impact.

<sup>a</sup> Cost estimate provided is for either the Western Bypass of Waldorf or the upgrade to U.S. 301 through Waldorf.

## **U.S. 301 Corridor (from South to North with Transit Projects Listed First) – Charles County**

*Accelerate Mass Transit improvements in the U.S. 301/MD 5 corridor, progressing from identification of a transit right-of-way for preservation, enhanced commuter bus service, bus rapid transit, and fixed-rail transit from Waldorf-White Plains to the Branch Avenue Metro station*

Jurisdiction: Charles County – Prince George’s County (map reference T3 in Figure 5.1)

Notes: Planning study underway. Planning to be complete in 2009

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Major impacts on transit LOS, activity center access, intermodal connectivity, and increased choices.
- Safety and Security: ***Meets***
  - » Helps emergency response/evacuation
- Efficiency: ***Meets***
  - » Major impacts on person movement; somewhat expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Construct park-and-ride lots at Waldorf and La Plata*

Jurisdiction: Charles County (map reference T1 in Figure 5.1)

Notes: Planning and construction underway

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; highly cost-effective

- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Enhance Commuter Bus Service generally from Charles County to employment centers in the Washington, D.C. area, including Prince George's County*

Jurisdiction: Charles County – Prince George's County (map reference T4 in Figure 5.1)

Notes: From 2030 Origin Destination analysis (funding not identified)

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: **Meets**
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: **Meets**
  - » Slight improvements to person movement capacity; highly cost-effective
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

*Enhance Commuter Bus Service specifically along MD 5/U.S. 301 Corridor*

Jurisdiction: Charles County – Prince George's County – St. Mary's County (map reference T5 in Figure 5.1)

Notes: From 2030 Origin Destination analysis (funding not identified)

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.

- Safety and Security: **Meets**
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: **Meets**
  - » Slight improvements to person movement capacity; highly cost-effective
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

*Build transfer station for Charles County's VanGO service at the U.S. 301 park-and-ride lot*

Jurisdiction: Charles County (map reference T6 in Figure 5.1)

Notes: In TCC Priority Letter

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: **Meets**
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: **Meets**
  - » Slight improvements to person movement capacity; highly cost-effective
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Expand the U.S. 301 Governor Harry W. Nice Memorial Bridge to facilitate the flow of traffic at the toll facilities and improve access from Maryland to Virginia*

Jurisdiction: Charles County (map reference 13 in Figure 5.1)

Notes: Planning study in progress

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Improves activity center access; significant impacts on increased circulation
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Access control improvements on U.S. 301 from the Potomac River to South of La Plata*

Jurisdiction: Charles County (map reference 14 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation
- Safety and Security: **Meets**
  - » Access controls reduce conflicts, increase safety; improved mobility for improved emergency access/evacuation.
- Efficiency: **Meets**
  - » Greatly improves efficiency on existing infrastructure
- Integrated Planning: **Meets**
  - » Consistent with existing land use, environmental and economic development planning efforts

*Widen U.S. 301 from South of to North of La Plata*

Jurisdiction: Charles County (map reference 15 in Figure 5.1)

Notes: Divided highway reconstruct with access control improvements. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Increases roadway circulation
- Safety and Security: ***Meets***
  - » Access controls reduce conflicts, increase safety; improved mobility for improved emergency access/evacuation.
- Efficiency: ***Meets***
  - » Greatly improves efficiency on existing infrastructure
- Integrated Planning: ***Meets***
  - » Consistent with existing land use, environmental and economic development planning efforts

*Build MD 6 Connector in Town of La Plata from MD 6 at Willow Lane to U.S. 301*

Jurisdiction: Charles County (map reference 16 in Figure 5.1)

Notes: New road. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Major impacts in reducing short-term, localized congestion
- Safety and Security: ***Meets***
  - » Helps emergency response/evacuation
- Efficiency: ***Meets***
  - » With car as dominant mode, facilitates personal mobility; likely to have some access controls; expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Construct a Western Bypass of Waldorf, with controlled access, selecting the alignment with the least environmental impact on the Mattawoman Creek watershed. Construct a Limited Upgrade of U.S. 301, to facilitate traffic flow and relieve congestion at failing intersections, and create a “boulevard” design for Charles County’s “main street,” with minimum impact on commercial businesses in the corridor.*

Jurisdiction: Charles County – Prince George’s County (map reference 17 in Figure 5.1)

Notes: Project planning in progress

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Major impacts in reducing short-term, regional and localized congestion; increases driving choices only
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation; Access controls reduce conflicts, increase safety; improved mobility for improved emergency access/evacuation.
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility; likely to have some access controls; expensive;
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

*Construct Interchange at U.S. 301 and MD 5*

Jurisdiction: Charles County (map reference 21 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation
- Safety and Security: **Meets**
  - » Decreases intersection conflicts; positive impact to emergency response/evacuation

- Efficiency: **Meets**
  - » Introduces access control at the intersection; Relieving a single bottleneck is relatively cost-effective
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*U.S. 301 South Corridor Transportation Study to examine improvements on U.S. 301 and MD 5 in Charles and Prince George's Counties*

Jurisdiction: Charles County – Prince George's County (map reference 22 in Figure 5.1)

Notes: Project planning partially completed and on hold – funding provided for protective right-of-way preservation

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Major impacts in reducing short-term, regional and localized congestion; increases driving choices only
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation; Access controls reduce conflicts, increase safety; improved mobility for improved emergency access/evacuation.
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility; likely to have some access controls; expensive;
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

## **MD 5/235 Corridor (from South to North with Transit Projects Listed First) – Charles County**

### *Study Commuter Rail from St. Mary's County to Washington, D.C.*

Jurisdiction: Charles County – St. Mary's County (map reference T7 in Figure 5.1)

Notes: Feasibility study funded for completion in 2008

Impact on study goals and objectives:

- Mobility and Accessibility:
  - » Evaluation to be completed after feasibility study
- Safety and Security:
  - » Evaluation to be completed after feasibility study
- Efficiency:
  - » Evaluation to be completed after feasibility study
- Integrated Planning:
  - » Evaluation to be completed after feasibility study

### *Widen MD 5 from North of Hughesville to MD 5 Business*

Jurisdiction: Charles County (map reference 23 in Figure 5.1)

Notes: Divided Highway reconstruct with access controls. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Increases roadway circulation
- Safety and Security: ***Meets***
  - » Access controls reduce conflicts, increase safety; improved mobility for improved emergency access/evacuation
- Efficiency: ***Meets***
  - » Improves efficiency on existing infrastructure
- Integrated Planning: ***Meets***
  - » Consistent with existing land use, environmental and economic development planning efforts

*Improve the intersection at MD 5 Business/MD 5 (Mattawoman-Beantown) and St. Charles Parkway by building an interchange*

Jurisdiction: Charles County (map reference 24 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation on major commuter corridor
- Safety and Security: **Meets**
  - » Decreases intersection conflicts; impact to emergency response/evacuation
- Efficiency: **Meets**
  - » Introduces access control at the intersection; Relieving a single bottleneck relatively cost-effective
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

**Other Projects – Charles County**

*Widen MD 231 between MD 5 Relocated in Hughesville and MD 2/4 in Prince Frederick to ease increasing congestion*

Jurisdiction: Calvert County – Charles County (map reference 9 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Significant impacts in reducing short-term, localized congestion
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation; improves connections between Calvert and Charles counties
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

### *Construct Cross County Connector*

Jurisdiction: Charles County (map reference 18 in Figure 5.1)

Notes: This new roadway connects MD 5 and U.S. 301 to MD 210 near Bryans Road. Project is under construction – funded by Charles County.

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Impacts on relieving short-term congestion; increases driving choices only; increases activity center access
- Safety and Security: ***Meets***
  - » Improved emergency access/evacuation; moves traffic to roadway with better design standards, thereby increasing safety
- Efficiency: ***Meets***
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: ***Meets***
  - » Consistent with existing land use, environmental and economic development planning efforts

### *Construct Western Parkway*

Jurisdiction: Charles County (map reference 19 in Figure 5.1)

Notes: This new roadway parallels U.S. 301 in Waldorf. Project is under construction – funded by Charles County.

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Major Impacts on relieving short-term congestion; increases driving choices only; increases activity center access
- Safety and Security: ***Meets***
  - » Improved emergency access/evacuation.
- Efficiency: ***Meets***
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Widen MD 228 from Middletown Rd to U.S. 301*

Jurisdiction: Charles County (map reference 20 in Figure 5.1)

Notes: Divided highway reconstruct. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Reconstruction likely to increase roadway circulation
- Safety and Security: ***Meets***
  - » Access controls reduce conflicts, increase safety; improved mobility for improved emergency access/evacuation. However, limited access could restrict emergency access to some areas
- Efficiency: ***Meets***
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*MD 6 from Chapel Point Road to U.S. 301*

Jurisdiction: Charles County (map reference 25 in Figure 5.1)

Notes: Multilane reconstruct. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Reconstruction likely to increase roadway circulation
- Safety and Security: ***Meets***
  - » Improved mobility and improved emergency access/evacuation
- Efficiency: ***Meets***
  - » With car as dominant mode, some impact to person movement; expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Widen MD 225 from MD 210 to MD 224*

Jurisdiction: Charles County (map reference 26 in Figure 5.1)

Notes: Multilane reconstruct. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Impacts on relieving short-term congestion; increases driving choices only; increases activity center access
- Safety and Security: ***Meets***
  - » Improved mobility and improved emergency access/evacuation
- Efficiency: ***Meets***
  - » With car as dominant mode, some impact to person movement
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Access controls on MD 210 between MD 227 and MD 228*

Jurisdiction: Charles County (map reference 27 in Figure 5.1)

Notes: Divided highway reconstruct. Part of project is in Prince George's County. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Increases roadway circulation
- Safety and Security: ***Meets***
  - » Access controls reduce conflicts, increase safety; improved mobility for improved emergency access/evacuation.
- Efficiency: ***Meets***
  - » Greatly improves efficiency on existing infrastructure
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Construct White Plains to Indian Head hiker biker trail*

Jurisdiction: Charles County (map reference B1 in Figure 5.1)

Notes: Land acquired. Partial funding allocated

Impact on study goals and objectives:

- Mobility and Accessibility: ***Partially Meets***
  - » Accomplishes objectives related to multimodal mobility; however, relative impact will be small.
- Safety and Security: ***Partially Meets***
  - » Bikeway improvements will have small safety impact due to separation of bikes from cars
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; inexpensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Acquire land and construct new park-and-ride lots as required*

Jurisdiction: Charles County

Notes: Continually monitor commuter bus and ridesharing demand and develop park-and-ride lots as needed

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; highly cost-effective
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Enhance signal interconnection and coordination along major corridors in Charles County*

Jurisdiction: Charles County

Notes: Commission recommends continual review and improvement of signal coordination throughout the region

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves congestion.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation
- Efficiency: ***Meets***
  - » Improvements to person movement capacity; highly cost-effective
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

**Table 5.4 St. Mary’s County Projects**

St. Mary’s County				Goals			
Project Description	Map Reference	Notes	Cost (\$millions)	Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
<i>MD 4 Corridor</i>							
Build a second span of Governor Thomas Johnson Memorial Bridge. Widen MD 4 from the Governor Thomas Johnson Memorial Bridge to MD 235. Upgrade intersection of MD 4 and MD 235	1	Project planning is underway (also listed for Calvert County)	500-550	Meets	Meets	Meets	Meets
Widen MD 4 from MD 5 to MD 235	28	Project listed in HNI <sup>1</sup> – funding not identified	80-100	Meets	Meets	Meets	Meets
<i>MD 5/235 Corridor (from South to North with Transit Projects Listed First)</i>							
Construct park-and-ride lots at Charlotte Hall and New Market (also at Dunkirk, Prince Frederick, Waldorf, and La Plata)	T1	Planning and construction underway depending on particular lot (also listed for Calvert and Charles Counties)	42	Meets	Meets	Meets	Meets
Enhance commuter bus service along the MD 5 corridor	T5	From 2030 Origin Destination analysis (funding not identified; also listed for Charles County)	T.B.D.	Meets	Meets	Meets	Meets
Study Commuter Rail from St. Mary’s County to Washington, D.C.	T7	Feasibility study funded for completion in 2008 (also listed for Charles County)	T.B.D.	Evaluation to be completed after feasibility study			
Widen MD 235 from MD 4 to MD 245	29	Divided highway reconstruct with access control improvements. Project listed in HNI <sup>1</sup> – funding not identified	65-100	Meets	Meets	Meets	Meets
Implement access control improvements on MD 235 from MD 245 to MD 5	30	Project listed in HNI <sup>1</sup> – funding not identified	155-165	Meets	Meets	Meets	Meets

St. Mary's County

Project Description	Map Reference	Notes	Cost (\$millions)	Goals			
				Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
Widen MD 5 from MD 235 to Charles County line	31	Divided highway reconstruct with access control improvements. Project listed in HNI <sup>1</sup> – funding not identified	130-150	Meets	Meets	Meets	Meets
<i>Other Projects</i>							
Reconstruct MD 5 from Ranger Station to Camp Brown Road	32	Engineering on hold to reconstruct the two-lane roadway and add shoulders	15	Partially Meets	Meets	Partially Meets	Partially Meets
Widen MD 5 from MD 246 to MD 245	33	Multilane south of MD 471, divided highway reconstruct north of MD 471. Project listed in HNI <sup>1</sup> – funding not identified	130-150	Partially Meets	Partially Meets	Meets	Minimally Addresses
Widen MD 245 from MD 5 to McIntosh Road	34	Identified through future level of service analysis. Not currently in Highway Needs Inventory (funding not identified)	T.B.D.	Partially Meets	Partially Meets	Meets	Minimally Addresses
Widen MD 5 from MD 243 to MD 245 (Leonardtwn)	35	Project planning in process	50	Meets	Partially Meets	Meets	Meets
Widen MD 712 from MD 235 to end of SHA maintenance	36	Multilane reconstruct. Project listed in HNI <sup>1</sup> – funding not identified	20-30	Partially Meets	Meets	Meets	Meets
Extend Pegg Road to MD 5	37	Construction funding allocated for FY 2009. St. Mary's County project	9	Meets	Meets	Partially Meets	Meets
Widen MD 237 (Chancellors Run Road) from Pegg Road to MD 235 in Lexington Park	38	Construction underway to widen to divided highway. Project will include sidewalks and wide curb lanes for bicycles. Estimated completion fall 2010	63	Meets	Meets	Meets	Meets

St. Mary's County

Project Description	Map Reference	Notes	Cost (\$millions)	Goals			
				Mobility/ Accessibility	Safety/ Security	Efficiency	Integrated Planning
Construct FDR Boulevard Extension	39	Two-lane divided residential access way between MD 4 and MD 246 parallel to MD 235. Construction funding allocated for FY 2010. St. Mary's County project	17	Meets	Meets	Meets	Meets
Improve bikeway along MD 5 between MD 243 and MD 244	B2	In TCC Priority Letter (funding not identified)	T.B.D.	Partially Meets	Partially Meets	Meets	Meets
Improve bikeway along MD 245 from MD 5 to Baldrige Street	B3	In TCC Priority Letter (funding not identified)	T.B.D.	Partially Meets	Partially Meets	Meets	Meets
Improve bikeway along MD 6 from MD 5 to All Faith Church Road	B4	In TCC Priority Letter (funding not identified)	T.B.D.	Partially Meets	Partially Meets	Meets	Meets
Acquire land and construct new park-and-ride lots as required		Continually monitor commuter bus and ridesharing demand and develop park-and-ride lots as needed (funding not identified; also listed for Calvert and Charles Counties)	T.B.D.	Meets	Meets	Meets	Meets
Enhance signal interconnection and coordination along major corridors in Southern Maryland		Commission recommends continual review and improvement of signal coordination throughout the region (funding not identified; also listed for Calvert and Charles Counties)	T.B.D.	Meets	Meets	Meets	Meets

Note: The environmental and cultural goal is not shown here because it must be addressed during project planning, engineering, and construction. Projects are not individually evaluated on their potential impact in this area, rather each project must be planned and constructed in a manner that minimizes its environmental and cultural impact.

## MD 4 Corridor – St. Mary’s County

*Build a second span of Governor Thomas Johnson Memorial Bridge. Widen MD 4 from the Governor Thomas Johnson Memorial Bridge to MD 235. Upgrade intersection of MD 4 and MD 235*

Jurisdiction: St. Mary’s County – Calvert County (map reference 1 in Figure 5.1)

Notes: Project planning is underway

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Major impacts on reduced congestion; increases driving choices
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

*Widen MD 4 from MD 5 to MD 235*

Jurisdiction: St. Mary’s County (map reference 28 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Major impacts on reduced congestion; increases driving choices
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

## **MD 5/MD 235 Corridor (from South to North with Transit Projects Listed First) – St. Mary’s County**

### *Construct park-and-ride lots at Charlotte Hall and New Market*

Jurisdiction: St. Mary’s County (map reference T1 in Figure 5.1)

Notes: Planning and construction underway

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; highly cost-effective
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

### *Enhance Commuter Bus Service along the MD 5 Corridor*

Jurisdiction: St. Mary’s County – Charles County (map reference T5 in Figure 5.1)

Notes: From 2030 Origin Destination analysis (funding not identified)

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; highly cost-effective

- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts; developed in cooperation with other jurisdictions

*Study Commuter Rail from St. Mary's County to Washington, D.C.*

Jurisdiction: St. Mary's County – Charles County (map reference T7 in Figure 5.1)

Notes: Feasibility study funded for completion in 2008

Impact on study goals and objectives:

- Mobility and Accessibility:
  - » Evaluation to be completed after feasibility study
- Safety and Security:
  - » Evaluation to be completed after feasibility study
- Efficiency:
  - » Evaluation to be completed after feasibility study
- Integrated Planning:
  - » Evaluation to be completed after feasibility study

*Widen MD 235 from MD 4 to MD 245*

Jurisdiction: St. Mary's County (map reference 29 in Figure 5.1)

Notes: Divided highway reconstruct with access control improvements. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Increases roadway circulation
- Safety and Security: **Meets**
  - » Access controls reduce conflicts, increase safety; improved mobility and emergency access/evacuation.
- Efficiency: **Meets**
  - » Greatly improves efficiency on existing infrastructure
- Integrated Planning: **Meets**
  - » Consistent with existing land use, environmental and economic development planning efforts

*Implement access control improvements on MD 235 from MD 245 to MD 5*

Jurisdiction: St. Mary's County (map reference 30 in Figure 5.1)

Notes: Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Increases roadway circulation
- Safety and Security: ***Meets***
  - » Access controls reduce conflicts, increase safety; improved mobility and emergency access/evacuation
- Efficiency: ***Meets***
  - » Greatly improves efficiency on existing infrastructure
- Integrated Planning: ***Meets***
  - » Consistent with existing land use, environmental and economic development planning efforts

*Widen MD 5 from MD 235 to Charles County line*

Jurisdiction: St. Mary's County (map reference 31 in Figure 5.1)

Notes: Divided highway reconstruct with access control improvements. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Increases roadway circulation
- Safety and Security: ***Meets***
  - » Access controls reduce conflicts, increase safety; improved mobility and emergency access/evacuation.
- Efficiency: ***Meets***
  - » Greatly improves efficiency on existing infrastructure
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

## Other Projects – St. Mary’s County

### *Reconstruct MD 5 from Ranger Station to Camp Brown Road*

Jurisdiction: St. Mary’s County (map reference 32 in Figure 5.1)

Notes: Engineering on hold to reconstruct the two-lane roadway and add shoulders

Impact on study goals and objectives:

- Mobility and Accessibility: *Partially Meets*
  - » Reconstruction likely to slightly increase roadway circulation; improves access to recreation areas especially in the summer
- Safety and Security: *Meets*
  - » Shoulder additions increase safety; improved mobility for emergency access/evacuation.
- Efficiency: *Partially Meets*
  - » Reconstruction likely to contain design improvements; good for maintaining infrastructure, but with limited overall mobility improvements
- Integrated Planning: *Partially Meets*
  - » Does not serve Priority Funding Areas, but has support within the County

### *Widen MD 5 from MD 246 to MD 245*

Jurisdiction: St. Mary’s County (map reference 33 in Figure 5.1)

Notes: Multilane south of MD 471, divided highway reconstruct north of MD 471. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: *Partially Meets*
  - » Significant impacts in reducing short-term, localized congestion
- Safety and Security: *Partially Meets*
  - » Helps emergency response/evacuation
- Efficiency: *Meets*
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: *Minimally Addresses*
  - » Serves Priority Funding Areas

*Widen MD 245 from MD 5 to McIntosh Road*

Jurisdiction: St. Mary's County (map reference 34 in Figure 5.1)

Notes: Identified through future level of service analysis. Not currently in Highway Needs Inventory (funding not identified)

Impact on study goals and objectives:

- Mobility and Accessibility: ***Partially Meets***
  - » Significant impacts in reducing short-term, localized congestion
- Safety and Security: ***Partially Meets***
  - » Helps emergency response/evacuation
- Efficiency: ***Meets***
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: ***Minimally Addresses***
  - » Serves Priority Funding Areas

*Widen MD 5 from MD 243 to MD 245 (Leonardtown)*

Jurisdiction: St. Mary's County (map reference 35 in Figure 5.1)

Notes: Project planning in process

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Impacts in reducing short-term, localized congestion; only minor congested predicted at that location
- Safety and Security: ***Partially Meets***
  - » Helps emergency response/evacuation
- Efficiency: ***Meets***
  - » With car as dominant mode, facilitates personal mobility; expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Widen MD 712 from MD 235 to end of SHA maintenance*

Jurisdiction: St. Mary's County (map reference 36 in Figure 5.1)

Notes: Multilane reconstruct. Project listed in HNI – funding not identified

Impact on study goals and objectives:

- Mobility and Accessibility: ***Partially Meets***
  - » Impacts in reducing short-term, localized congestion; only minor congested predicted at that location
- Safety and Security: ***Meets***
  - » Helps emergency response/evacuation
- Efficiency: ***Meets***
  - » With car as dominant mode, some impact to person movement; expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Extend Pegg Road to MD 5*

Jurisdiction: St. Mary's County (map reference 37 in Figure 5.1)

Notes: Construction funding allocated for FY 2009. St. Mary's County project.

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Impacts on short-term, localized congestion; increases driving choices only; increases activity center access
- Safety and Security: ***Meets***
  - » Improved emergency access/evacuation.
- Efficiency: ***Partially Meets***
  - » With car as dominant mode, some impact to person movement; expensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Widen MD 237 (Chancellors Run Road) from Pegg Road to MD 235 in Lexington Park*

Jurisdiction: St. Mary's County (map reference 38 in Figure 5.1)

Notes: Construction underway to widen to divided highway. Project will include sidewalks and wide curb lanes for bicycles. Estimated completion fall 2010.

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Major impacts in reducing short-term, localized congestion
- Safety and Security: **Meets**
  - » Helps emergency response/evacuation
- Efficiency: **Meets**
  - » With car as dominant mode, facilitates personal mobility
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Construct FDR Boulevard Extension*

Jurisdiction: St. Mary's County (map reference 39 in Figure 5.1)

Notes: Two-lane divided residential access way between MD 4 and MD 246 parallel to MD 235. Construction funding allocated for FY 2010. St. Mary's County project

Impact on study goals and objectives:

- Mobility and Accessibility: **Meets**
  - » Major impacts on relieving short-term congestion at poorly performing intersections along MD 235; increases driving choices; increases activity center access
- Safety and Security: **Meets**
  - » Reduces turning conflicts as a form of access management thereby increasing safety; slightly improves emergency access/evacuation.
- Efficiency: **Meets**
  - » With car as dominant mode, significant impact to person movement; expensive
- Integrated Planning: **Meets**
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Improve bikeway along MD 5 between MD 243 and MD 244*

Jurisdiction: St. Mary's County (map reference B2 in Figure 5.1)

Notes: In TCC Priority Letter

Impact on study goals and objectives:

- Mobility and Accessibility: ***Partially Meets***
  - » Accomplishes objectives related to multimodal mobility; however, relative impact will be small.
- Safety and Security: ***Partially Meets***
  - » Bikeway improvements could have small safety impact if they help separate bikes from cars or include other bicyclist-related safety features
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; inexpensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Improve bikeway along MD 245 from MD 5 to Baldrige Street*

Jurisdiction: St. Mary's County (map reference B3 in Figure 5.1)

Notes: In TCC Priority Letter

Impact on study goals and objectives:

- Mobility and Accessibility: ***Partially Meets***
  - » Accomplishes objectives related to multimodal mobility; however, relative impact will be small.
- Safety and Security: ***Partially Meets***
  - » Bikeway improvements could have small safety impact if they help separate bikes from cars or include other bicyclist-related safety features
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; inexpensive
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Improve bikeway along MD 6 from MD 5 to All Faith Church Road*

Jurisdiction: St. Mary's County (map reference B4 in Figure 5.1)

Notes: In TCC Priority Letter

Impact on study goals and objectives:

- Mobility and Accessibility: ***Partially Meets***
  - » Accomplishes objectives related to multimodal mobility; however, relative impact will be small.
- Safety and Security: ***Partially Meets***
  - » Bikeway improvements could have small safety impact if they help separate bikes from cars or include other bicyclist-related safety features
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; inexpensive
- Integrated Planning: ***Meets***
  - » Connection to Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Acquire land and construct new park-and-ride lots as required*

Jurisdiction: St. Mary's County

Notes: Continually monitor commuter bus and ridesharing demand and develop park-and-ride lots as needed

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves transit LOS, activity center access, multimodal connectivity, and transportation choices.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation; mostly neutral for safety impacts.
- Efficiency: ***Meets***
  - » Slight improvements to person movement capacity; highly cost-effective
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

*Enhance signal interconnection and coordination along major corridors in St. Mary's County*

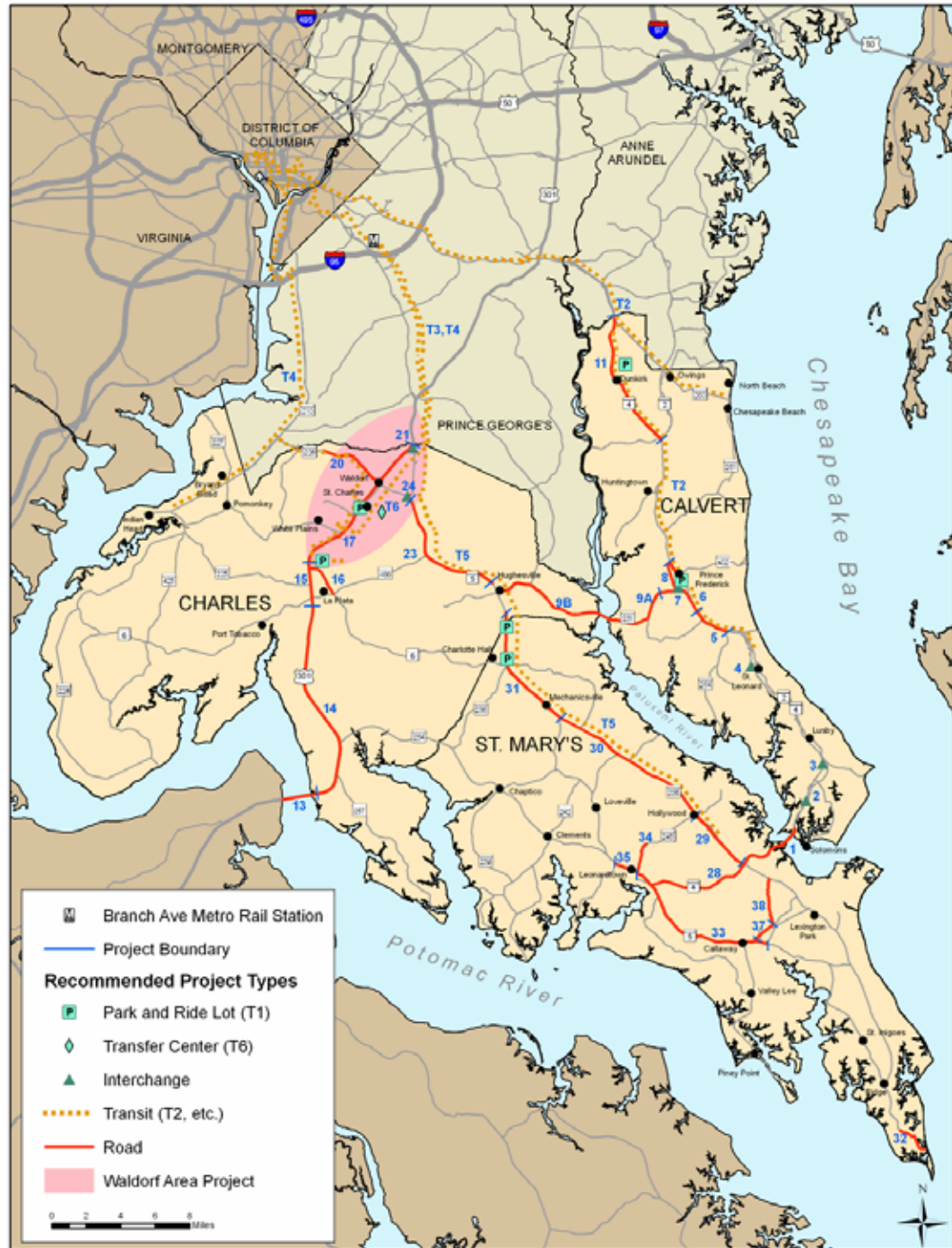
Jurisdiction: St. Mary's County

Notes: Commission recommends continual review and improvement of signal coordination throughout the region

Impact on study goals and objectives:

- Mobility and Accessibility: ***Meets***
  - » Moderately improves congestion.
- Safety and Security: ***Meets***
  - » Moderate improvement for emergency evacuation
- Efficiency: ***Meets***
  - » Improvements to person movement capacity; highly cost-effective
- Integrated Planning: ***Meets***
  - » Serves Priority Funding Areas; consistent with existing land use, environmental and economic development planning efforts

Figure 5.1 Project Locations



Source: Cambridge Systematics, based on data from State Highway Administration, Maryland Transit Administration, and Tri-County Council for Southern Maryland.

