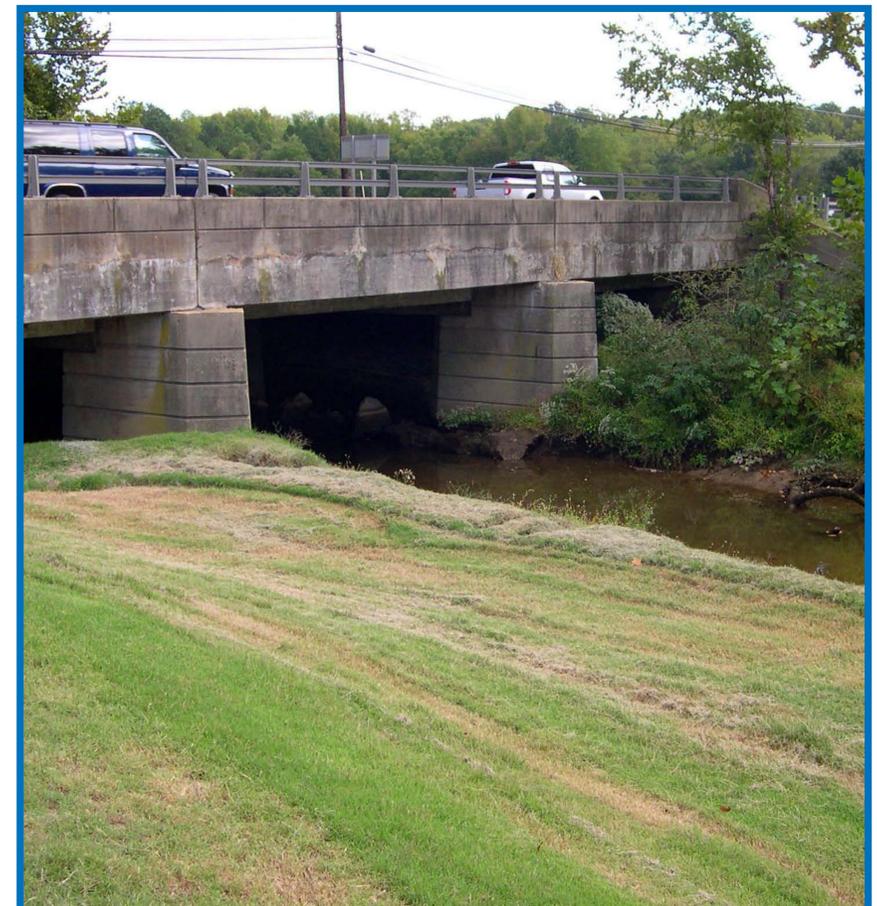


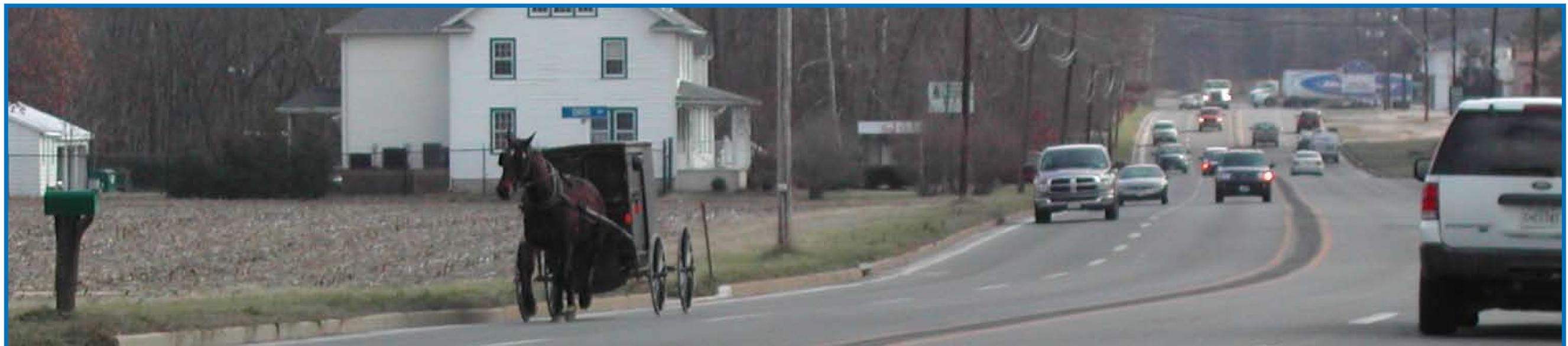
WELCOME!

MD 5 Leonardtown Project Planning Study from MD 243 to MD 245

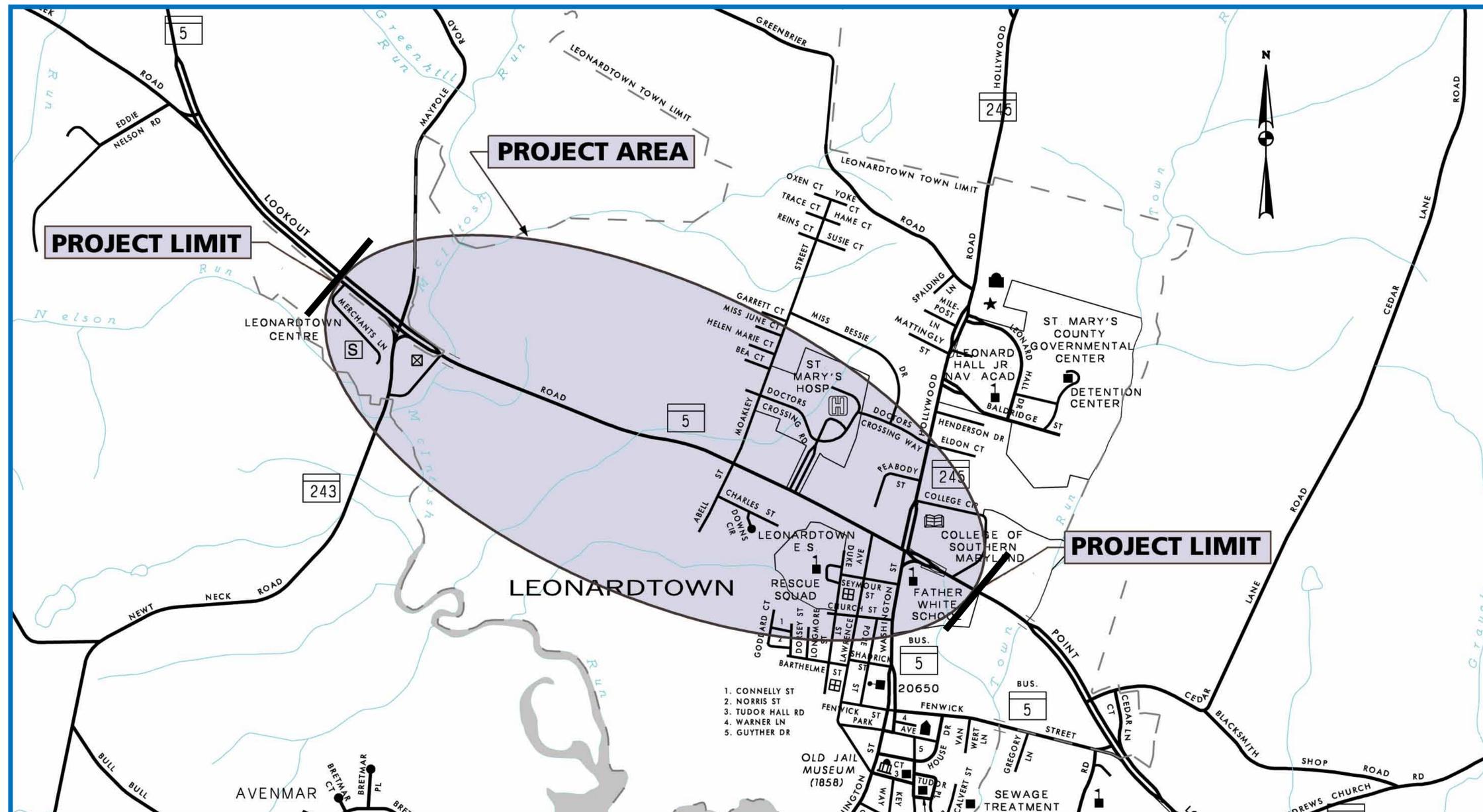


OPEN HOUSE OBJECTIVES

- **Provide updates on the progress of the MD 5 Leonardtown Project Planning Study**
- **Present purpose and need**
- **Present alternatives under consideration**
- **Receive feedback on the proposed alternatives**
- **Present the next steps of the project planning study**



PROJECT LOCATION

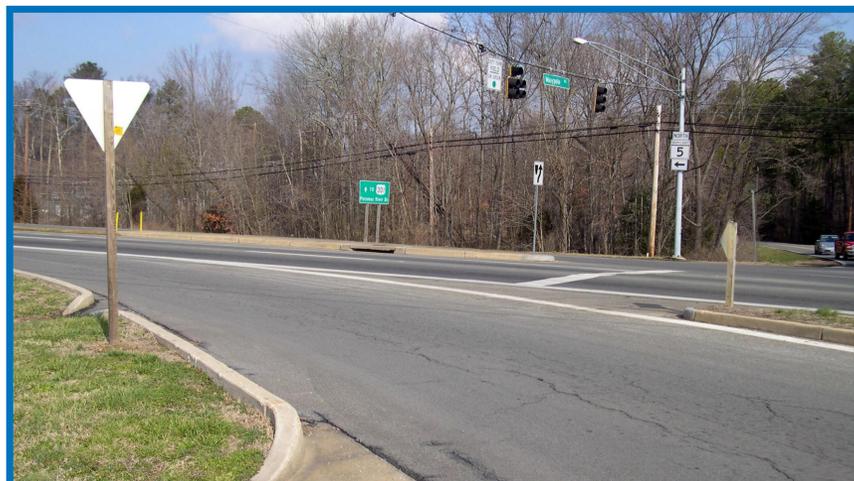


PROJECT BACKGROUND

- **MD 5 Project Planning Study area extends from just north of MD 243 to just south of MD 245 (two miles)**
- **MD 5:**
 - **Serves as a gateway to Leonardtown**
 - **Provides access to residences and businesses**
 - **Serves through-traffic**
- **Study to evaluate potential transportation and safety improvements began January 2007**

EXISTING CONDITIONS

- **Four-lane roadway**
- **Four-foot-wide striped median**
- **No shoulders or pull-off areas**
- **40 MPH speed limit**
- **Multiple intersections and driveways**
- **Substandard sidewalk on both sides from MD 245 to Moakley/Abell Streets**



WHAT IS A PURPOSE AND NEED STATEMENT?

- ***The Purpose:***
An overall statement of the project's transportation objectives
- ***The Need:***
An explanation of conditions that may need to be changed or problems that need to be remedied
- **Together, the Purpose & Need should reflect the surrounding community's' and stakeholders' transportation issues that the project will address and try to remedy**

PURPOSE AND NEED SUMMARY

- **Improve vehicular safety, traffic operations and mobility**
- **Accommodate current and planned growth and development**
- **Improve non-vehicular and pedestrian safety and mobility**
- **Provide adequate capacity**

TRAFFIC VOLUMES

Existing and Future Average Daily Traffic (ADT)

Location	Existing (2007) ADT	2030 No-Build ADT	Percent Growth
MD 5 West/North of Maypole Road/MD 243	23,475	41,425	76%
MD 5 between MD 243 and MD 245/MD 5 Business	28,750	50,750	77%
MD 5 East/South of MD 245/MD 5 Business	27,400	48,350	76%
MD 243 South of MD 5	8,000	14,125	77%
MD 245 North of MD 5	12,050	19,000	58%
MD 5 Business/Washington Street South of MD 5	7,975	12,575	58%

Planned and proposed growth and development in Leonardtown will result in an increase of traffic volumes by over 75% on MD 5.

TRAFFIC ANALYSIS

Level of Service (LOS) Analysis

Location	Level of Service (Average Delay*)			
	2007 Existing		2030 No-Build	
	AM Peak	PM Peak	AM Peak	PM Peak
MD 5 at MD 243 / Maypole	B (16 sec)	C (30 sec)	F (89 sec)	F (168 sec)
MD 5 at Clarks Rest / Tudor Hall	N/A	N/A	D (52 sec)	F (86 sec)
MD 5 at MD 245 / MD 5 Business	B (19 sec)	C (29 sec)	D (37 sec)	F (132 sec)

**Average Delay: Average time a vehicle may be stopped at the signalized intersection.*

Traffic projections for design year 2030 indicate that several intersections will fail (LOS F) without improvements to MD 5

CRASH DATA

Type/Year	2005	2006	2007	Total	Study Rate	Statewide Rate
Summary						
Fatal	0	1	0	1	2.5	2.1
Injury	34	18	24	76	190.1*	93.6
Property Damage	21	31	35	87	217.7*	116.3
Total	55	50	59	164	410.3*	211.9
Crash Breakdown						
Opposite Direction	1	0	2	3	7.5	9.5
Rear End	24	23	25	72	180.1*	85.5
Sideswipe	3	2	6	11	27.5*	12.4
Left Turn	15	11	9	35	87.6*	27.3
Angle	9	4	10	23	57.5*	28.3
Pedestrian	0	1	0	1	2.5	-
Parked Vehicle	0	0	1	1	2.5	2.1
Fixed Object	2	2	3	7	17.5	27.8
Other	1	7	3	11	27.5	6.9
Truck Related	5	6	3	14	35.0*	22.0

**Significantly higher than statewide average for similar type roadways. (Rates are per 100 million vehicle miles.)*

ALTERNATIVES UNDER CONSIDERATION

- **Alternative 1: No-Build**
- **Alternative 2: Transportation Systems Management (TSM)***
- **Alternative 3: Five-Lane**
- **Alternative 4: Four-Lane Divided**
- **Option 1**: Section 4(f) Minimization (Parks / Historic Sites)**
- **Option 2**: Stream Avoidance**
- **Option 3**: Additional Intersection Improvements**

**TSM components included in all Build Alternatives.*

***Works with Alternatives 3 and 4.*

PROPERTY IMPACTS AND COST ESTIMATES

Property Impacts

	Alt 1	Alt 2	Alt 3	Alt 4	Opt 1**	Opt 2**	Opt 3**
	No-Build	TSM	5-Lane	4-Lane Divided	Section 4(f) Minimization	Stream Avoidance	Additional Intersection Improvements
Displacements							
Residential	0	1	2	2	11	2	3
Business / Commercial	0	5	6	8	11	10	11
Institutional*	0	0	0	0	0	0	0
TOTAL	0	6	8	10	22	12	14
Properties Affected							
Residential	0	25	34	34	34	34	35
Business / Commercial	0	19	31	31	31	31	34
Agricultural	0	2	2	2	2	2	2
Institutional*	0	6	7	7	7	7	7
TOTAL	0	52	74	74	74	74	78
R/W Required (Acres)	0	14	20	22	25	23	22

*Institutional: Houses of Worship, Hospitals, County-Owned Land, Schools, etc.

**Impacts are calculated for each option combined with Alternative 4; each option can also be combined with Alternative 3.

Preliminary Cost Estimates

	Alt 1	Alt 2	Alt 3	Alt 4	Opt 1**	Opt 2**	Opt 3**
	No-Build	TSM	5-Lane	4-Lane Divided	Section 4(f) Minimization	Stream Avoidance	Additional Intersection Improvements
Range of Costs (In Millions)	0	\$114-\$142	\$142-\$176	\$150-\$187	\$171-\$213	\$180-\$225	\$172-\$214

**Costs are calculated for each option combined with Alternative 4; each option can also be combined with Alternative 3.

ENVIRONMENTAL IMPACTS

Historic Property Impacts

Historic Properties	Alt 1	Alt 2	Alt 3	Alt 4	Opt 1**	Opt 2**	Opt 3**
	No-Build	TSM	5-Lane	4-Lane Divided	Section 4(f) Minimization	Stream Avoidance	Additional Intersection Improvements
Port of Leonardtown* (Acres)	0	0.06	0.06	0.06	0.03	0.06	0.06
Gough Farm (Acres)	0	0.02	0.02	0.02	0	0	0.02
Buena Vista (Acres)	0	0	0.08	0.08	0.01	0.09	0.09
Drury-Saunders House (Acres)	0	0.11	0.11	0.11	0.11	0.11	1.58
St. Mary's Academy (Acres)	0	0.04	0.03	0.04	0.04	0.03	0.19
Total Impacted Historic Sites (Acres)	0	0.23	0.30	0.31	0.19	0.29	1.94

*Port of Leonardtown is also a park.

**Impacts are calculated for each option combined with Alternative 4; each option can also be combined with Alternative 3.

Natural Resource Impacts

Natural Resources	Alt 1	Alt 2	Alt 3	Alt 4	Opt 1**	Opt 2**	Opt 3**
	No-Build	TSM	5-Lane	4-Lane Divided	Section 4(f) Minimization	Stream Avoidance	Additional Intersection Improvements
Stream Impact (Linear Feet)	0	1,300	2,200	2,200	1,200	1,200	3,400
Wooded Areas (Acres)	0	0.6	2.4	2.6	2.8	2.7	3.2
Wetlands Affected (Acres)	0	0.1	0.5	0.5	0.5	0.5	0.6
100 Year Floodplain (Acres)	0	4.0	5.7	5.7	5.8	5.8	5.7

**Impacts are calculated for each option combined with Alternative 4; each option can also be combined with Alternative 3.

CONTEXT SENSITIVE SOLUTIONS

Context Sensitive Solutions is a collaborative, interdisciplinary approach involving all stakeholders in the process of developing a transportation project that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

Examples of Context Sensitive Solutions may include, but are not limited to:

- Landscaping
- Lighting
- Accommodations for Bicyclists and Pedestrians
- Defined Pedestrian Crosswalks
- Community Signs
- Other Aesthetic Features



NEXT STEPS

THROUGH SUMMER 2009

- **Further Develop Alternatives Under Consideration**
- **Complete Additional Detailed Environmental Studies**
- **Evaluate Impacts of Each Alternative**

FALL 2009

- **Prepare Draft Environmental Documentation**
- **Location/Design Public Hearing**

SPRING 2010

- **Identify Preferred Alternative**
- **Prepare Final Environmental Document**
- **Complete Project Planning**