

Item 14 - Notice Item

June 21, 2006

Notice of Request that a Project to Realign and Widen a Segment of Billingsley Road in Charles County be Included in the 2006 Constrained Long Range Plan (CLRP) and FY 2007-2012 TIP

Staff

Recommendation: Review project submission.

Issues: None

Background: As requested in the attached letter of June 14, 2006, Charles County has requested that a project to realign and widen Billingsley Road from 2 to 4 lanes (known as the Cross County Connector) from Middletown Road to MD 210 Indian Head Highway be included in the 2006 CLRP and the FY 2007-2012 TIP, as described in the enclosed materials.

Following a public comment period, the Board will be asked to approve this submission for inclusion in the air quality conformity analysis for the 2006 CLRP and the FY 2007-2012 TIP at the July 19, 2006 meeting. Comments may be provided to the TPB in writing, at the TPB web site: "mwcog.org/transportation," or during the public comment period provided prior to each TPB meeting.

CHARLES COUNTY GOVERNMENT

Planning and Growth Management

MELVIN C. BEALL, JR., P.E., *Acting Director*

June 14, 2006



Honorable Michael Knapp, Chairman
National Capital Region Transportation Planning Board
c/o Mr. Ronald F. Kirby, Director Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Re: Special Exception to include the Cross County
Connector into the CLRP

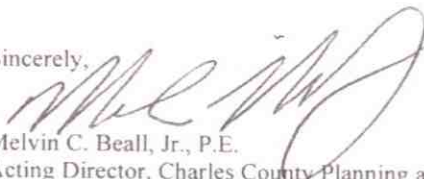
Dear Chairman Knapp:

Charles County would like to thank the Board for its work in the maintenance and improvement of the Capital Region's Transportation system and our region's air quality conformity. As a relatively new member to the Board, we are working to better coordinate our planning and programming process with that of the Transportation Planning Board (TPB).

As we work through the process, it appears that one of the County's critical Capital Improvement Projects, the Cross County Connector, was not included in the recent submissions for the Constrained Long Range Plan and the subsequent Air Quality Conformity Analysis. Due to staff turnover at the Tri-County Council for Southern Maryland, and staff duty reassignments at Charles County, this project was inadvertently not submitted prior to the deadline requested by the TPB. This project is a completely locally funded roadway divided into seven segments with four of the seven segments already constructed. It was brought to our attention recently that the last three phases of the project are within the new limits of the urbanized area, and thus are required to be included in the CLRP and the air quality conformity analysis. This four-lane roadway is critical to support the transportation needs of the County's Development District, as identified in the Charles County Comprehensive Plan, and replaces a dangerous two lane roadway of a substandard design and no shoulders. This project has been the subject of numerous public meetings throughout the planning and construction process, beginning back in 1988, and has been fully analyzed by a 1997 NEPA report with input from the public and environmental agencies.

The final three phases of the Cross County Connector have been designed. We are in the process of finishing the right-of-way acquisitions and completing the permitting process. Charles County therefore would like to request a special exception, including the Cross County Connector into this year's conformity analysis to not delay this critical, locally funded project. We would appreciate the chance to discuss this project with the Board at its earliest convenience. Enclosed for your use, is a constrained Long Range Plan and a map showing the location of the Cross County Connector. Should you have any questions regard this project or the subject request, please do not hesitate to contact Mr. Jason Groth, Charles County's TPB Board Member at (301) 396-5814.

Sincerely,



Melvin C. Beall, Jr., P.E.
Acting Director, Charles County Planning and
Growth Management

MCB:JG:djh

Enclosures

cc: Michael Morse
Jason Groth
CCC 5-7 Project Correspondence File

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SAY NO TO DRUGS

Post Office Box 2150 • La Plata, Maryland 20646

Administration: (301) 645-0627 • Development & Capital Services: (301) 645-0618 / (301) 645-0621 / (301) 870-3937

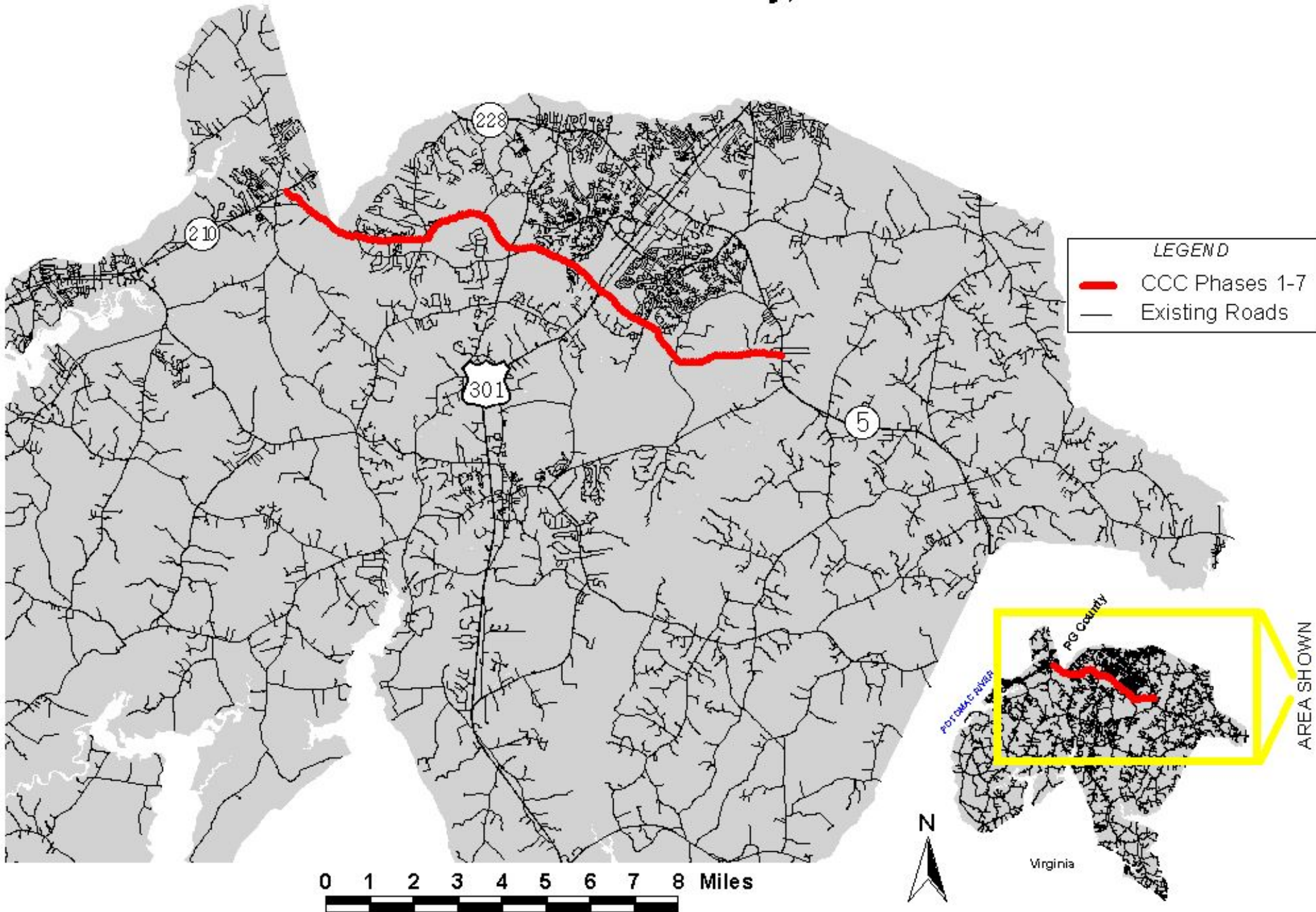
Permits: (301) 645-0692 / (301) 870-3935 • Planning: (301) 645-0689 / (301) 645-0540 / (301) 870-3896

TDD Transfer Number for the Hearing Impaired: 1-800-735-2258

www.charlescounty.org/pgm

EQUAL OPPORTUNITY COUNTY

Cross County Connector (CCC) Location Map Charles County, MD



CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

Last Modified On: 6/13/2006

1. Location and Jurisdiction

2. Submitting Agency: **Charles County**

ProjectName **Cross County Connector Phases 5, 6 & 7 (Billingsley Road Reconstruction)** Agency Project ID
Facility: **Cross County Connector**
From: **Middletown Road**
To: **MD 210 Indian Head Highway**
Jurisdiction: **Charles County**

3. Project Type and Description

- Construction Study
 Transportation Emissions Reduction Measure (TERM) Illustrative Project
 Other Action/Strategy

Description of project or action:

Provide four lane roadway from Middletown Road to MD 210 (Indian Head Highway) on or parallel to the current alignment of Billingsley Road.

Bicycle/pedestrian accommodations included

Project Manager:

Phone:

URL:

4. Project Phasing

Project ID	In TIP	Improvement	Facility	From	To	# Lane		Completion Date	
						From	To		
	<input checked="" type="checkbox"/>	Widen/Realign	Cross County Connector	Middletown Road	MD210	Indian Head Highway	2	4	2009

5. Purpose/contribution to regional goals

The 1990 Charles County Comprehensive Plan advocated the creation of the Development District, within which 75% of the County's future growth was to be concentrated. It also recognized Bryans Road Town Center as one of the focal points for the most intense development within the Development District, where strategic investments in infrastructure would be focused to support that development. The Charles County Commissioners authorized a study of the Billingsley and Middletown Road Corridors due to safety and capacity concerns of existing Billingsley Road. This study resulted in a 1996 NEPA report recommending a four lane Cross County Connector to serve the development district. The report which involved numerous public meetings and coordination with environmental agencies looked at several alignments to accomplish the purpose and need. The selected alignment was chosen to minimize environmental and social impacts. As such, the current alignment serves the orderly development of Charles County and improves safety over existing Billingsley Road.

6. Funding and Schedule Information

Cost (In Thousands): **\$33,655**

Date of completion or implementation: **2009**

Source: **Local,**

Cost and schedule remarks:

CCC 5 - Widen/Realign from Middletown Rd to Bensville Rd - 2007

CCC 6 - Widen/Realign from Bensville Rd to Mattowoman Ck - 2008

CCC 7 - Widen/Realign from Mattowoman Ck to MD 210 - 2009

7. CMS Documentation

Is this a highway capacity-increasing project on a limited access or other principal arterial highway Yes No

If yes, does this project require a CMS Documentation form under the given criteria? Yes No

If not, please identify the criteria that exempt the project here:

Transportation Improvement Program (TIP)

Proposed Project or Action Description Form
FY 2007-2012

1. Agency: **Charles County**

Last Modified On: **6/13/2006**

2. Location and Jurisdiction

Title: **Cross County Connector Phases 5, 6 & 7 (Billingsley Road Reconstruction and Realignment)**
Facility: **Cross County Connector**
From: **Middletown Road**
To: **Indian Head Highway**
Jurisdiction: **Charles County**

3. Description of Project or Action

Provide four lane roadway from Middletown Road to MD 210 (Indian Head Highway) on or parallel to the current alignment of Billingsley Road.

Bicycle/pedestrian accommodations included

4. Project Status

New project

5. Environmental Review

Under review

6. Funding and Schedule Information

Date of completion or implementation: **2009**

Source	FY	Amount (\$1,000s)	Phase	% Fed/State/Loc
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Local				
	2007	\$23,613	Construction	100
	2008	\$10,042	Construction	100

Cost and schedule remarks:

Locally funded only by Charles County.