

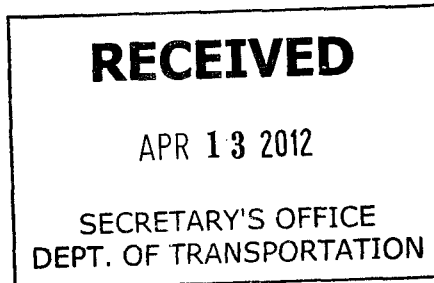
Planning

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



Francis Jack Russell, President  
Lawrence D. Jarboe, Commissioner  
Cynthia L. Jones, Commissioner  
Todd B. Morgan, Commissioner  
Daniel L. Morris, Commissioner

April 10, 2012



The Honorable Beverly K. Swaim-Staley  
Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P.O. Box 548, Mail Stop 200  
Hanover, MD 21076

RE: FY 2013 Transportation Program Priorities

Dear Secretary Swaim-Staley:

Thank you for the opportunity to submit St. Mary's County's priorities for your use in preparing the FY 2013 Consolidated Transportation Program.

In keeping with the guidance provided by Mr. Halligan in his letter of December 28, 2011, we have limited the number of priority projects in light of current funding challenges and the significant amount of transportation needs throughout the state. St. Mary's County has three Major Highway Projects for your consideration. Consistent with the new Chapter 725 process, we have included project questionnaires, maps, and a copy of our request to the local delegation for their endorsement.

**MAJOR HIGHWAY PROJECTS**

**1. Thomas Johnson Bridge/ MD Route 4**

This project will relieve commuter congestion, improve safety, help position the Base for future BRAC, improve emergency evacuation, and provide bicycle tourism opportunities between the Three Notch Trail and Solomon's Island. Design and construction funding for short-term intersection improvements is needed as soon as possible, with funds for design of the replacement bridge, MD Rt. 4 dualization and capacity improvements at the MD Rt. 235 intersection in the near future.

**2. MD Route 5 (Point Lookout Road) from MD Route 243 (Newtowne Neck Rd.) to MD Route 245 (Hollywood Rd)**

Thank you for placing this project within the Secondary Development Program for widening and multi-lane reconstruction. The planning study should continue to be fully-funded for completion in FY 2013, with engineering beginning upon completion of planning. Short-term measures should be considered to eliminate safety issues along the MD Route 5 corridor, particularly at the Moakley Street intersection which is adjacent to the entrance to St. Mary's Hospital and experiences continuous emergency and public vehicular activity.



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

We would like to refine our request on this project to assist traffic in the Great Mills area in the near term. Citizens are concerned with continued congestion at the MD Route 5-MD Route 246 intersection. Since the 2006 Feasibility Report estimated that improvements between 246 and 249 are estimated to cost over \$40M, we are requesting that MDOT consider a less costly interim project such as providing two northbound through lanes on MD Route 5 (with a lane reduction prior to the bridge), and/or a triple left turn lane from southbound MD Route 5 onto MD Route 246.

Traffic congestion on MD Route 5 between Flat Iron Road/Indian Bridge Road and MD Route 249 creates safety concerns for those entering and exiting Holy Face Church, Holy Face Rectory and Little Flower School. Could these three entrances be much improved by adding a left turn lane and extending the additional right lanes that are already in place? By considering less costly near term improvements, the more costly improvements may be deferred for many years.

We are also concerned about the effectiveness of an additional traffic signal which has been installed near the MD 5/246 intersection at the Sheetz store. The perception is that it rewards drivers who "short cut" between MD 246 and MD 5.

#### **MINOR HIGHWAY PROJECTS**

1. **MD Route 234 (Budd's Creek Road) - MD Route 242 (Colton's Point Road)**

Thank you for adding this round-about project as a safety/spot project, which will reduce congestion and improve traffic safety. We have received the Preliminary Investigation plans and will provide input to your staff.

2. **MD Route 234 (Budd's Creek Road) and MD Route 243 (Newtowne Neck Road)**

Route 234 is in dire need of an overlay and we hope this project can be completed during FY 2012. We appreciate MDOT's efforts to fund a pavement overlay for MD Route 243 near Leonardtown. MD Route 243 has extensive alligator cracking. We strongly support overlay of MD Route 243 between MD Route 5 and Bayside Road in the near-term as the road serves two of our larger subdivisions and surrounding areas. However, we appreciate your letter of March 19, 2012, agreeing to delay pavement overlay for the half-mile section of MD Route 243 between Bayside Road and the end of State maintenance near Joe Hazel Road for approximately one year to allow time for the Newtowne Neck State Park Master Plan to be finalized. Thank you for programming MD Route 4 for an overlay. We are hopeful funding comes through this year.

3. **MD Route 712:** Although traffic volumes have not reached the point of moving the project from the Needs Inventory into Preliminary Planning, we have received preliminary agreement with the Patuxent River Naval Air Station in identifying a future 120-foot right-of-way corridor which will minimize the impact to the residential properties to the south of existing MD Route 712. We appreciate your staff's efforts in preparation of a right-of-way plat that will affect the needed property transfer(s) in the near future and request that this effort be pursued at this time.

4. **Trails and Bikeways**

At the request of our increasing bicycling community, we have arrived at a County-wide Plan and are 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

The Honorable Beverly K. Swaim-Staley

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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 with shoulders in need of improvement include MD Route 6 from MD Route 5 to All Faith Church Road, MD Route 245 from MD Route 5 to Baldrige Street and east of MD Route 245, MD Route 5 from MD Route 243 to MD Route 245, MD Routes 236, 243, 272, and 244. We are requesting that staff discuss priorities with SHA staff during their quarterly meetings.

Your continued support of the Three Notch Trail within the Transportation Enhancement Program is also appreciated. Phase V has recently been completed and construction of the next phase is anticipated in FY 2014. Thank you for completing the ARRA project to provide sidewalk along Mohawk Drive, with a crosswalk to the Three Notch Trail. These types of projects are necessary for safe access to the trail and will assure success of the trail project. Please provide pedestrian equipment at the Mohawk Drive and Golden Beach Road intersections with MD Route 5 in the near future.


#### MINOR SIDEWALK RETROFIT PROGRAM

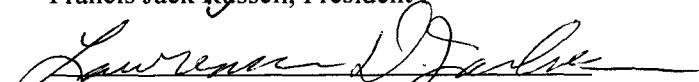
##### **MD Route 4, from MD Route 235 to Wildewood Parkway, and College of Southern Maryland to the Governmental Center**

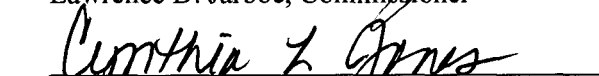
We understand sidewalk retrofit funding is now available and have requested a retrofit project to assist Wildewood residents and residents of the Walden Sierra Facility in accessing shopping areas along MD Route 235. Similarly, along with the Town of Leonardtown, we would request a sidewalk connection from the College of Southern Maryland to the Governmental Center on the south side of MD Route 245.

We look forward to receiving the CTP and to discussing the continued progression on these local and regional projects during the fall pre-tour and tour meeting. Your support and responsiveness to the transportation needs of St. Mary's County throughout the year are greatly appreciated.


Sincerely,  
BOARD OF COUNTY COMMISSIONERS  
ST. MARY'S COUNTY, MARYLAND

  
Francis Jack Russell, President

  
Lawrence D. Jarboe, Commissioner

  
Cynthia L. Jones, Commissioner

  
Todd B. Morgan, Commissioner

  
Daniel L. Morris, Commissioner

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T:/All/Consent/2012/6935

Attachment

cc: Senator Roy P. Dyson  
Delegate John F. Wood, Jr.  
Delegate John L. Bohanan, Jr.  
Delegate Anthony J. O'Donnell  
J. Harry Norris, Leonardtown Mayor  
Donald A. Halligan, Director, Office of Planning & Capital Programming, MDOT  
Keith Bounds, Regional Planner, Office of Planning, MDOT  
Wayne E. Clark, Executive Director, Tri-County Council for Southern Maryland  
John Savich, County Administrator  
George A. Erichsen, P.E., Director, Department of Public Works & Transportation  
Phil Shire, Director, Land Use & Growth Management  
Jackie Fournier, Transportation Manager

## St. Mary's County

### 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, Solomons 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): \$700M
- 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 Patuxent Naval Air Station. MD 4 is also the main evacuation route for the Calvert Cliffs Nuclear Power Station. 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 have increased from 12,900 vehicles per day in 1990 to 27,000 vehicles per day in the year 2007. The residential development in the area just north of Solomons Island has increased substantially over the past few years. Over 43 percent of Calvert County residents commute outside of the county. In St. Mary's County, the Patuxent Naval Air Station 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 49,000 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. 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 Southern Maryland is the Tri-County Council. 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. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience. 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 a hiker/biker trail along the project limits. This trail will connect St. Mary's County's Three Notch Trail with Solomons Island, which will provide a regional bicycle tourism opportunity.

Objective: Provide reliable and predictable travel time across modal options for people and goods. 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 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. This project will improve the level-of-service dramatically, enabling motorists to better predict their travel time. The capacity improvement will allow shippers more flexibility in scheduling truck deliveries, since the bridge bottleneck will be eliminated. The joint use path will enable pedestrians and bicycles to travel between St. Mary's and Calvert Counties, which will increase modal choices. The capacity increase will all air commuters from Calvert County and points north in arriving at 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. In addition, the sail boat community, which frequently uses Solomons 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: Facilitate coordination and collaboration with agency partners and stakeholders. 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.

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

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation-related fatalities and injuries. By providing a divided highway and reducing congestion at the MD 4/MD 235 intersection, the accident rate and severity will be improved.

Objective: Secure transportation assets for the 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.

Objective: Coordinate and refine emergency response plans and activities. 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.

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

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network. As aging structures require more maintenance, this project would reduce the number of inspections, and initial maintenance required. In addition, a wider bridge span would enable the SHA to more easily conduct bridge inspections as lane closures can be more readily accomplished.

Objective: Maximize operational performance and efficiency of existing systems. This project would provide an opportunity to install a state of the art traffic and weather monitoring system, which combined with the current ARRA fiber optic network project, will be able to provide real time, high quality information to travelers in this strategic location. The weather monitoring system, in coordination with the St. Mary's County Emergency Operations Center and CHART, can be used to automatically broadcast weather related warnings (high wind, icing) during storm events. VMS signs can be strategically located to provide warnings and warn of accidents, road work, and lane closures.

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

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth. This project supports Smart Growth by making the Lexington Park PFA more viable for commercial and job growth at and around Naval Air Station Patuxent River. The shared use path provides an option for non-motorized travel.

Objective: Preserve and enhance Maryland's natural, community, and historic resources. This project has a minimal effect on natural, community, and historical resources, and provides an important linkage to the Three Notch Trail, which is partially funded through the Recreational Trails Program.

Objective: Support initiatives that further our commitments to environmental quality. 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. 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: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods. This project will enhance economic growth in a priority funding area, while also enhancing and connecting multi-modal travel which includes pedestrians, bicycles, motor vehicles, boaters, and aviation.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy. 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.

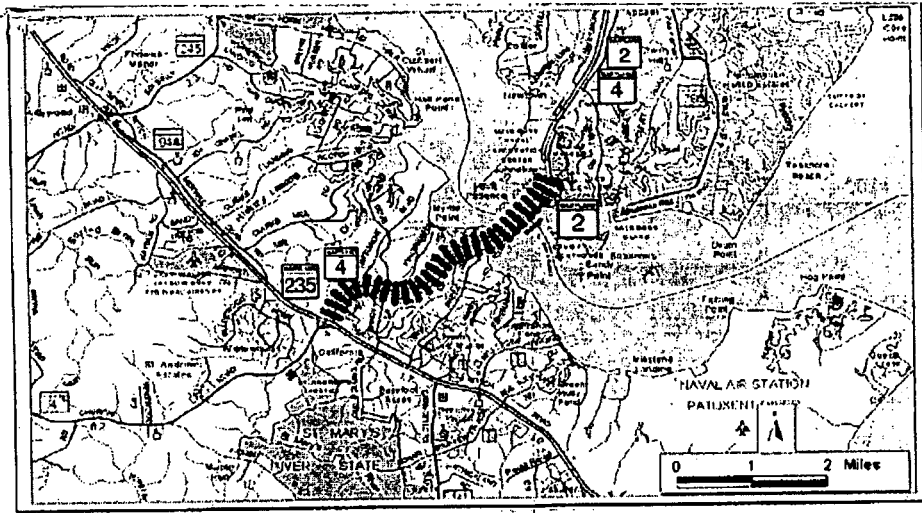
Objective: Strategically expand network capacity to manage growth. This project supports BRAC at Naval Air Station Patuxent River. This Base has an extensive travel demand program which reduces and spreads the travel demand to make the most efficient use of the transportation network possible. Even so, the success of the Base and the surrounding area has made the development district a trip attractor, and additional traffic capacity is needed in the near future.

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

**(11)** Additional Comments / Explanation:

S:\JGroeger\CTP Project Questionnaire-MD 4 (3-21-12)





**LOCATION MAP:  
MD 4 PROJECT**

## St. Mary's County

### 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 243 and MD 245
- 4) Anticipated cost and funding source (approximate, if available): \$70M
- 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 address pedestrian and bicycle safety and accommodate vehicular access to the residences, businesses, schools, the hospital, 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 in Leonardtown are needed to increase vehicular and pedestrian mobility, address safety concerns, and provide adequate capacity and access for existing traffic and planned development which will generate additional traffic growth in the area. The mobility of the Amish community also needs to be addressed due to the high volume through traffic lanes being shared with vehicles and buggies.
- 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 Leonardtown Priority Funding Area/Development District, 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. The mission of public lands (St. Mary's Hospital, the Governmental Center, the Court House, and several other government agencies, the Port of Leonardtown, College of Southern Maryland, and six (6) schools) within the Town is also supported by this project.
- 8) In County priority letter? Yes  No
- 9) Smart Growth status and explanation: This project is within the Leonardtown 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 and residential growth 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. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience. This project will provide an inviting gateway to the Town of Leonardtown for all those who enter the Development District from the north. Not only will motor vehicle 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 and Amish carriage accommodations along the project limits.

Objective: Provide reliable and predictable travel time across modal options for people and goods. At the present, there are delays on approach to the MD 245 and MD 243 intersections at either end of the project during the morning and afternoon peak periods. In the 2030 design years, the projected level-of-service at four of the five studied intersections will deteriorate to level-of-service 'F' without improvements, which this project will correct. The project will reduce delays for Town residents who travel to the three (3) park and ride lots to the north of the Town. 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. Some of these bicycle riders may wish to access the park and ride lot at the SHA salt dome about 1 mile north of the project. The project will also 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 Town.

Objective: Facilitate coordination and collaboration with agency partners and stakeholders. This project provides the opportunity for MDOT to partner with Town, 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 Town of Leonardtown in a position to maximize development within this area while preserving the government activities within the County's seat.

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

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation-related fatalities and injuries. Four-lane, undivided roadways have the highest accident rate in the State. This roadway has a high accident rate throughout the project corridor. By providing left and right turn lanes and traffic control signals where appropriate, the accident rate and severity will be minimized, including accident potential for pedestrians, bicyclists, and carriages.

Objective: Secure transportation assets for the 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 and periodic flooding.

Objective: Coordinate and refine emergency response plans and activities. The improved capacity provided by the project will enable a safer and more rapid response by emergency vehicles from the Leonardtown State Police barracks, the St. Mary's County Sheriff's Department, and fire and rescue services located within the Town to points north, as well as reducing improving rescue squad (and personal vehicle) travel time to St. Mary's Hospital (with its main entrance on MD 5). 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.

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

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network. 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.

Objective: Maximize operational performance and efficiency of existing systems. This project would provide an opportunity to install a state of the art traffic monitoring system, which combined with the current ARRA fiber optic network project, will be able to provide real time, high quality information to travelers in this strategic corridor. VMS signs can be strategically located to provide warnings and warn of accidents, road work, and lane closures.

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

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth. This project supports Smart Growth by making the Leonardtown PFA more viable for residential and commercial development. The sidewalk and bike lane provides an option for non-motorized travel.

Objective: Preserve and enhance Maryland's natural, community, and historic resources. This project has a minimal effect on natural, community, and historical resources.

Objective: Support initiatives that further our commitments to environmental quality. This project provides an opportunity for the SHA to improve environmental quality through a stormwater management retrofit project which will improve water quality for McIntosh Run, which is a sensitive watershed. Currently there is minimal water quality treatment for roadway runoff.

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

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

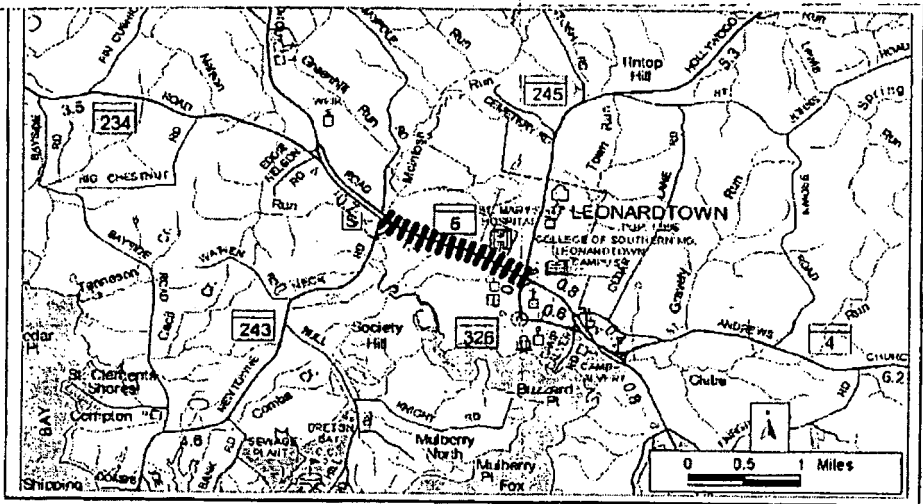
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods. This project will enhance economic growth in the Leonardtown Priority Funding Area, while also enhancing and connecting multi-modal travel which includes pedestrians, bicycles, motor vehicles, local transit busses, and school busses.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy. This project is necessary to improve access not only to the Leonardtown PFA, but also to the Lexington Park 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. The project will help to assure the continued viability of the Base.

Objective: Strategically expand network capacity to manage growth. This project supports Smart Growth in St. Mary's County, as it is located within the Leonardtown 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.

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

11) Additional Comments / Explanation:



**LOCATION MAP:  
MD 5 PROJECT**

## St. Mary's County

### 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 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.
- 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. Enhance users' access to, and positive experience with, all MDOT transportation services.**

Objective: Enhance customer service and experience. This project will provide an inviting gateway to the Lexington Park Development District from the north. Not only will motor vehicle 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: Provide reliable and predictable travel time across modal options for people and goods. 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: Facilitate coordination and collaboration with agency partners and stakeholders. This project provides the opportunity for MDOT to partner with County, State, and Federal agencies as well as local church and private educational providers to provide an environmentally sensitive, multi-modal facility that fosters growth in the Priority Funding Areas, which will allow the County to attract jobs during the next Base Realignment and Closure cycle.

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

**Goal: Safety and Security: Provide transportation assets that maximize personal safety and security in all situations.**

Objective: Reduce the number and rate of transportation-related fatalities and injuries. 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: Secure transportation assets for the 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.

Objective: Coordinate and refine emergency response plans and activities. 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.



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

**Goal: System Preservation and Performance: Protect Maryland's investment in its transportation system through strategies to preserve existing assets and maximize the efficient use of resources and infrastructure.**

Objective: Preserve and maintain the existing transportation network. 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.

Objective: Maximize operational performance and efficiency of existing systems. This project would provide an opportunity to install a state of the art traffic monitoring system, which combined with the current ARRA fiber optic network project, will be able to provide real time, high quality information to travelers in this strategic corridor. VMS signs can be strategically located to provide warnings and warn of accidents, road work, and lane closures.

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

**Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.**

Objective: Coordinate land use and transportation planning to better promote Smart Growth. This project supports Smart Growth by making the Lexington Park PFA more viable for residential and commercial development. The sidewalk and bike lane provides an option for non-motorized travel.

Objective: Preserve and enhance Maryland's natural, community, and historic resources. This project has a minimal effect on natural, community, and historical resources.

Objective: Support initiatives that further our commitments to environmental quality. This project provides an opportunity for the SHA to improve environmental quality through a stormwater management retrofit project which will improve water quality for the St. Mary's River, which is a sensitive watershed. Currently there is minimal water quality treatment for roadway runoff.

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

**Goal: Connectivity for Daily Life: Support continued economic growth in the State through strategic investments in a balanced, multimodal transportation system.**

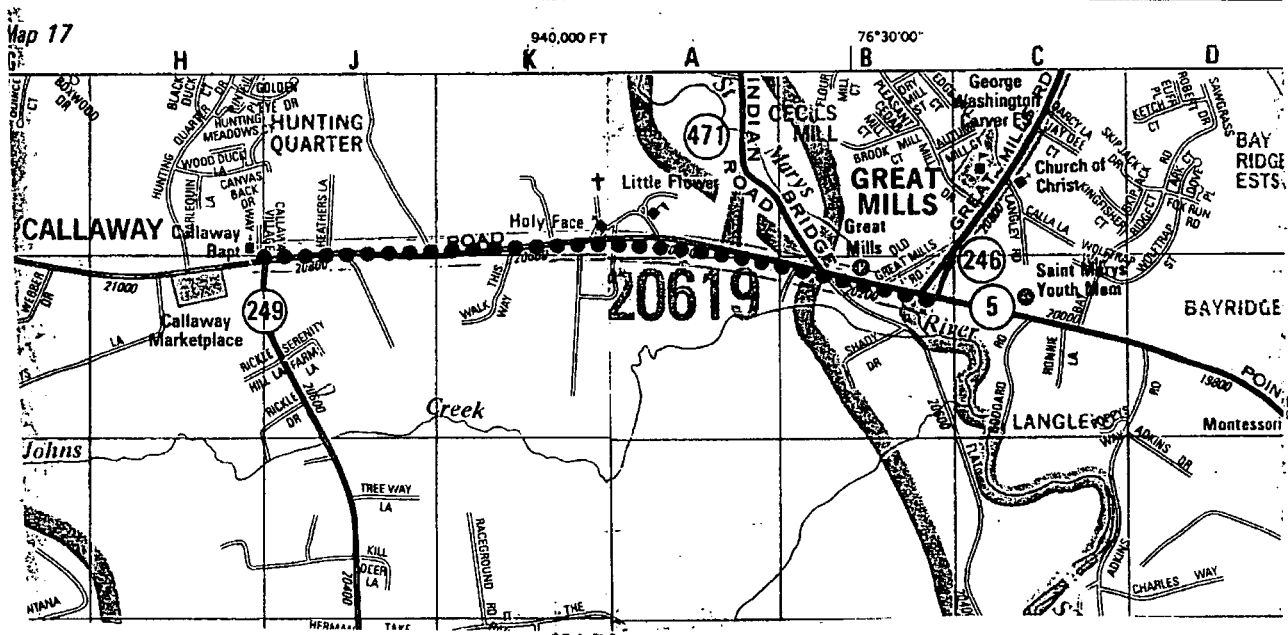
Objective: Provide balanced, seamless, and accessible multimodal transportation options for people and goods. This project will enhance economic growth in the Lexington Park Priority Funding Area, while also enhancing and connecting multi-modal travel which includes pedestrians, bicycles, motor vehicles, local transit busses, and school busses.

Objective: Facilitate linkages within and beyond Maryland to support a healthy economy. 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. The project will help to assure the continued viability of the Base.

Objective: Strategically expand network capacity to manage growth. 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.

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

11) Additional Comments / Explanation:



Location Map  
 MD 5 from MD 246 to MD 249  
 1"=2000'

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



Francis Jack Russell, President  
Lawrence D. Jarboe, Commissioner  
Cynthia L. Jones, Commissioner  
Todd B. Morgan, Commissioner  
Daniel L. Morris, Commissioner

April 10, 2012

The Honorable Roy P. Dyson  
102 James Senate Office Building  
11 Bladen St.  
Annapolis, MD 21401-1991

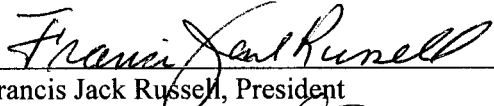
Dear Senator Dyson:

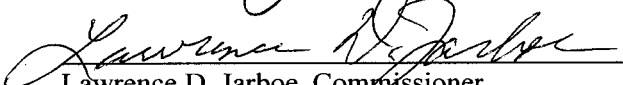
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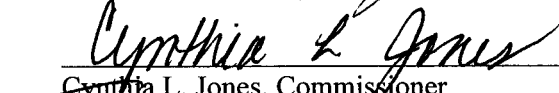
MDOT requested that this year's local priorities be endorsed by a majority of the local legislative delegation. We respectfully request that you submit a letter of endorsement of St. Mary's County's FY 2013 transportation priorities to the MDOT Secretary, Ms. Beverly Swaim-Staley.


If you have any questions on the priorities, please contact John Savich, County Administrator. Thank you for your consideration.

Sincerely,  
**THE BOARD OF COUNTY COMMISSIONERS  
FOR ST. MARY'S COUNTY**

  
Francis Jack Russell, President

  
Lawrence D. Jarboe, Commissioner

  
Cynthia L. Jones, Commissioner

  
Todd B. Morgan, Commissioner

  
Daniel L. Morris, Commissioner

T:All/Consent/6938-c

cc: Beverly Swaim-Staley, Secretary, MDOT  
Donald A. Halligan, Director, Office of Planning & Capital Programming, MDOT  
Keith Bounds, Regional Planner, Office of Planning, MDOT  
Wayne E. Clark, Executive Director, Tri-County Council for Southern Maryland  
John Savich, County Administrator  
George A. Erichsen, P.E., Director, Department of Public Works & Transportation

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Daniel L. Morris, Commissioner

April 10, 2012

The Honorable John L. Bohanan, Jr.  
350 Lowe House Office Building  
6 Bladen St.  
Annapolis, MD 21401-1991

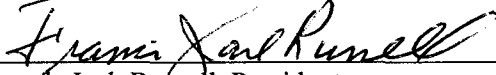
Dear Delegate Bohanan:

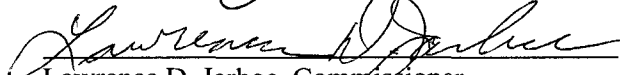
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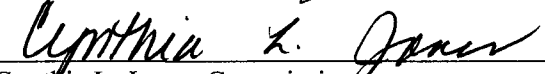
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T:All/Consent/6938

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Daniel L. Morris, Commissioner

April 10, 2012

The Honorable Anthony J. O'Donnell  
212 Lowe House Office Building  
6 Bladen St.  
Annapolis, MD 21401-1991

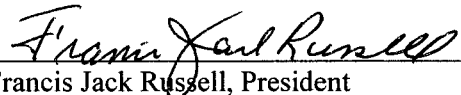
Dear Delegate O'Donnell:

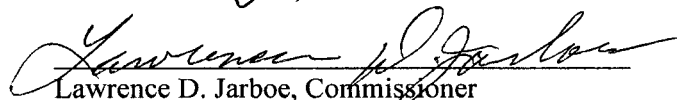
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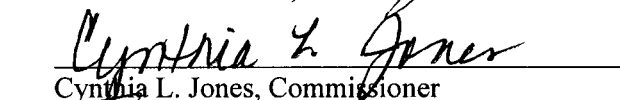
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T:All/Consent/6938-b

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ST. MARY'S COUNTY GOVERNMENT

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April 10, 2012

The Honorable John F. Wood, Jr.  
422 Lowe House Office Building  
6 Bladen St.  
Annapolis, MD 21401-1991

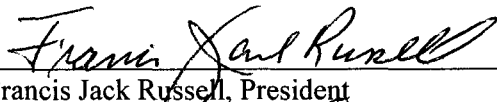
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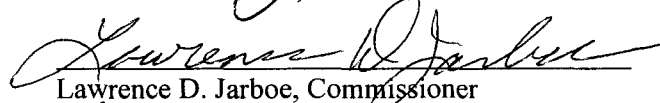
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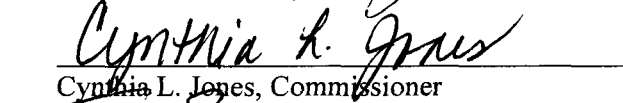
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