

COMMISSIONERS OF
ST. MARY'S COUNTY



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March 24, 2026

Mrs. Kathryn B. Thomson
Acting Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548, Mail Stop 200
Hanover, MD 21076

Re: FY 2027 Transportation Program Priorities

Dear Acting Secretary Thomson:

Thank you for the opportunity to submit St. Mary's County's priorities for your use in preparing the FY 2027 Consolidated Transportation Program (CTP).

St. Mary's County understands that the Maryland Department of Transportation (MDOT) has significant challenges with determining how funding will be allocated to transportation needs throughout the state. We have also submitted some of these high priority projects to the MDOT Prioritization scoring process to gain eligibility for state funding. Copies of the letter will be sent to local delegations for their endorsement.

NOTE: Thomas Johnson Bridge/ MD Route 4

This project was our #1 overall priority from 2002 to 2021. The benefits of a widened bridge are well understood, to relieve commuter congestion, improve safety, help position Patuxent River Naval Air Station for future Base Realignment and Closure (BRAC), improve emergency evacuation in the event of an incident at Calvert Cliff's Nuclear Plant or Cove Point LNG Plant, and provide bicycle tourism and commuting opportunities between the Three Notch Trail and Solomon's Island. However, submitting the bridge continually as our #1 priority seems unrealistic. We understand a new study has been funded; however, we see no progress toward design or construction and the MDOT budget zeroed the project out for future years funding. We ask that the next phase of this project, full design, continue to move forward.

NOTE: MD Route 249 (SM 2595174), Raise Roadway Thomas Road to Stark Drive – Drainage Improvement

St. Mary's County would like to thank MDOT for accepting this project into the CTP Construction Program and facilitating the design and construction of this critical road improvement project. We understand that the funding has been pushed further out for budget constraints. We would also like to thank MDOT for their proactive approach of pursuing grants to get this project funding from other sources. MDOT has created a project to raise the road between Thomas Road to Stark Drive, approximately 2-miles in length and includes shoreline resiliency to mitigate erosion and flooding along this section of MD 249. St. Mary's County is funding raising the road beyond the SHA limit of work and SHA Right-of-Way and will adjust our funding to match the anticipated MDOT CTP schedule.

NOTE: MD Route 5 at MD 242 (Colton Point Road)/Morganza Turner Road Traffic Signal

St. Mary's County would like to thank MDOT for conducting a full evaluation of the MD Rt. 242/Morganza Turner Road intersection and determining that a traffic signal is warranted based on current traffic conditions and safety needs. We also appreciate the interim signage upgrades installed near this intersection to enhance visibility and driver awareness in the interim period. Given the volume of school-related traffic at this location and the proximity of the intersection to area schools, the County Commissioners respectfully urge SHA to prioritize construction scheduling such that the signal is operational prior to the start of the 2026–2027 school year. The County stands ready to support coordination efforts toward that end.

System Preservation/State of Good Repair

1. Overlay Program

We request increased funding for critical overlay projects due to inflated asphalt prices in order to restore Maryland's roads to their once Nation leading condition. Please investigate paving portions of MD 235, from Mechanicsville to Charlotte Hall, which is showing elevated levels of distress and MD 244, from MD 5 to Starlight Drive and White Point Road to Chingville Road, as it is showing signs of scaling as well. Overlay of MD 5 near intersection with MD 246 is requested if roadway improvement project doesn't move forward.

New Capacity & Capacity Expansion Projects

1. MD Route 4 (St. Andrews Church Road) Merge Lane Extension to North End of South Patuxent Beach Road

As a breakout project of the Overall MD235/MD4 and Thomas Johnson Bridge project we are requesting funding for MDOT to extend the MD4 north right lane from Patuxent Boulevard to the north end of South Patuxent Beach Road. This design can work in conjunction with Thomas Johnson Bridge concept plan. This would shift the congestion away from the MD235/MD4 intersection. The additional lane width can be accommodated without replacement of the existing bridge over Kingston Creek.

2. MD Route 4 (St. Andrews Church Road) Shared Use Lane

St. Mary's County requests that the shared use lane project along MD 4 between Wildewood Parkway and Old St. Andrews Road have its design and construction funding restored. This project would provide many safety benefits to road users along this stretch of MD 4. We also request that the scope of this project be expanded to include the section of MD 4 up to the intersection of FDR Boulevard. The multiple entrances onto MD 4 along this stretch would greatly benefit from safety improvements for turning traffic. We have also begun the design process of converting the signal at Wildewood Parkway to include a 4th leg to service the business park and County facilities.

Feasibility Studies

1. MD Route 5 (Point Lookout Road) from MD Route 245 (Hollywood Road) to Moll Dyer Road

We are requesting a comprehensive feasibility study for widening on MD 5 from MD 245 (Hollywood Road) to Moll Dyer Road. This 3-mile corridor, the south end of the Leonardtown Town Center, affects access to 7 schools, including the College of Southern Maryland and provides the transportation spine for the western and southern parts of the County, including NAS Pax River Annex Webster Field. This is also a route for tourists along this portion of the Maryland Scenic Byways and Religious Freedom routes to St. Mary's City and Point Lookout State Park. The intersection of MD 5 and MD 244 is particularly inadequate, especially during

peak AM and PM travel times due to the varying departure times of Leonardtown Middle, High and Vocational Schools, as well as St. Mary's Ryken High School. This could include a 4-lane road with bike/pedestrian facilities and left turn bays. Leonardtown is experiencing rapid growth along this corridor. Three large residential developments were completed last year and more under construction, with one in the planning stages to include residential, mixed use and commercial development.

2. Sidewalk at MD Route 245 Feasibility Study for Hiker Biker Connection to the Three Notch Trail

We are requesting a feasibility study to connect Leonardtown to the Three Notch Trail along the MD 245 corridor. Currently the large shoulder is interrupted at several subdivisions making bicycling and pedestrian access dangerous.

Safety Projects

1. MD Route 235 at FDR Blvd Intersection, California

The County has hired a consultant to facilitate the Design Request process through MDOT SHA. A full movement signaled intersection at MD 235 and FDR Blvd would positively affect the MD 235 and MD 4 intersection level of service and create a safer intersection for both pedestrian and vehicle traffic. This intersection improvement will give the north bound traffic along FDR Blvd and east bound traffic along MD 4 another option to help reduce the number of vehicles at the MD 4 and MD 235 intersection while also better serving the residential and business developments along this section of FDR Blvd. This improvement will also create a safer crossing for the future Three Notch Trail segment along this section of MD 235.

2. MD Route 5 at Willows Road, Lexington Park

This intersection has become increasingly dangerous as more residential and commercial development has been constructed along Willows Road. Multiple additional large residential developments are in various stages of planning and permitting along Willows Road which will increase traffic counts and safety concerns at this intersection. The County requests that MDOT evaluate possible significant improvements to this intersection, which could include a roundabout or traffic signal.

3. MD Route 236 (Thompson Corner Road) Wider Shoulders and Sight Distance Corrections

MD 236 is a major connector between MD 5 to MD 234 with poor vertical and horizontal geometry and no paved shoulders. Our biggest concern for this road is safety for the bicycles and the Amish buggies that use this route. It also provides important industry and farm to market connections for the agricultural, Amish and Mennonite Communities in our north county as well as access to the Maryland International Raceway at the intersection of MD 236 and MD 234. In addition, if upgraded, it could also support the items in "Bicycle Compatible Shoulders" listed in the following section. To support all these needs, St. Mary's County requests the installation of paved shoulders or a side path to allow for safe travel of the buggies, bicycles, and walkers. A lower cost alternative of a pull-off shoulder area at strategic locations could be an interim step to mitigate sections with poor sight distance.

4. MD Route 243, Newtown Neck Road Flooding Correction

St. Mary's County and the Town of Leonardtown request that SHA undertake a targeted improvement at Nelson Run (GPS 38.302050, -76.659390) on Newtowne Neck (MD 243) to mitigate flooding. That state owned roadway is a critical access point between Point Lookout Road (MD 5), including a section of the Leonardtown commercial district and St. Mary's Hospital, for a substantial population of St. Mary's County residents in multiple communities

along that road, including Compton, Avenmar, Breton Bay, as well as Newtowne Neck State Park and historic sites including St. Xavier's Church.

5. MD Route 245 at Old Three Notch Road Intersection, Hollywood

With the ongoing and future development of the Hollywood Town Center as well as this intersection's current inadequate geometric alignment's safety issues for all approaches, we request a review of this intersection for a roundabout or other appropriate solution. The current unsafe geometric alignment is seriously skewed with poor vertical and horizontal sight distance.

Bike/Pedestrian and/or Complete Streets Projects

1. Bikeways

Your continued support of the Three Notch Trail within the Transportation Enhancement Program is appreciated, including funding the design and construction phases of Phases VIII and IX connect this 7-mile portion from the Trailhead property to Baggett Park and the Phase III missing connections from Harris Teeter south to the Wal-Mart Shopping Center. Ultimately this project will connect with the Indian Head Rail Trail in Charles County and has the potential to be a significant recreational commute, and tourism facility for the Tri-County area. The County has created a project to construct an additional connection from the southern terminus of the Wildewood Community along FDR Boulevard between Route 235 and Route 4 which will connect the 10-foot-wide trail to the existing trail along FDR Boulevard ending at MD 237. Additional construction of FDR Boulevard and the trail is underway to extend the trail to Pegg Road, near Gate 1 of the Naval Air Station, Patuxent River (NAS PAX). Funding for the connection to the existing crosswalk at Pegg Road and MD 235 intersection would be helpful.

2. Sidewalk at MD Route 4 from MD Route 235 to Wildewood Parkway

We also request a sidewalk retrofit project along MD Route 4 to assist Wildewood residents and residents along that section of MD 4 access shopping areas along MD Route 235 on foot and bicycle. St. Mary's County has procured an engineer to design the concept sidewalk plan for this project. The Traffic Impact Study and concept sidewalk plan for this project, along with an essential 4th-leg to the existing traffic signal at the MD4/Wildewood Parkway intersection, have been reviewed by MDOT SHA. This improvement would link the largest residential community in St. Mary's County to its largest shopping area and to the Three Notch Trail.

3. Bicycle Compatible Shoulders

The County is including paved shoulders in our overlay program and requiring developers to provide facilities along their frontage. We request that MDOT participate in this effort through their development review process as well as the CTP and MDOT Bicycle and Pedestrian Safety Action Plan (PSAP). Improved shoulders should be included in the System Preservation program and special projects. Some of the higher priority State roadways without shoulders in need of improvement include MD 6 from MD 5 to All Faith Church Road, MD 245 east from MD 5 to Leonard's Grant Parkway, MD 5 from MD 243 to MD 245, MD 5 Southbound at MD 4, MD Routes 236, 243, 472, 246, and 244. We request that staff continue to discuss these priorities with SHA staff during their quarterly meetings. In coordination with DPW&T, our Department of Economic Development is leading an effort to provide Bike Route signing on specific routes to encourage bicycle tourism and help attract and maintain a talented work force in the area. We disfavor PSAP plans that reduce motorized traffic capacity, or removes existing travel or dedicated turn lanes.

Transit-Oriented Development Projects

1. Chesapeake Bay Passenger Ferry

The project would establish a high-speed and long-range electric ferry (shuttle ship) between numerous ports along the Chesapeake Bay. It would promote tourism and multi-modal connections by allowing visitors to reach multiple destinations by boat without the need for a car, while also demonstrating the benefits of an electrified waterfront. A collaboration effort between several counties and municipalities has occurred to prepare a feasibility study to evaluate the vessel parameters, terminal sites, operational and maintenance needs, tourism and economic strategies and system partnerships.

Smaller Interventions

1. MD Route 235 at Town Creek Drive/Miramar Way, California

St. Mary's County requests that this intersection be evaluated to become a full movement intersection, allowing traffic from Miramar Way to cross MD 235 to Town Creek Drive. This would remove the need for traffic leaving the shopping center at the intersection approximately 0.15 miles to the North from crossing three southbound travel lanes to access the Town Creek neighborhood.

2. MD Route 235 at MD Route 5, Intersection, Ridge

Please review this intersection and its geometric inadequacies. It currently is skewed at approximately 45 degrees, making it difficult for drivers on MD 235 to look back at oncoming traffic on MD 5 headed southbound. This junction is heavily used by residents and tourists traveling to Point Lookout State Park. This project could be a relatively inexpensive correction with minor construction needed to the geometric problems of this intersection using right-of-way that already is owned by the state.

3. Guardrail and End Treatments, County-wide Evaluation

The County requests that MDOT perform a County-wide evaluation of existing guardrails and associated end treatments to ensure that existing infrastructure meets current design standards. This evaluation would also provide an opportunity to identify segments of roadway where guardrail is necessary but not currently installed.

Housing & Economic Development

1. St. Mary's 2050 Comprehensive Plan

St. Mary's County Department of Land Use and Growth Management is currently updating the County Comprehensive Plan to establish a countywide comprehensive vision for the future of the community that reflects resident input and considers the needs of the county's future population. This updated plan outlines the County's needs for transit project as it relates to housing and economic development.

Top 5

1. MD Route 4 (St. Andrews Church Road) Merge Lane Extension to North End of South Patuxent Beach Road, California

2. MD Route 4 (St. Andrews Church Road) Shared Use Lane, California

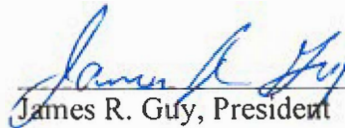
3. MD Route 5 (Point Lookout Road) from MD Route 245 (Hollywood Road) to Moll Dyer Road Feasibility Study, Leonardtown

4. MD Route 235 at FDR Blvd Intersection, California

5. MD Route 5 at Willows Road, Lexington Park

We look forward to receiving the final CTP selections and discussing the continued progress towards these local and regional projects. We eagerly anticipate further conversations during the multiple meetings between State and Local staff. Your support and responsiveness to the transportation needs of St. Mary's County is greatly appreciated.

Sincerely,
COMMISSIONERS OF ST. MARY'S COUNTY


James R. Guy, President

CSMC/JN/tr
T: Consent/2026-026

cc: Senator John D. (Jack) Bailey
Delegate Brian M. Crosby
Delegate Todd B. Morgan
Delegate Matt Morgan
Mayor Daniel Burris, Town of Leonardtown
Mr. Geoff Anderson, Chief, Office of Planning, Programming and Project Delivery
Mrs. Kimberly Tran, District Engineer
Ms. Sean Varsolona, Regional Planner, Office of Planning, MDOT
Mr. John Hartline, Executive Director, Tri-County Council for Southern Maryland
Mr. David A. Weiskopf, County Administrator
Mr. John B. Norris III, Director, Department of Public Works & Transportation
Ms. Jessica Andritz, Director, Land Use & Growth Management

MDOT Priority Letter Submission Form

Submitted by Samuel Roen on Mar 25th, 2026 at 12:50 pm

Status: *Completed*

MDOT Priority Letter Submission Form

Introduction

Local governments have two ways to submit Local Priority Letters to MDOT. Either can be used. It is the choice of the local government which they prefer. The two ways are:

- Submit Letters in the same way as they have in the past.
- Submit Letters through this online portal.

The MDOT will give letters equal consideration regardless of the method chosen by the locality.

The MDOT has created this online portal as part of an overall effort to be more transparent and responsive in its processes and decision-making. With this portal, and the guidance it provides for articulating local priorities, the MDOT seeks to achieve better, more consistent understanding of local priorities. To do this, the portal provides localities with both fillable forms asking for specific priorities, as well as providing for free-form expression to provide the opportunity to offer greater context and narrative.

This portal is also responsive to The TRAIN (Transportation Revenue and Investment Need) Commission's Interim Report recommendation: "... MDOT should standardize local priority letters...". MDOT understands the need to ensure that local governments have the opportunity to express their priorities, and the following submission form seeks to balance that need along with the recommendation of the TRAIN Commission, with the aim to better serve and be responsive to each local jurisdiction.

Key Terms

Below are definitions of key terms. In the event a project may fit in one or more categories please use your best judgement. MDOT may follow up with you to clarify categorization.

"System preservation" and "state of good repair" project means a project where the purpose is to improve the condition or operations of an existing asset without adding new capacity such as travel lanes. Examples include bridge rehabilitation or replacement, pavement rehabilitation, incident responses, and variable message signs.

"New capacity" and "capacity expansion" project means a project where the purpose of the project is to improve the ability of the transportation system to move people and goods. Examples including widening a road, building a new road, a new transit station, and a new transit line.

A "feasibility study" takes a project from a concept to 10-15% design, including basic concept development, purpose & need, alternatives development, preliminary scope definition and cost estimates, etc. Once complete, the project is ready for project scoring under project prioritization.

"Safety" project means a project whose primary purpose is to reduce or prevent crashes but that does not add or expand the capacity of roads or transit. Examples include roadway realignment, installation of rumble strips, and guardrail.

"Bike/pedestrian" or "complete streets" project means a project to provide accommodations and/or improve safety for bicyclists and/or pedestrians. Examples include new sidewalks, installation of cycle-tracks and road diets with bike lanes.

"Transit-oriented development" project means a project to support or help the construction of new residential, commercial and institutional development near a rail or bus rapid transit station.

Section 1. Local Government Information

First Name	Last Name	
Samuel	Roen	
Title/Role	Government Entity	
Project Manager III	St. Mary's County DPW&T	
Email	Phone	
samuel.roen@stmaryscountymd.gov	301-475-4200 x3524	
Address Line 1		
44825 St. Andrews Church Road		
Address Line 2		
City	State	Zip Code
California	Maryland	20619

Section 2. Local Government Priorities

1. What are the jurisdiction's goals related to transportation policies and spending?

For questions 2-10, please list the jurisdiction's priorities in ranked order, with #1 as the highest priority. Please limit responses to 4 lines of text per priority. Please include the following information in the description of the priority: location, need, proposed improvements, and, as applicable, partners and/or existing funding. An example of a priority description is provided below:

- *MD XX (Cross Street 1 to Cross Street 2) Bike/Pedestrian Improvements - MD XX from Cross Street 1 to Cross Street 2 has high rates of crashes involving cyclists and pedestrians. The County seeks to increase safety by installing a new sidewalk and bike lane in both directions of MD XX. The proposed project is identified in Corridor Study A.*

2. What are the jurisdiction's priority projects for system preservation/state of good repair?

3. What are the jurisdiction's priority projects for new capacity or capacity expansion projects?

4. What are the jurisdiction's priority projects for feasibility studies?

5. What are the jurisdiction's priority projects for safety projects?

6. What are the jurisdiction's priority projects for bike/pedestrian and/or complete streets projects?

7. What are the jurisdiction's priority projects for Transit-Oriented Development projects?

8. What are the jurisdiction's priorities for smaller interventions (generally under \$5 million total cost)? Examples might include new striping, flex posts, addition of a stop sign or street light, signal retiming, or transportation demand management (e.g., vanpools) investments.

9. What are the jurisdiction's other transportation priorities that do not fit in the categories listed above?

10. Across all of the categories listed above, what are the jurisdiction's top five overall transportation project priorities?

11. What are the jurisdiction's priorities for housing and economic development and where is it anticipated to occur?

If the jurisdiction has submitted a priority letter through different means, you may upload the letter here.

 [FY27_MDOT_Priority_Letter.Signed.pdf \(0.29 MB\)](#)

I attest that I am authorized to submit this application on behalf of my organization and that all information contained within is true and correct to the best of my knowledge.

Samuel Roen

I agree to be legally bound by this document.