

How to Provide Feedback

SHA is committed to public involvement. Please share your comments about the proposed alternatives and the MD 5 Leonardtown project with the project team members listed below. The project team is also available to meet with community groups, business associations, and other organizations. To request a meeting, receive project information, submit a comment, or add your name to the MD 5 Leonardtown Project Mailing List, please contact:

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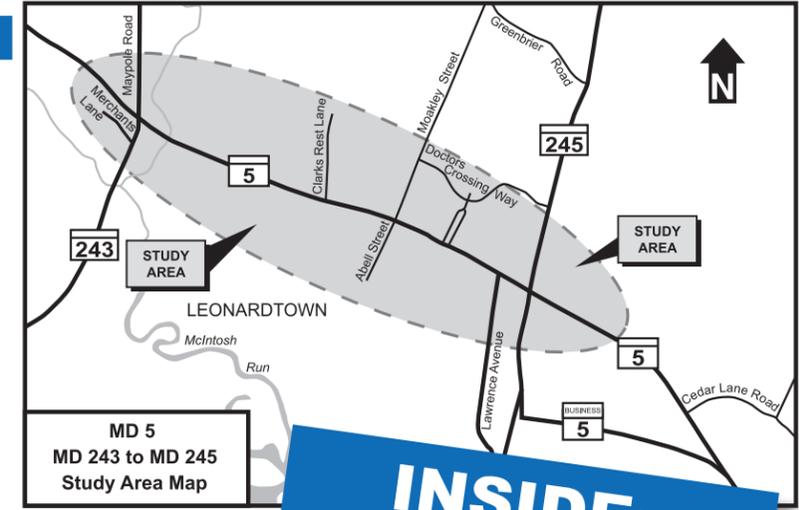


MD 5 Project Moves Forward

The Maryland State Highway Administration (SHA), Federal Highway Administration (FHWA), and local partners are continuing work on the MD 5 Leonardtown Project Planning Study. The project is located between MD 243 and MD 245 in St. Mary's County.

Several alternatives and options are currently under consideration, and are undergoing preliminary engineering and environmental analyses. Findings of these analyses will be presented in the Environmental Assessment, which will be available for public and agency review prior to the public hearing, which is tentatively scheduled for late Spring 2012. Information about the hearing will be provided once a date and location have been confirmed.

This project is currently funded for Project Planning only. It is not funded for Final Design, Right-of-Way Acquisition, or Construction. More information about the MD 5 Leonardtown Project Planning Study is available on SHA's website at www.roads.maryland.gov under **Projects and Studies / SHA Projects Page / St. Mary's County**.



INSIDE:

- ALTERNATIVES AND OPTIONS RETAINED FOR DETAILED STUDY
- HOW TO PROVIDE FEEDBACK
- NEXT STEPS

Why Is the Project Needed?

The purpose of the MD 5 Leonardtown Project Planning Study is to improve safety and operations for existing and future traffic along MD 5, while supporting existing and planned development in the area. The proposed alternatives will address the safety of pedestrians, bicyclists, and drivers and improve access to homes, businesses, schools, and places of worship in the MD 5 study area. In addition, the proposed alternatives will accommodate the unique transportation needs of the Amish communities along MD 5.

Increased growth and development along the MD 5 corridor and substantial redevelopment within the Town of Leonardtown have contributed to greater vehicle travel and congestion on MD 5. SHA expects that area traffic congestion and delays will worsen as growth continues throughout Leonardtown, St. Mary's County, and the Southern Maryland region.

Existing Conditions

MD 5 is an undivided four-lane roadway between MD 243 and MD 245, with 11-foot-wide travel lanes and a center four-foot-wide painted buffer. Left-turn lanes are provided at only the intersections of MD 5 with MD 243 and MD 245. Sidewalks along MD 5 are located primarily in the segment between Abell Street/Moakley Street and MD 245 and do not meet current Americans with Disabilities Act (ADA)

requirements. MD 5 contains no accommodations for on-road bicycle use within the project area.

What's New?

- Following the December 2008 Open House, Option 1: Section 4(f) Avoidance was not retained for further study, and Option 4: Shopping Access Modification was added.
- In coordination with cooperating and participating agencies, SHA is in the process of evaluating which solution will best balance the needs of all users within the project corridor. The proposed improvements will require right-of-way acquisitions, a number of displacements, and environmental impacts.
- New Environmental Site Design (ESD) regulations took effect in 2010 as part of the Stormwater Management Act of 2007. In place of large water-retention ponds commonly used in the past, the new ESD regulations call for several smaller stormwater-treatment facilities implemented to replicate characteristics similar to natural systems found in woods in good condition. As a result, the potential impacts on private property along MD 5 in the project area have increased. At the public hearing, the project team will present mapping that

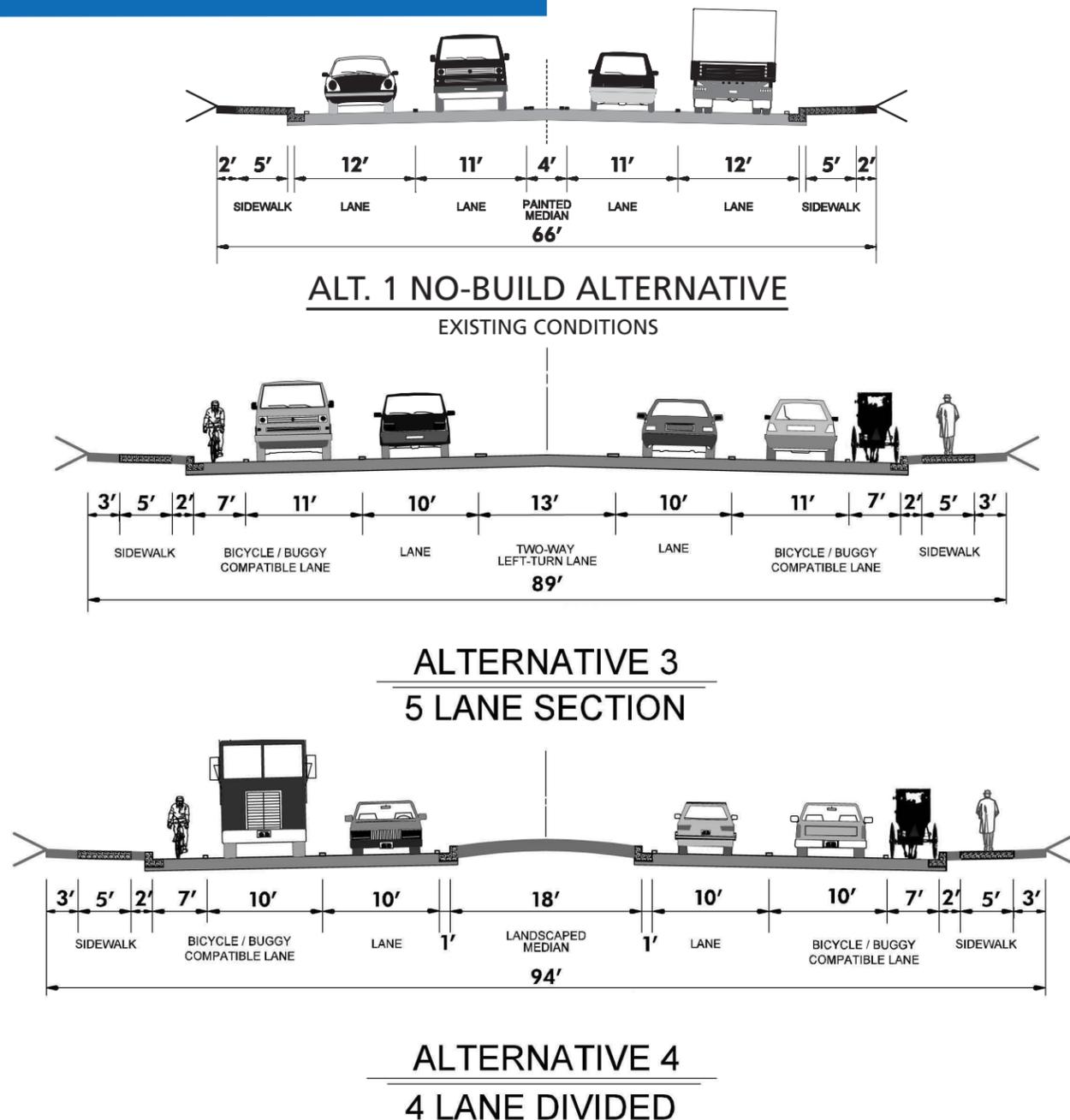
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shows the latest design for the stormwater management concepts, including the ESD impacts.

- SHA Cultural Resources staff is currently completing archeological and historical structure effects studies within the MD 5 corridor.
- Surveyors along MD 5 near the Abell Street/Moakley Street intersection during Spring and Summer 2011 were conducting work for a separate SHA project. They were evaluating whether left-turn lanes should be added on MD 5 at this intersection. That project has been placed on hold.
- St. Mary's County is home to a long-established Old Order Community (Amish and Mennonite). Many of the Community's members use horse-and-buggies for transportation. County representatives and horse-and-buggy users have identified the absence of shoulders on MD 5 in the project area as a safety concern. As a result, the project team is evaluating various roadway configurations to provide additional room on the shoulder of MD 5 for horse-and-buggy use.

Typical Sections



Alternatives and Options Retained for Detailed Study

SHA is considering four alternatives and three options for the MD 5 Leonardtown project planning study:

Three options are also being evaluated for Alternatives 3 and 4:

Alternative 1: No-Build – No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of routine maintenance and safety operations. The No-Build Alternative does not address future traffic concerns or the purpose and need for the project. It serves as a baseline for comparing the impacts and benefits associated with the build alternatives.

Option 2: Stream Avoidance – Under Option 2, widening would occur on both sides of MD 5, except in the area where a stream is located on the north side of MD 5 between Abell Street/Moakley Street and Clark's Rest Lane. In this area, the road would be widened only along the south side to avoid stream impacts.

Alternative 2: Transportation Systems Management (TSM) – Alternative 2 consists of a range of spot improvements that address the most serious concerns at specific locations or segments of roadway along the MD 5 corridor. TSM generally involves lower-cost improvements with fewer environmental impacts, including:

Option 3: Additional Intersection Improvements – Option 3 would expand the intersections at MD 5/MD 243 and MD 5/MD 245 by adding longer left-turn lanes to further improve operations at those intersections. This option would also add a traffic signal at the intersection of MD 243 and Merchants Lane.

Option 4: Shopping Access Modification – Option 4 would convert the existing right-in/right-out entrance to the Leonardtown Centre Shopping Plaza to a signalized intersection with a double left-turn into the shopping plaza from northbound MD 5. The right-turn movement from MD 243 onto Merchants Lane and the left-out from Merchants Lane would be prohibited. The length of the left-turn lanes on northbound MD 5 at MD 243 would be reduced.

- Adding and lengthening turn lanes or improving signal timing at the MD 5 intersections with MD 243 and MD 245;
- Adding turn lanes at the MD 5 intersection with Abell Street/Moakley Street;
- Adding on-road bicycle lanes and sidewalks on MD 5 at the intersections with MD 243, Abell Street/Moakley Street, and MD 245; and
- Consolidating entrances to properties along the MD 5 corridor.

Next Steps

- Complete Environmental Assessment – Winter 2011/2012
- Conduct Location/Design Public Hearing – Spring 2012
- Address Public Hearing Comments – Summer 2012
- Identify SHA Preferred Alternative – Fall 2012
- Receive Location/Design Approval – Spring 2013

Alternative 3: Five-Lane Typical Section – In addition to the intersection improvements listed under Alternative 2, this alternative would add a two-way, center left-turn lane along the entire length of the corridor and maintain two travel lanes in each direction. Outside travel lanes would include a seven-foot-wide bicycle/buggy lane, and five-foot-wide sidewalks would be added to both sides of the roadway along the MD 5 corridor.

Alternative 4: Four-Lane Divided Typical Section – Alternative 4 is identical to Alternative 3 with the following exceptions:

- Alternative 4 would add a landscaped raised median with turn lanes at appropriate intersections throughout the corridor; and
- It would not include a two-way center turn lane.

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