



**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*  
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Steven R. Weems

May 21, 2013

**RECEIVED**

MAY 29 2013

SECRETARY'S OFFICE  
DEPT. OF TRANSPORTATION

Mr. Darrell B. Mobley, Acting Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548  
Hanover, Maryland 21076

Dear Secretary Mobley:

The Board of Calvert County Commissioners would like to thank you for your continued interest in transportation issues in Calvert County and Southern Maryland. We are especially excited and gratified to hear the Governor's announcement of \$20 million dollars to move the Thomas Johnson Bridge into the design and engineering phases. This project is very much needed, and we appreciate that it is moving forward and hope that further funds will keep it moving in future years.

This year, the Maryland Department of Transportation (MDOT) has once again successfully assisted in transportation improvements within the County, including the Dunkirk Park and Ride Facility, which is a combined effort between Calvert County and the Maryland Transit Administration to locate, design, construct, and maintain a new 400 to 500 space lot that would serve the needs of daily commuters leaving the Dunkirk area and traveling to the Washington D.C. area. The land transaction has been completed, which was a huge accomplishment! Now, as space at the rental lot has been fully utilized for some time now, we are anxiously awaiting the construction phase of this project to begin.

This year we are adding a new, but we feel important, project to our priority list. The Town of North Beach has a short segment of MD 261 from 9<sup>th</sup> Street to the southern Anne Arundel County line that experiences serious flooding during coastal storms or heavy thunderstorms. This causes the road to be closed periodically, cutting off connection between the communities of Rose Haven and Holland Point for commuters, residents, and delivery trucks, as well as any other transportation circulation. Especially serious, however, 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. Because of the coastal nature of this area, the "way around" is not short or quick.

The Town and the Army Corps of Engineers are planning to perform flood control, erosion control, and wetland restoration along that same stretch of road; their efforts, combined with the State elevating the road to correct the flooding, would make all three projects combined more than the sum of their parts, and for what could be a cost the State might be able to consider. In order for this project to be considered, it must be on the County's Priority Transportation List. This is an opportunity for the State to partner with local and Federal government agencies and correct a problem which affects the health, safety, and welfare of our citizens.



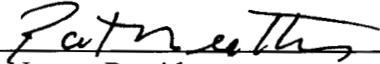
Mr. Darrell B. Mobley  
May 21, 2013  
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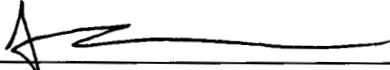
We hope that MDOT can once again consider our transportation priorities and keep them in mind when formulating this year's transportation budget. We look forward to working with you and your department during the upcoming year.

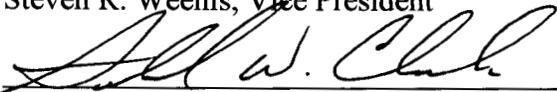
Our contact for this project is Patricia Haddon, Principal Planner, Department of Community Planning and Building. Ms. Haddon may be reached at 410-535-1600, extension 2631.

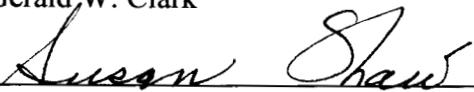
Sincerely,

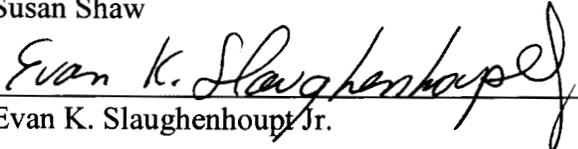
BOARD OF COUNTY COMMISSIONERS  
CALVERT COUNTY, MARYLAND

  
Pat Nutter, President

  
Steven R. Weems, Vice President

  
Gerald W. Clark

  
Susan Shaw

  
Evan K. Slaughenhoupt Jr.

Enclosure

cc: Mayor Mark Frazer, Town of North Beach

# Calvert County Transportation Priorities

## HIGHWAYS

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

1) **Governor Thomas Johnson Bridge and MD4** – Project has now received \$20M, or approximately 1/3 of the cost of the design and engineering phase of the project. Completely fund project design phase and complete as soon as possible. This project is critical to national homeland security as well as safety, security 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.

2) **MD 2-4 between southern end of MD 765 in Prince Frederick at Industry Lane to north of Auto Drive - This portion of a larger, four phase improvement plan is a top priority (Phase I: Duke Street to Commerce Lane has been completed. The remainder of the planned improvements from south of MD765 to north of Stoakley Road have not been constructed.)** This project will widen this route to six lanes with access control and turning movement restrictions and an underpass. 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. 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).

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

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

This project would raise approximately 800 feet of MD 261 from a point approximately 400 ft. north of 9<sup>th</sup> St. to the Anne Arundel County Line 3 to 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.

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

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

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):

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**

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. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- ✓ Objective: Enhance customer service and experience.
- ✓ Objective: Provide reliable and predictable travel time across modal options for people and goods.
- ✓ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: **At the present, there are significant delays on approach to the Thomas Johnson Bridge in both the morning and afternoon peak hours. 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. The capacity improvement will allow shippers more flexibility in scheduling truck deliveries, since the bridge bottleneck will be eliminated. The joint use path will enable pedestrians and bicycles to travel between Calvert County and St. Mary's, which will increase modal choices. Enhanced ease of access between physically separated local areas and regions will allow greater coordination and collaboration which can be constrained due to the difficulties of traveling between these areas presently.**

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- ✓ Objective: Reduce the number and rate of transportation related fatalities and injuries.
- ✓ Objective: Secure transportation assets for the movement of people and goods.
- ✓ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: **Improving operations and capacity will improve safety and the ability of local emergency operations to respond to crashes and other safety issues and improve the movement of people and goods. These improvements may ultimately enhance this area's ability to contribute to homeland security.**

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- ✓ Objective: Preserve and maintain the existing transportation network.
- ✓ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **As aging structures require more maintenance, this project would reduce the number of inspections, and initial**

maintenance required. In addition, a wider bridge span would enable the SHA to more easily conduct bridge inspections as lane closures can be more readily accomplished. This project would also provide an opportunity to install a state of the art traffic and weather monitoring system, which combined with the current ARRA fiber optic network project, will be able to provide real time, high quality information to travelers in this strategic location. The weather monitoring system, in coordination with Calvert and St. Mary's Emergency Operations Centers and CHART, can be used to automatically broadcast weather related warnings (high wind, icing) during storm events. VMS signs can be strategically located to provide warnings and warn of accidents, road work, and lane closures.

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- ✓ Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- ✓ Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- ✓ Objective: Support initiatives that further our commitments to environmental quality.

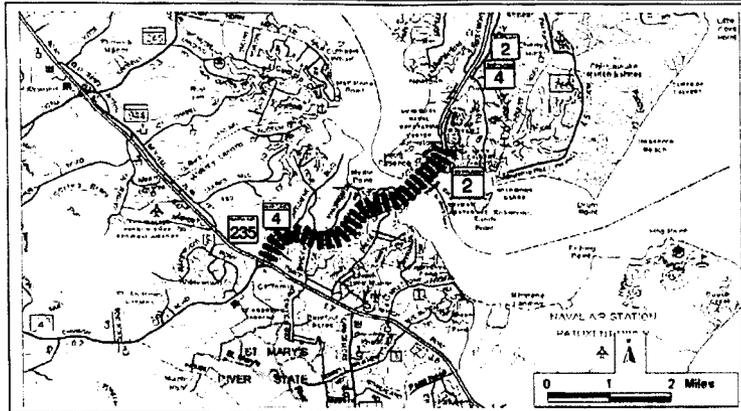
If checked, please describe how the project supports the goal and objectives: **This project supports Smart Growth by making the PFAs of the two adjacent counties more attractive and conducive for commercial and job growth. The project has a minimal effect on natural, community, and historical resources and the project provides an opportunity for improvements of environmental quality through wetland and stormwater management retrofit projects, which will reduce shoreline erosion and improve water quality in the project area. 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: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

- ✓ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- ✓ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.
- ✓ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: **The viability of the PFAs, communities, job bases, along with the Naval Air Station itself are critical to continued economic growth of not only the immediate areas connected by this project but also surrounding counties, and the state, itself. Enhanced connectivity and the ability to increase modal choices will enhance the entire region in connecting southern Maryland to other areas and other areas to this region.**

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



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

**DESCRIPTION:** Study to upgrade MD 4 between MD 2 and MD 235, including the Thomas Johnson Bridge and MD 235 intersection (2.91 miles). Sidewalks will be provided where appropriate for pedestrians. Shoulders, wide curb lanes and a parallel trail system will accommodate bicycles and pedestrians.

**JUSTIFICATION:** Projected traffic volumes generated by planned growth will result in increasing congestion.

**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:** Project Planning underway.

**SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL		PROJECT CASH FLOW					SIX YEAR TOTAL	BALANCE TO COMPLETE	
	ESTIMATED COST (\$000)	EXPEND THRU YEAR	CURRENT YEAR BUDGET	FOR PLANNING PURPOSES ONLY						
		2011	2012	2013	2014	2015	2016	2017		
Planning	6,250	3,452	750	1,585	463	0	0	0	2,798	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0
Total	6,250	3,452	750	1,585	463	0	0	0	2,798	0
Federal-Aid	5,386	2,588	750	1,585	463	0	0	0	2,798	0

**CLASSIFICATION:**

STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial

**STATE SYSTEM:** Primary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2011) - 29,125  
 PROJECTED (2030) - 35,200

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

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

- 1) Name of Project: **MD 2/4, Solomons Island Road**
- 2) Submitting Jurisdiction: **Calvert County**
- 3) Location of the project (describe project limits and location, attach map if available and applicable):  
**From south of MD 765 to north of Stoakley Road, excluding MD 231 Intersection, see attached.**
- 4) Anticipated cost and funding source (approximate if available):
- 5) 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.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**
- 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. Enhance users' access to, and positive experience with, all MDOT transportation services.**

- ✓ Objective: Enhance customer service and experience.

- ✓ Objective: Provide reliable and predictable travel time across modal options for people and goods.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

If checked, please describe how the project supports the goal and objectives: **Improvements will enhance roadway operations and capacity and increase travel time reliability.**

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- ✓ Objective: Reduce the number and rate of transportation related fatalities and injuries.
- ✓ Objective: Secure transportation assets for the movement of people and goods.
- ✓ Objective: Coordinate and refine emergency response plans and activities.

If checked, please describe how the project supports the goal and objectives: **Improving operations and capacity will decrease the occurrence of automobile crashes and improve the movement of people and goods. Emergency response plans and activities, and coordination of those efforts with the state and neighboring counties is critical to the safety of travelers in the county and the ability to respond quickly to emergencies and evacuations, and 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 and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- ✓ Objective: Preserve and maintain the existing transportation network.
- ✓ Objective: Maximize operational performance and efficiency of existing systems.

If checked, please describe how the project supports the goal and objectives: **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, and in pace with growth, which although carefully controlled will eventually overwhelm the system, will create extreme conditions in the future which will be costly in terms of lost time, money and safety.**

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- ✓ Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- ✓ Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- ✓ Objective: Support initiatives that further our commitments to environmental quality.

If checked, please describe how the project supports the goal and objectives: **Land use in Calvert County has been carefully planned already 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: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

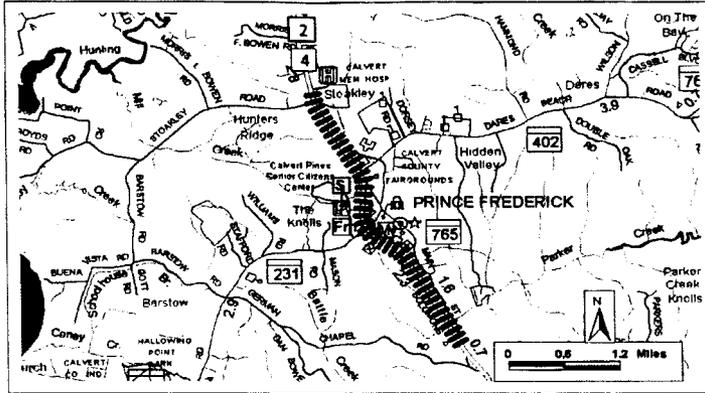
- ✓ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- ✓ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.

✓ Objective: Strategically expand network capacity to manage growth.

If checked, please describe how the project supports the goal and objectives: The intersection improvements will provide bicycle and pedestrian amenities where appropriate. They will also allow for future growth by increasing capacity: **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. 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.**

STATE HIGHWAY ADMINISTRATION – Calvert County – Line 1

PRIMARY DEVELOPMENT AND EVALUATION PROGRAM



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

**DESCRIPTION:** Upgrade MD 2/4, from south of MD 765 to north of Stoakley Road, excluding the MD 231 intersection, to a 6 lane divided highway with auxiliary lanes (3.29 miles). Sidewalks will be included where appropriate. Wide curb lanes will accommodate bicycles.

**JUSTIFICATION:** 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.

**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:**  
 Prince Frederick Boulevard (County Project)

**STATUS:** Engineering on hold for the segment from Fox Run Boulevard to Commerce Lane.

**SIGNIFICANT CHANGE FROM FY 2011 - 16 CTP:** None.

PHASE	TOTAL		PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
	ESTIMATED COST (\$000)	EXPEND THRU 2011	CURRENT YEAR 2012	BUDGET YEAR 2013	FOR PLANNING PURPOSES ONLY						
					2014	2015	2016	2017			
Planning	1,972	1,972	0	0	0	0	0	0	0	0	
Engineering	1,874	1,874	0	0	0	0	0	0	0	0	
Right-of-way	644	644	0	0	0	0	0	0	0	0	
Construction	0	0	0	0	0	0	0	0	0	0	
Total	4,290	4,290	0	0	0	0	0	0	0	0	
Federal-Aid	1,573	1,573	0	0	0	0	0	0	0	0	

**CLASSIFICATION:**  
 STATE - Intermediate Arterial  
 FEDERAL - Other Principal Arterial  
**STATE SYSTEM:** Primary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
 CURRENT (2011) - 48,600  
 PROJECTED (2030) - 83,600

## **Other Capital Project:**

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

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

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

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

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

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

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

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

**The section of MD Rt. 26 north of 9<sup>th</sup> Street is also in the area that is included in a forthcoming Army Corps of Engineers North Wetlands Restoration Project which includes two major culvert crossings for the State highway and the Town's project to include a flood dike to protect the developed area of the Town north of 9<sup>th</sup> Street. Both projects would be enhanced by elevating the road surface of MD 261, as would the road project itself which would benefit from a partnership with these two entities whose projects would supply elements of the state project itself.**

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

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

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

**Comprehensive Plan statement of 2009 Smart, Greet, and Growing Act visions:**

**“6. Transportation: a well-maintained, multimodal transportation system facilitates the safe, convenient, affordable, and efficient movement of people, goods, and services within and between population and business centers;”**

**“Transportation Objectives**

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

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

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

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

**Goal: Quality of Service. Enhance users’ access to, and positive experience with, all MDOT transportation services.**

- ✓ Objective: Enhance customer service and experience.
- ✓ Objective: Provide reliable and predictable travel time across modal options for people and goods.
- ✓ Objective: Facilitate coordination and collaboration with agency partners and stakeholders.

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

**Currently, this segment of MD261 provides access from southern Anne Arundel County to commuters who ride the MTA busses into Washington, DC from the Commuter Parking Lot in North Beach at 5<sup>th</sup> St. It also provides access to deliver trucks which deliver to businesses in both southern Anne Arundel County and the Towns of North Beach and Chesapeake Beach. When access is cut off by flooding, neither commuters or food purveyors or other freight deliver services using this route have access between S. Anne Arundel County residences and businesses and North Beach and Chesapeake Beach.**

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

- ✓ Objective: Reduce the number and rate of transportation related fatalities and injuries.
- ✓ Objective: Secure transportation assets for the movement of people and goods.
- ✓ Objective: Coordinate and refine emergency response plans and activities.

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

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

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

- ✓ Objective: Preserve and maintain the existing transportation network.
- ✓ Objective: Maximize operational performance and efficiency of existing systems.

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

**It is evident that this short segment of a state road is not functional as it presently exists, and the Town and the Army Corps of Engineers are working in concert through parallel efforts to move forward with projects that would complement repairing and maximizing the performance of this system. In addition, by taking advantage of the Army Corps of Engineers off-shore erosion control for this segment of shoreline, the roadway itself, once restored and elevated, will face less erosion from storms at no cost to this project or to the state.**

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

- ✓ Objective: Coordinate land use and transportation planning to better promote Smart Growth.
- ✓ Objective: Preserve and enhance Maryland's natural, community, and historic resources.
- ✓ Objective: Support initiatives that further our commitments to environmental quality.

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

**This project is combined with a flood control project, a shoreline control project, and a wetlands control project, for which there is no funding being requested, but which will not only compliment this project, but should be able to contribute to some facets, including financially, of the project. It will become part of an environmental restoration and protection project, and further environmental quality. It will also help to enhance not only the natural community, but also the surrounding historically rooted communities that will benefit from the flood control and enhanced safe transportation provided by this project.**

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

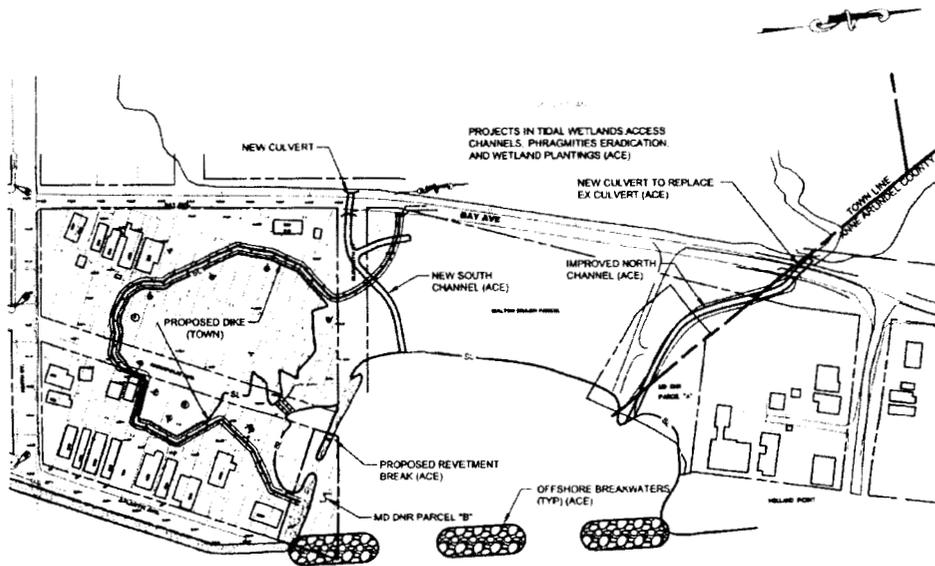
- ✓ Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods.
- ✓ Objective: Facilitate linkages within and beyond Maryland to support a healthy economy.
- ✓ Objective: Strategically expand network capacity to manage growth.

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

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

11) Additional Comments/Explanation: **The Town of North Beach flood control project is progressing and the Army Corps of Engineers Shoreline erosion control and wetland restoration project is also progressing. MDOT has an opportunity for a relatively minor amount of funding to take advantage of an already existing partnership to enhance those projects and their own at the same time, to solve a**

serious safety and transportation issue on one of their roads, and create a positive outcome for the environment, the County, the Town of North Beach, and this area of southern Anne Arundel County.



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

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

## **Calvert County Transportation Priorities , cont.**

### ***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 (Church Street) at MD 765 (Main Street)** – Redesign of intersection and construction for traffic calming. Include improvement of storm drainage along Church Street and sidewalks as a part of this project.

**2) Intersection at MD 231, Sixes Road, and Skipjack Road (Calvert Industrial Park)** - This intersection is unsafe and needs to be signalized. This will also create breaks in traffic along MD 231, making access onto that road safer for traffic entering along a stretch of that road.

## **TRANSIT**

**1) Dunkirk Park and Ride Facility** - The Dunkirk Park-and-Ride Facility is a combined effort between Calvert County and the MTA to locate, design, construct, and maintain a new 400 to 500 space park-and-ride lot that would serve the needs of daily commuters leaving the Dunkirk area and traveling to the Washington D.C. area. The land transaction has been completed, and as space at the rental lot has been fully utilized for some time now, we are anxiously awaiting the construction phase of this project to begin.

2) Transit Transfer Station – In order to increase job access for our local citizens without vehicles, we need to have a transfer point for locally operated public transportation to coordinate the drop off and pick up riders at the commuter bus lot in Prince Frederick. In addition, the current transfer station (Calvert Pines Senior Center) has become problematic, both in the high numbers of users of public transportation, and the increased number of seniors utilizing the Senior Center. We need to develop the “transit transfer station” concept to increase both economic and safety issues and urge consideration for planning funding.

**3) Commuter Bus Service to Suitland Metro/Federal Center** - MTA currently subsidizes commuter buses from Calvert County to Washington D.C. Those commuter buses, Routes 902 and 904 are very heavily used by the Calvert County citizens, and bus drivers often have to leave people behind because the buses are full. Hundreds of citizens from Calvert County commute to the Suitland Federal Center every day. Due to new construction at the Suitland complex, parking has been reduced.

In February, 2005, a MTA representative met with county staff personnel and advised that the new 906 line going to Suitland was going to happen as long as adequate parking could be found. Calvert County agreed to expand the Fairground Road Park-and-Ride lot as an interim expansion as long as the State would commit to the 906 bus line. The commitment has never been received

from MTA. Calvert County feels that the new 906 line is long overdue and a pressing demand. The County welcomes a MOU with the State to facilitate this.

## **COMMUNITY SAFETY AND ENHANCEMENT PROGRAM**

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

**1) MD 231 (Church Street) at MD 765 (Main Street) Sidewalks**— This project will continue the existing sidewalks along Main Street to its intersection with Church Street, and follow along the south side of Church Street to its intersection with MD RT 4. In addition to sidewalks, the scope of this project also includes improving the storm drainage along Church Street and the intersection of Main and Church Streets by channelizing the lanes in an attempt to achieve a traffic calming effect, thus improving traffic as well as pedestrian safety in this area. This project is important to facilitate pedestrian traffic within the Town Center of Prince Frederick and should be completed along with the intersection improvements at MD 2/4 and MD 231.

**2) 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.<sup>1</sup> This project will relieve commuter congestion, improve safety, help position the Patuxent River Naval Base for future BRAC realignments, improve emergency evacuations, and provide bicycle tourism opportunities between the Three Notch Trail and 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.<sup>2</sup> As called for in both the Southern Maryland Transportation Needs Assessment (2008) and the Southern Maryland Transit Corridor Preservation Study (August 2010), we must preserve rights of way in the face of continuing residential and commercial development pressure along the transit corridor to maintain the feasibility of this option. The project will assist in implementation of county and town comprehensive plans, as well as sector and transportation plans including facilitating Priority Funding Area (PFA) conformity. When constructed, this project will improve the mobility and accessibility of people, facilitate the movement of goods within the region, and complete the missing link for transit oriented development. The project will also improve efficiency, ensuring the best use of existing and future transportation networks, resources and infrastructure.

## **Southern Maryland's Regionally Significant Projects:**

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

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<sup>1</sup> Detailed design cost for Thomas Johnson project is \$85 million; cost for intersection ramp for Route 2/4/Route 235 estimates requested from SHA.

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