

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



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

April 9, 2013

RECEIVED

APR 16 2013

CO. OF PLANNING &
CONSTRUCTION

The Honorable Darrell B. Mobley
Acting Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
P.O. Box 548, Mail Stop 200
Hanover, MD 21076

RE: FY 2014 Transportation Program Priorities

Dear Acting Secretary Mobley:

Thank you for the opportunity to submit St. Mary's County's priorities for your use in preparing the FY 2014 Consolidated Transportation Program.

As in the past year, 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 Chapter 725 process, we have again included project questionnaires, maps, and have copied 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. We are pleased that Alternate 4 (a four lane divided road) has been recommended by the planning team. We also appreciate your willingness to consider breakout projects once the recommendation has been approved, as indicated in your February 13, 2013 letter. The planning study should continue to be fully-funded for completion in FY 2014, with engineering of the breakout projects beginning upon completion of planning.

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

Thank you for your February 11 response to our January 8, 2013, letter regarding short term improvements needed to assist traffic in the Great Mills area in the near term. A traffic study should be conducted, and the feasibility report should be updated in the near term to identify more modest near term improvements, with project planning funds for FY 14.

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. We would request you evaluate whether these three entrances could be 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.

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. It is understood that the design is ongoing, and funding is needed for construction.

2. **Overlay Program**

Thank you for completing the MD Route 234 overlay. We are hopeful that the MD Route 4 overlay can be funded this year.

3. **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 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 continue to 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 been completed and construction of the next phase is anticipated in FY 2014. Thank you again for completing the ARRA project to provide sidewalk along Mohawk Drive, with a crosswalk to the Three Notch Trail. The installation of pedestrian equipment for the MD 5 crossing at Mohawk Drive has been scheduled for May 2013. Please complete the crossing at the Golden Beach Road intersection with MD Route 5 in the near future.

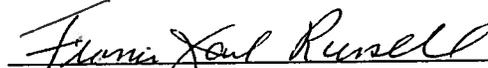
MINOR SIDEWALK RETROFIT PROGRAM

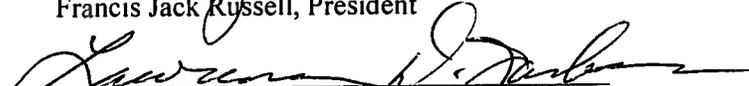
MD Route 4, from MD Route 235 to Wildewood Parkway, and College of Southern Maryland to the Governmental Center

We received the preliminary plans for the MD Route 245 sidewalk retrofit project and support the Town's request to extend the project to the Leonard's Grant Parkway intersection due to the major residential development as well as the future construction of a school which is currently under design. Subject to the availability of funding, we also request a retrofit project to assist Wildewood residents and residents of the Walden Sierra Facility in accessing shopping areas along MD Route 235.

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 meetings. 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

T:/All/Consent/2013/7183

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



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.

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.

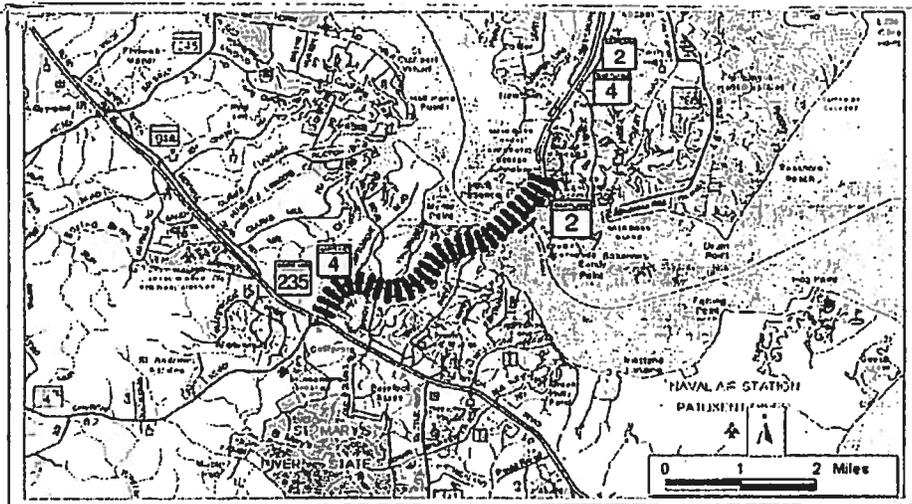
Goal: Environmental Stewardship: Develop transportation policies and initiatives that protect the natural, community, and historic resources of the State and encourage development in areas that are best able to support growth.

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 affect 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.



**LOCATION MAP:
MD 4 PROJECT**

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

George A. Erichsen, P.E., Director



BOARD OF COUNTY COMMISSIONERS:

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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.
- 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: 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 Leonardton 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 affect on natural, community, and historical resources.

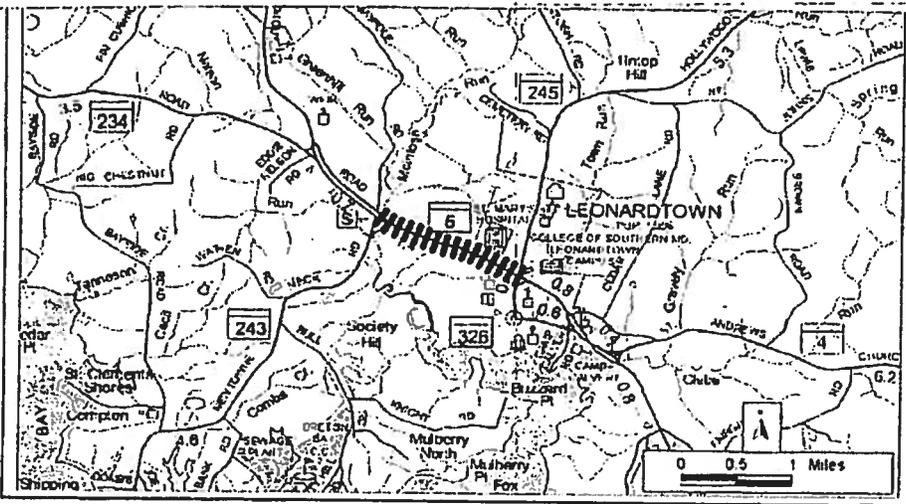
Objective: Support initiatives that further our commitments to environmental quality. This project provides an opportunity for the SHA to improve environmental quality through a stormwater management retrofit project which will improve water quality for McIntosh Run, which is a sensitive watershed. Currently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



**LOCATION MAP:
MD 5 PROJECT**

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

George A. Erichsen, P.E., Director



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Project Questionnaire: Annual Request to Maryland DOT for Project Funding

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

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

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 affect 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

