

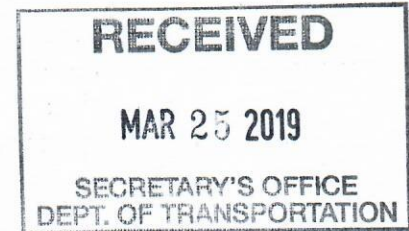
ST. MARY'S COUNTY GOVERNMENT
**COMMISSIONERS OF
ST. MARY'S COUNTY**



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

March 19, 2019

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



Re: FY 2020 Transportation Program Priorities

Dear Secretary Rahn:

Thank you for the opportunity to submit St. Mary's County's priorities for your use in preparing the FY 2020 Consolidated Transportation Program.

As noted last year, the Commissioners of St. Mary's County were pleased with changes made to implementation of "Road Kill Bill" (HB 1013) and with the construction progress on the Woodland Acres and Moakley Street Break-Out Projects for our top-two ranked major highway projects. St. Mary's County hopes that the new scoring criteria will more fairly rank future St. Mary's County construction projects, but we remain concerned with the slow progress toward construction of the major aspects of scope for our top ranked projects.

As in recent years, we have limited the number of priority projects in light of current funding challenges and the significant transportation needs throughout the state. St. Mary's County has three Major Highway Projects for your consideration. Consistent with the Chapter 725 process, we have included copies of the project questionnaires and maps, and have copied our request to the local delegation for their endorsement. We have also submitted these high priority projects for the Chapter 30 scoring process.

MAJOR HIGHWAY PROJECTS

NOTE: Thomas Johnson Bridge/ MD Route 4

This project has been our #1 priority since 2002. It is well understood that a replacement bridge will 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, to continue to submit the bridge as our #1 priority seems unrealistic as our efforts have proved futile. Moreover, in your FY2019 program, the project received \$750,000, yet we have seen no progress, no consultant hired, and your budget zeroed the project out for future years funding.

P.O. BOX 653 • CHESAPEAKE BUILDING • 41770 BALDRIDGE ST., LEONARDTOWN, MD 20650
PHONE 301.475.4200 *1350 • FAX 301.475.4935 • www.stmarysmd.com • CSMC@STMARYSMD.COM

Consideration: (A) So, if the entire project cannot be funded, please consider that the intersection of MD 235/MD 4 be advanced ahead of the Thomas Johnson Bridge replacement. We also request that the funding that was removed from the design of the bridge be returned and placed into the MD 235/4 intersection design. We appreciate the commitment to advance the MD Route 235 Service Drive to serve as an alternate access point for the Woodland Acres community, but respectfully request attention and funding now move to the major project.

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

The full project design funding had been previously provided through FY 2020. For FY 2019, it was proposed to take two additional years to design the project (through 2022). We are concerned with this two-year delay, and request that this project design and right-of-way acquisition be expedited so that construction can begin no later than FY 2022. We are also concerned that no construction funding is shown in the five year program, and trust it will be added so that the project can be bid and contracted immediately after design is completed and progress to construction.

Regarding your preferred alternative, we request that you include a pavement section with 4 lanes and a new bridge that include bicycle and pedestrian facilities in the very near future and move ahead with full funding to final plans and bid the project. In addition, please note that the existing traffic congestion on MD Route 5 between Flat Iron Road/Indian Bridge Road and MD Route 249 not only creates delays to important destinations along those routes including links between Naval Air Station Patuxent River and Webster Field and access to multiple schools and businesses, in the immediate area of that intersection it creates safety concerns for those entering and exiting Holy Face Church, Holy Face Rectory and Little Flower School. We continue to request that a high priority be placed on evaluating whether these three entrances could be improved by adding a left turn lane and extending the additional right lanes that are already in place.

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

Thank you for advancing the improvements at the Moakley Street intersection to the Secondary Construction Program, with preliminary utility work and advance grading moving along productively, and funded through 2021. Along with the Town of Leonardtown, we respectfully request fully funding the remainder of the funding so that the project can be completed beyond this initial phase.

MINOR HIGHWAY PROJECTS

1. Overlay Program

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

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

Citizens living on St. George Island have registered complaints regarding the shore erosion and flooding along MD 249 at Sheaffer Lane. Representatives from St. Mary's County Government and DNR met with the State Delegation in 2018 to discuss possible solutions. Just past where the existing raised revetment ends that protects the road and only access to the island inhabitants' homes, the eroding shoreline is only five to seven feet from the MD 249 edge of pavement. Preliminary recommendations and estimates from DNR suggest a system of breakwaters with a revetment and beach behind the revetment as well as a raised earthen berm to mitigate flooding. The DNR recommendation suggested approximately 600 linear feet of revetment. Approximately 200 homes would be cut off if that section of road were to give way during a storm event. We respectfully request funding in FY2020 for design and construction of this project.

3. Trails and Bikeways

At the request of our increasing bicycling community, we have developed a draft County-wide Plan. We 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 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 on 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 continue to discuss priorities with SHA staff during their quarterly meetings.

In coordination with DPW&T, our Department of Economic Development is leading an effort to provide Bike Route signing on specific routes to encourage bicycle tourism and help attract and maintain a talented work force to the area.

Your continued support of the Three Notch Trail within the Transportation Enhancement Program is also appreciated. Thank you for funding the Phase VII of the trail.

4. Virtual Weigh Station

Install a Virtual Weight Station on MD Route 5 near the north end of the County to enable enforcement of weigh limits to prolong pavement life by reducing the adverse effect of overweight trucks..

PLANNING

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

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

2. MD Route 5, south of Camp Brown Road to Ranger Station

We appreciate your continued commitment to this safety project, and look forward to engineering continuing during the present year. Construction funding for this project is shown for 2019-2021, but we continue to feel that the MD Route 5 project noted above under Major Projects in Great Mills is a higher priority and respectfully request that both projects receive construction funding.

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

Please review this intersection and its geometric inadequacies. It currently is a skew angled at approximately 45 degrees making it difficult for drivers on MD 235 to look back at oncoming traffic from the north. This junction is heavily used by tourists heading to Point Lookout and other destinations in the County. This project could be a relatively inexpensive correction to the geometric problems of this intersection.

4. MD Route 245 and Old Three Notch Road

With the future development of the Hollywood Commercial Center pending as well as the current inadequate geometric alignment, we request a review of this intersection for a roundabout or other appropriate solution. The current unsafe geometric alignment is badly skewed with poor vertical and horizontal sight distance.

MINOR SIDEWALK RETROFIT PROGRAM

MD Route 245 from MD 5 to Leonard's Grant Parkway, and MD Route 4 from MD Route 235 to Wildewood Parkway

We support the Town of Leonardtown's request to extend the project from Leonard Hall Drive to the Leonard's Grant Parkway intersection as due to the major residential development, a new elementary school, as well as the future construction of a middle school, athletic fields and current construction of a new library/senior activity center.

We also request a sidewalk retrofit project along MD Route 4 to assist Wildewood residents and residents of the Walden Sierra Facility to access shopping areas along MD Route 235. Our staff has been coordinating with SHA District 5 staff to scope the project.

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

TRANSIT PRIORITIES

Transit priorities are the subject of a separate effort in our annual request for our STS Bus System funding. To that the County would like to add the consideration of adding the necessary capital and operating funds for reverse commuting options on your MTA Commuter Bus Route 725. That option would enable people further north to access jobs in St. Mary's County through those buses as well as return in the morning from trips taken at a previous time. That bus route serves a major commuter corridor and removing SOV trips in both directions, morning and evening, is a major priority for this County and for Naval Air Station Patuxent River to improve reliability of travel time. If successful, consideration could be given to adding all day service.

PERMIT WORK ON STATE MAINTAINED HIGHWAYS

As a final note, although not MDOT funded work, St. Mary's County Government respectfully requests that MDOT initiate a program to improve the planning and timely execution of permit work in your right-of-way through improved coordination with the County. For this County, the experience with the Harris Teeter (St. Mary's Marketplace) improvements to MD-4 and the Wildwood improvements to MD-235 has been torturous. Simply put, SHA has not involved the County in solving the problems or reports of progress in solving the multiple problems involved with that work until a letter went to your office. It is our viewpoint that it does not need to be that way. The citizens traversing those sections of roadway by car, bike, buggy or foot deserve information.

To your credit coordination has dramatically improved with us on the plan review for developer's changes to access points and roadway configuration. We ask that this higher level of coordination extend into the time after the permit is issued and that your department involve the staff of the Director of Public Works and Transportation in any discussions or meetings with the developer discussing points of coordination, schedule, work means and methods, coordination with other ongoing county or state projects, and project closeout.

It is critical that county citizens and county government understand these projects so that they can plan their lives, programs, and projects accordingly. They need to know where the information is available and the who, what, where, when, and why of the work. After such communication on Harris Teeter finally took place, the closeout of the second phase of the work went much better than the first phase. The County administration thinks it can form an excellent model going forward and appreciate yours and your staff's attention to that matter.

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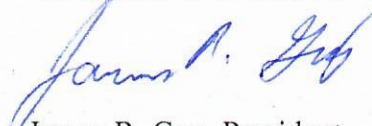
The Honorable Peter K. Rahn

March 19, 2019

Thank you for the opportunity to transmit these transportation priorities directly to you.

Sincerely,

COMMISSIONERS OF ST. MARY'S COUNTY



James R. Guy, President

Attachments

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

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Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

- 1) Name of Project: MD 5, Point Lookout Road
- 2) Submitting Jurisdiction: St. Mary's County
- 3) Location of the project (describe project limits and location; attach map if available and applicable):
Between MD 246 and MD 249
- 4) Anticipated cost and funding source (approximate, if available): \$48M
- 5) Description of project purpose and need (up to one paragraph): The purpose of the project is to improve the vehicular safety and traffic operations along MD 5, while supporting existing and planned development in the area. This project would improve traffic flow in the southern portion of St. Mary's County, address pedestrian and bicycle safety and accommodate vehicular access to the residences, businesses, schools, and places of worship along MD 5. The MD 5 study area is consistent with the 2007 Highway Needs Inventory. Improvements along the MD 5 corridor. This project would support access to Naval Air Station Patuxent River, and would improve emergency evacuation from Southern Calvert County and St. Mary's County.
- 6) Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No Project located outside of MPO boundaries: The MPO for Southern Maryland is the Tri-County Council. This project has been designated as a County Project of Regional Importance in 2008 Southern Maryland Needs Assessment document.
- 7) Is the project consistent with the local land use plans? Yes No Describe specifics on how the project supports the local land use plan goals, objectives and/or policies: This project supports growth in the Lexington Park and Leonardtown Priority Funding Area/Development Districts, which is shown in the land use plan. The additional traffic capacity and safety improvements will support new residential development and mixed use growth, as well as encourage redevelopment of the Town Center within the Town of Leonardtown, by providing a critical link between the two development districts. The mission of two (2) schools (Kings Christian Academy and Little Flower School), one church, and a post office within the project limits would also 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. Maintain and enhance the quality of service experienced by users of Maryland's transportation system.

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies, and improved service delivery methods. At the present, there are delays on approach to the MD 246 and Flat Iron Road/MD 471 intersections during the morning and afternoon peak periods. In the 2025 design year, the projected level-of-service at the MD 5 /MD 471 intersection will deteriorate to level-of-service 'F' in both the morning and afternoon peak hours without improvements, which this project will correct. Although MD 5 is designated as a bicycle route, bicycle travel is discouraged due to the need to share a high speed, high volume travel lane with vehicles. The project limits serve a local bus route known as the Route 5 Express. This route provides transit services between the Leonardtown and Lexington Park PFA's. The project will make travel times for local school and transit busses more predictable, which will allow the busses to arrive on-time to the schools/bus stops within the project, and will make transit riders experience more predictable travel times between Leonardtown and Lexington Park.

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

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

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public. This project will provide the SHA with the opportunity to provide an improved weather system, video observation system, and variable message signing to rapidly detect and inform travelers of traffic accidents and congestion, unusual weather events, and other emergency situations.

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

Goal: Safety and Security: Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system. The accident rate within the limits of the project is higher than State averages, particularly at the MD 5 intersection with MD 471/Flat Iron Road. The project will improve safety by reducing congestion, improving traffic operations, and by providing a median between MD 249 and MD 471/Flat Iron Road. The accident potential for pedestrians and bicycles will also be reduced by providing facilities for these movements.

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

Goal: System Preservation: Protect and maintain the State's existing transportation infrastructure and investments.

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state of good repair. . As aging structures require more maintenance, this project would reduce the road maintenance needed for this roadway. In addition, a wider road section would enable the SHA to more easily conduct road and bridge inspections as lane closures can be more readily accomplished.

Goal: Environmental Stewardship: Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.

Objective: Limit the impacts of transportation on Maryland's natural environment through the impact avoidance, minimization, and mitigation. This project will provide the SHA the opportunity to address the need to protect the natural environment by addressing the ability to avoid impacts. If impacts are unavoidable, they will be minimized and mitigation will be provided in accordance with State and Federal Law.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets. This project has a minimal effect on natural, community, and historical resources, and natural resources will be protect to the extent practicable during project development, construction, operations, and maintenance.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality. By providing a more efficient transportation infrastructure, less fuel usage should be incurred per trip, which should improve air quality. The bridge structure should be designed above the 100-year flood elevation to mitigate the potential impact of increased flood elevations due to climate change. If this is not possible, the structure will be raised to the extent practical, which will minimize the frequency and duration of flooding.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change. This project provides an opportunity for the SHA to improve environmental quality through wetland and stormwater management retrofit projects which will reduce erosion and improve water quality in the project area. Energy will be conserved by reduced congestion.

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

Goal: Community Vitality: Provide options for the movement of people and goods that support communities and quality of life.

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

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use. This project will increase the choices in transportation and accessibility by creating bicycle and pedestrian linkages. The sidewalk will be designed as an accessible walkway to serve residents and business in the area.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers. This project is necessary to improve access not only to the Lexington Park PFA,

but also to the Leonardtown PFA and Naval Air Station Patuxent River. MD 5 connects northern St. Mary's County to the Lexington Park PFA for commuters from the Northern County, as well as Charles County and Virginia. The Naval Air Station Patuxent River is vital for the economy of Southern Maryland, and access to the Base is one of the primary measures the Base Realignment and Closure Committee considers when deciding the future of a facility.

Goal: Economic Prosperity: Support a healthy and competitive Maryland economy.

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland. This project will improvement the movement of freight as well as the flow of goods through Maryland by providing for additional truck capacity for freight and goods moved by trucks into the Lexington Park area from the south, and the Leonardtown development districts from the north. The capacity improvement will allow shippers more flexibility in scheduling truck deliveries, since the intersection bottleneck will be eliminated.

Objective: Facilitate opportunities for growth in jobs and business across the State. This project is necessary to preserve and enhance the Naval testing presence in Southern Maryland. The Naval Air Station Patuxent River is vital for the economy of Southern Maryland, and access to the Base is one of the primary measures the Base Realignment and Closure Committee considers when deciding the future of a facility. The project will help to assure the continued viability of the Base, and its ancillary uses. It will also support additional growth that is necessary to diversify the economy of Southern Maryland, in the event of a reduction of military funding.

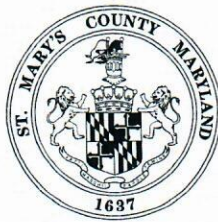
If checked, please describe how the project supports the goals and objectives.

11) Additional Comments / Explanation:

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

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



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Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

1. Name of Project: MD 5, Point Lookout Road
2. Submitting Jurisdiction: St. Mary's County
3. Location of the project (describe project limits and location; attach map if available and applicable):
Between MD 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. The first phase of this project has begun with advanced grading from Moakley Drive to the Clarks Rest Subdivision entrance, but the remainder of the project needs to be completed with additional funding.
6. Is the project contained within the local Metropolitan Planning Organization's fiscally constrained long-range transportation plan? Yes No This project is located outside of MPO boundaries. However, the 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. Maintain and enhance the quality of service experienced by users of Maryland's transportation system.

Objective: Increase the efficiency of transportation service delivery through the use of systems, processes, partnerships, technologies, and improved service delivery methods. At the present, there are delays on approach to the MD 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: Maintain and enhance customer satisfaction with transportation services across modes. 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: Seek to maintain or improve travel time reliability for key transportation corridors and services. This project would improve travel time reliability along the MD Route 5 corridor, which is critical for commuters to the Patuxent River Naval Air Station and ancillary employment, as well as the businesses and residents of the Town of Leonardtown.

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. 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: Provide secure transportation infrastructure, assets, and operations for the safe movement of people and goods. This project will rehabilitate the deteriorated pavement section and drainage system. These upgrades will reduce the frequency of unscheduled maintenance, which will minimize traffic disruption and periodic flooding. 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 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.

Goal: System Preservation: Protect and maintain the State's existing transportation infrastructure and investments.

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state of good repair. As aging structures require more maintenance, this project would reduce the road maintenance needed for this roadway. In addition, a wider road section would enable the SHA to more easily conduct road and bridge inspections as lane closures can be more readily accomplished.

Goal: Environmental Stewardship: Ensure that the delivery of the State's transportation infrastructure program conserves and enhances Maryland's natural, historic, and cultural resources.

Objective: Limit the impacts of transportation on Maryland's natural environment through the impact avoidance, minimization, and mitigation. This project will provide the SHA the opportunity to address the need to protect the natural environment by addressing the ability to avoid impacts. If impacts are unavoidable, they will be minimized and mitigation will be provided in accordance with State and Federal Law.

Objective: Employ resource protection and conservation practices in project development, construction, operations, and maintenance of transportation assets. This project has a minimal affect on natural, community, and historical resources, and natural resources will be protect to the extent practicable during project development, construction, operations, and maintenance.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality. By providing a more efficient transportation infrastructure, less fuel usage should be incurred per trip, which should improve air quality. The bridge structure at McIntosh Run should be designed above the 100-year flood elevation to mitigate the potential impact of increased flood elevations due to climate change. If this is not possible, the structure will be raised to the extent practical, which will minimize the frequency and duration of flooding.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change. This project provides an opportunity for the SHA to improve environmental quality through wetland and stormwater management retrofit projects which will reduce erosion and improve water quality in the project area. Energy will be conserved by reduced congestion.

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

Goal: Community Vitality: Provide options for the movement of people and goods that support communities and quality of life.

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas. This project supports Smart Growth in St. Mary's County, as it is located 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.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use. This project will increase the choices in transportation and accessibility by creating bicycle and pedestrian linkages. The sidewalk will be designed as an accessible walkway to serve residents and business in the area.

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

Goal: Economic Prosperity: Support a healthy and competitive Maryland economy.

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland. This project will improvement 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 Leonardtown and Lexington Park areas from the south, and the Leonardtown development districts from the north. The capacity improvement will allow shippers more flexibility in scheduling truck deliveries, since the intersection bottleneck will be eliminated.

Objective: Facilitate opportunities for growth in jobs and business across the State. . This project is necessary to 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.

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

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



COMMISSIONERS OF ST. MARY'S COUNTY

James R. Guy, President
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Todd B. Morgan, Commissioner
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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 since 2010 and in St. Mary's nearly 25 percent since 2010. 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

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Attachment 3

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 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.

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. In addition, the sail boat 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.

Objective: Continue to apply enhanced technologies to improve the transportation system and to communicate with the traveling public. This project will provide the SHA with the opportunity to provide an improved weather system, video observation system, and variable message signing to rapidly detect and inform travelers of traffic accidents and congestion, unusual weather events, and other emergency situations.

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

Goal: Safety and Security: Enhance the safety of transportation system users and provide a transportation system that is resilient to natural or man-made hazards.

Objective: Reduce the number of lives lost and injuries sustained on Maryland's transportation system. By providing a divided highway and reducing congestion at the MD 4/MD 235 intersection, the accident rate and severity will be improved. In addition, the vertical curve at the crest of the bridge is sub-standard and will be replaced by vertical curve constructed to accommodate the design speed.

Objective: Provide secure transportation infrastructure, assets, and operations for the safe movement of people and goods. This project will replace the existing two lane Thomas Johnson Bridge span with a new four-lane facility. The current bridge is rated as sufficient, but continuing maintenance concerns, and a limited design life of the existing structure, will be addressed by the new structure. The improved capacity provided by the project will support the current mutual aid agreements between Calvert County, St. Mary's County, and Naval Air Station Patuxent River fire departments. These mutual aid agreements presently have limited benefit during peak hours due to bridge congestion, and congestion at MD 4 and MD 235. In addition to general emergency support, Naval Air Station Patuxent River provides aircraft accident response to St. Mary's Regional Airport. This aircraft accident response would be improved by the MD 4/MD 235 capacity improvement. In addition, the project would provide improved evacuation capacity for weather events, nuclear events, and military/terrorism emergencies. The project would also support licensing of a third reactor at Calvert Cliffs nuclear power plant.

Goal: System Preservation: Protect and maintain the State's existing transportation infrastructure and investments.

Objective: Preserve and maintain State-owned or supported roadways, bridges, public transit, rail, bicycle and pedestrian facilities, ports, airports, and other facilities in a state of good repair. As aging structures require more maintenance, this project would reduce the number of inspections, and initial maintenance required on the bridge structure. In addition, a wider bridge span would enable the SHA to more easily conduct bridge inspections as lane closures can be more readily accomplished.

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 protect to the extent practicable during project development, construction, operations, and maintenance.

Objective: Implement transportation initiatives to mitigate the impacts of climate change and improve air quality. By providing a more efficient transportation infrastructure, less fuel usage should be incurred per trip, which should improve air quality. The bridge structure will be designed well above the 100-year flood elevation to mitigate the potential impact of increased flood elevations due to climate change.

Objective: Support broader efforts to improve the health of the Chesapeake Bay, protect wildlife, conserve energy, and address the impacts of climate change. This project provides an opportunity for the SHA to improve environmental quality through wetland and stormwater management retrofit projects which will reduce shoreline erosion and improve water quality in the project area. Energy will be conserved by reduced congestion. The waste material from the existing bridge span can also be used to enhance or create under-water habitat in the Patuxent River or the Chesapeake Bay.

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

Goal: Community Vitality: Provide options for the movement of people and goods that support communities and quality of life.

Objective: Better coordinate transportation investments and land use planning to support the environmental, social and economic sustainability of Maryland's existing communities and planned growth areas. This project serves to connect two existing communities within the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO), Solomon's and Lexington Park. It will increase vitality of the two communities by eliminating peak hour and weekend congestion, reducing delays caused by frequent bridge inspections and maintenance, and providing a pedestrian/bicycle linkage between the communities.

Objective: Enhance transportation networks and choices to improve mobility and accessibility, and to better integrate with land use. This project will increase the choices in transportation and accessibility by creating a bicycle/pedestrian linkage, which will be designed as an accessible walkway.

Objective: Increase and enhance transportation connections to move people and goods within and between activity centers. This project will help to move people and goods within the C-SMMPO, as well as two established communities (Solomon's and Lexington Park) within the MPO, by increasing capacity, providing an accessible bicycle/pedestrian linkage, and providing a bridge structure which will have a reduced maintenance schedule.

Goal: Economic Prosperity: Support a healthy and competitive Maryland economy.

Objective: Improve the movement of freight and support growth in the flow of goods within and through Maryland. This project will improvement 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 in to 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. In addition, a new proposal for a cruise ship terminal at Solomon's will be enabled by increased traffic capacity for customers to arrive at the ship on time, as well as a bridge height conducive to allow passage of the cruise ships.

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

11) Additional Comments / Explanation: