



TRI-COUNTY COUNCIL FOR SOUTHERN MARYLAND

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1965 – 2005

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David F. Hale, Chairman

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Southern Maryland Regional Transportation Needs Inventory (FY 2007)

Recommendation: The Regional Infrastructure Advisory Committee recommends the following regional transportation improvement projects for consideration and funding by the Maryland Department of Transportation.

I. Top Regional Priority

- **Upgrade the MD 231 and MD 2/4 intersection, widen MD 2/4 in Prince Frederick area**
Expedite intersection upgrade. Widen MD 2/4. Construct overpasses and underpass.

II. Regionally Significant Projects

- **Waldorf Bypass (US 301 South Corridor Improvement in Waldorf area)**
Plan for interchanges at major intersections of MD 5 and US 301. Upgrade Alternative 1A for US 301. Complete the NEPA process for Waldorf Upgrade.
- **Governor Thomas Johnson Memorial Bridge and MD 4**
Widen MD 4 from the Bridge to the MD 235. Plan for another span of Johnson Bridge.
- **Upgrade intersection of MD 4 and MD 235**
Address the problem at the intersection of MD 4 and MD 235.

III. County Projects of Regional Importance *

Calvert County

- Upgrade MD 4 in Dunkirk area, include expansion to six lanes and an overpass at Ward Road.

- MD 2/4 improvements:
 1. Priority 2 section: widening and underpass at Steeple Chase.
 2. Priority 3 section: north of Steeple Chase.
- Expand MD 231 in Calvert County, from MD 2/4 to Barstow Road for multi-lane highway construction.
- Construct additional Park and Ride facilities in the County as needed to accommodate commuter needs.

Charles County

- Accelerate completion of SHA Project Planning Study and Environmental Impact Statement for the US 301 – Waldorf Upgrade/Bypass.
- Initiate project planning study for MD 6 Connector In Town of La Plata.
- Improve the intersection at MD 5 and St. Charles Parkway by building an interchange.
- Maryland Airport Expansion
- Fund transfer station for County’s VanGo service at the US 301/Smallwood Drive Park and Ride.
- Provide funding for additional bus service in the Indian Head/Bryan Road area.
- Provide funding for GPS systems on transit vehicles to enhance efficiency and safety.
- Continue to implement recommendations of the MD5/US301/MD228 *Corridors Park and Ride Feasibility Study*.
- Technical assistance and project funding for streetscape enhancements to MD Route 210 proposed Town Center.
- Complete planning and design for streetscape on MD 5 Hughesville, inside the limits of the Hughesville Bypass.
- Add turn lane from westbound MD 5 onto northbound MD 925.

St. Mary’s County

- MD 237 (Chancellors Run Road) in Lexington Park.
- Widen MD 5 from Camp Brown Road to Point Lookout Park.
- Widen MD 5 from MD 243 to MD 245.
- Captain Walter F. Duke Regional Airport.

IV. Multi-jurisdiction

- Southern Maryland Mass Transportation Analysis - Planning for mass transit improvements, including light rail transit in the MD 5/US 301 corridor between White Plains and Branch Ave. Metro station
- Additional Park & Ride Facilities along MD 210, MD 228, MD 4, MD 5 and US 301
- MD 231 from Hughesville to Prince Frederick and Patuxent River Bridge
- Widen MD 231 to four lanes. Study the Benedict Bridge replacement in the future.

Note: These are part of the projects included in three counties' letters to MDOT secretary.

Regional Transportation Needs Inventory Project Details

1. Widen MD 2/4 Through Prince Frederick, and Upgrade the intersection at MD 231 and MD 2/4 in Prince Frederick.

Issues: Roadway capacity and safety

Project Status: The MD 2/4 and MD 231 intersection upgrade project is fully funded at a total cost of \$23.5 million in the draft FY 2006-2011 Consolidated Transportation Program (CTP). Engineering activities, which are approximately 70 percent complete, were restarted in February 2004 after being on hold since Spring 2002 due to the State's financial short falls. The design work is estimated to be complete by April 2007 and construction could begin as early as Summer 2007. Engineering for the remainder of the overall MD 2/4 project from south of MD 765 (Main Street) to north Stoakley Road is approximately 25 percent complete and remains on hold.

Funding: The MD 2/4 and MD 231 intersection improvement is fully funded at \$23.5 million. The remaining segments are estimated to cost a total of \$78.2 million (\$74.2 million of this total is unfunded).

Recommendation: Full funding to complete engineering, ROW acquisition and construction of the project, excluding MD 2/4 and MD 231 intersection, which is already fully funded.

2. Waldorf Bypass - US 301 South Corridor Improvement in Waldorf Area
Plan for grade separated interchanges at major intersections of MD 5 and US 301 in Waldorf (US 301, MD 5 and Western Parkway, MD 5 and St. Charles Parkway). Upgrade Alternative 1A for US 301. Complete the NEPA process for Waldorf Upgrade.

Issues: Severe traffic congestion and safety problems in US 301/MD 5 in Waldorf area.

Project Status: Draft 2006-2011 CTP includes \$5 million in project planning funds to complete the project planning study. The Waldorf Bypass and US 301 improvements in Charles County are part of a larger US 301 South Corridor Transportation Study that is examining improvements on US 301 and MD 5 in Prince George's and Charles Counties.

Funding: Project Planning is fully funded

Recommendations: Complete project planning for the US 301 South Corridor Transportation Study and continue to fund protective right-of-way for a potential Waldorf Bypass.

3. Governor Thomas Johnson Memorial Bridge and MD 4 near the Bridge

Issues:

- Heavy congestion during the morning and afternoon peak periods.
- No shoulders for emergency purposes.

Project Status: No planned SHA activity. The construction of an additional span has been added to SHA's long range planning document, the Highway Needs Inventory.

Funding: No funds

Recommendations:

Short-term Action: Study the peak period congestion problems.

Intermediate-term Actions:

1. Analyze the capacity of the existing bridge.
2. Plan to widen MD 4 between MD 235 and Bridge.

Long-term Actions

1. Plan for the future bridge expansion (by adding another span).
2. Widen MD 4 between MD 235 and the Bridge.
3. Improve the access to the Bridge in Solomon's.
4. Improve the intersection of MD 4 and MD 235.

- 4. Upgrade Intersection of MD 4 and MD 235 to Build an Interchange**
Issue: Roadway capacity. An interchange is needed to handle the high traffic volumes associated with travel to and from the Lexington Park area.
Project Status: This project is included in the Secondary system portion of SHA's long range planning document, the Highway Needs Inventory.
Funding: No funds.
Recommendation: Fund for project planning study.
- 5. Plan for upgrading MD 4 Through Dunkirk Area**
Issue: Roadway capacity and intersection improvements in Dunkirk Town Center area.
Project Status: Included in SHA's Highway Needs Inventory (HNI).
Funding: No funds.
Recommendations: Funding for Project Planning. SHA conducted a feasibility study in Spring 2004, which examined potential widening and intersection improvements.
- 6. Improve the intersection at MD 5 Business/MD 5 (Mattawoman-Beantown Road) and St. Charles Parkway by building an interchange**
Issue: This interchange is needed to handle the high traffic volumes associated with the MD 5 corridor east of Waldorf.
Project Status: It is included in Highway Needs Inventory (HNI), but is not studied.
Funding: No funds
Recommendations: Funding for Project planning for the interchange.
- 7. Plan for MD 6 Connector in Town of La Plata**
Issue: Roadway capacity
Project Status: It is included in SHA's Highway Needs Inventory.
Funding: No funds
Recommendations: Funding to initialize project planning.
- 8. Maryland Airport Expansion**
Project Status: Awaiting MDE and COE non-tidal wetland permits. County approved the airport expansion; included in the Priority Places application.

Funding: Approximately \$20 million. Total cost: 90% (FAA), 5% (MAA), 5% owner.

Recommendations: MDOT support in airport permitting and development.

- 9. Plan for Transfer station from MTA services to County Van Go service**
Issue: Additional parking and transfer station needed to handle projected capacity at the US 301/Smallwood Drive Park & Ride lot.
Project Status: Priority in County Capital Improvements Program.
Funding: No funds
Recommendations: Funding for Initiate Feasibility Study.
- 10. MD 237 (Chancellors Run Road) in Lexington Park**
Issue: Roadway capacity
Project Status: This \$52 million project has been fully funded in the draft FY 2006-2011 Consolidated Transportation Program (CTP). Design is currently 35 percent complete. The design is estimated to be complete by April 2007 and construction could begin as early as Fall 2007.
Funding: Fully funded including construction.
Recommendation: None
- 11. Widen MD 5 from Camp Brown Road to Point Lookout Park**
Issue: Roadway safety and capacity
Project Status: Engineering is 65 percent complete. SHA has reduced the project limits to: from Camp Brown Road to the Ranger Station, thereby reducing project costs by approximately \$4.5 million. In the 2004 St. Mary's County Commissioners Priority Letter, the segment between the Scotland Beach Road intersection and Camp Brown Road was identified as the Commissioner's top priority for improvement within the overall project. If funds become available for right-of-way and construction, SHA will concentrate on this breakout section.
Funding: Funded for engineering. No funds for ROW and construction.
Recommendation: Funding for ROW and construction.
- 12. Widen MD 5 from MD 243 to MD 245**
Issue: Safety in Leonardtown and roadway capacity
Project Status: Included in SHA's long range planning document, the Highway Needs Inventory within the limits of a potential multi-lane reconstruction of MD 5 from MD 4 to the beginning of the divided highway segment of MD 243.
Funding: No funds.
Recommendation: Project planning.
- 13. Captain Walter F. Duke Regional Airport**
Project Status: Environmental Assessment (EA) is underway
Funding: Federal/state funds for EA.
Status: County submitted the Airport Master Plan to FAA and MAA for final approval.

Recommendation: MDOT supports future airport development and bringing commercial / commuter air service into the Region.

14. Southern Maryland Mass Transportation Analysis in MD 5/US 301 Corridor

Planning for preferred mass transit alternatives, including light rail transit, in the MD 5 /US 301 corridor between White Plains and the Branch Avenue Metro Rail station.

Project Status: MTA TSSP Study is completed.

Funding: \$2.648 million federal and State planning funds for EIS and ROW.

Recommendation: MDOT and Mass Transit Administration (MTA):

- Prepare the Environmental Impact Statement (EIS).
- Delineate a transit alignment.
- Start the protective right-of-way acquisition in MD 5 corridor to preserve the future ROW for the transit line.

15. Additional Park & Ride Facilities along MD 210, MD 228, MD 4, MD 5 and US 301

Issues: Lot Capacity, Road Congestion and Capacity

Project Status:

- Mattawoman-Beantown Park and Ride lot expansion on MD 5 in Charles County is complete. It now has about 820 parking spaces, including 280 new spaces.
- MD 925 and Smallwood Drive Park and Ride in St. Charles is in the final design stage. It would take 9 months for contract and procurement. Construction should begin Spring/Summer 2007. It has approximately 513 spaces. Storm-water management plan is subjected approved by MDE. SHA may ask MTA to build accelerate/decollate lanes.
- La Plata Park and Ride lot at the Washington Avenue and Heritage Parkway is under construction. It has approximately 275 spaces.
- New Market Park and Ride Lot at in the intersection MD 5 and MD 6 (Northeast Corner). It has approximately 500 spaces. Need FTA approval of environment documentation. The ROW work is completed. The final design was expected to start in the summer of 2005. The construction was to start in late 2006.
- SHA and MTA are working with Calvert County on identifying opportunities for park and ride lot development along the MD 2/4 and MD 4 corridor.

Funding: The Mattawoman-Beantown, La Plata, and St. Charles park and ride lots are fully funded. New Market lot is funded for preliminary design. Anticipate for some construction funding for the overall SHA Park and Ride Program in FY 06 should additional needs arise.

Recommendation: Funds for final design and construction of the New Market lot. Provide funds when the lots are ready to be built. Continue to investigate future sites that correspond to the recommendations of the MTA Park and

Ride Study. Continue to provide short-term need alleviation until long-term projects are completed.

16. MD 231 between Hughesville and Prince Frederick and Patuxent River Bridge.

MD 231 is the only link between Calvert County and Charles County.

Issues: Safety, roadway and bridge capacity.

Project Status: MD 231 in Calvert County, from MD 2/4 to Barstow Road, and in Charles County from MD 5 Relocated to MD 381 are included in SHA's Highway Needs Inventory (HNI) for multi-lane highway reconstruction. A \$4.6 million rehabilitation of the Patuxent River Bridge was completed in Fall 2003. SHA coordinated with planning staffs and developed a right-of-way bandwidth for needs and constraints associated with the dualization of MD 231. The results of this analysis can be used by counties for the ROW protection and for local long-term master plans.

Funding: No funds for bridge replacement and capacity improvements on MD 231.

Recommendations:

- Widen MD 231 to a four-lane highway from Hughesville to Benedict, and from Hollowing Point to Prince Frederick.
- New bridge to accommodate the four-lane highway traffic and pedestrians.

This project could be broken into the following action items for staging purposes:

Short-term Action

1. Widen MD 231 from MD 2/4 to County Fairground.
2. Include the entire MD 231 from Hughesville to Prince Frederick in HNI.

Long-term Action

Initiate a project planning study for the widening of MD 231 from the Hughesville Bypass to Prince Frederick.