

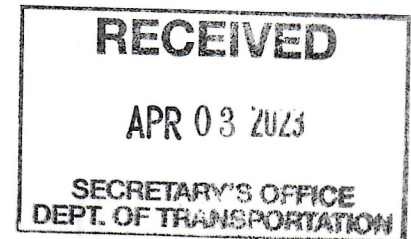
ST. MARY'S COUNTY GOVERNMENT
**COMMISSIONERS OF
ST. MARY'S COUNTY**



James R. Guy, President
Michael R. Alderson, Jr., Commissioner
Eric S. Colvin, Commissioner
Michael L. Hewitt, Commissioner
Scott R. Ostrow, Commissioner

March 28, 2023

Mr. Paul J. Wiedefeld
Secretary of Transportation
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548, Mail Stop 200
Hanover, MD 21076



Re: FY 2024 Transportation Program Priorities

Dear Secretary Wiedefeld:

Thank you for the opportunity to submit St. Mary's County's priorities for your use in preparing the FY 2024 Consolidated Transportation Program (CTP).

The Commissioners of St. Mary's County are disappointed with the length of time but excited that the construction of the MD Route 5 Moakley Street Break-Out Project in Leonardtown is near completion. St. Mary's County hopes that the Chapter 725 and Chapter 30 scoring criteria will continue to equitably rank future St. Mary's County construction projects.

St. Mary's County understands that 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 these high priority projects for the Chapter 725 and Chapter 30 scoring process to gain eligibility for state funding. Copies of the letter will be sent to local delegations for their endorsement.

CONSOLIDATED TRANSPORTATION PROGRAM PROJECTS

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 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. We have seen no progress, no consultant hired, 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 5 (Point Lookout Road), from MD Route 246 (Great Mills Road) to MD Route 249 (Piney Point Road)

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 project design and right-of-way acquisition are nearing completion and that utility coordination agreements are also underway. We ask that the remainder of these tasks continue to be expedited so that construction can begin as scheduled, FY 2026. We are pleased to see 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.

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 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 2022. To tie-in to the MD5 project through Leonardtown, 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, 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. 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 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 MD 235, from Mechanicsville to Charlotte Hall, which is showing elevated levels of distress and MD 244, from Whirlwind Road to Chingville Road, 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 for MD249 in Schaeffer Lane. We appreciate the interim measures that have taken place, the study that's underway and concepts being considered. In 2018 preliminary recommendations and estimates from DNR suggested 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 FY2023 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 (Thompson Corner Road) 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. 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 that follows below, 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, 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.

ALTERNATIVE PATHWAYS

1. Bikeways

Your continued support of the Three Notch Trail within the Transportation Enhancement Program is appreciated, including funding the Phase VII of the trail from the Hollywood Volunteer Rescue Squad (HVRS) property to the Wildewood Community along Three Notch Road. The design and construction phases of Phases VIII and IX connect this 7-mile portion from HVRS to Baggett Park. 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 Tr-County area. An additional connection from the southern terminus of the Wildewood Community is proposed 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 236. 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 the Pegg Road and MD 235 intersection would be helpful. Construction of a sidewalk along the public accessible frontage of NAS PAX is underway extending access to NAS PAX Gate 2 at MD 246 and the Lexington Park public transportation hub at Tulagi Place.

2. Trails

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. 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.

3. 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 submitted to MDOT for review. This improvement would link the largest residential community in St. Mary's County to its largest shopping area and to the Three Notch Trail.

4. Three Notch Trail Overpass at MD Route 6

In order to improve traffic through the southern end of Charlotte Hall at the MD Route 5 and 6 intersection, St. Mary's County would like to create an overpass for the Three Notch Trail over MD Route 6. The overpass would remove a dangerous crossing of a State Highway currently posted at 50 mph. Initial funding will provide design and construction estimates. Once approved, additional funding will be requested for construction.

5. 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.

PLANNING

1. MD Route 235 at FDR Blvd Intersection, California

A signaled full movement intersection at MD 235 and FDR Blvd would positively affect the MD 235 and MD 4 intersection level of service and create a safer junction 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 an additional option that helps mitigate the number of vehicles at the MD 4 and MD 235 intersection while also better serving the residential and business developments along the section of FDR Blvd between MD 4 and MD 235.

2. 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.

3. MD Route 5 at MD Route 6 Intersection, Charlotte Hall

This intersection is currently operating at a Level of Service D. Lane striping and signal timing efforts have been evaluated and completed to achieve this level of service. Creating an overpass for North and South MD 5 to continuously flow would positively affect the level of service while increasing vehicular and pedestrian safety. Road Widening could be evaluated as an alternative.

4. 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 tourists heading to Point Lookout and other destinations in the County. 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.

PUBLIC TRANSIT PROJECTS

1a. MD Route 246 between MD 235 and MD 5, St. Mary's County Transit System (STS) Bus Stop signs / Transfer points

We are requesting MDOT's support for the Department of Public Works & Transportation (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 MD Route 246/Great Mills Road 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 MD 245 Hollywood Leonardtown Road in Hollywood.

2. Tulagi Place STS Transfer Point Relocation

We are seeking Maryland Transit Authority (MTA) support to move the STS bus transfer 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.

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



Eric S. Colvin, Vice President

CSMC/JG/sf
T:/Consent/2023/114

Enclosures

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Mr. Paul J. Wiedefeld

March 28, 2023

Cc: Senator John D. (Jack) Bailey
Delegate Matt Morgan
Delegate Todd B. Morgan
Delegate Brian M. Crosby
Commissioner President James R. Guy
Commissioner Mike Alderson, Jr.
Commissioner Michael Hewitt
Commissioner Scott R. Ostrow
David Weiskopf, County Administrator
Mayor Daniel Burris, Town of Leonardtown
Mr. Simon Chacha, District 5 Engineer
Ms. Heather Murphy, Director, Office of Planning & Capital Programming, MDOT
Ms. Sean Varsolona, Regional Planner, Office of Planning, MDOT
Mr. John Hartline, Executive Director, Tri-County Council for Southern Maryland
Mr. James M. Gotsch, Director, Department of Public Works & Transportation
Ms. Courtney Jenkins, Deputy Director, Land Use & Growth Management

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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 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 substandard 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. St. Mary's County is home to over 200 technology companies and support organizations located within ten (10) miles of Naval Air Station Patuxent River, putting additional stress on the existing infrastructure being utilized by over 20,000 individuals accessing NAS Pax River daily.

According to the U.S. Census Bureau, of the Southern Maryland counties, St. Mary's County has the largest percentage of its labor force who work within their resident county (74%); moving the workforce around the County during peak commute times is critical. Over 40% of all Southern Maryland residents working in Southern Maryland work in St. Mary's County, making it equally important to provide access in and out of the County during rush hours.

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.

Future road pressure is expected with full implementation of the AeroPark Innovation District Master Plan. Plans for AeroPark call for a compact, mixed-use core of activity to attract top firms, workers, and residents, is located within seven (7) miles of NAS Pax River. Redevelopment of underperforming retail centers and a compact and connected footprint within the District is envisioned, making the AeroPark a desirable destination.

St. Mary's County Regional Airport, the fastest growing general aviation airport in Maryland, is located within the AeroPark footprint. Nearly 200 aircraft live at the airport, surpassing projections that anticipated fewer than 120 aircraft by 2020. Due to this growth, the Airport is undergoing a multi-million-dollar expansion project through collaborative efforts of private industry, St. Mary's County Government, the State of Maryland and the FAA. The current runway is 4,150 ft. and is extending to 5,350 ft. to accommodate larger aircraft and corporate jets.

AeroPark anchor tenant, the University System of Maryland at Southern Maryland (USMSM), completed the 84,000-square foot Southern Maryland Autonomous Research and Technology (SMART) Building in FY22. The SMART Building is an important business development asset for the County, as autonomous systems can be used for many commercial purposes. The County's locational advantages for testing and the investment in research facilities will allow the County to attract non-defense autonomous work and spur revenues from this collaboration could range from \$3M to \$5M per year.

The SMART Building includes significantly expanded conference facilities which will attract new, mid-sized corporate and leisure activities and fill the gap created by the recently announced, impending closure of conference facilities in Calvert County.

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

11) Additional Comments / Explanation:

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

James M. Gotsch, P.E.
Director



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Project Questionnaire: Annual Request to Maryland DOT for Project Funding

- 1) Name of Project: MD Route 4 Merge Lane Extension to North End of South Patuxent Beach Road
- 2) Submitting Jurisdiction: St. Mary's County
- 3) Location of the project (describe project limits and location; attach map if available and applicable): MD 4 between Patuxent Blvd to North end of South Patuxent Beach Road
- 4) Anticipated cost and funding source (approximate, if available): \$8.5M
- 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 4, while supporting planned development in the area. This project would improve traffic flow in the eastern portion of St. Mary's County, address pedestrian and bicycle safety and accommodate vehicular access to the residences, businesses, and places of worship along MD 4. This project would support access to Naval Air Station Patuxent River, and would improve emergency evacuation from Southern
- 6) Is the project included in your jurisdiction's priority letter? Yes.
- 7) Is the project located inside metropolitan planning organization (MPO) boundaries? Yes.
- 8) Is the project in the MPO's fiscally constrained long-range transportation plan? Yes.
- 9) Is the project consistent with local land use plans? Yes.
- 10) Describe how the project supports local land use plan goals, objectives, or policies. This project is listed in St. Mary's County Compressive Plan dated April 6, 2010. St. Mary's County Transportation Plan also references the need for roadway improvements throughout this corridor.
- 11) Is the project within any of the following State designated areas? (Check all that apply.)

☒ Priority Funding Area ☐ Opportunity Zone ☐ Sustainable Communities

For each of the following goals in the Maryland Transportation Plan 2040, please indicate which goals and objectives are supported by this project.

- 12) Goal: Ensure a Safe, Secure and Resilient Transportation System. This project enhances the safety and security of Maryland's multimodal transportation system and provides a transportation system that is resilient to natural or man-made hazards. Yes.
 - a. Reduce the number of lives lost and injuries sustained on Maryland's transportation system., Improve roadway clearance times and facilitate efficient and coordinated responses to emergency and disaster events throughout the transportation system. This project will improve safety by reducing congestion and improving traffic operation along MD 235 and MD 4. This will be accomplished by reducing stacking along MD 235 during peak hours, allowing for quicker and safer emergency responses. Increasing travel lanes will also allow for a more efficient emergency evacuation response to possible disasters at

Calvert Cliff's Nuclear Power Plant, allowing more traffic to flow south away from any possible disaster.

- 13) Goal: Facilitate Economic Opportunity and Reduce congestion in Maryland through Strategic Systematic Expansion. This project invests in and pursues opportunities to promote system improvements that support economic development, reduce congestion, and improve the movement of people and goods. Yes.
- a. Pursue capital improvements to the transportation system that will improve access to jobs and tourism and leverage economic growth opportunities., Strategically invest in expansion and operational improvements to reduce congestion along multimodal transportation system. 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 and Lexington Park Development District.
- 14) Goal: Maintain a High Standard and Modernize Maryland's Multimodal Transportation System. This project preserves, maintains, and modernizes the State's existing transportation infrastructure and assets. Yes.
- a. Preserve and maintain State-owned or funded roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state of good repair., Strategically modernize infrastructure through new and innovative technology, enhanced partnerships, design standards, and practices to facilitate the movement of people and goods. This project gives SHA the opportunity to provide improved traffic flow and safety through the Md 4/MD 235 intersection by alleviating peak hour traffic back-ups onto MD 235. St. Mary's County public transit system bus network travels to southern Calvert County to allow for passenger transfers.
- 15) Goal: Improve the Quality and Efficiency of the Transportation System to Enhance the Customer Experience. This project increases the use of technologies and operational improvements to enhance transportation services and communication to satisfy our customers. Yes.
- a. Enhance customer satisfaction with transportation services across all modes of transportation., Minimize travel delays and improve predictability of travel times on Maryland's transportation system. This project would improve travel time reliability along the MD Route 4/MD Route 235 corridor, which is critical for commuters to the Lexington Park Development District, Patuxent River Naval Air Station, and ancillary employment as well as the St. Mary's County public bus transit system.
- 16) Goal: Ensure Environmental Protection and Sensitivity. This project delivers sustainable transportation infrastructure improvements that protect and reduce impacts to Maryland's natural, historic, and cultural resources. Yes.
- a. Implement initiatives to reduce fossil fuel consumption, mitigate greenhouse gases, and improve air quality. By providing a more efficient transportation infrastructure with less congestion, less fuel usage should be incurred per trip, in turn improving air quality. Utilizing existing bridge over Kingston Creek will minimize impacts to protected wetlands.

- 17) Goal: Promote Fiscal Responsibility. This project ensures responsible investment and management of taxpayer resources to add value and deliver quality transportation improvements through performance-based decision-making and innovative funding mechanisms and partnerships. Yes.
- a. Provide transportation services and solutions that maximize value. The existing bridge located at the head of Kingston Creek can remain in place by providing three lanes as oppose to four lanes. Utilizing existing infrastructure where possible will reduce cost to the state and maximize project value.
- 18) Goal: Provide Better Transportation Choices and Connections. This project improves transportation connections to support alternative transportation options for the movement of people and goods. Yes.
- a. Enhance, through statewide, regional, and local coordination, transportation networks to improve mobility and accessibility., Increase and enhance multimodal connections to improve movement of people and goods within and between activity centers. Coordination of connectivity between St. Mary's and Calvert County public transit system bus networks will be made more consistent. Transfer between bus networks occurs on the Calvert side of the Thomas Johnson bridge. This project will make travel times more predictable across the area.
- 19) Is the total cost of this project greater than \$5 million? Yes.
- 20) Does this project have a completed feasibility study? Yes.
- 21) Which alternative and/or option do you want scored? No alternative options were submitted.
- 22) Which of the following safety improvements are included in this project? Widened shoulders, Improved road alignment, Guardrail, median, or buffers
- 23) Which of the following complete streets improvements are included in this project? New markings, curbs, lighting, or landscaping
- 24) Is this project in a local bicycle/pedestrian plan? No.
- 25) Does this project upgrade a structurally deficient bridge? No.
- 26) Does this project widen lanes or shoulders? Yes.
- 27) Does this project improve ADA compliance? No.
- 28) Does this project upgrade obsolete facilities or equipment? No.
- 29) Does this project include bus improvements? No.
- 30) Does this project include rail improvements? No.

31) Does this project provide access to any of the following types of facilities?

- a. Port facilities No access
- b. Freight facilities No access
- c. Airport facilities Indirect access
- d. Transit facilities No access

32) Does this project provide access to any Sustainable Communities? Yes. Lexington Park Sustainable Community and Calvert County Sustainable Community.

33) Is the project listed in or consistent with a local revitalization plan? Neither listed in nor consistent with a local revitalization plan

34) Is this project in the Maryland Strategic Goods Movement Plan? Yes.

35) Is this project listed in or consistent with the local comprehensive plan? Consistent with ST. MARY'S COUNTY, MARYLAND COMPREHENSIVE PLAN 2010

36) Does this project increase redundancy in the transportation system? Increased connectivity in a single direction (e.g. upgrades a partial interchange to a full interchange)

T. MARY'S COUNTY GOVERNMENT

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