



CALVERT COUNTY BOARD OF COUNTY COMMISSIONERS

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April 5, 2022

The Honorable James F. Ports, Jr., Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548
Hanover, MD 21076

Dear Secretary Ports:

The Calvert County, Maryland Board of County Commissioners would like to thank you and the Maryland Department of Transportation business units for another outstanding year of mutual cooperation to maintain the integrity and safety of our roads. We express sincere gratitude for the FY 2021 for funding for funding Safe Routes to School through the Community Safety and Enhancement Program. This project will provide safer alternatives for our bicyclists and pedestrians along MD 261 from Beach Elementary School to the Chesapeake Village neighborhood, and from Beach Elementary along Old Bayside Road.

Calvert County has identified three major top priorities that are critical to the safe traveling safety of our growing population needs.

2022 TOP PRIORITY HIGHWAY PROJECTS

1. **Thomas Johnson Bridge:** Since 2002, our top priority has been the replacement of the Thomas Johnson Bridge; this will remain our number one priority. We were pleased to hear the announcement from Senators Cardin and Van Hollen that \$1 million dollars has been assigned to Southern Maryland through the FY22 Federal Omnibus funding for design of improvements to MD 4 between MD 235 in St. Mary's County, and for the Thomas Johnson Bridge. This project is critical to national homeland security, as well as safety. The bridge serves Calvert Cliffs Nuclear Power Plant, a large international liquefied natural gas export facility, and a major U.S. Naval Base – Patuxent River Naval Air Station. The bridges carries more than 31,400 vehicles per day, with an estimated increase to 38,275 vehicles per day by 2040. The bridge also serves as an evacuation route to a densely populated Metropolitan Planning Organization Area, and the region, the Thomas Johnson Bridge has far exceeded of its two-lane bridge capacity. Additional funding to complete this project remains urgent. Safety, security, the economic wellbeing and efficient transportation of Southern Maryland relies on the Thomas Johnson Bridge. We ask that you assist with funds for the design phase and show future phase funding.
2. **Phase 3A and 3B – MD 2/4 Widening between the southern end of MD 765 in Prince Frederick at Industry Lane to north of Stoakley Road:**
 - Phase 1: MD 231 at MD 2/4 to just south of Commerce Lane is complete.
 - Phase 2: from just south of Commerce Lane to just north of Fox Chase Dr. is complete.
 - Phases 3A and 3B: immediately to the north of the current Phase, from just north of Fox Run to north of Stoakley Road **is a priority**.

This project will widen this route to six lanes with access control and turning movement restrictions, and interchanges at the north and south termini. Phases 3A and 3B, which includes approximately two thirds of a mile, are the focus of the county's request for design, engineering and construction funding. It is imperative that its function be improved as the only north/south arterial highway in the county that serves more than 45,000 vehicles per day, with a projected increase to 57,500 by 2040. This route is the primary transportation link through the county. Our ability to evacuate or respond in the event of emergencies will be substantially compromised if planned upgrades to this highway are not expedited. This project is included in the Highway Needs Inventory.

Calvert County also desires to relieve congestion on MD 2/4 in the Prince Frederick area. This corridor will soon have eight traffic signals (Stoakley Rd., Traskers Blvd., Fox Run Blvd., proposed Armory Square, Dares Beach, Main Street, MD 4/MD 231 and Old Field Lane). Even with the road improvements, backups occur. We strongly encourage SHA to explore intelligent transportation systems strategies that would allow for more dynamic control of signals through Prince Frederick, changeable message signs approaching Prince Frederick to notify motorists of incidents causing unusual delay, and alternate routes and expanding CHART capacity to view traffic along Maryland 2/4. We believe this corridor would be ideal for a pilot program.

- 3. MD 231 Corridor Improvements:** Based on traffic study findings, the county requests necessary design improvements and construction to help move traffic safely and efficiently on MD 231. These corridor improvements are critical not only the safe movement of daily commuters, but also as an important emergency evacuation route out of the area; MD 231 is a major artery linking Southern Maryland counties. Being one of the most heavily traveled single lane highways in the area, MD 231 is part of the triangle of highway connections consisting of MD 2/4, MD 235 and MD 5. This triangle connection is an important economic commerce zone for the Tri-County area and the entire corridor should be assessed for safety and level of service improvements at various intersections from MD 2/4 to MD 5. The upgrade of MD 231 will be vital to Southern Maryland's Regionally Significant Project to enhance Commuter Bus Services and further Park and Ride development in Charles, Calvert and St. Mary's counties.

Calvert County has also identified other projects for your consideration. The following projects will enhance safety and will benefit the needs of the citizens and businesses in our county.

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

MD 231 Corridor Improvements: This project is in support of our number three (3) top priority and includes several intersection projects. These intersections require immediate attention for safety enhancements and must be immediately studied to identify the improvements needed to improve motorist safety, relieve congestion and provide more efficient travel. The following road segments and intersections have been a source of constant concern for our citizens:

- MD 231 from Prince Frederick Boulevard to Helena Drive;
- MD 231 at Stafford Road; and
- MD 231 at Adelina Road (MD 508).

TRANSIT

- 1. Service Expansion:** With the completion of our five-year Transportation Development Plan (January 2016), service enhancements and expansion were defined as a future priority as a result of this study. We will work with our local MTA regional planner to coordinate and prioritize route expansion, as well as secure funding to implement service changes.

2. **Transit Transfer Station:** This project is still a priority. We are continuing to move forward with the project with the help of the Maryland Transit Administration's Office of Local Transit Support and other local agencies.

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

Our Community Safety and Enhancement Program will promote safety in the municipalities of Chesapeake and North Beach, and the Lusby Town Center. The Lusby Town Center project will further the goals of the Calvert County Comprehensive Plan and Calvert County Transportation Plan, as well as the Lusby Town Center Master Plan in creating walkable communities:

1. **Richfield Station Intersection:** The Town of Chesapeake Beach recently conducted a traffic study which was submitted to SHA to improve upon the safety of the intersection. The town is asking SHA to consider all options for this intersection.

The following projects, when funded for construction, will help further implementation of Calvert County's 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 between completed development projects along these roads.

Thank you for your consideration of Calvert County's transportation priorities. We trust your department will consider our transportation priorities when formulating this year's transportation budget. We look forward to working with you and your staff during the upcoming year. Should you have additional questions or concerns, please contact Tamara Blake-Wallace, Principal Planner, Department of Planning & Zoning. Ms. Blake-Wallace may be reached via phone at 410-535-1600, extension 2631, or via email at Tamara.Blake-Wallace@calvertcountymd.gov.

Sincerely,

BOARD OF COUNTY COMMISSIONERS
CALVERT COUNTY, MARYLAND



Earl F. Hance, President



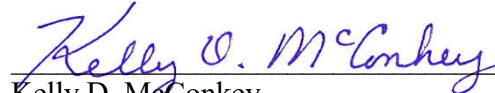
Steven R. Weems, Vice President



Christopher J. Gadway



Mike Hart



Kelly D. McConkey

Calvert County Transportation Priorities

HIGHWAYS

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

1) Governor Thomas Johnson Bridge and MD 4 This project has completed the planning stage and as recently announced has received \$1M towards design of improvements on MD 4 between MD 235. 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 31,100 vehicles per day, with an estimated increase to 38,275 vehicles per day by 2040, far in excess of its two-lane bridge capacity. This bridge also serves as an evacuation route to a very densely populated Metropolitan Planning Organization Area.

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

- Phase I: MD 231 @ MD 2/4 to just south of Commerce Lane has been completed.
- Phase II: from just south of Commerce Lane to just north of Fox Chase Dr. (under construction)
- **Phases 3A and 3B: immediately to the north of the current Phase, from just north of Fox Run to north of Stoakley Road.**

This project will widen this route to six lanes with access control and turning movement restrictions, and interchanges at the north and south termini. Phases 3A and 3B include a distance of approximately two thirds of a mile are now the focus of the county's request for design, engineering and construction funding, so as to keep it moving forward. It is imperative that its function be improved as this route is the only north/south arterial highway in the county and serves more than 45,000 vehicles per day, projected to increase to 57,500 by 2040. 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).

3) MD 231 Corridor Improvements Based on study findings, the County requests necessary design improvements and construction thereof to help move the traffic safely and efficiently. These improvements to this corridor are critical, for not only the safe movement of daily commuters but will also act as an important emergency evacuation route out of the area. This highway is a major artery linking Southern Maryland. It is one of the most heavily traveled single lane highways in the area. MD 231 is part of the triangle of highway connections consisting of MD 2/4, MD 235 and MD 5. This triangle connection is a potential commerce zone for the Tri-County area. This entire corridor should be assessed for safety and level of service improvements at various intersections from MD 2/4 to MD 5. The upgrade of MD 231 will be vital to Southern Maryland's Regionally Significant Project to enhance Commuter Bus Services and further Park and Ride development in Charles, Calvert and St. Mary's counties.

SAFETY, CONGESTION RELIEF, HIGHWAY AND BRIDGE PRESERVATION PROGRAM

Urban Reconstruction

No projects identified.

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** - Safety and Level of Service Improvements at the various intersections which have created points of entry safety hazards. (See Highways - Priority 3.)
- 2) **MD 4 in Anne Arundel County** - Safety enhancements along the corridor just north of the Calvert County line, where MD 258 and Talbot Road intersect MD 4. MD 4 lacks shoulders and has serious safety issues with sight distance for stopped traffic.
- 3) **MD 261 at Beach Drive** - Site distance improvements. This is a blind corner with a vertical curve that creates a serious safety issue.

TRANSIT

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

COMMUNITY SAFETY AND ENHANCEMENT PROGRAM

The following project will enhance safety in local municipalities:

- 1) **Richfield Station Intersection** - The Town of Chesapeake Beach recently conducted a traffic study which was submitted to SHA to improve upon the safety of the intersection. The town is asking SHA to consider all options for this intersection.

The following project, when funded for construction, will help further implementation of the County's 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

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

Southern Maryland's Regionally Significant Projects:

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

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

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

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

- 1) Name of Project: **MD 4, Solomons Island Road (Thomas Johnson Bridge)**
- 2) Submitting Jurisdiction: **Calvert County Government**
- 3) Location of the project (describe project limits and location, attach map if available and applicable): **Between MD 2 and MD 235, including the Thomas Johnson Bridge and the MD 235 intersection**
- 4) Anticipated cost and funding source (approximate if available): **\$850M**
- 5) Description of project purpose and need (up to one paragraph): **The purpose of the project is to improve existing capacity and traffic operations, and to increase vehicular, pedestrian and bicycle safety along the MD 4 study corridor while supporting existing and planned development in the area. MD 4 provides commuters in the area with access to points south, including the Patuxent Naval Air Station as well as points north from St. Mary's, including the District of Columbia (DC). MD 4 is also the main southern evacuation route for the Calvert Cliffs Nuclear Power Plant. The enhancements to the MD 4 study corridor would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles. In regard to the need for the project, traffic volumes across the Thomas Johnson Memorial Bridge have increased from 12,900 vehicles per day in 1990 to 27,000 vehicles per day in the year 2007. The residential development in the area just north of Solomons Island has increased substantially over the past few years. Over 60 percent of Calvert County residents commute outside of the county. The Patuxent Naval Air Station now hosts over 21,000 people, including active-duty service members, civil-service employees, defense contractor employees, and military dependents. In addition to high traffic volumes along northbound and southbound MD 4 during AM and PM peak periods, the traffic congestion on the Thomas Johnson Memorial Bridge is problematic. Inadequate shoulder widths along the bridge cause major traffic delays and/or closures during crashes and maintenance activities for both northbound and southbound traffic on the bridge. Currently, all maintenance activities on the bridge must be completed during late night to early morning hours to avoid causing major traffic delays during the AM and PM peak traffic hours. In addition to the need for capacity and safety improvements, bicycle and pedestrian access is restricted to the southern portion of the study area. The Thomas Johnson Memorial Bridge does not provide a dedicated bicycle/pedestrian lane.**
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? **Yes**

The Metropolitan Planning Organization (MPO) the Lexington Park – California – Chesapeake Ranch Estates Area – The Calvert – St. Mary's Metropolitan Planning Organization has now been formed and this project is listed in MPO's long range transportation plan, which has just been adopted. This project has been designated as a Top Regional Priority in both the 2008 Southern Maryland Needs Assessment document, as well as the current Regional Priority Letter.

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

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

Transportation Goals:

- **Provide a safe and reliable transportation system that complements the overall development of the county and balances use by pedestrians, bicyclist, motorist, and bus riders.**
- **Maintain MD 2, MD 4, and MD 2/4, and MD 231 as the main transportation corridors, 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 service.**
- **Promote transportation alternatives such as buses, carpools, vanpools, bicycling, and walking.**
- **Continue a countywide transportation planning program that is integrated with State and regional planning programs.” Calvert County Comprehensive Plan, 2019**

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 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 underwater 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 (BRAC) 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.**

Priority 2: MD 231 Corridor Study

Proposed study does not require Chapter 725 documentation

Priority 3: MD 2/4, Solomons Island Road

- 1) Name of Project: **MD 2/4, Solomons Island Road**
- 2) Submitting Jurisdiction: **Calvert County**
- 3) Project Jurisdiction/ County: **Calvert County**
- 4) Project limits (attach map if available and applicable): **From south of MD 765 to north of Stoakley Road, excluding MD 231 Intersection, see attached.**
- 5) Anticipated cost and funding source (approximate if available):
- 6) Description of project purpose and need (up to one paragraph): **Projected traffic volumes generated by continuing commercial growth in the Prince Frederick area and throughout Calvert County along the MD 2/4 corridor will result in congestion along the existing roadway unless additional capacity is provided. MD 2/4 is the major primary state highway connecting Calvert County with the Washington, D.C. metropolitan area and points north. Daily traffic is estimated to grow from the current (2018) volume of 46,800 to 57,500 by 2040.**
- 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 Goals:"
 - **Provide a safe and reliable transportation system that complements the overall development of the county and balances use by pedestrians, bicyclist, motorist, and bus riders.**
 - **Maintain MD 2, MD 4, and MD 2/4, and MD 231 as the main transportation corridors, 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 service.**
 - **Promote transportation alternatives such as buses, carpools, vanpools, bicycling, and walking.**
 - **Continue a countywide transportation planning program that is integrated with State and regional planning programs." Calvert County Comprehensive Plan, 2019**
- 9) In county priority letter? **Yes**
- 10) Smart Growth status and explanation: **Inside Priority Funding Area**
- 11) Please indicate which of the following Maryland Transportation Plan goals and objectives are served by the requested project investment (mark each goal served by the project and relevant objectives within each goal)

Goal: Safety and Security

√ Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system.

√ Objective: Provide secure transportation infrastructure, assets and operations for the safe movement of people and goods.

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

Improving operations and capacity will decrease the occurrence of automobile crashes and improve the movement of people and goods. Emergency response plans/activities and the coordination of those efforts with the state and neighboring counties is critical to the safety of travelers in the county and the ability to respond quickly to emergencies and evacuations. Improving the capacity and operation of this roadway is the key to assuring that these activities can be efficiently conducted in the future.

Goal: System Preservation: Preserve and maintain the State's existing transportation systems and assets.

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

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

Upgrading this road and making the planned improvements will preserve this corridor for future growth. There is no realistic alternative to the existing route, and failure to maintain and improve it in pace with future growth, although carefully controlled, will eventually overwhelm the system. This situation would create extreme conditions in the future which will be costly in terms of lost time, money and safety.

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

√ Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies and service delivery methods.

√ Objective: Maintain and enhance customer satisfaction with transportation services across modes.

√ Objective: Seek to maintain or improve travel reliability for key transportation corridors and services.

√ Objective: Continue to apply enhanced technologies to improve the transportation system and communicate with the traveling public.

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

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

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

√ Objective: Limit the impacts of transportation on Maryland's natural environment through impact avoidance, minimization and mitigation.

√ Objective: Employ resource protection and conservation practices in project development, construction, operations and maintenance of transportation assets.

√ Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality along with implementing the goals of the GGRA plan.

√ Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change.

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

Land use in Calvert County has been carefully planned to protect natural, community, and historic resources and encourage development in areas best able to support it. Maintaining and improving operations and capacity will support the continuation of good land use plans.

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

√ Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas.

√ Objective: Enhance transportation networks and choices to improve mobility and accessibility and to better integrate with land use.

√ Objective: Increase and enhance transportation connections to move people and goods within and between activity centers.

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

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

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

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

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

Completed in 2011, a SHA study showed that many of our MD 2/4 intersections through Prince Frederick are failing and the round-about built on Dares Beach Rd (MD 402) had failed before it was even been built. The

plans the Prince Frederick Town Center depends upon 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.**