



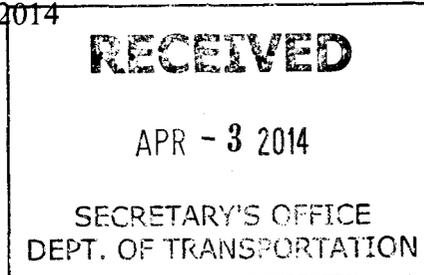
**CALVERT COUNTY
BOARD OF COUNTY COMMISSIONERS**

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Prince Frederick, Maryland 20678
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Board of Commissioners
Gerald W. Clark
Pat Nutter
Susan Shaw
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Steven R. Weems

March 25, 2014

Mr. James T. Smith Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076



Dear Secretary Smith:

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 \$15 million 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. We hope that further funds will keep it moving in future years.

This past year, the Maryland Department of Transportation (MDOT), 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 (MTA) 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, DC area. Construction has begun and we anticipate a late 2014 opening of this long awaited Park and Ride.

With the expanded parking now available through the completed Prince Frederick Park and Ride and the Dunkirk Park and Ride, we are looking forward to working with MTA on a dedicated Commuter Bus route to the Suitland Metro and adjoining campuses of the National Maritime Intelligence Center/Office of Naval Intelligence, National Archives, Naval Oceanographic Office and the Census Bureau, continuing into Washington, DC.

We would also like to acknowledge and thank you for the \$13.3 million for right-of-way purchase for the widening and improvements of MD 2-4 through Prince Frederick. This is a very important project for both the County and State, in terms of keeping both the traffic and the economy in Calvert County moving. It comes at an important time for Calvert, in that we are updating our Prince Frederick Master Plan for Calvert County and this road plays a key role in our County Seat and this Master Plan. We hope future funds will continue to keep this long-term plan of widening the length of MD 2-4, from just south of Prince Frederick to the Calvert/Anne Arundel County line, moving forward.



Mr. James T. Smith
March 25, 2014
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Last year we added a new, but we feel important, project to our priority list. The Town of North Beach has an 800 foot segment of MD 261, from 9th Street to the southern Anne Arundel County line, that 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.

The Town and the Army Corps of Engineers are planning to perform flood control, erosion control, and wetland restoration along that stretch of road. Those efforts, combined with the State elevating the road to correct the flooding, would make all three projects work hand in hand to achieve the economies of scale. 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.

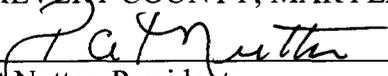
Finally, we would like to acknowledge and express our gratitude to MDOT and State Highway Administration (SHA) for their attention to and assistance with the situation on the segment of Southern Maryland Boulevard (MD 4) from Fishers Station Road to MD 258, where there are serious line-of-sight issues and a lack of shoulders, as well as other safety problems. These issues were mentioned during the Consolidated Transportation Program (CTP) Tour last fall, and there have been other conversations between staff, SHA, and various elected officials since then, which have resulted in both action and funding being dedicated to solving these safety issues. We thank you and commend SHA for their prompt action on behalf of our residents and commuters.

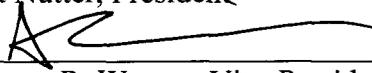
We hope that MDOT can once again consider our transportation priorities and keep them in mind when formulating this year's transportation budget. We look forward to working with you and your department during the upcoming year.

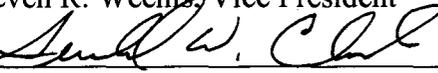
Our contact for this project is Patricia Haddon, Principal Planner, Department of Community Planning and Building. Ms. Haddon may be reached at 410-535-1600, extension 2631.

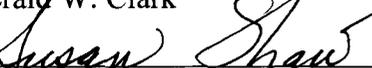
Sincerely,

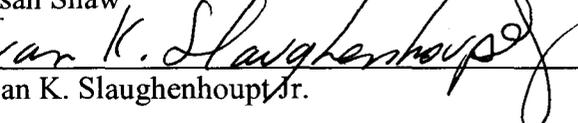
BOARD OF COUNTY COMMISSIONERS
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Calvert County Transportation Priorities

HIGHWAYS

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

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

2) MD 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 MD 765 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). \$13.3M has been funded for purchase of ROW. This project should continue to be completely funded through right-of-way and construction as it is critical to the development of Prince Frederick as the County Seat, as well as the primary route through the County. Taking the road to six lanes has long been a goal of both the State as well as the County.

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

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

This project would raise approximately 800 feet of MD 261 from a point approximately 400 ft. north of 9th 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.

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) – Continue to make safety improvements at this intersection.

TRANSIT

1) Service Expansion – Public transportation will be involved in a five (5) year Transportation Development Plan beginning in 2014 and will receive 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.

2) 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 also commute to the Suitland Federal Center every day. Due to new construction at the Suitland complex, parking has been reduced.

For the past decade, commuters as well as the Board of County Commissioners have requested the addition of a dedicated Commuter Bus route to the Suitland Metro and adjoining campuses of the National Maritime Intelligence Center / Office of Naval Intelligence, National Archives, Naval Oceanographic Office and the Census Bureau.

With the expanded parking now available through the completed Prince Frederick Park and Ride, and the anticipated opening of the Dunkirk Park and Ride in late 2014, there is ample commuter parking that could access this service.

We are requesting MTA continue to place the addition of a route to Suitland Metro and adjoining campuses as a priority for our commuter bus services.

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

Southern Maryland's Regionally Significant Projects:

1. 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

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

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

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

1) Name of Project: **MD 4, Solomons Island Road (Thomas Johnson Bridge)**

2) Submitting Jurisdiction: **Calvert County Government**

3) Location of the project (describe project limits and location, attach map if available and applicable):
Between MD 2 and MD 235, including the Thomas Johnson Bridge and the MD 235 intersection

4) Anticipated cost and funding source (approximate if available): **\$850M**

5) Description of project purpose and need (up to one paragraph): **The purpose of the project is to improve existing capacity and traffic operations, and to increase vehicular, pedestrian and bicycle safety along the MD 4 study corridor while supporting existing and planned development in the area. MD 4 provides commuters in the area with access to points south, including the Patuxent Naval Air Station as well as points north from St. Mary's, including the District of Columbia (DC). MD 4 is also the main southern evacuation route for the Calvert Cliffs Nuclear Power Plant. The enhancements to the MD 4 study corridor would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles. In regard to the need for the project, traffic volumes across the Thomas Johnson Memorial Bridge have increased from 12,900 vehicles per day in 1990 to 27,000 vehicles per day in the year 2007. The residential development in the area just north of Solomons Island has increased substantially over the past few years. Over 60 percent of Calvert County residents commute outside of the county. The Patuxent Naval Air Station now hosts over 21,000 people, including active-duty service members, civil-service employees, defense contractor employees, and military dependents. In addition to high traffic volumes along northbound and southbound MD 4 during AM and PM peak periods, the traffic congestion on the Thomas Johnson Memorial Bridge is problematic. Inadequate shoulder widths along the bridge cause major traffic delays and/or closures during crashes and maintenance activities for both northbound and southbound traffic on the bridge. Currently, all maintenance activities on the bridge must be completed during late night to early morning hours to avoid causing major traffic delays during the AM and PM peak traffic hours. In addition to the need for capacity and safety improvements, bicycle and pedestrian access is restricted to the southern portion of the study area. The Thomas Johnson Memorial Bridge does not provide a dedicated bicycle/pedestrian lane.**

6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**

The Metropolitan Planning Organization (MPO) for the Lexington Park/Solomons area is currently being formed, and this project will be contained with the MPO's long range transportation plan. This project has been designated as a Top Regional Priority in both the 2008 Southern Maryland Needs Assessment document, as well as the current Regional Priority Letter.

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

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

"Transportation Objectives

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

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

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

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

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

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies, and improved service delivery methods. **This project provides the opportunity for MDOT to partner with County, State, and Federal agencies to provide an environmentally sensitive, multi-modal facility that fosters growth within the Urbanized Area**

surrounding the bridge, which will position the Naval Air Station Patuxent River as a receiving facility in the upcoming Base Realignment and Closure cycle. At the present, there are significant delays on approach to the Thomas Johnson Bridge in both the morning and afternoon peak hours. The vehicle back-up regularly affects travel on MD 235 during the afternoon peak hour due to excess queuing on the northbound bridge approach due to inadequate bridge capacity. Traffic volumes are projected to increase to 35,200 vehicles per day by 2030, far in excess of two lane bridge capacity. This project will improve the level-of-service dramatically, enabling motorists to better predict their travel time.

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

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

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

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

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

Objective: Provide secure transportation infrastructure, assets, and operations for the safe movement of people and goods. **This project will replace the existing two lane Thomas Johnson Bridge span with a new four-lane facility. The current bridge is rated as sufficient, but continuing maintenance concerns, and a limited design life of the existing structure, will be addressed by the new structure. The improved capacity provided by the project will support the current mutual aid agreements between Calvert County, St. Mary's County, and Naval Air Station Patuxent River fire departments. These mutual aid agreements presently have limited benefit during peak hours due to bridge congestion, and congestion at MD 4 and MD 235. In addition to general emergency support, Naval Air Station Patuxent River provides aircraft accident response to St. Mary's Regional Airport. This aircraft accident response would be improved by the MD 4/MD 235 capacity improvement. In addition, the project would provide improved evacuation capacity for weather events, nuclear events, and military/terrorism emergencies. The project would also support licensing of a third reactor at Calvert Cliffs nuclear power plant.**

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

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state of good repair. **As aging structures require more maintenance, this project would reduce the number of inspections, and initial**

maintenance required on the bridge structure. In addition, a wider bridge span would enable the SHA to more easily conduct bridge inspections as lane closures can be more readily accomplished.

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

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

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

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

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

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

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

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

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

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

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

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

uses. It will also support additional growth that is necessary to diversify the economy of Southern Maryland, in the event of a reduction of military funding

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



PROJECT: MD 4, Extension Intersect West

DESCRIPTION: Study to upgrade MD 4 between MIL 2 and MD 205 including the former Johnson Bridge and MD 205 interchange (2.91 miles). Subcontract to be awarded which include all the preliminary, planning, design and construction of all systems will occur outside of the project boundaries.

JUSTIFICATION: Provided traffic volume generated by planned growth will result in increased congestion.

SMART GROWTH STATUS: Project Not Consider Specific No Subject to PFA Law

Project Pre-Sub PFA No Mitigation
 Project Outside PFA Exception of 15th Receipt
 PFA Status To Be Determined Legislative Statement

ASSOCIATED IMPROVEMENTS:

STATUS: Project Planning and survey for the entire segment. Engineering to begin current fiscal year.

SIGNIFICANT CHANGE FROM FY 2012 - 16 CTR: Added \$10.6 million to Engineering for the design of the bridge and \$5.2 million to Engineering for the design of interim improvements along the corridor due to the implementation of the 15th receipt of 2013.

POTENTIAL FUNDING SOURCE: APPLICANT FEDERAL GENERAL OTHER

FUND	TOTAL		CURRENT		NEXT YEAR		TOTAL		%	SALANCE
	ESTIMATE	EXPEND	YEAR	YEAR	2016	2017	2016	2017		
	(000)	(000)								
Planning	5,035	3,938	200	375	470	0	0	0	1.87	0
Engineering	14,000	0	0	3,780	3,790	3,730	875	1,375	15.20	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	23,035	3,938	200	4,155	4,260	3,730	1,075	1,375	16.87	0
Federal-Aid	4,102	3,025	200	375	470	0	0	0	1.67	0

CLASSIFICATION:

STATE - Intermediate Arterial

FEDERAL - Other Principal Arterial

STATE SYSTEM - Primary

Annual Average Daily Traffic (vehicles per day)

CURRENT CRED - 50,200

PROJECTED (2035) - 30,000

STATE REFERENCE #BMS/1

12/1/2015

The cost estimate is for the entire project in Calaveras and Sierra counties.

PCAP - SP-212-2

Priority 2: MD 2/4, Solomons Island Road

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

Project located outside of MPO boundaries: yes

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

"Transportation Objectives

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

regional planning programs.” Calvert County Comprehensive Plan, 2004

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

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

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

Goal: Safety and Security

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

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

Improving operations and capacity will decrease the occurrence of automobile crashes and improve the movement of people and goods. Emergency response plans 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: Preserve and maintain the State’s existing transportation systems and assets.

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

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

Upgrading this road and making the planned improvements will preserve this corridor for future growth. There is no realistic alternative to the existing route and failure to maintain and improve it, 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: Quality of Service: Maintain and enhance the quality of service experienced by users of Maryland's transportation system

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

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

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

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

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

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

Land use in Calvert County has been carefully planned 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: Community Vitality: Provide options for the movement of people and goods that support communities and quality of life.

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

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

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

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

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

Completed in 2011, an SHA study showed that many of our MD 2/4 intersections through Prince Frederick are failing and the round-about being built on Dares Beach Rd (MD402) has failed before it has even been built. The plans our Town Center depends upon economically will not be successful economically and our job growth plans cannot be supported without MDOT's support of this project.

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

Other Capital Project:

MD 261, North Beach: from 9th 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 9th 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 9th 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, 7th Street and Bay Ave. The section of MD 261 (Bay Ave.) from 9th 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 9th 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 9th 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)

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

Goal: Safety and Security

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

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

The section of MD 261 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: Preserve and maintain the State’s existing transportation systems and assets.

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

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

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

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

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

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

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

This project is combined with a flood control project, a shoreline control project, and a wetlands 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: Community Vitality: Provide options for the movement of people and Goods that support communities and quality of life.

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

This project will repair and 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.

✓

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

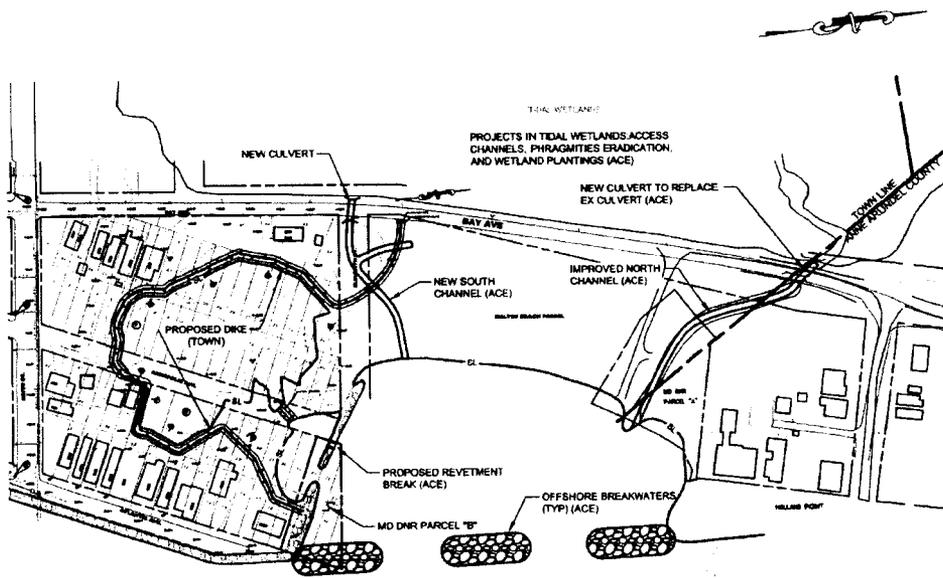
✓ Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland.

✓ Objective: Facilitate opportunities for growth in jobs and business across the State.

Currently, this segment of 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 5thSt. It also provides access to delivery trucks which deliver to businesses in both southern Anne Arundel County and the Towns of North Beach and Chesapeake Beach. When access is cut off by flooding, neither commuters or food purveyors or other freight delivery services using this route have access between S. Anne Arundel County residences and businesses and North Beach and Chesapeake Beach.

12) Additional Comments/ Explanation: The Town of North Beach flood control project is progressing and the Army Corps of Engineers Shoreline 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'