



March 16, 2021

The Honorable Gregory Slater
Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548, Mail Stop 200
Hanover, MD 21076

Re: FY 2022 Transportation Program Priorities

Dear Secretary Slater:

Thank you for the opportunity to submit St. Mary's County's priorities for your use in preparing the FY 2022 Consolidated Transportation Program.

As noted last year, the Commissioners of St. Mary's County were pleased with the construction progress on the Moakley Street Break-Out Project. St. Mary's County hopes that the new scoring criteria will continue to more fairly rank future St. Mary's County construction projects, but we remain concerned with the slow progress toward construction of the major aspects of scope for our top ranked projects.

St. Mary's County realizes MDOT's challenges especially considering how funding will be affected from COVID19 and the significant transportation needs throughout the state and has focused on fundable projects rather than those with little opportunity based on previous experience (see note below). Consistent with the Chapter 725 process, we have included copies of the project questionnaires and maps and have copied our request to the local delegation for their endorsement. We have also submitted these high priority projects for the Section 30 scoring process.

CONSOLIDATED TRANSPORTATION PROGRAM PROJECTS

NOTE: Thomas Johnson Bridge/ MD Route 4

As noted for nearly two decades, this project has been our #1 overall priority since 2002. The benefits of a widened bridge are well understood relieve commuter congestion, improve safety, help position Patuxent River Naval Air Station for future 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 as our efforts have proved futile. Moreover, although in your FY2019 program the project received

\$750,000, we have seen no progress, no consultant hired, and the MDOT budget zeroed the project out for future years funding.

Consideration: (A) As it appears the entire project cannot be funded for some time into the future, please consider that the intersection of MD 235/MD 4 be advanced ahead of the Thomas Johnson Bridge replacement, or potentially as a small project, extend the merge on MD-4 north beyond Patuxent Boulevard to the north end of South Patuxent Beach Road and close that end of South Patuxent Boulevard with a cul-de-sac to allow MD234/MD4 intersection to function more efficiently. We have listed that as our top priority below. We also request that the funding that was removed from the design of the bridge be returned into the Thomas Johnson bridge design or the MD 235/MD4 intersection design

1. MD Route 4 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, due to lack of funding for such a large project, we are requesting funding to extend the MD4 north right lane from Patuxent Boulevard to the north end of South Patuxent Beach Road and closing that end of South Patuxent Beach Road and installing a T-Turnaround or cul-de-sac. This is already part of the overall bridge project concept. This would shift the congestion away from the MD235/MD4 intersection. It would involve widening the current bridge over Kingston Creek for a new travel lane and relocating the traffic light pole at Patuxent Boulevard. Perhaps a MD-T could be considered at the Patuxent Boulevard intersection to allow for continuous flow from MD235/MD4 intersection to the bridge as part of this project.

2. MD Route 5, from MD Route 246 (Great Mills Road) to MD Route 249 (Piney Point Road)

The full project design funding had been previously provided through FY 2020. For FY 2019, it was proposed to take two additional years to design the project (through 2022). We are concerned with this two-year delay, and request that this project design and right-of-way acquisition be expedited so that construction can begin no later than FY 2022. While we are appreciative of the hard work that your staff put in for the US Dept. of Transportation BUILD Grant that was denied and your potential resubmittal for the new year, we are also concerned that construction can begin as soon as the property is acquired and utility agreements are in place. .

We understand that the preferred alternative, includes a pavement section with 4 lanes and a new bridge that includes bicycle and pedestrian facilities and we concur with this alternative. We hope that in the very near future you can move ahead with full funding to final plans and bid the project. The existing traffic congestion that the project would address on MD -246 and on MD Route 5 between Flat Iron Road/Indian Bridge Road

and MD Route 249 not only generates delays to important destinations along those routes including links between Naval Air Station Patuxent River and Webster Field, but also creates access problems for multiple businesses in the immediate area of that intersection and creates safety concerns for those entering and exiting the Holy Face Church, Holy Face Rectory and Little Flower School complex and Kings Christian Academy. We continue to request that a high priority be placed on evaluating whether these entrances could be improved by adding a left turn lane and extending the additional right lanes that are already in place.

3. MD Route 5 (Point Lookout Road) from MD Route 4 (St. Andrews Church Road) to Moll Dyer Road

As noted above, thank you for advancing the improvements at the Moakley Street intersection to the Secondary Construction Program, with preliminary utility work and advance grading moving along productively and funded through 2021. We request that sufficient funding be ensured to complete that critical project, including the MD5 project in Leonardtown. To tie-in to this project, we are requesting a comprehensive feasibility study for the widening, including a bike lane, on MD Route 5 south from MD Route 4 (St. Andrews Church Road) to Moll Dyer Road, just past the Leonardtown School Complex. This 3-mile corridor, the south end of the Leonardtown Town Center, directly 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 and is a route for tourists 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. The Leonardtown is experiencing rapid growth along this corridor, with 3 major subdivisions of 100+ homes each under construction and a 4th in the queue that would be a mix of residential, retail and office.

HIGHWAY PROJECTS

1. Overlay Program

We are happy to see a continued level of increased funding for badly needed overlay projects. A higher than average funding for that effort, combined with lower asphalt prices will be needed to restore Maryland's roads to their once Nation leading condition. Please investigate paving MD 235, south of MD 5 in Mechanicsville, which is showing elevated levels of distress and MD 244 as it is showing signs of scaling as well.

2. MD 249, St. George Island Shore Erosion Shoreline Resiliency Project

Citizens living on St. George Island have registered complaints regarding the shore erosion and flooding along MD 249 at Sheaffer Lane. Representatives from St.

Mary's County Government and DNR met with the State Delegation in 2018 to discuss possible solutions. Just past where the existing raised revetment ends that protects the road and the only access to the island inhabitants' homes, the eroding shoreline is only five to seven feet from the MD 249 edge of pavement. While we appreciate the interim measure that have taken place, preliminary recommendations and estimates from DNR suggest a system of breakwaters with a revetment and beach behind the revetment as well as a raised earthen berm to mitigate flooding. The DNR recommendation suggested approximately 600 linear feet of revetment.

Approximately 155 homes would be cut off if that section of road were to give way during a storm event. We respectfully request funding in FY2022 for design and future years funding for construction of this project.

3. MD 243, Newtown Neck Road Flooding Correction

St. Mary's County and the Town of Leonardtown request that SHA undertake a targeted improvement at GPS 38.302050, -76.659390 on MD 243 to mitigate flooding on Newtowne Neck (MD 243). 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.

4. MD 236 Wider Shoulders and Sight Distance Corrections

MD 236 is major connector between MD 5 to Md 234 with poor vertical and horizontal geometry and no paved shoulders. It provides an important industry and farm to market connections for the agricultural, Amish and Mennonite Communities in our north county and for access to the Maryland International Raceway at the intersection of MD 236 and MD 234. In addition, if upgraded, it could also support the item that follows, Trails and Bikeways. 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, or 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.

5. Trails and Bikeways

At the request of our increasing bicycling community, we have developed a draft County-wide Plan (attached). The County is including paved shoulders in our overlay program and requiring developers to provide facilities along their frontage. We are requesting that MDOT participate in this effort through their development review process as well as the CTP. 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 Route 6 from MD Route 5 to All Faith Church Road, MD245 east from MD 5 to Leonard's Grant

Parkway, MD Route 5 from MD Route 243 to MD Route 245, MD Routes 236, 243, 272, and 244. The MD 234 bridge over St. Clements Creek is another key pinch point on a favorite cycling route where there is no shoulder as noted in previous correspondence. 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 to the area.

Your continued support of the Three Notch Trail within the Transportation Enhancement Program is appreciated, including funding the Phase VII of the trail.

PLANNING

1. **Produce a concept improvement plan for MD 5, from Charles County line to MD 235, and MD 235 from MD 5 to MD 712 (NAS PAX Gate 3)**

With continued development of shopping areas in the north county (Charles County line to Airport Road), as well as the proposed Work Facilities Complex at NAS Patuxent River that includes five buildings of 18,000 sq. ft. each and a potential future BRAC, we are requesting that a review be conducted for widening to a consistent pavement section of the referenced roadways to mitigate current and future congestion and air quality problems.

2. **MD Route 245 and Old Three Notch Road**

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 badly skewed with poor vertical and horizontal sight distance.

3. **MD Route 235 at MD Route 5 in Ridge, MD**

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 from the north. This junction is heavily used by tourists heading to Point Lookout and other destinations in the County. This project could be a relatively inexpensive correction to the geometric problems of this intersection using right-of-way that already is owned by the state and potentially sale of surplus property at the intersection.

SIDEWALK RETROFIT PROGRAM

1. MD Route 245 from MD 5 to Leonard's Grant Parkway

St. Mary's County supports the Town of Leonardtown's request for construction funding for this project to extend the sidewalk from where it ends at Leonard Hall Drive to the Leonard's Grant Parkway intersection due to the major residential development, a new elementary school, the recent opening of the new Leonardtown Library and Garvey Senior Activity Center as well as the future construction on the balance of the large, vacant County owned parcel where those last two facilities are located.

2. 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. Our staff has been coordinating with SHA District 5 staff to scope the project. This improvement would link the largest residential community in St. Mary's County to its largest shopping area and to the Three Notch Trail.

PUBLIC TRANSIT PROJECTS

1a. MD Route 246 from MD 235 to MD 5 STS Bus Stop signs STS Transfer points

We are requesting SHA's support for DPW&T installation of STS bus stop signs, pads, and shelters in the next fiscal year. The first location would provide safe pick up points along Great Mills Rd./MD Rt. 246 for STS Bus passengers to board and disembark from the buses. In addition, this would provide highway drivers cautionary points as a safety measure along the roads instead of passengers flagging the bus for transportation to avoid vehicle or pedestrian accidents. We would also ask your consideration of support for a hub/transfer station at one of the parcels of land at the California Boulevard project that was conveyed to the State.

1b. MD Route 235 From Hermanville Road to MD Route 245 Bus Stop Signs

The second location for STS bus signs, pads, and shelters would be along MD 235 from Hermanville Road in Lexington Park to Hollywood Leonardtown Rd. in Hollywood.

2. Tulagi Place STS Transfer Point Relocation

We are also seeking MTA's support to move the STS bus transfer point at Tulagi Place in Lexington Park to another location. Building a more accommodating facility at Tulagi Place is not an option due to the Patuxent River Naval Air Station fly-over restrictions.

Page 7

The Honorable Gregory Slater

March 16, 2021

We look forward to receiving the final CTP and to discussing the continued progress on these local and regional projects during all the times that we meet with you and your staff, including the fall pre-tour, the fall tour, MACO meetings, meetings between County Staff and MTA and the quarterly meetings held between our County staff and SHA District 5. Your support and responsiveness to the transportation needs of St. Mary's County is deeply appreciated.

Sincerely,

COMMISSIONERS OF ST. MARY'S COUNTY


James Randy Guy, President

CSMC/JD/sf
T:/Consent/2021/075

Attachments

Cc: Senator Jack Bailey
Delegate Matt Morgan
Delegate Gerald W. Clark
Delegate Brian M. Crosby
Commissioner Eric Colvin
Commissioner Michael Hewitt
Commissioner Todd Morgan
Commissioner John O'Connor
Dr. Rebecca Bridgett, County Administrator
Mayor Dan Burris, Town of Leonardtown
Ms. Corren Johnson, District 5 Engineer
Ms. Heather Murphy, Director, Office of Planning & Capital Programming,
MDOT Ms Kari Snyder, Regional Planner, Office of Planning, MDOT
Mr. John Hartline, Executive Director, Tri-County Council for Southern Maryland
Mr. John F Deatruck, Director, Department of Public Works & Transportation
Mr. Bill Hunt, Director, Land Use & Growth Management

ST. MARY'S COUNTY GOVERNMENT
DEPARTMENT OF
PUBLIC WORKS & TRANSPORTATION

John Deatricks, P.E., AICP, LEED BD+C
Director



COMMISSIONERS OF ST. MARY'S COUNTY

James R. Guy, President
Eric Colvin, Commissioner
Michael L. Hewitt, Commissioner
Todd B. Morgan, Commissioner
John E. O'Connor, Commissioner

Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for **each** major capital project priority identified

- 1) Name of Project: MD 4, Solomon's Island Road (Thomas Johnson Bridge)
- 2) Submitting Jurisdiction: St. Mary's County
- 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 north, including the District of Columbia (DC), as well as points south, including the Naval Air Station Patuxent River. MD 4 is also the main evacuation route for the Calvert Cliffs Nuclear Power Station and Cove Point LNG 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 increased from 12,900 vehicles per day in 1990 to 31,000 vehicles per day in the year 2016. The residential development in the area just north of Solomon's Island has increased substantially over the past few years. Nearly 60 percent of Calvert County residents commute outside of the county. Calvert County has experienced a 20 percent population increase since 2010 and in St. Mary's nearly 25 percent since 2010. And growth is continuing in St. Mary's County as plans are in place for several Retail centers, Oak Crest in California, Md and Hollywood Center in Hollywood, Md as well as more residential development. This will create more burden on the current MD235/4 intersection. In St. Mary's County, the Naval Air Station Patuxent River now hosts over 21,000 people, including active-duty service members, civil-service employees, defense contractor employees, and military dependents. The total employment for St. Mary's County is approximately 54,000 persons, including the Patuxent Naval Air Station. In addition to high traffic volumes along northbound and southbound MD 4 during AM and PM peak periods, the traffic congestion on 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. This crash potential is exacerbated by the sub-standard vertical curve at the crest of 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. There is currently bicycle and pedestrian access along MD 4 south of the bridge in St. Mary's County, but it ends at the bridge. 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 No Project located outside of MPO boundaries: The MPO for the Lexington Park/Solomon's area is currently in place, and this project will be contained within the MPO's long range transportation plan. 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 No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project directly links Calvert County with the Lexington Park Development District. The additional traffic capacity will attract additional trips from residential areas of Calvert County and points north to the Development District, thereby enhancing the commercial viability of the MD 235 corridor. The additional capacity will also help to fuel employment in the development district as well as the Naval Air Station Patuxent River.
- 8) In County priority letter? Yes No
- 9) Smart Growth status and explanation: This project is within the Lexington Park Priority Funding Area. The additional traffic capacity provided by the project will enhance this priority funding area which has the potential of providing more jobs in the PFA.
- 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 in the Priority Funding Area, 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 MD4 during morning peak times from Calvert County into St. Mary's County and 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 that it was originally built to handle. 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 St. Mary's County for all those who enter from Calvert 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 Solomon's 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. The St. Mary's Regional Airport runway extension will be completed in calendar year 2021, so commuter flight service is anticipated shortly thereafter. In addition, the sailboat community, which frequently uses Solomon's 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 Route 235 in St. Marys' County. Please note that if the funding for the Thomas Johnson Bridge replacement is not in the very near future, we respectfully request consideration for funding to be directed to the design of the MD 235/4 interchange. At least funding the intersection needs, traffic congestion could be shifted from there and instead more towards the existing bridge. We would also like you to consider phasing this overall project. The recently completed Woodland Acres Access Road California Blvd. could be considered Phase I. We request consideration of Phase II to include the extension of the northbound merge lane on

MD 4, taking the merge point beyond Patuxent Blvd., and placing the merge point just prior to the northern access of South Patuxent Beach Road. This extension would allow for the queuing of the traffic during peak afternoon times to be shifted away from the MD235/4 intersection.

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.

If checked, please describe how the project supports the goals and objectives.

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. A wider span also allows for shorter accident cleanup and traffic control as the extra lanes would allow for traffic movements to continue.

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 protected to the fullest 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 under-water habitat in the Patuxent River or the Chesapeake Bay.

If checked, please describe how the project supports the goals and objectives.

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 Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), Solomon's 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 C-SMMPO, as well as two established communities (Solomon's 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 improve 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 into 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 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. The proposed Oak Crest retail development and continued development/expansion of the Wildewood Community will add traffic within the Md235/4 intersection area. In addition, a new proposal for a cruise ship terminal at Solomon's will be enabled by increased traffic capacity for customers to arrive at the ship on time, as well as a bridge height conducive to allow passage of the cruise ships.

If checked, please describe how the project supports the goals and objectives.

11) Additional Comments / Explanation:

S:\Board Docs and CSMC Action Log\FY22 MDOT Transportation Priority Letter\CTP Project Questionnaire - Thomas Johnson Bridge FY22.doc

ST. MARY'S COUNTY GOVERNMENT
DEPARTMENT OF
PUBLIC WORKS & TRANSPORTATION

John Deatrack, P.E., AICP, LEED BD+C
Director



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Project Questionnaire: Annual Request to Maryland DOT for Project Funding

Please provide the following information for **each** major capital project priority identified

- 1) Name of Project: MD 5, Point Lookout Road
- 2) Submitting Jurisdiction: St. Mary's County
- 3) Location of the project (describe project limits and location; attach map if available and applicable):
Between MD 246 and MD 249
- 4) Anticipated cost and funding source (approximate, if available): \$48M
- 5) Description of project purpose and need (up to one paragraph): The purpose of the project is to improve the vehicular safety and traffic operations along MD 5, while supporting existing and planned development in the area. This project would improve traffic flow in the southern portion of St. Mary's County, address pedestrian and bicycle safety and accommodate vehicular access to the residences, businesses, schools, and places of worship along MD 5. The MD 5 study area is consistent with the 2007 Highway Needs Inventory. Improvements along the MD 5 corridor. This project would support access to Naval Air Station Patuxent River, and would improve emergency evacuation from Southern Calvert County and St. Mary's County.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: The MPO for Southern Maryland is the Tri-County Council. This project has been designated as a County Project of Regional Importance in 2008 Southern Maryland Needs Assessment document.
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project supports growth in the Lexington Park and Leonardtown Priority Funding Area/Development Districts, which is shown in the land use plan. The additional traffic capacity and safety improvements will support new residential development and mixed-use growth, as well as encourage redevelopment of the Town Center within the Town of Leonardtown, by providing a critical link between the two development districts. The mission of two (2) schools (Kings Christian Academy and Little Flower School), one church, and a post office within the project limits would also be supported by this project.
- 8) In County priority letter? Yes No
- 9) Smart Growth status and explanation: 0.63 miles of the total 1.45-mile project length is within the Lexington Park Priority Funding Area (PFA). The project provides a connection to the Callaway Village Center, and provides a partial connection to the Leonardtown PFA. The additional traffic capacity provided by the project will enhance the PFA's, which has the potential of providing more jobs and residential growth, primarily within the Lexington Park PFA. The Cecil's Mill Professional Complex and Bay Ridge Estates subdivision will create additional traffic through the area. The expansion of the St. Mary's College campus footprint will also be impacted as they will be hosting more athletic and cultural events.
- 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. At the present, there are delays on approach to the MD 246 and Flat Iron Road/MD 471 intersections during the morning and afternoon peak periods. In the 2025 design year, the projected level-of-service at the MD 5 /MD 471 intersection will deteriorate to level-of-service 'F' in both the morning and afternoon peak hours without improvements, which this project will correct. Although MD 5 is designated as a bicycle route, bicycle travel is discouraged due to the need to share a high speed, high volume travel lane with vehicles. The project limits serve a local bus route known as the Route 5 Express. This route provides transit services between the Leonardtown and Lexington Park PFA's. The project will make travel times for local school and transit busses more predictable, which will allow the busses to arrive on-time to the schools/bus stops within the project and will make transit riders experience more predictable travel times between Leonardtown and Lexington Park.

Objective: Maintain and enhance customer satisfaction with transportation services across modes. This project will provide an inviting gateway to the Lexington Park Development District from the north. Not only will motor vehicle and transit travelers experience less delay and enhanced safety features, which enhances the traveling experience, but all potential users will be accommodated by provision of sidewalk and as well as bicycle accommodations along the project limits.

Objective: Seek to maintain or improve travel time reliability for key transportation corridors and services. This project would improve travel time reliability along the MD Route 5/MD Route 246 corridor, which is critical for commuters to the Patuxent River Naval Air Station and ancillary employment.

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.

If checked, please describe how the project supports the goals and objectives.

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. The accident rate within the limits of the project is higher than State averages, particularly at the MD 5 intersection with MD 471/Flat Iron Road. The project will improve safety by reducing congestion, improving traffic operations, and by providing a median between MD 249 and MD 471/Flat Iron Road. The accident potential for pedestrians and bicycles will also be reduced by providing facilities for these movements.

Objective: Provide secure transportation infrastructure, assets, and operations for the safe movement of people and goods. This project will rehabilitate the deteriorated pavement section and drainage system. These upgrades will reduce the frequency of unscheduled maintenance, which will minimize traffic disruption. The periodic major flooding which occurs at St. Mary's River should also be addressed by this project. The improved capacity provided by the project will enable a safer and more rapid response by emergency vehicles from the Lexington Park area to points north and will reduce rescue squad (and personal vehicle) travel time to St. Mary's Hospital in Leonardtown. Since MD 5 is an evacuation route for St. Mary's and Calvert Counties for major storms, nuclear emergencies for Calvert Cliffs Nuclear Power Plant, and military/terrorism emergencies for Naval Air Station Patuxent River, this project would speed the evacuation process considerably

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 road maintenance needed for this roadway. In addition, a wider road section would enable the SHA to more easily conduct road and 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 protected 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 should be designed above the 100-year flood elevation to mitigate the potential impact of increased flood elevations due to climate change. If this is not possible, the structure will be raised to the extent practical, which will minimize the frequency and duration of flooding.

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 erosion and improve water quality in the project area. Energy will be conserved by reduced congestion.

If checked, please describe how the project supports the goals and objectives.

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 supports Smart Growth in St. Mary's County, as it is located partially within the Lexington Park PFA. It also supports the Base Realignment and Closure process and will serve to attract more jobs to Naval Air Station Patuxent River, which reinforces growth within both the Leonardtown and Lexington Park PFA's. This Base has an extensive travel demand program which reduces and spreads the travel demand to make the most efficient use of the transportation network possible. Even so, the success of the Base and the surrounding area has made the development district a trip attractor, and additional traffic capacity is needed for the roads serving the Base in the near future.

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 bicycle and pedestrian linkages. The sidewalk will be designed as an accessible walkway to serve residents and business in the area. With the continued planning of Cecil's Mill Professional complex and

next section of Bay Ridge Estates, additional sidewalk will encourage more citizens to walk and/or ride bikes to the local stores and businesses.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers. This project is necessary to improve access not only to the Lexington Park PFA, but also to the Leonardtown PFA and Naval Air Station Patuxent River. MD 5 connects northern St. Mary's County to the Lexington Park PFA for commuters from the Northern County, as well as Charles County and Virginia. 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 considers when deciding the future of a facility.

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 improve 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 area from the south, and the Leonardtown development districts from the north. The capacity improvement will allow shippers more flexibility in scheduling truck deliveries, since the intersection bottleneck will be eliminated.

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 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.

If checked, please describe how the project supports the goals and objectives.

11) Additional Comments / Explanation:

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