



Appendix D

Segment-Specific Concepts Calvert County Projects

C-SMMPO COMPLETE STREETS PLAN



CALVERT CLIFFS
STATE PARK

COVE POINT PARK AND DOMINION
ENERGY REGIONAL PARK MASTER PLAN

- A - Indoor Recreation Center
- B - Baseball/Softball Field (90-ft)
- C - Baseball/Softball Field (60-ft)
- D - Natural Turf Athletic Field
- E - Tennis/Pickleball Complex
- F - Dog Park Enhancements
- G - Water Park Expansion
At Existing Pool Facility
- H - Playground
- I - Basketball Courts
- J - Paved Trail
- K - Unpaved/Natural Trail
- L - Pavilion
- M - Second Park Entrance
- N - Restrooms
- O - Parking
- P - Maintenance Facility (Existing)
- Q - Stormwater Management

COVE POINT
LNG
TERMINAL

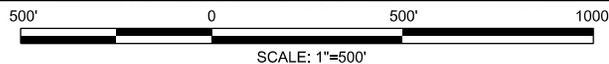


Considerations for the Cove Point Park Concept

- ① Connect the proposed paved trails to Cove Point Road at both park entrances.
- ② Add pedestrian and bicycle facilities along Cove Point Road to connect the surrounding neighborhood with Cove Point Park.
- ③ Add striped continental crosswalks at pedestrian crossings of the park roadway.
- ④ Add a paved trail connection between the two central parking lots and a trail crossing to connect the parking lot north of the existing maintenance facility with the water park.
- ⑤ Proposed paved trail should be a minimum of 10 feet wide.
- ⑥ Consider changing the intersection to the northwest of the indoor recreation center to a roundabout.

CHESAPEAKE HILLS
GOLF COURSE

COVE POINT ROAD (MD 497)



The above graphic is from the Cove Point Park and Dominion Energy Regional Park Master Plan and was not developed by JMT.

EXISTING CONDITIONS

- Two-way roadway with 12' travel lanes through Park
- Intermittent shared use path through Park
- No curb and gutter along roadway
- No pedestrian or bicycle facilities along Cove Point Road

COVE POINT PARK TRAIL CONCEPT REVIEW



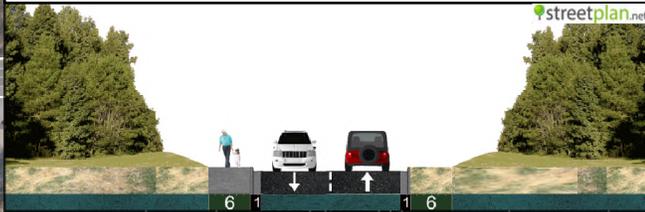
C-SMMPO COMPLETE STREETS PLAN



EXISTING CONDITIONS		
- Two-lane roadway with 10'-11' travel lanes		
- Little to no pedestrian or bicycle facilities along the roadway		
- Bus stop location at Southern Community Center and Southern Pine Senior Center		
- No curb and gutter along roadway		

CONTEXT ZONE: SUBURBAN RESIDENTIAL		
Pedestrian 6' sidewalk on west side, continental crosswalks, access to community facilities.	Bicyclist Share the roadway with vehicles	Transit Improve access to existing bus stops

TYPICAL SECTION: ALTERNATIVE A

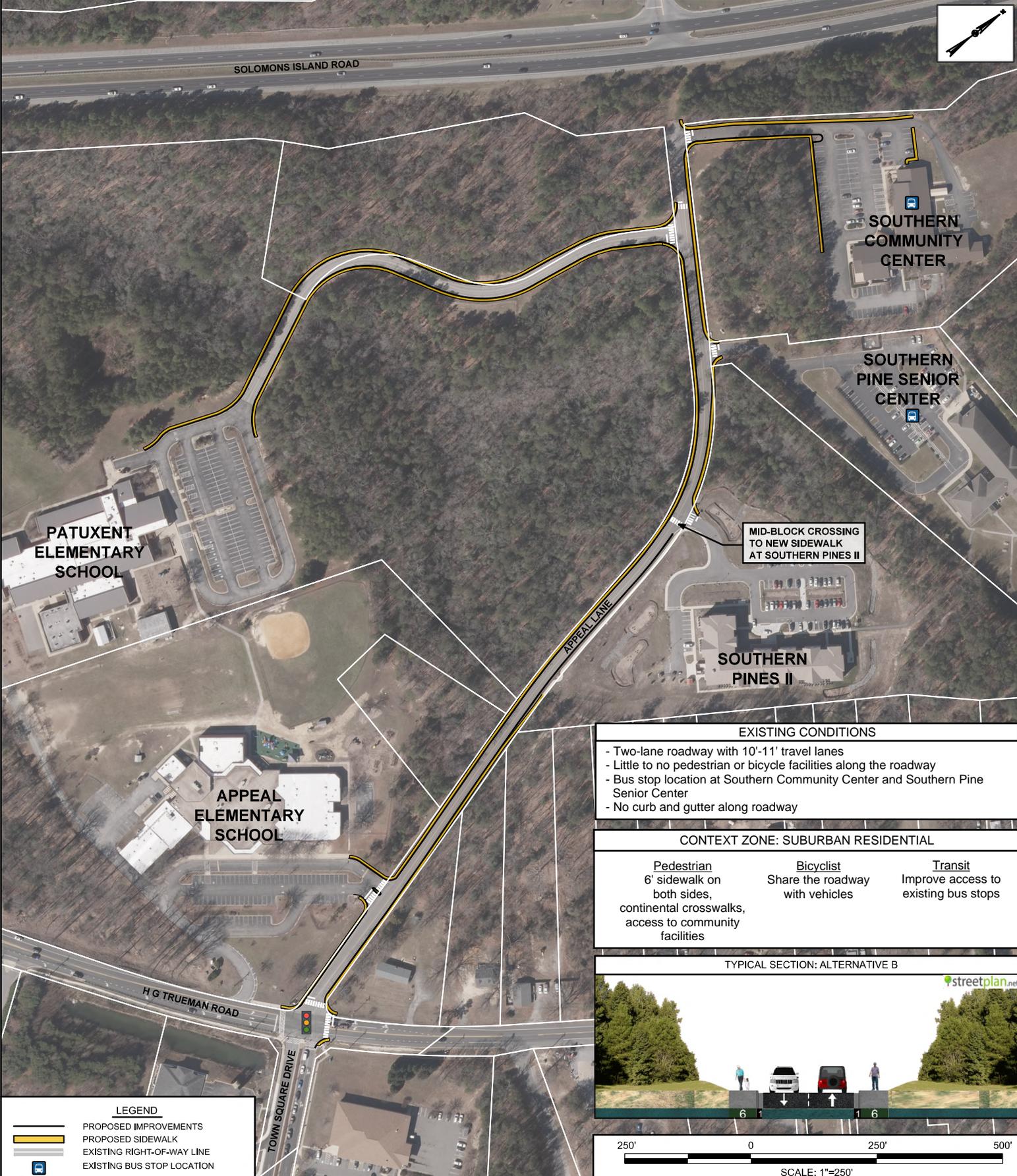


LEGEND	
	PROPOSED IMPROVEMENTS
	PROPOSED SIDEWALK
	EXISTING RIGHT-OF-WAY LINE
	EXISTING BUS STOP LOCATION

APPEAL LANE SIDEWALK ALTERNATIVE A



C-SMMPO COMPLETE STREETS PLAN



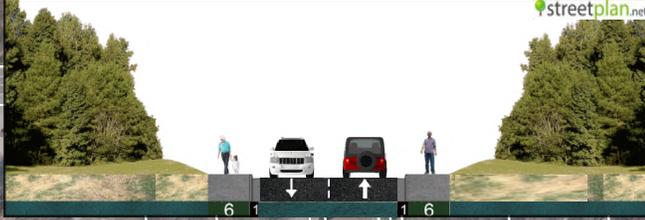
EXISTING CONDITIONS

- Two-lane roadway with 10'-11' travel lanes
- Little to no pedestrian or bicycle facilities along the roadway
- Bus stop location at Southern Community Center and Southern Pine Senior Center
- No curb and gutter along roadway

CONTEXT ZONE: SUBURBAN RESIDENTIAL

<p>Pedestrian 6' sidewalk on both sides, continental crosswalks, access to community facilities</p>	<p>Bicyclist Share the roadway with vehicles</p>	<p>Transit Improve access to existing bus stops</p>
--	---	--

TYPICAL SECTION: ALTERNATIVE B



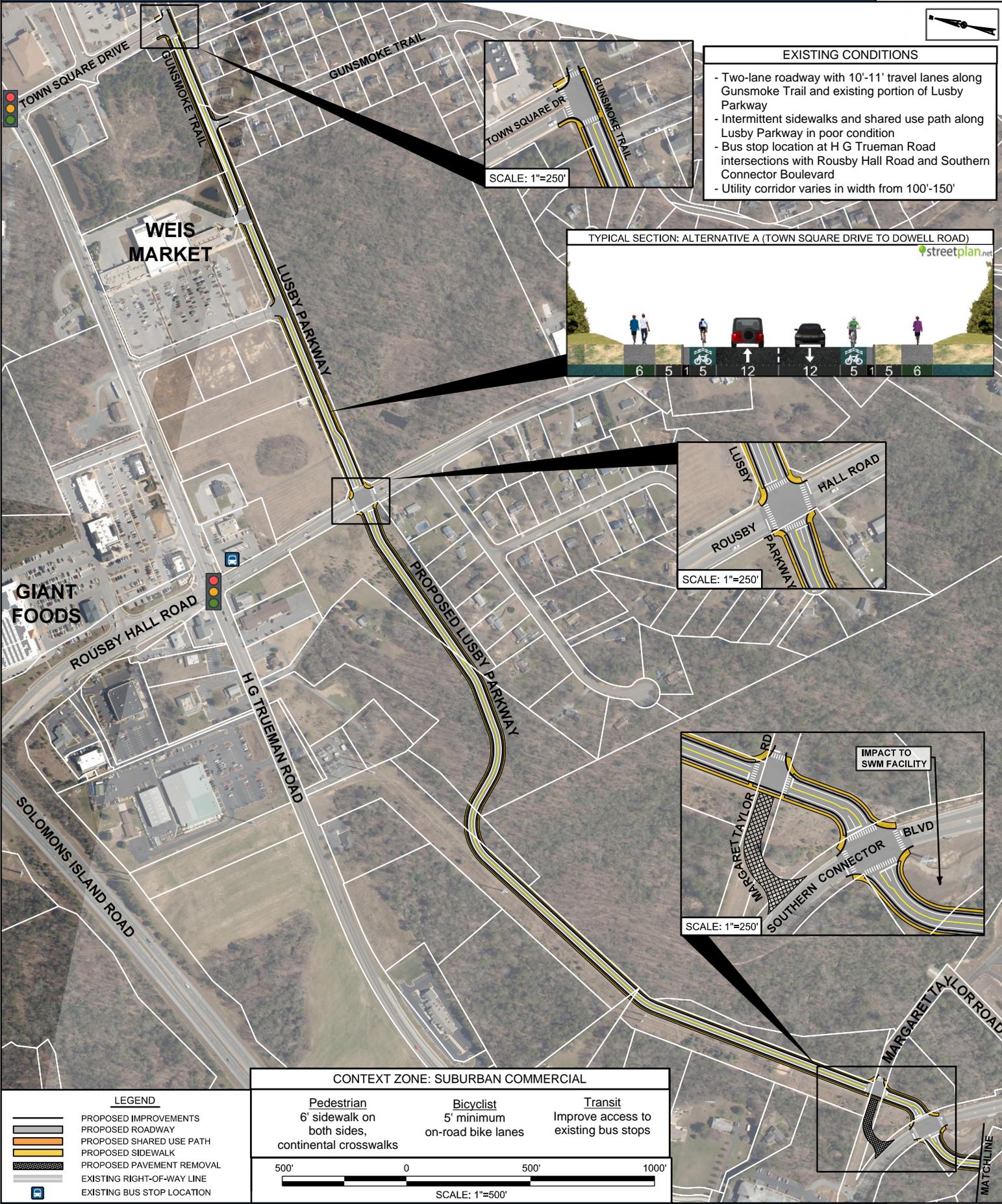
LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED SIDEWALK
- EXISTING RIGHT-OF-WAY LINE
- 🚌 EXISTING BUS STOP LOCATION

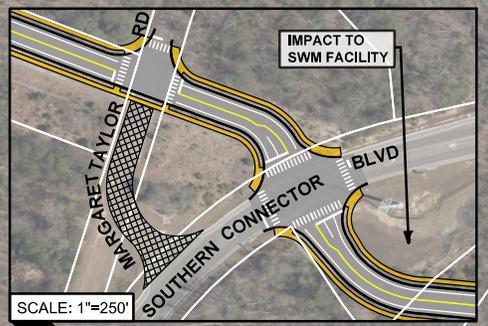
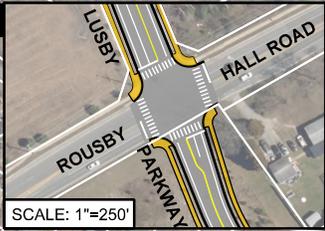
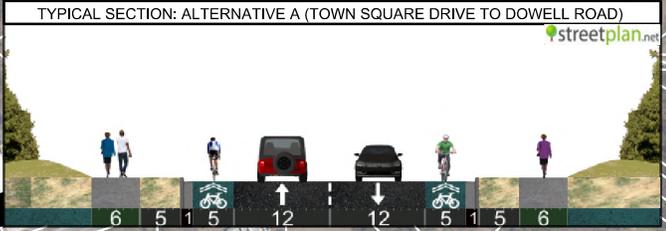
APPEAL LANE SIDEWALK ALTERNATIVE B



C-SMMPO COMPLETE STREETS PLAN



- EXISTING CONDITIONS**
- Two-lane roadway with 10'-11' travel lanes along Gunsmoke Trail and existing portion of Lusby Parkway
 - Intermittent sidewalks and shared use path along Lusby Parkway in poor condition
 - Bus stop location at H G Trueman Road intersections with Rousby Hall Road and Southern Connector Boulevard
 - Utility corridor varies in width from 100'-150'



CONTEXT ZONE: SUBURBAN COMMERCIAL

Pedestrian	Bicyclist	Transit
6' sidewalk on both sides, continental crosswalks	5' minimum on-road bike lanes	Improve access to existing bus stops

500' 0 500' 1000'

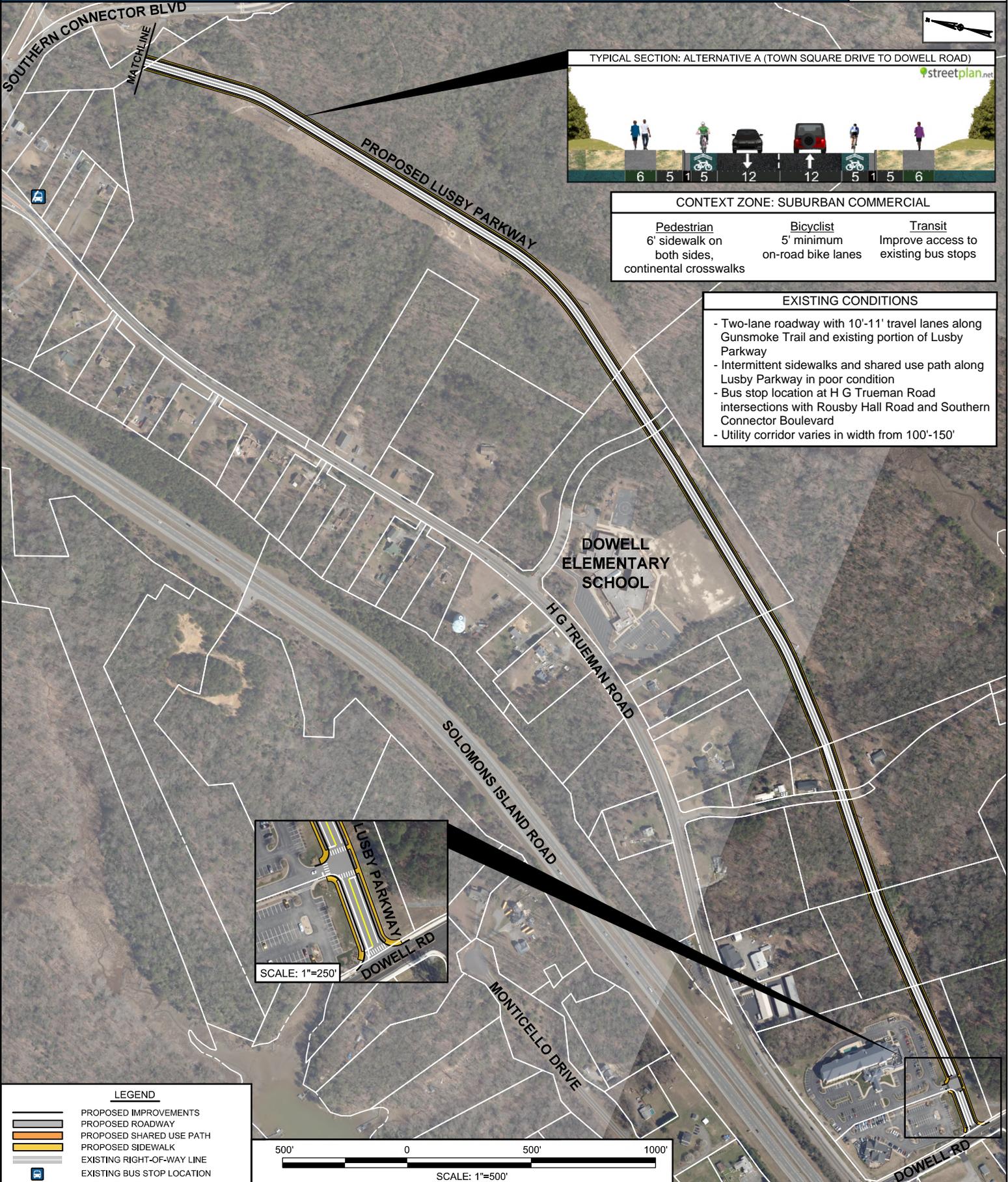
SCALE: 1"=500'

LEGEND

	PROPOSED IMPROVEMENTS
	PROPOSED ROADWAY
	PROPOSED SHARED USE PATH
	PROPOSED SIDEWALK
	PROPOSED PAVEMENT REMOVAL
	EXISTING RIGHT-OF-WAY LINE
	EXISTING BUS STOP LOCATION



C-SMMPO COMPLETE STREETS PLAN



TYPICAL SECTION: ALTERNATIVE A (TOWN SQUARE DRIVE TO DOWELL ROAD)

streetplan.net

CONTEXT ZONE: SUBURBAN COMMERCIAL

Pedestrian	Bicyclist	Transit
6' sidewalk on both sides, continental crosswalks	5' minimum on-road bike lanes	Improve access to existing bus stops

EXISTING CONDITIONS

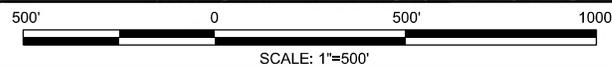
- Two-lane roadway with 10'-11' travel lanes along Gunsmoke Trail and existing portion of Lusby Parkway
- Intermittent sidewalks and shared use path along Lusby Parkway in poor condition
- Bus stop location at H G Trueman Road intersections with Rousby Hall Road and Southern Connector Boulevard
- Utility corridor varies in width from 100'-150'



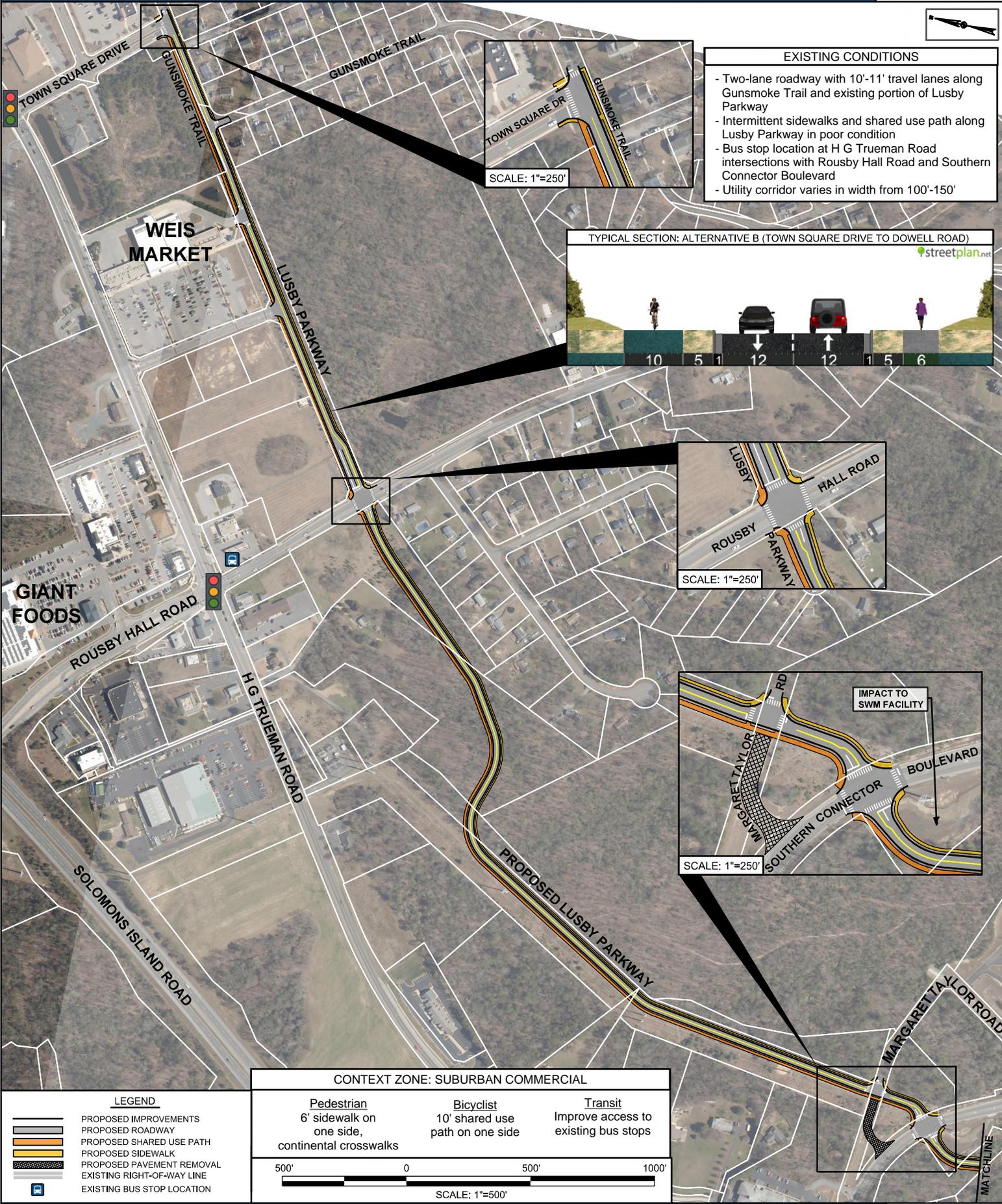
SCALE: 1"=250'

LEGEND

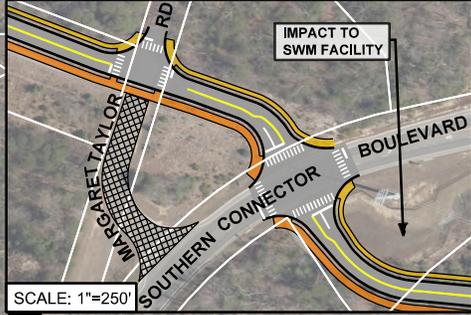
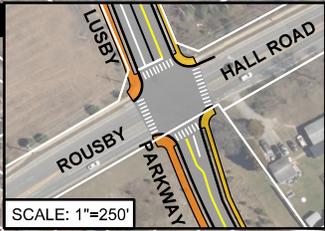
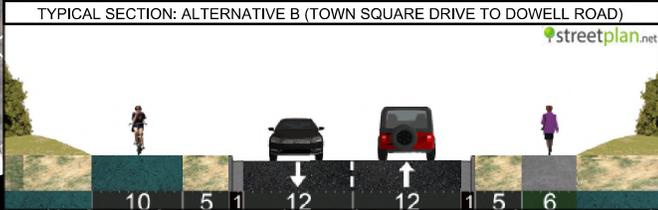
- PROPOSED IMPROVEMENTS
- PROPOSED ROADWAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK
- EXISTING RIGHT-OF-WAY LINE
- EXISTING BUS STOP LOCATION



C-SMMPO COMPLETE STREETS PLAN



- EXISTING CONDITIONS**
- Two-lane roadway with 10'-11' travel lanes along Gunsмоke Trail and existing portion of Lusby Parkway
 - Intermittent sidewalks and shared use path along Lusby Parkway in poor condition
 - Bus stop location at H G Trueman Road intersections with Rousby Hall Road and Southern Connector Boulevard
 - Utility corridor varies in width from 100'-150'



CONTEXT ZONE: SUBURBAN COMMERCIAL

Pedestrian	Bicyclist	Transit
6' sidewalk on one side, continental crosswalks	10' shared use path on one side	Improve access to existing bus stops

500' 0 500' 1000'

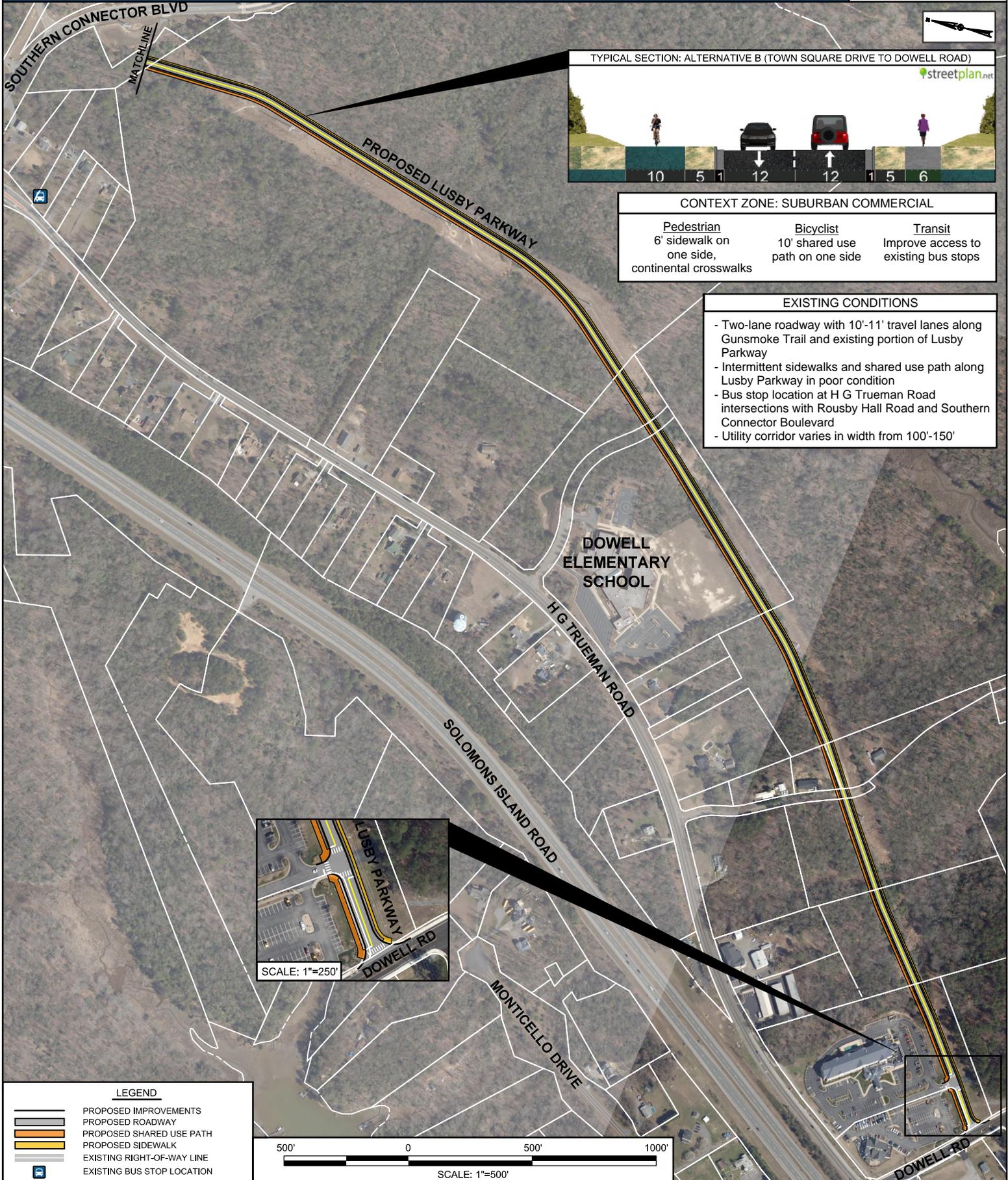
SCALE: 1"=500'

LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED ROADWAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK
- PROPOSED PAVEMENT REMOVAL
- EXISTING RIGHT-OF-WAY LINE
- EXISTING BUS STOP LOCATION



C-SMMPO COMPLETE STREETS PLAN



TYPICAL SECTION: ALTERNATIVE B (TOWN SQUARE DRIVE TO DOWELL ROAD)

streetplan.net

CONTEXT ZONE: SUBURBAN COMMERCIAL

Pedestrian	Bicyclist	Transit
6' sidewalk on one side, continental crosswalks	10' shared use path on one side	Improve access to existing bus stops

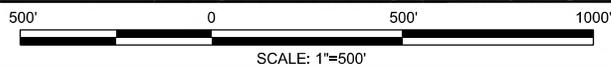
EXISTING CONDITIONS

- Two-lane roadway with 10'-11' travel lanes along Gunsmoke Trail and existing portion of Lusby Parkway
- Intermittent sidewalks and shared use path along Lusby Parkway in poor condition
- Bus stop location at H G Trueman Road intersections with Rousby Hall Road and Southern Connector Boulevard
- Utility corridor varies in width from 100'-150'



LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED ROADWAY
- PROPOSED SHARED USE PATH
- PROPOSED SIDEWALK
- EXISTING RIGHT-OF-WAY LINE
- EXISTING BUS STOP LOCATION



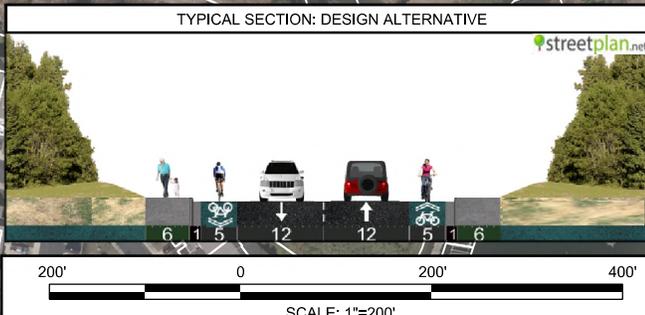
C-SMMPO COMPLETE STREETS PLAN



- EXISTING CONDITIONS**
- Two-lane roadway with 11' travel lanes
 - Intermittent sidewalks along west side of roadway
 - Bus stop location at Oyster Bay Place and Dowell Road intersection
 - Intermittent curb and gutter along west side of roadway

CONTEXT ZONE: SUBURBAN RESIDENTIAL

Pedestrian	Bicyclist	Transit
6' sidewalk on both sides, continental crosswalks	5' minimum on-road bike lanes	Improve access to existing bus stops



LEGEND

	PROPOSED IMPROVEMENTS
	PROPOSED SIDEWALK
	PROPOSED ROADWAY
	EXISTING RIGHT-OF-WAY LINE
	EXISTING BUS STOP LOCATION

DOWELL ROAD SIDEWALK EXTENSION DESIGN ALTERNATIVE



C-SMMPO COMPLETE STREETS PLAN



EXISTING CONDITIONS

- Curb and gutter along Patuxent Point Parkway north of Solomons Island Road intersection, no curb and gutter along south side of intersection
- No pedestrian or bicyclist facilities available to cross Solomons Island Road
- Shared use path along Patuxent Point Parkway from Swaggers Point Road into residential area to the west

CONNECT TO EXISTING PATH

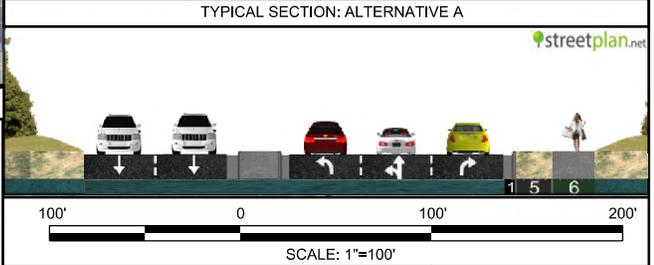
TIE INTO EXISTING SIDEWALK

CONTEXT ZONE: SUBURBAN COMMERCIAL

Pedestrian 6' sidewalk on east side, continental crosswalks, access to shopping center	Bicyclist None	Transit Consider adding a bus stop location near shopping center
--	--------------------------	--

LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED SIDEWALK
- EXISTING RIGHT-OF-WAY LINE



PATUXENT PARKWAY CROSSWALKS ALTERNATIVE A



C-SMMPO COMPLETE STREETS PLAN



EXISTING CONDITIONS

- Curb and gutter along Patuxent Point Parkway north of Solomons Island Road intersection, no curb and gutter along south side of intersection
- No pedestrian or bicyclist facilities available to cross Solomons Island Road
- Shared use path along Patuxent Point Parkway from Swaggers Point Road into residential area to the west

CONNECT TO EXISTING PATH

SWAGGERS POINT ROAD

CRESTON LANE

SOLOMONS ISLAND ROAD

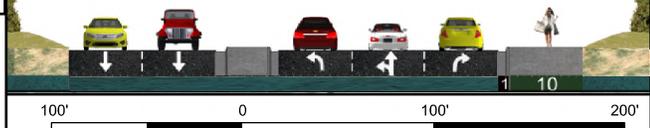
SOLOMONS ISLAND ROAD

H G TRUEMAN ROAD

SOLOMONS TOWNE CENTRE

TIE INTO EXISTING SIDEWALK

TYPICAL SECTION: ALTERNATIVE B



CONTEXT ZONE: SUBURBAN COMMERCIAL

Pedestrian	Bicyclist	Transit
10' shared use path on east side, continental crosswalks, access to shopping center	10' shared use path	Consider adding a bus stop location near shopping center

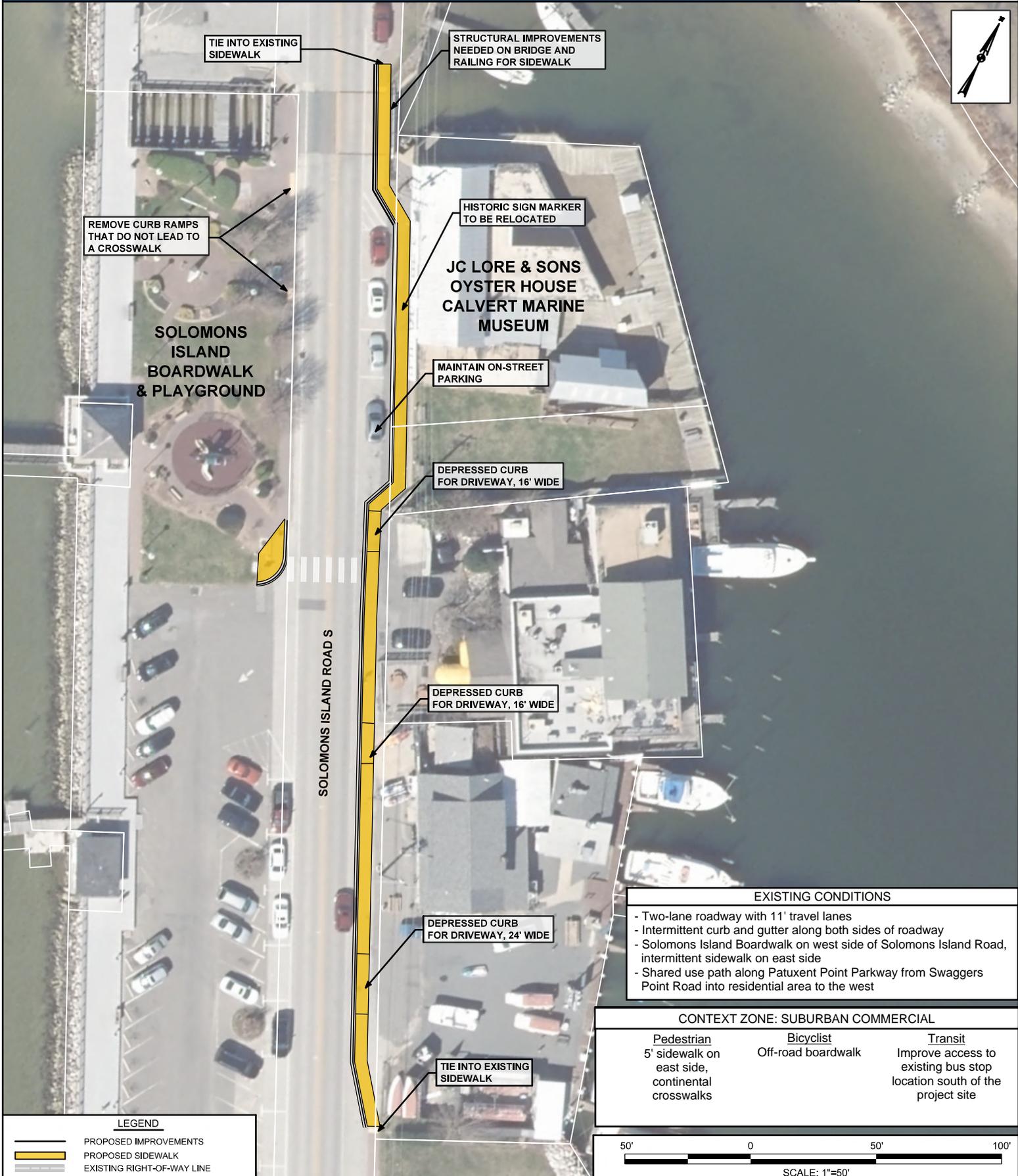
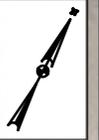
LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED SHARED USE PATH
- EXISTING RIGHT-OF-WAY LINE

PATUXENT PARKWAY CROSSWALKS ALTERNATIVE B



C-SMMPO COMPLETE STREETS PLAN



REMOVE CURB RAMPS THAT DO NOT LEAD TO A CROSSWALK

TIE INTO EXISTING SIDEWALK

STRUCTURAL IMPROVEMENTS NEEDED ON BRIDGE AND RAILING FOR SIDEWALK

HISTORIC SIGN MARKER TO BE RELOCATED

JC LORE & SONS OYSTER HOUSE CALVERT MARINE MUSEUM

MAINTAIN ON-STREET PARKING

DEPRESSED CURB FOR DRIVEWAY, 16' WIDE

DEPRESSED CURB FOR DRIVEWAY, 16' WIDE

DEPRESSED CURB FOR DRIVEWAY, 24' WIDE

TIE INTO EXISTING SIDEWALK

SOLOMONS ISLAND BOARDWALK & PLAYGROUND

SOLOMONS ISLAND ROAD S

EXISTING CONDITIONS

- Two-lane roadway with 11' travel lanes
- Intermittent curb and gutter along both sides of roadway
- Solomons Island Boardwalk on west side of Solomons Island Road, intermittent sidewalk on east side
- Shared use path along Patuxent Point Parkway from Swaggers Point Road into residential area to the west

CONTEXT ZONE: SUBURBAN COMMERCIAL

Pedestrian	Bicyclist	Transit
5' sidewalk on east side, continental crosswalks	Off-road boardwalk	Improve access to existing bus stop location south of the project site

LEGEND

- PROPOSED IMPROVEMENTS
- PROPOSED SIDEWALK
- EXISTING RIGHT-OF-WAY LINE

50' 0 50' 100'

SCALE: 1"=50'

SOLOMONS ISLAND SIDEWALK PHASE 2 DESIGN ALTERNATIVE

