

May 23, 2008

VIA HAND DELIVERY

M. Brent Hare, Esquire
Assistant Attorney General
Maryland Energy Administration
1623 Forest Drive, Suite 300
Annapolis, Maryland 21403

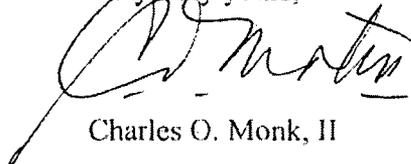
Re: In the Matter of the Application of UniStar Nuclear Energy, LLC and UniStar Nuclear Operating Services, LLC for a Certificate of Public Convenience and Necessity to Construct a Nuclear Power Plant at Calvert Cliffs in Calvert County, Maryland – Case No. 9127

Dear Mr. Hare:

Pursuant to our telephone conversation of this morning, enclosed please find four (4) copies of the Traffic Impact Study at the Calvert Cliffs Nuclear Power Plant, dated May 22, 2008. I have also enclosed a Response to MD-SHA July 30, 2007 Comments to the original highway study for your information.

If you have questions, please give me a call.

Very truly yours,



Charles O. Monk, II

COM:dms
Enclosures

cc: Deborah F. Jennings, Esquire
Lisa M. Decker, Esquire

May 23, 2008

Page 2

bcc: Mr. Thomas Roberts
Mr. Dimitri Lutchenkov
Mr. John Price
Mr. Edward Miller

RESPONSE TO MD-SHA COMMENTS OF JULY 30, 2007

The original report was designed to assess the traffic conditions that would result from the activity, focusing on that for the Federal COLA requirements. The MD-SHA concerns addressed these resultant conditions, the needed mitigation plan, and the related transportation management plan. The enclosed amended report offers the following in response to the MD-SHA concerns (inserted in italics for clarity):

The SHA is very concerned with operations during construction; the addition of over 3,900 construction workers and construction vehicle traffic will have a major impact on intersection operations which must be addressed. The SHA will require that the Developer supply a detailed Transportation Management Plan to account of the anticipated trip origins for the employees and construction vehicles, the locations of any satellite parking facilities for employees and peak periods of hourly traffic demand. Based on a review of the Transportation Management Plan, the SHA may require that additional intersections be considered in the scope of the traffic study. A pre-study scoping meeting will be required to identify the limits of the revised traffic study following review of the Transportation Management Plan.

The amended report addresses the intersection operations during construction in detail, and offers specific mitigation measures. Trip origins based upon estimates of work force and work force housing availability are included in the amended report.

Several alternative approaches to mitigation were considered, including (a) temporary changes to the signalization, lane designations, and use of shoulders at the affected intersections and along a section of Nursery Road, (b) staggered work hours, (c) employer-sponsored busing from remote fields, (d) on-site worker housing, and (e) subsidies of County or other local bus service to the site. Considering the operational issues with each of these alternatives led to the conclusion that at this point, the most practical and effective mitigation approach was based upon capacity enhancements to the intersections and a segment of Nursery Road (i.e. Approach "a"). The Transportation Management Plan is based upon that Approach, and is addressed in Section 6.6 of the attached report. On-site parking is provided.

The Consultant must provide the Critical Lane Worksheets for each intersection analysis.

This has been done in Appendices A, C, E, G, I and J of the attached report.

The SHA will require queue analyses based on the SHA's 95% Probability methodology for all left turn movements impacted by site generated construction or full time employee traffic. The queue analyses must also consider the impacts to queue lengths caused by construction vehicles in the queues.

This is done in Appendices A, C, E, G, I and J of the attached report.

Full 13-hour turning movement counts will be required to assess the needs for signalization and ensure that the appropriate peak hours have been selected at the study area intersections.

This was done, and the analysis was reported in Appendix D of the attached report.

The SHA will require that the Developer provide mitigation to address failing intersection levels of service during the construction years.

This has been done. The mitigation plan as described in the attached report focuses on:

- Recognition that based upon the traffic warrant analysis, Warrants 1 and/or 2 (8-hour and 4-hour volumes, respectively) are satisfied based upon both Existing and Future No-Build traffic, for MD 2/4 & Pardoe Road as well as MD 2/4 & Cove Point Road so that signalization can be considered on that basis, as well as Future Build and Construction traffic;
- The need to signalize one intersection (MD 2/4 & Nursery Rd) for an approximately two-year period during the peak construction years, so that the shift change traffic can be handled within MD-SHA CLV limits (during other hours, this actuated signal would rest in main street green, and allow smooth movement on MD 2/4);
- The need to change lane designations, signal phasing, and use of shoulder lanes for turns at two intersections (MD 2/4 & Calvert Beach Road and MD 2/4 & Nursery Road), to assure operations within MD-SHA CLV limits;
- The increased construction traffic using Nursery Rd from MD 2/4 to the utility's property require additional capacity. This can be achieved by (a) restriping or otherwise providing 4 lanes (2 in each direction) along that segment of Nursery Rd, (b) provide 3 lanes, with a center reversible lane by time of day, (c) run the existing two lanes in one direction only, during the arrival and departure of Shifts 1 and 2, with the direction matched to the flow direction. Approach "b" would however require a traffic plan that includes staffing and special controls. Approach "c" would require the same, and need to allow for time to clear the road before each direction change.
- To handle the heavy outbound traffic from the construction site, it is recommended to create a ramp from SB Nursery Road onto MD 2/4 to service the northbound movement and use the existing intersection at Nursery Road to service southbound travel along MD 2/4. This is defined and detailed in the report.

In addition, signal warrant analyses should be recomputed based on the MUTCD warrants, excluding the peak hour warrant which is not recognized by the SHA. Level of service is not recognized by the SHA as a basis for determining signalization needs. If warranted and approved by the SHA, the Developer will be responsible for the design, construction and electrification of the signal. Following completion of the construction activities, the signalization needs must be reevaluated by the Developer and, if not warranted based on new traffic, the signals will be removed and replaced by two way stop control.

The signal warrant analyses were done, and are summarized in Appendix D of the attached report.

Existing and Future No Build volumes trigger Warrants 1 and 2 at two of the three unsignalized intersections. For the purpose of this report, it was assumed that consequent engineering studies would result in signalization at these intersections.

We recognize the obligation to design, construct, and electrify the signal at the third intersection, and to later return it to stop sign control.