



**CALVERT COUNTY
BOARD OF COUNTY COMMISSIONERS**

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

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

February 28, 2017

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

Dear Secretary Rahn:

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

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

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

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

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

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

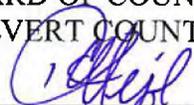
Finally, we acknowledge and express our gratitude to the State Highway Administration for the System Preservation and Community Safety Enhancement Project in Prince Frederick. This project redesigned the intersection at MD 231 (Church Street) at MD 765 (Main Street) and provided new or replacement sidewalks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

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

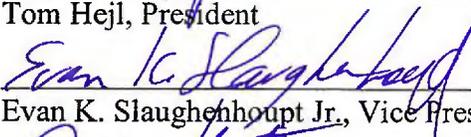
Our contact is Patricia Haddon, Principal Planner with our Department of Community Planning & Building. Ms. Haddon may be reached at 410-535-1600, extension 2631.

Sincerely,

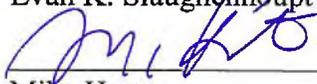
BOARD OF COUNTY COMMISSIONERS
CALVERT COUNTY, MARYLAND



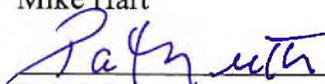
Tom Hejl, President



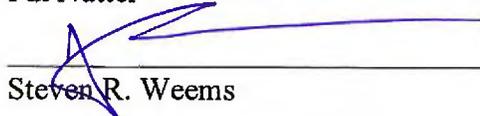
Evan K. Slaughenhaupt Jr., Vice President



Mike Hart



Pat Nutter



Steven R. Weems

Enclosure

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

Calvert County Transportation Priorities 2018

HIGHWAYS

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

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

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

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

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

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

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

Calvert County Transportation Priorities (Continued)

System Preservation/Highway Safety Projects

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

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

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

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

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

TRANSIT

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

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

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

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

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

Regional Transportation Priorities 2018

Approved by the Calvert County Board of County Commissioners

Southern Maryland's Top Two Regional Priorities:

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

Southern Maryland's Regionally Significant Projects:

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

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

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

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