

PUBLIC HEARING TRANSCRIPT

MD 5 LEONDARDTOWN
PROJECT PLANNING STUDY

PRESENTATION & PUBLIC TESTIMONY

THURSDAY, JUNE 28, 2012
ANNE ARUNDEL COUNTY

STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN

EVENING PUBLIC HEARING

MD 5 Leonardtown Project Planning Study

Thursday, June 28, 2012

7:00 p.m.

Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

SPEAKERS

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1 MR. LEE STARKLOFF:
 2 My name is Lee Starkloff. I'm the
 3 District Engineer for State Highway
 4 Administration for District 5, which includes
 5 St. Mary's County. I'll be the Hearing
 6 Officer this evening.
 7 Tonight's hearing is being held
 8 jointly by the State Highway Administration,
 9 the Federal Highway Administration, the U.S.
 10 Army Corps of Engineers.
 11 On behalf of these agencies I welcome
 12 you to this Location/Design Public Hearing for
 13 the MD 5 Leonardtown Project Planning Study.
 14 The purpose of this hearing is to
 15 acquaint you with the project and provide an
 16 opportunity to present your views regarding
 17 the proposed location and design of the
 18 alternatives under construction.
 19 Please direct your attention to the
 20 project brochure. If you have not received
 21 one, copies are available from the
 22 receptionist.
 23 The brochure summarizes the

1 information related to this project and
 2 provides descriptions of the proposed
 3 improvements and an environmental summary.
 4 Please review the brochure to aid
 5 your understanding of tonight's presentation.
 6 I will now introduce representatives of the
 7 State Highway Administration who will
 8 participate in this evening's hearing.
 9 Mr. Jeremy Beck, who is the Project
 10 Manager; Ms. Elizabeth Habic, who is the
 11 Environmental Manager; to her left is Ms.
 12 Melody Bryant; and we are actually waiting on
 13 our Equal Opportunity Officer at the moment.
 14 I'll introduce him in a few minutes.
 15 To contact members of the project
 16 team, please refer to the brochure. The
 17 project team is also available tonight to
 18 answer questions or provide information to
 19 individuals or groups.
 20 At this time, I would like to invite
 21 any elected officials to please stand for
 22 recognition. Do we have any elected officials
 23 this evening? Okay.

1 (ACKNOWLEDGMENT OF ELECTED OFFICIALS)
 2 MR. LEE STARKLOFF:
 3 Good evening. Thank you. To notify
 4 individuals of tonight's hearing and encourage
 5 their participation, the State Highway
 6 Administration published a formal notice in
 7 the newspapers listed in the brochure. We
 8 mailed postcards announcing the meeting and
 9 distributed brochures to persons on the
 10 project mailing list.
 11 We also provided public service
 12 announcements to radio stations that serve
 13 this area and placed information on the State
 14 Highway Administration's website.
 15 Interested groups and individuals who
 16 are not already on the mailing list are
 17 encouraged to submit their names to our
 18 receptionist. The list will be used to notify
 19 you of any subsequent public involvement and
 20 for the distribution of project information.
 21 This evening's proceedings are being
 22 recorded. The official transcript of this
 23 public hearing will become part of the public

1 record. Written comments, including e-mails
 2 and materials for inclusion of the transcript,
 3 will be accepted until July 30, 2012.
 4 Comments may still be submitted after this
 5 date for consideration in the decision-making
 6 process for the project. Approximately 8
 7 weeks after the hearing, the transcript will
 8 be available to review and copy at the
 9 locations listed in the brochure. The
 10 transcript will also be placed on the State
 11 Highway Administration's website.
 12 To confirm availability of the
 13 transcript, please contact Mr. Jeremy Beck, as
 14 noted in the brochure.
 15 The Maryland State Highway
 16 Administration's project development process
 17 consists of four distinct phases: Project
 18 Planning, Engineering or Final Design, Right-
 19 of-way Acquisition, and Construction.
 20 This project is currently in the
 21 detailed study stage of project planning.
 22 During project planning, the location, general
 23 design features, and environmental impacts are

1 identified. Current activities including
2 engineering and environmental studies;
3 coordination with local, state and federal
4 agencies; and public involvement. The results
5 of our studies will be summarized for you this
6 evening.

7 Following the project planning is
8 engineering, or final design, during which
9 construction drawings are prepared and final
10 right-of-way requirements are determined.

11 Right-of-way acquisition usually
12 begins about halfway through the design phase.
13 Right-of-way impacts for this project are
14 limited to properties that are adjacent to the
15 corridor.

16 Representatives of the State Highway
17 Administration's Office of Real Estate are
18 available tonight to answer your questions.

19 Construction of a project can only
20 begin after final design is completed and
21 right-of-way has been acquired.

22 The project is currently funded for
23 project planning only. If the study concludes

1 with the selection of a build alternative, the
2 project will become a candidate for inclusion
3 in future programs for final design, right-of-
4 way, and construction.

5 This project is listed in the primary
6 development and evaluation section of the
7 fiscal years 2012-2017 in the Consolidated
8 Transportation Program. It is also included
9 in the State Highway Administration's long-
10 range plan, which is called the Highway Needs
11 Inventory.

12 This project is consistent with St.
13 Mary's County's 2006 Transportation Plan, the
14 Tri-County Council for Southern Maryland's
15 fiscal year 2007 regional transportation needs
16 inventory, and Leonardtown's 2010
17 Comprehensive Land Use Plan.

18 MD 5 is on the State of Maryland's
19 secondary system and is functionally
20 classified as a rural minor arterial. Within
21 the study area, MD 5 provides a parallel route
22 to MD 235 and is the major gateway to
23 Leonardtown.

1 The roadway provides direct access to
2 properties along the corridor and carries
3 through traffic south to Point Lookout and
4 north into Charles County.

5 Mr. Jeremy Beck will describe the MD
6 5 Leonardtown Project Planning Study and the
7 alternatives and options that are being
8 considered at this time. Jeremy?

9 MR. JEREMY BECK:

10 Thank you, Lee. The limits of the MD
11 5 Leonardtown Project Planning Study extend
12 from MD 243 to MD 245, a distance of
13 approximately two miles.

14 The purpose of the project is to
15 improve safety and operations for existing and
16 future traffic along MD 5, while supporting
17 existing and planned development in the area.

18 The proposed alternatives will
19 address the safety of pedestrians, bicyclists
20 and drivers, and improve access to homes,
21 businesses, schools, and places of worship in
22 the MD 5 study area.

23 In addition, the proposed

1 alternatives will accommodate the unique
2 transportation needs of the Amish and
3 Mennonite communities along MD 5.

4 MD 5 within the project limits is a
5 48-foot wide curbed roadway consisting of four
6 11 foot wide lanes, two lanes in each
7 direction, with minimal or no shoulders and a
8 four-foot wide marked separation between
9 northbound and southbound traffic.

10 Sidewalks exist on both sides of the
11 roadway from MD 245 to Abell and Moakley
12 Streets, but do not meet the current Americans
13 With Disabilities Act requirements. There are
14 no sidewalks along MD 5 between Abell and
15 Moakley Streets and MD 243. There are
16 utilities located on both sides of the
17 roadway.

18 The intersections of MD 5 at MD 245
19 and MD 243 are signalized. There is a
20 firehouse signal on MD 5 at the Lawrence
21 Avenue intersection. The posted speed limit
22 is 40 miles an hour.

23 MD 5 is designated as a bicycle route

1 within the project area. However, the lack of
 2 shoulders and the lack of any local parallel
 3 routes require bicyclists to share the
 4 existing travel lanes with motorized traffic.

5 The lack of shoulders is also a
 6 safety concern for the horse-and-buggy traffic
 7 associated with the Amish and Mennonite
 8 communities located in the Leonardtown area.

9 The project team has identified
 10 transportation alternatives that address the
 11 project need while minimizing impacts to the
 12 social, cultural, and natural environment.
 13 Based on input from project stakeholders, four
 14 alternatives, including the no-build, and
 15 three options have been retained for detailed
 16 study.

17 Alternatives and options not retained
 18 for detailed study are identified in the
 19 brochure. After evaluating the project's
 20 impacts and considering comments from the
 21 public, and the regulatory and environmental
 22 agencies, the State Highway Administration
 23 will choose a preferred alternative and

1 option.

2 Alternative 1 is the No-Build
 3 Alternative. It includes no major capital
 4 improvements. Minor short-term improvements
 5 would occur as part of routine maintenance and
 6 safety operations. This alternative does not
 7 address the purpose and need for the project.
 8 It serves as a baseline of comparison for the
 9 impacts and benefits of the build alternatives
 10 and options.

11 Alternative 2 is the transportation
 12 systems management alternative. It consists
 13 of spot improvements and access management
 14 along the corridor to address concerns at
 15 specific locations.

16 Transportation systems management
 17 improvements can usually be constructed with
 18 relatively low costs and few environmental
 19 impacts, but would provide no substantial
 20 improvements or operations to address future
 21 concerns or needs.

22 These improvements would include:
 23 Adding and lengthening turn lanes and/or

1 improving signal timing at the MD 5
 2 intersections with the MD 243 and MD 245;
 3 adding turn lanes at the MD 5 intersection
 4 with Abell and Moakley Streets; adding on-road
 5 bicycle lanes and sidewalks on MD 5 at the
 6 intersections with MD 243, Abell and Moakley
 7 Streets, and MD 245; and consolidating
 8 entrances to properties along the MD 5
 9 corridor.

10 Alternative 3 is the five-lane
 11 roadway alternative. In addition to the
 12 intersection improvements listed under
 13 Alternative 2, this alternative would add a
 14 13-foot wide two-way center left turn lane
 15 along the entire length of the corridor and
 16 maintain two travel lanes in each direction.

17 Outside travel lanes would include a
 18 7-foot wide bicycle and buggy lane. A
 19 continuous five-foot-wide sidewalk would be
 20 added to both sides of MD 5 throughout the
 21 entire project limits.

22 Alternative 4 is the four-lane
 23 divided roadway alternative. It is identical

1 to Alternative 3, except Alternative 4 would
 2 add an 18-foot wide landscaped raised median
 3 on MD 5 with turn lanes at major intersections
 4 throughout the corridor; and it would not
 5 include a two-way center left turn lane.
 6 Three options are also being evaluated for
 7 alternatives 3 and 4.

8 Option 2 is the stream avoidance
 9 option. Under this option, widening would
 10 occur on both sides of MD 5, except in the
 11 area where a stream is located on the north
 12 side of MD 5 between Moakley Street and
 13 Clark's Rest Lane. In this area, all widening
 14 would occur on the south side to avoid stream
 15 impacts.

16 Option 3 is the additional
 17 intersection improvements option. This option
 18 would expand the intersection of MD 5 at MD
 19 243 and MD 245 by adding longer left turn
 20 lanes to further improve operations at those
 21 intersections. A potential traffic signal at
 22 the intersection of MD 243 and Merchant's Lane
 23 will be considered.

1 Option 4 is the shopping center
2 access modification option. Under this
3 option, the existing right-in/right-out
4 entrance to the Leonardtown Centre Shopping
5 Plaza would be modified to include a double
6 left turn into the shopping plaza from
7 northbound MD 5. A potential traffic signal
8 at the shopping center entrance will be
9 considered.

10 The right-turn movement from MD 243
11 onto Merchant's Lane and the left-out from
12 Merchant's Lane would be prohibited. The
13 length of the left turn lanes on northbound MD
14 5 at MD 243 would be reduced.

15 Following the public hearing, the
16 project team will perform further analyses on
17 the alternatives and options presented tonight
18 to address comments received from the
19 agencies, local officials, and the public.

20 Ms. Elizabeth Habic will now provide
21 an environmental overview. Elizabeth?

22 MS. ELIZABETH HABIC:

23 Thank you, Jeremy. A detailed

1 relocations would be required. And up to 30
2 acres of right-of-way would be required for
3 the build alternatives and options.

4 Depending on the alternatives and
5 option chosen, between approximately four and
6 10 acres of residential right-of-way, between
7 9 and 17 acres of commercial right-of-way, and
8 approximately one or two acres of agricultural
9 right-of-way would be required.

10 No disproportionately high or adverse
11 impacts on minority or low-income populations
12 would occur with this project.

13 There is one publicly owned park
14 located in the MD 5 project area, the Port of
15 Leonardtown. The park is located at the old
16 State Highway Administration garages, which is
17 also eligible for listing in the National
18 Register of Historic Places.

19 The section 4(F) use of the Port of
20 Leonardtown would be identical for
21 Alternatives 2, 3 and 4 as well as for options
22 2, 3 and 4. Under each of these alternatives
23 and options, a section 4(F) use of

1 analysis was performed to identify impacts on
2 natural, cultural, and socioeconomic
3 environmental resources within the study area.
4 A comparison of impacts is included in the
5 brochure.

6 The proposed improvements from MD 5
7 from MD 243 to MD 245 are consistent with the
8 St. Mary's County 2010 comprehensive master
9 plan and local land-use plans.

10 Maryland's Smart Growth legislation
11 is intended to limit sprawl by directing state
12 funds for infrastructure improvements to
13 county-designated growth areas. The project
14 is located entirely within a priority funding
15 area; therefore, the project is in compliance
16 with Maryland's Smart Growth initiatives.

17 Coordination with St. Mary's County
18 emergency management services confirmed that
19 the proposed improvements would increase
20 commuter and pedestrian safety and improve
21 emergency response times.

22 Up to 10 business property
23 displacements and three residential property

1 approximately 0.08 acre would occur. Section
2 4(F) of the U.S. Department of Transportation
3 Act of 1966 (49 USC 303(C) permits the use of
4 land from a significant publicly owned public
5 park or recreation area, or significant
6 historic site, only if there is no prudent and
7 feasible alternative to the use of such land
8 and if the action includes all possible
9 planning to minimize harm to the protected
10 property resulting from such use.

11 Options to avoid or minimize park
12 impacts have been developed in accordance with
13 the Section 4(F) regulations of the United
14 States Department of Transportation Act.

15 The Section 4(F) use of this property
16 would result from roadside grading and the
17 placement of a retaining wall, which
18 encroaches within the historic boundary but
19 minimizes the grading necessary. No buildings
20 on the site would be directly impacted and
21 access to the property would not change.

22 The town of Leonardtown and Maryland
23 Historical Trust have concurred that the

1 project would have a de minimis or minor
2 effect on the activities, features, and
3 attributes of the park.

4 Therefore, the State Highway
5 Administration has requested that the federal
6 highway administration make a Section 4(F) de
7 minimis, or minor impact, finding on these
8 changes to the Port of Leonardtown.

9 The hearing and the circulation of
10 the Section 4(F) evaluation as part of the
11 Environmental Assessment will allow the
12 Federal Highway Administration to obtain
13 public comments.

14 The State Highway Administration
15 determined that the build alternatives would
16 require right-of-way from some or all of the
17 five historic properties in order to widen MD
18 5 and that the property, or that the project,
19 would have an adverse impact only on one
20 historic property, the Drury-Saunders House.

21 The Maryland Historical Trust has
22 concurred with this determination. As the
23 official with jurisdiction, the Maryland

1 Macintosh Run and Town Run drainage areas.
2 Permits from the U.S. Army Corps of
3 Engineers and the Maryland Department of the
4 Environment are required for wetland and
5 stream impacts. Adverse impacts on water
6 quality during construction would be minimized
7 through strict adherence to the State Highway
8 Administration's sediment and erosion control
9 procedures.

10 The State Highway Administration has
11 submitted a permit application to the Corps
12 requesting Department of the Army
13 authorization to impact waters of the U.S.

14 Up to 5.55 acres of the 100-year
15 floodplain associated with Macintosh Run, up
16 to approximately 1.2 acres of wetlands, and
17 0.4 acre of non-tidal wetlands of special
18 state concern would be impacted as well as up
19 to 1,707 linear feet of streams.

20 The Maryland Department of Natural
21 Resources has set an in-stream work
22 prohibition period from March 1st to June 15th,
23 inclusive.

1 Historical Trust has concurred that this
2 project will not adversely affect the
3 activities, features, or attributes that
4 qualify the other four properties for
5 protection under the Section 4(F).

6 This resource, these resources and
7 impact determinations for each resource are
8 identified in the Environmental
9 Assessment/Draft Section 4(F) Evaluation
10 prepared for the project.

11 The State Highway Administration
12 would also seek the Federal Highway
13 Administration's determination that these
14 impacts constitute a de minimis or minimal
15 impact, consistent with the Section 106
16 procedures of the National Historic
17 Preservation Act; public comments are
18 requested regarding effects on historic
19 properties.

20 This hearing provides the public an
21 opportunity to review and comment on the
22 proposed de minimis impact finding.

23 The study area is within the

1 This public hearing provides the
2 opportunity to present views, opinions, and
3 information which will be considered by the
4 Corps of Engineers in evaluating a Department
5 of the Army permit. A representative from the
6 Corps is present at this evening's hearing.

7 The Corps regulates discharges of
8 dredged or fill material into wetlands and
9 streams, or waters of the U.S. All comments
10 received will become part of the project
11 record.

12 Written statements expressing concern
13 for aquatic resources may be submitted to Mr.
14 Jack Dinne of the Corps in writing or by e-
15 mail. Contact information is located in the
16 project brochure. The Corps public notice
17 closes on August 6, 2012.

18 In addition, a water quality
19 certification, in accordance with section 401
20 of the Clean Water Act, will be required from
21 the Maryland Department of the Environment.

22 Between approximately 3.2 and 7.5
23 acres of woodland impacts are anticipated as

1 well as up to one acre of forest interior
 2 dwelling species habitat. Forest acreage will
 3 be replaced within the project limits or off-
 4 site within the same watershed.
 5 An air quality analysis indicates
 6 that no violations of the state and national
 7 ambient air quality standards would occur with
 8 any of the proposed alternatives, and that the
 9 project meets the transportation conformity
 10 requirements of the Clean Air Act.
 11 Nine noise sensitive areas were
 12 identified. In areas where the noise
 13 abatement criteria was reached or exceeded,
 14 noise abatement measures were considered.
 15 Due to the multiple driveways,
 16 business access, pedestrian issues, or
 17 proximity to intersections, none of the noise
 18 abatement measures for the impacted noise
 19 sensitive areas were found to meet the
 20 reasonableness or feasibility criteria to
 21 warrant further consideration under the 2011
 22 State Highway Administration noise policy.
 23 Therefore, noise mitigation is not

1 recommended for further consideration as part
 2 of the MD 5 Leonardtown Project Planning
 3 Study.
 4 This concludes the Environmental
 5 Overview. Please refer to the brochure for
 6 additional information. Welcome. Ms. Melody
 7 Bryant, Melody?
 8 MS. MELODY BRYANT:
 9 Thank you, Elizabeth. Good evening,
 10 ladies and gentlemen. The acquisition of
 11 right-of-way and relocation assistance for
 12 this project cannot be undertaken until funds
 13 are programmed and included in the
 14 Consolidated Transportation Program.
 15 The State Highway's procedures
 16 requiring properties differ somewhat from the
 17 normal real estate transaction between
 18 individuals. The State Highway Administration
 19 is required to secure at least one appraisal
 20 on each affected property and to offer the
 21 owners the amount determined by that appraisal
 22 to be just compensation for the property
 23 rights to be acquired.

1 Each property owner will be provided
 2 an opportunity to accompany the appraiser
 3 during the inspection of the property. As
 4 just compensation is established, a real
 5 property specialist will meet with the
 6 affected owners or contact them by letter, to
 7 discuss the acquisition and explain how the
 8 construction will affect their property.
 9 At that time our representative will
 10 also answer questions and explain the offer.
 11 If the state and property owner
 12 cannot reach an agreement through
 13 negotiations, the rights of the property owner
 14 will be protected by acquiring the property
 15 rights through the eminent domain process.
 16 This process provides a means for the
 17 property owners' point of view to be heard and
 18 permits the amount of just compensation to be
 19 established by either a Board of Property
 20 Review, a Judge or a jury.
 21 Based on the testimony given on
 22 behalf of both the owner and the state, I
 23 assure you, we will make every effort to keep

1 our negotiations on friendly terms.
 2 Brochures entitled "Your Land and
 3 Your Highways" and "Relocation, Your Rights
 4 and Benefits" are available from the
 5 receptionist and at the Right-of-Way Station.
 6 These brochures address the
 7 procedures used by the State Highway
 8 Administration to acquire rights-of-way and
 9 explain the rights and benefits provided
 10 through the Relocation Assistance Program.
 11 The brochure should answer many of
 12 your questions regarding the acquisition
 13 process and the Relocation Assistance Program.
 14 Right-of-way requirements for each
 15 Alternative are shown in the Summary of
 16 Alternatives in the Project Brochure. State
 17 Highway Administration representatives are
 18 available at the map displays to answer any
 19 project-related questions.
 20 I will be available at the meeting to
 21 answer questions about the Right-of-Way
 22 Acquisition Program. If at a later date,
 23 questions arise, please contact me at the

1 District 5 Right-of-Way Office in Annapolis
 2 using the contact information listed in the
 3 Project Brochure.
 4 Mr. Troy Parham from the State
 5 Highway Administration Office of Equal
 6 Opportunity will now explain the State Highway
 7 Administration's Title VI Program as it
 8 relates to this project. Troy?
 9 MR. TROY PARHAM:
 10 Thank you, Melody. Good evening. I
 11 am the Title VI Officer for tonight's public
 12 hearing. I'll explain the significance of
 13 Title VI in Executive Order 12898 on Executive
 14 Justice, and Executive Order 13166 on Limited
 15 English Proficiency.
 16 Title VI is an amendment to the Civil
 17 Rights Act of 1964 which prohibits
 18 discrimination on the basis of race, color or
 19 national origin in any program receiving
 20 federal financial assistance.
 21 Supplemental legislation also
 22 prohibits discrimination on the basis of sex,
 23 age, or physical or mental disability. To

1 ensure compliance with this important mandate,
 2 the State Highway Administration established a
 3 Title VI Unit.
 4 To date, each of the State Highway
 5 Administration offices involved in this
 6 project has complied with that mandate. It is
 7 the Title VI Unit's responsibility to make
 8 sure that all phases of the MD 5 Leonardtown
 9 Project are completed in a non-discriminatory
 10 manner from the initial planning stages
 11 through the actual construction of the
 12 project.
 13 The purpose of Environmental Justice,
 14 Executive Order 12898 is to identify and
 15 address disproportionately high or adverse
 16 human health environmental effect on minority
 17 or low-income populations. An important
 18 objective of this Order is to encourage these
 19 groups to participate in the planning process.
 20 Executive Order 13166 addresses the
 21 identification of Limited English Proficient
 22 communities and populations within the scope
 23 of the Project. Persons identified as having

1 limited English proficiency, do not speak
 2 English as their primary language, and/or have
 3 a limited ability to read, write, speak or
 4 understand English.
 5 The purpose of the Executive Order is
 6 to identify these populations and ensure that
 7 they are provided meaningful access to,
 8 participation in, and benefits from federally-
 9 assisted programs, services and activities.
 10 I'm requesting your assistance with
 11 our compliance efforts to ensure that all
 12 phases of the Transportation process occur
 13 successfully. For more specific information
 14 concerning your civil rights, Title VI
 15 legislation and Environmental Justice, I refer
 16 you to the information on your Civil Rights
 17 Pamphlet on the receptionist's table and at
 18 the Title VI station.
 19 However, if you believe you have been
 20 the recipient of any type of discriminatory
 21 treatment, you may address your concerns in
 22 writing to me using the contact information in
 23 the brochure. I will now return the hearing

1 back to Mr. Starkloff. Lee?
 2 MR. LEE STARKLOFF:
 3 Thank you, Troy. This concludes our
 4 formal presentation. We will now accept
 5 public testimony. Our purpose tonight is to
 6 listen to comments and your concerns.
 7 At this time we will not address
 8 questions from the floor. However, staff
 9 members are available at the displays to
 10 answer questions individually.
 11 If you have not already notified us
 12 that you wish to speak this evening, please
 13 register your name with the receptionist.
 14 Actually you can sign this list up here that's
 15 on the corner of the table.
 16 We will call people up to testify in
 17 the order in which they registered. For those
 18 who would rather not speak publicly, a court
 19 reporter can record your comments privately
 20 and in addition, for those of you who prefer
 21 to submit written comments, forms for that
 22 purpose are available in the back of the
 23 brochure.

1 You may also email the Project
2 Manager as noted in the brochure. We are very
3 interested in hearing comments about the
4 project from individuals, residents or
5 representatives of businesses, organizations
6 or community organizations.

7 Please remember that we are recording
8 this hearing. Please come to the microphone
9 when your name is called and speak directly
10 into the mic. Provide your full name and
11 address and any organization you may
12 represent.

13 Please keep your comments to a
14 reasonable minimum, if you can, so we can give
15 everybody a chance to speak that are
16 registered and would like to speak.

17 Okay. At this time we would welcome
18 any elected official who would like to speak.

19 No takers? Okay.

20 We will now begin with those who are
21 registered to speak. First on the list is Mr.
22 Marcus Popetz, please.

23 MR. MARCUS POPETZ:

1 My name is Marcus Popetz. The last
2 name is spelled P-O-P-E-T-Z. I live at 41685
3 Laverne Lane in Leonardtown which is right
4 next to the college in Hollywood on
5 Leonardtown Road. I'm just speaking for my
6 family as a private resident.

7 My main concern is the pedestrian
8 safety. I cross Highway 5 with my children on
9 their bikes. They're four and 6. Every day
10 and most days it's quite stressful.

11 So my number one concern is their
12 safety both in trying to cross when traffic is
13 coming so fast down the highway that they
14 often don't stop for pedestrian crosswalks or
15 turns.

16 I'm a big fan of Alternative 4 for
17 that reason. Puts the big landscaped median
18 in the middle which I hope would calm the
19 traffic, maybe lowering the speed limit so
20 that it would actually be able to slow the
21 traffic enough that they can see us while
22 we're crossing.

23 Similarly along the 5 Corridor, I do

1 not bike with my sons or walk with my sons
2 because there's no set back for the sidewalk,
3 so I won't even venture there with them. And
4 that is a big concern basically it's not
5 accessible to us currently. So anything that
6 gives us a little more of a pedestrian safe
7 way along there is great.

8 Personally, not for my sons, I
9 actually run and do a lot of road cycling and
10 that stretch of Highway 5, as you know, is the
11 only link between the northern/southern parts
12 of the county when you're doing a long road
13 ride.

14 I've probably 30 times come within an
15 inch of having my bike hit by people who don't
16 like the fact that I'm sharing a lane. And I
17 would rather not be sharing a lane. I do
18 appreciate the bike lane factors on that as
19 well.

20 And we also do group runs along there
21 and we end up running along the slanted grass
22 side of the road because there's no sidewalks
23 after you get past Abell Street. And so we

1 run there because we want to be able to link
2 up to some further and longer runs, but the
3 only option is to sort of run along this slant
4 and there's always a risk and worry of
5 slipping and perhaps falling in and there's no
6 chance for a mistake. Because essentially if
7 you make a mistake, you end up in Highway 5
8 which isn't a good thing.

9 So those are my main concerns and
10 again, Alternative 4 seemed the best for me,
11 just having seen traffic calming on the street
12 I lived in up in Washington, D. C. And what a
13 tree-lined median did.

14 It's a little bit of a pain because
15 sometimes you have to go and U turn to get to
16 a business but it slowed traffic down, not
17 because the law said to, but just because
18 people felt like they were on a smaller road
19 and it did wonders for that neighborhood. It
20 felt like it was safe to cross. So that's the
21 extent of my comments. Thank you.

22 MR. LEE STARKLOFF:

23 Thank you, Mr. Popetz. Okay. The

1 second speaker would be Mary Moran, please.
2 MS. MARY MORAN:
3 I am Mary Moran, that's M-O-R-A-N. I
4 live at 414 Charles Street in Leonardtown.
5 When I first looked at that property 7 years
6 ago I was very concerned about the level of
7 traffic then, and mainly because I had a
8 teenage driver at the time and had a potential
9 teenage driver. She was going to be expected
10 to drive in about four or five years.

11 And I did make some inquiries and I
12 learned that there was a projected, a traffic
13 light that was supposed to go in at Clarks Run
14 with the development that would occur there.

15 Of course, 7 years later the traffic
16 has grown. We're actually, when you mentioned
17 it's a rural road, I think that there is, when
18 you get further north, you do see a lot of
19 prime area, but right in the area where I
20 live, there's a hospital, there's several
21 restaurants. This is a commercial area, very
22 popular restaurants, and you've got the
23 college a little bit further down. There's

1 just a lot of traffic.

2 A couple of things have occurred in
3 the last several years. We had an expansion
4 at Pax River. We brought NAVAIR down and then
5 I know in the last several years Congressman
6 Hoyer, who's attempted to bring as many
7 programs down as he can, so that we've had a
8 huge level of development. It's changed our
9 community for the better in many ways but not
10 traffic wise.

11 What we do have is we have traffic
12 coming through coming from north down in the
13 mornings and going home at night and they are
14 going 60 miles an hour, 55, 65 maybe. And
15 they are tearing through our community.
16 They're texting.

17 Accidents are commonplace. We had
18 one today. And last week or the week before,
19 my mother and one of our neighbors was
20 standing by looking at an accident that had
21 occurred and as they're standing there, I
22 don't mean to tell your story, Donna, but my
23 neighbor noticed someone texting as they were

1 driving along.

2 And so what you have is you've got
3 folks that are, you know, you've got a
4 hospital there. You've got people that are
5 getting ready to turn right or left into the
6 hospital. You've got people getting ready to
7 turn onto Moakley Street where you've got
8 several doctors' offices which get a lot of
9 traffic.

10 And then you've got our little
11 neighborhood. And so you have to stop but
12 you've got people tearing over a hill and if
13 there's texting they're not going to notice
14 that you're down there getting ready to make a
15 left-hand turn.

16 Or you've got people coming around a
17 curve. And just to give you an illustration
18 of how dangerous that area is, we have a
19 hospital there and my daughter, she's 21 now.
20 A few years ago she contemplated candy
21 striping at the hospital which is an eighth of
22 a mile away. But you have to cross four lines
23 of traffic. You've got traffic from 60 miles

1 an hour going either way. They're not going to
2 stop.

3 So my daughter has not been able to
4 do that. She can't do that in what you call a
5 rural road because she's taking her life in
6 her hands to attempt to cross.

7 Currently she's a student at CSM.
8 She is in the midst of taking driving lessons
9 right now, so she's not a driver yet. She
10 does walk up to the school and you've got
11 these people that, they're not going to stop
12 for anything, including a crosswalk.

13 And what they'll do, like you were,
14 Mr. Popetz was describing that situation with
15 his children, they are stopping in the
16 crosswalk, they are going through the
17 crosswalk.

18 Last weekend we were out and I
19 happened to find a ping pong paddle. My
20 daughter, because she's scared to death when
21 she has to cross the street to get to the
22 college she has to cross two lanes of traffic.

23 So she wrote on the ping pong paddle

1 on one side, STOP. So when these people pull
2 in to try to stop her, she's crossing the
3 street, she can take her paddle out and show
4 them STOP.

5 Or contrary, when they pull into the
6 crosswalk where she's trying to stop and she
7 doesn't, you know she can't get rid of them.
8 She's got on the other side of it, MOVE.
9 Because these people will not, they're just
10 disrespectful of pedestrians. They are on a
11 freeway in their minds. They're not going to
12 stop for anything.

13 And what we have is we have a
14 sporadic police protection. Our police are
15 not there consistently. When they do stop
16 these people and try to slow them down, you'll
17 see the traffic stop around where the
18 policeman has pulled the car over. But as
19 soon as they're you know, a half a block away
20 they're speeding. And I see this because I
21 walk my dog up through Route 5 to go into
22 Leonardtown down to the river.

23 So it's a horrible situation. It's

1 Oh, I'm sorry, K-O-E-H-L-E-R. I
2 wrote my reply here because I didn't want to
3 forget anything, so bear with me, please.

4 My name is Gloria Koehler. I live on
5 Charles Street in Leonardtown for 6 years.
6 The only egress I have from Charles Street
7 onto Route 5 is Abell Street.

8 I have driven for 61 years throughout
9 the United States and have never encountered
10 such a dangerous intersection, including
11 driving on the German Autobahn while living in
12 Europe. And that's not an exaggeration. I
13 equate it with the Autobahn which is no speed
14 limit which, while I lived there, as today's
15 drivers seem to treat this stretch of highway
16 as a U.S. Freeway with no speed limit, rarely
17 do you see an officer issuing any citations.

18 We happen to have one tonight. They
19 must have heard you were coming. I don't have
20 the exact old statistics but in the past two
21 weeks, there have been two accidents that I've
22 seen right after they happened, one this
23 morning.

1 so contrary to a neighborhood that we have
2 there. It is a neighborhood but what's
3 happened is because of the inability to get
4 any kind of control over the traffic that is
5 increasing, we are just not able to do the
6 things that you probably would take for
7 granted in Baltimore; walking with your
8 children on the street or maybe walking up to,
9 letting your daughter go candy striping at the
10 hospital. Those aren't realities for us
11 because we've got a freeway and we can't cross
12 across it.

13 Thank you.

14 MR. LEE STARKLOFF:

15 Thank you very much. Ms. Gloria
16 Koehler.

17 MS. GLORIA KOEHLER:

18 Good evening. Thank you. My name is
19 Gloria Koehler. I live at 41480 Charles
20 Street.

21 COURT REPORTER:

22 Spell your name, please.

23 MS. GLORIA KOEHLER:

1 We were going up to Lowes, at the
2 corner of Abell and Moakley and Route 5 and
3 the other last week on the road going north.
4 And for that one I could only see the
5 emergency vehicles which were dealing with an
6 accident as I was making a left-hand turn onto
7 Abell.

8 My house is one block back from Route
9 5 directly across from St. Mary's Hospital,
10 and as I work in my yard, I constantly hear
11 the screech of brakes and wait for the
12 telltale crump for the cars to hit. And I
13 hear that frequently. That's not an
14 exaggeration.

15 I'm sure you all have the statistics.
16 on this area here. In my opinion the main
17 cause of these accidents is speed, as well as
18 the layout of the road. On the west side of
19 Route 5 is a hill of dirt projecting out into
20 the road, causing a blind spot of the
21 approaching speeding traffic and on the
22 northbound portion a hill, which one cannot
23 see beyond until the cars come speeding over

1 it.
2 And then to add insult to injury, if
3 you do pull out on Route 5 and you do happen
4 to stop this ongoing traffic that's going 55
5 or 60, they'll blow their horn at you because
6 you slowed them down, because you're trying to
7 get out onto the highway.

8 My granddaughter who also lives on
9 Charles Street is a new driver and I'm
10 terrified for her because of the fact she must
11 turn out onto Abell Street any time she
12 drives.

13 We must have a traffic light there
14 before someone is killed, because it appears
15 to be inevitable. It will happen due to the
16 speed. And I am for the Alternate 3. I think
17 that's the best one. So I thank you very
18 much.

19 MR. LEE STARKLOFF:

20 Yes, ma'am. Thank you.

21 MS. JOAN RITCHIE:

22 My name is Joan Ritchie, R-I-T-C-H-
23 I-E. I live at 23250 Jennifer Court in

1 Leonardtown. That's a single tree development
2 and I've lived there for 6 years.

3 I come here tonight because I realize
4 that in the 1970's when the current Route 5
5 that we have today was built, it was built as
6 a bypass to Leonardtown and now it runs right
7 through the middle of it.

8 And I agree with the previous
9 speakers that this is a freeway. The fact
10 that it's being seen by the State of Maryland
11 as a rural highway is probably why the funding
12 on this project keeps being pushed back. It's
13 not being correctly labeled. It is a freeway.
14 It is a main route of traffic.

15 I too have seen two accidents, one
16 this morning and one last week, and
17 unfortunately my ice cream didn't make it
18 home.

19 You put forth several plans. The
20 Alternate 1, the No-Build, it's just not an
21 option. You can't leave this highway the way
22 it is now. And you can't leave it the way it
23 is now for too long.

1 Well, your board out there shows that
2 the numerous rear-end collisions are a
3 problem. It's only a matter of time before
4 the death toll is going to mount on this road.

5 We have a new development that we'll
6 be starting up soon, Clarks Rest. It's 300-
7 plus homes. I think you can add another 700
8 cars if you had two cars per household. That
9 alone is going to increase the traffic.

10 Alternate 4, the landscaped median, I
11 don't agree with that and I know that there
12 are others who do. The landscaped median,
13 depending on how they are planted, it can
14 block sight lines to oncoming traffic for
15 drivers.

16 It's also the way you have it stated
17 with it being 18 feet wide. That's a big
18 piece of real estate being used for
19 beautification of a highway and not for the
20 safety of the people driving in the roads.

21 To me that's not an option. We don't
22 need beautification of that highway. We need a
23 safer highway for people using it daily.

1 The landscape median also adds to the
2 cost each year. They have to be maintained.
3 And those are seasonal costs and they also can
4 cause headaches for traffic as well, depending
5 on when that maintenance takes place.

6 There are medians that can be built
7 that have the drains in the top where the
8 rainwaters funnel down and underneath the
9 roadway. And I wish that the State Highway
10 would consider that because I understand the
11 purpose behind the landscape median is to help
12 with drainage. But there are other ways that
13 that can be accomplished.

14 Alternate 2 isn't really going to
15 solve anything in the long term. By the time
16 you turn your first spade of soil it will
17 already be obsolete with the development that
18 is going on in this county right now.

19 The latest census report has us as
20 one of the fastest growing counties in
21 Maryland. And I've lived here for over 30
22 years and I still hear people talking about
23 the promised commuter rail service coming to

1 Waldorf. Yeah. It's a joke and we all know
 2 it.
 3 I also heard that there are reasons
 4 for not putting a traffic light at Moakley and
 5 Abell Street and that being mainly that hill,
 6 that oddly enough is located near a cemetery
 7 on the northbound side. And the reason that,
 8 the argument that's being used, and I hear
 9 this from the State Highway Commission, is
 10 because of the sight line, that drivers can't
 11 see the traffic light.
 12 Can you imagine what it's like for us
 13 each day who try to get out of Moakley Street
 14 or Abell Street or even get back in there?
 15 When these cars, and they are coming at 60-65
 16 miles an hour over that hill, they can't see
 17 us either.
 18 I've traveled a lot of highways in
 19 Maryland and throughout the state. And
 20 there's, and you only need to go to Route 5
 21 here to Bryan's Road and you will, there's a
 22 hill there too, you cannot see the light when
 23 you're coming southbound.

1 There is a signal that comes out
 2 across the roadway that signals you when that
 3 light's going to turn red. It signals the
 4 motorists. And therefore, I don't find the
 5 sight line for rewarding somebody doing 65
 6 miles an hour and not putting a traffic light
 7 there, I don't find that to be an argument, a
 8 justifiable argument, for not putting a
 9 traffic light there.
 10 Recently, I was at a hearing a few
 11 months ago where a hospital officer came to
 12 Leonardtown to discuss putting in a sign, a
 13 digital sign at the entry way to the hospital,
 14 because they had experienced endless drivers
 15 missing the turn into the hospital. And while
 16 the signs are up, I'm not sure it addressed
 17 the problem fully.
 18 A traffic light at, one of the
 19 arguments was that if you have somebody that's
 20 severely injured or in a medical crisis,
 21 seconds can mean everything. A traffic light
 22 at Moakley and Abell and Route 5 actually
 23 gives first responders the closest access to

1 the ambulance and rescue squad access to the
 2 emergency room. It is also the fastest exit
 3 access to the life light helipad that's there.
 4 By putting a traffic light there, you
 5 are allowing access, not only to the hospital,
 6 people can access it by not using the main
 7 entrance and using that light they can safely
 8 get back there to visit someone in the
 9 hospital. There's doctor's offices, Board of
 10 Education offices back there.
 11 You also have this large housing
 12 development. And there are certain times of
 13 the day, as I'm sure these ladies who live on
 14 Charles Street feel, you're locked in by
 15 traffic and you just don't go anywhere certain
 16 times of the day because you'd be taking your
 17 life into your own hands.
 18 One of the things that I would like
 19 to see, and I'm looking at Alternative 3, with
 20 the two-way left-hand turn lane. If you look
 21 at the bicycle lane and the buggy lane
 22 MR. LEE STARKLOFF:
 23 Let me interrupt you just for a

1 moment. I'll give you another couple of
 2 minutes -
 3 MS. JOAN RITCHIE:
 4 Okay.
 5 MR. LEE STARKLOFF:
 6 -- so we can hear from everyone. I
 7 have four or five more, okay?
 8 MS. JOAN RITCHIE:
 9 Okay.
 10 MR. LEE STARKLOFF:
 11 Thank you.
 12 MS. JOAN RITCHIE:
 13 If you widen that 7-foot buggy lane
 14 and bike lane to 8 feet, now you're giving
 15 traffic a chance to get out of the way of fire
 16 engines and ambulances. Cars can move over
 17 into that area.
 18 Another thing is that I understand
 19 the concern of the property acquisition on the
 20 homes on Route 5. There is an alternative to
 21 this. If you look at the Buena Vista
 22 property, the back end of that property, if
 23 you come in Doctor's Crossing Way off of

1 Moakley Street, if an access road can be cut
 2 through there to the parking lots for the
 3 Breton Bay Marketplace, you can access not
 4 only those restaurants, you can access the
 5 nursing home and you can access the health
 6 department.
 7 And you can leave a lot of these
 8 properties on Route 5 of these existing homes
 9 without taking Route 5 right to their
 10 doorstep. It's just an idea. Thank you.
 11 MR. LEE STARKLOFF:
 12 Thank you very much. Okay, Mr.
 13 Victor Thomas. Mr. Thomas? Okay. Mr. Frank
 14 Combo? Combs, I'm sorry. I couldn't read it.
 15 Come on down.
 16 MR. FRANK COMBS:
 17 My name's Frank D. Combs or Coombs.
 18 I live at
 19 COURT REPORTER:
 20 Spell that.
 21 MR. FRANK COMBS:
 22 C-O-M-B-S.
 23 COURT REPORTER:

1 Thank you.
 2 MR. FRANK COMBS:
 3 I've seen some people put two o's in
 4 it but we just spell it with one. I live at
 5 25390 Point Lookout Road. I have access right
 6 out from the bank, across the street from the
 7 bank there. And what I'd like to do is, I
 8 think all of these people are making good
 9 points.
 10 But what I want to do, and I brought
 11 with me something I had Mr. Wayne Hunt do, of
 12 Higgs and Hunt, do up a drawing and I'd like
 13 to submit this, and it's a alternate plan of
 14 how to come in and bypass Leonardtown.
 15 I don't regard this, and I didn't see
 16 anywhere in your book here, that this is
 17 referred to as a bypass. Everywhere it's
 18 referred to as a study area and so forth.
 19 This would be a bypass of Leonardtown
 20 and it's not original. There have been people
 21 that have come up with this before and a lady
 22 from (inaudible) wrote a letter to the
 23 Enterprise more than 30 years ago saying the

1 route should have begun out of ramp 243 and
 2 gone right on around Leonardtown.
 3 Now, I don't think 243 is viable
 4 because of housing developments and so forth
 5 as it was in the past. My bypass would begin
 6 about 3/10th's of a mile up from 234 on Route
 7 5 just past Dunkirk Supply and it would go
 8 over through the woods, and it's red in this
 9 drawing here that Mr. Hunt did. And it would
 10 go over past Maypole Road, he said it went
 11 over the McIntosh Run, out of the best point
 12 he could find to cross it without really
 13 causing too many problems with the
 14 environment.
 15 So, I know the environment is
 16 important here and I've been well awakened to
 17 the causes by looking at the streams that you
 18 need to go through or pass over and so forth
 19 when you're doing something like this. But I
 20 think if we don't do it now, people are going
 21 to be back here 15 or 20 years from now and
 22 complaining about this road not being
 23 satisfactory.

1 Some of the same things that have,
 2 I've heard people saying about accidents I
 3 heard when I was a boy. We had an accident
 4 right out, my parent's lived in the house in
 5 front of where I live now and there was an
 6 accident.
 7 We used to sleep on the porch in the
 8 summertime and somebody had a car accident out
 9 there and somebody else stopped on the wrong
 10 side of the road to help these people out that
 11 had had the accident and somebody came roaring
 12 into the town around, I'd say about 65 or 70
 13 miles an hour, at least, and couldn't stop or
 14 make the turn into Lawrence Avenue and they
 15 ran into the car that had stopped on the wrong
 16 side of the road to help the people out on the
 17 right-hand side of the road that had the
 18 accident.
 19 And went to court, they had a good
 20 attorney for this guy that came roaring into
 21 town. He got off. The people that had
 22 stopped on the wrong side of the road got
 23 cited or whatever.

1 And so I'm just going to say that
2 accidents have been happening in Leonardtown a
3 long time, people speeding like some of these
4 ladies are complaining. And I'd like to see
5 some kind of a bypass, a rural bypass in
6 putting the money into the planning and land
7 acquisition now before we have Clark's Rest
8 Development done.

9 And I was surprised, I went out to
10 Leonard's Grant outside of Leonardtown on 245.
11 I didn't realize the farm had been developed
12 so much. I went back, I said well, they must
13 have a few houses back here, they've been
14 working on it for a year or two now. My gosh,
15 it was all these big, expensive houses there.

16 So I don't know if, there's only one
17 house that we are going to find it, when we
18 did this, that would be impacted by this
19 thing. The guy on Route 245.

20 MR. LEE STARKLOFF:

21 Did you want to leave that with us?

22 MR. FRANK COMBS:

23 Yes.

1 through, and I'm sorry about some of these
2 farms that we would have to go through, but
3 it's open land, it's not a lot of houses that
4 would be involved in, in what we're drawing
5 here.

6 And the time to do it is now. And go
7 down back through the, let's see, Greenbrier
8 Road, near the edge of the Smeco property
9 parking lot and a stoplight or an overpass
10 with exits and entrances, I would like to see
11 an overpass going over that road but exits off
12 it so that, and entrances on it.

13 This is a Cadillac operation that I'm
14 taking about but it's something for the future
15 for everybody. Because we have a community
16 college, we have the Carter Center and the
17 Governmental Center, and District Court and
18 everything.

19 So, anyway, it would allow people
20 that are coming down to St. Mary's City and
21 Point Lookout and places like that, to be able
22 to go right around Leonardtown. They wouldn't
23 have to go in for shopping and this wouldn't

1 MR. LEE STARKLOFF:

2 Okay.

3 MR. FRANK COMBS:

4 I want to leave this drawing with
5 you. I would like to see an overpass done on
6 Maypole Road because the Mennenite people that
7 walk up that road and ride bikes up that road,
8 putting an access road into there would really
9 kind of destroy some of that nice, quiet
10 atmosphere there.

11 I know about that and my mother had a
12 farm on Maypole Road that we just sold a few
13 years ago. So I go up there a lot to see my
14 brother anyway. One of my brother's is on
15 there, lives down there.

16 And so beginning about 3/10th's of a
17 mile from Route 234 on Route 5 and going past
18 Maypole Road and the overpass at Maypole Road.
19 And then to Route 245 to Hollywood Road at a
20 .2/10th's of a mile, miles from Green Brier
21 Road, and that's just past where the Smeco
22 parking lot is on Hollywood Road, and it can
23 go around, there's a farm you would go

1 interfere with people who would want to come
2 out to 230, out here and still come back into
3 Leonardtown. If they didn't want to go
4 through all the traffic, they could come right
5 on back into the Food Lion and True Value and
6 McKay's and everything.

7 Okay. And can continue onto St.
8 Andrew's Church Road and then you could have
9 an overpass there if you wanted to. Another
10 overpass with exits and entrances or a stop
11 light or whatever you want, however you want
12 to handle it.

13 And then go up through the woods and
14 come out approximately, this would be
15 approximately 7/10th's of a mile up Route 4,
16 on Route 5 still, you'd come out on Route 5,
17 there's a gravel pit road that comes right out
18 before you get to the Hanover Development that
19 is on the right, on Route 5.

20 And also before you get to Route 244.
21 It's on, it's on the hill there. And then to
22 come out at Route 5 about 5/10th's of a mile
23 up from Route 4. So right before it

1 terminates on Route 5 you'd come out 5/10th's
 2 a mile up, up the road.
 3 So, gosh, I'm an old guy, I haven't
 4 done this much talking in a long time. I
 5 brought myself up here.
 6 MR. LEE STARKLOFF:
 7 We appreciate your comments and I
 8 appreciate the time you took to put that plan
 9 together. Thank you.
 10 MR. FRANK COMBS:
 11 Well, it's all built on, other people
 12 have done things like written letters and so
 13 forth. This is not original. So, but it
 14 also, it's concerned me as being a long-term
 15 resident in Leonardtown. I've been around
 16 here for around 60 years in Leonardtown and
 17 the rest of the time within Medley's Neck, so
 18 I know some of the problems you have going,
 19 people going fast in Leonardtown.
 20 MR. LEE STARKLOFF:
 21 Okay.
 22 MR. FRANK COMBS:
 23 So, do you want any of this right

1 here that I wrote down? Submit it?
 2 MR. LEE STARKLOFF:
 3 Yeah, yeah, we can take it. Thank
 4 you, Mr. Combs. The next speaker request was
 5 Tom Mattingly. Commissioner Mattingly.
 6 MR. TOM MATTINGLY:
 7 Former.
 8 MR. LEE STARKLOFF:
 9 Former. I know, but I thought I'd
 10 just say Commissioner.
 11 MR. TOM MATTINGLY:
 12 Appreciate it. My name's Tom
 13 Mattingly, M A-T-T-I-N-G-L-Y. I live at 41580
 14 Yoke Court in Leonardtown. A lot of this,
 15 Lee, you've heard before because I've talked
 16 to you a number of times over the last 12
 17 years.
 18 I expected to come here tonight to
 19 bring you both bad news and good news but the
 20 ladies have given you the bad news about the
 21 accident today at Moakley Street. The good
 22 news was that nobody was seriously hurt.
 23 MR. LEE STARKLOFF:

1 Good.
 2 MR. TOM MATTINGLY:
 3 And it hasn't happened yet there.
 4 But it seems that, and I know you talk often,
 5 we've talked a lot about, tonight, even, about
 6 warrants and what it requires to have a signal
 7 light put up in an intersection.
 8 But I look back over the years and,
 9 with my involvement in public safety, and I
 10 look at Loveville Road, I look at St. John's
 11 Road, I look at the airport road, I look at
 12 Route 6 and 235 south of Mechanicsville, and
 13 all those intersections have gotten traffic
 14 signals. The driver behind those traffic
 15 signals was fatalities. We haven't had a
 16 fatality at Moakley Street yet.
 17 We've had a significant number of
 18 accidents. A lot of them, as I've told you in
 19 the past, have not been reported because a lot
 20 of them are property damage. But there is an
 21 opportunity to have serious injury and
 22 possibly fatalities.
 23 And I would encourage you to work

1 speedily on the Alternate 2 from Moakley
 2 Street. Some interim improvements there with
 3 the traffic signal. If it only has to stay
 4 there until Clark's Rest is built and Tudor
 5 Hall is built out, that's fine. I don't see
 6 the warrants being met at Clark's Rest for 10
 7 years or more, if even then. So it'll be
 8 another intersection that's not controlled.
 9 And I would certainly suggest to you
 10 that you work, and I've asked you this for, I
 11 know it's been 12 years now, I've been asking
 12 for this for 12 years to do some improvements
 13 at Moakley and at Abell Street. The ladies
 14 here that talk about that, it is an absolute,
 15 almost suicide, to try to pull out of Abell
 16 Street.
 17 So I'd encourage you to try to do
 18 those things with the limited funds that the
 19 state has today. And, of course, my
 20 suggestion for the alternate would probably be
 21 Alternate 3 because of many of the points that
 22 Ms. Ritchie has made.
 23 Maintenance cost and the trees and

1 the bushes and all that are being planted, and
2 the county required that as well in a lot of,
3 in all their projects that they approved. As
4 they mature, they're just, they blind you, you
5 cannot pull out of a parking lot, you can't
6 get around a highway and a lot of streets, so
7 I'm not a fan of the planted median strips.
8 They look nice but they're very expensive and
9 I think they present other safety hazards.

10 And I would also encourage you, as we
11 talked earlier about the environmental issues,
12 I would encourage you to seriously look at the
13 entire route to primarily focus on the north
14 side of Route 5, not the southbound side, so
15 you impact fewer properties.

16 Much of that land from before you get
17 to Moakley Street all the way out to 243,
18 today it's virgin land, there's nothing there
19 but the bank and the bank just got approved to
20 move. So, it's an opportunity where you don't
21 impact a lot of people's property, as far as
22 living quarters, and it's much easier.

23 The wetlands that they're talking

1 about there were all put there by the state
2 when they dualized that road. So, they were
3 put there once, you could relocate them and
4 create more wetlands further out of the right-
5 of-way and address all the safety issues.

6 You could even find that little plant
7 you were telling me about. It's not like the
8 toad, never have found him yet. But we found
9 that little plant and we could move that. And
10 I think it would be a great solution.

11 Mr. Combs' recommendation was
12 actually, is in actually in the St. Mary's
13 County Transportation Plan. But now with the
14 development of the Clark Farm and the Aldi
15 Farm, you know, that option's probably not
16 there any more. But that was actually in a
17 traffic plan.

18 So thank you for coming down to
19 listen to the public.

20 MR. LEE STARKLOFF:

21 Absolutely.

22 MR. TOM MATTINGLY:

23 And I hope you would seriously take a

1 look at Moakley Street.

2 MR. LEE STARKLOFF:

3 Thank you, Mr. Mattingly. Okay, Mr.
4 Harold Siskind?

5 MR. SISKIND:

6 I don't want to speak.

7 MR. LEE STARKLOFF:

8 Okay, very good. Ms. Jean-Marie
9 Hansen? Is she still present?

10 COURT REPORTER:

11 Spell your first and your last name.

12 MS. JEAN-MARIE HANSEN:

13 Thank you. It's J-E-A-N - M-A-R-I-E,
14 H-A-N-S-E-N. I live at 25380 Point Lookout
15 Road, so I'm right in front of the community
16 bank. I've been there, I purchased my house
17 in '98-99 of the fall. And I've been living
18 on and off in Leonardtown since '74.

19 I am very concerned about the noise
20 in Leonardtown. I think it's a dismissal and
21 a lack of respect for the people in the
22 nursing home and for the hospital to have, to
23 agree to truckers who jake brake, to pick up

1 drivers and cars who have changed their horns.
2 It's obnoxious 24 hours of the day, 7 days a
3 week. And when I walk my dogs back behind the
4 nursing home and around the hospital and back
5 you can hear the sound. So it's not subtle.

6 I totally support 4. I cannot tell
7 you how often fathers with small children and
8 all, people from all walks of life try and
9 beat feet it in the middle of the block and
10 almost get hit by cars.

11 There is a turning lane in front of
12 the bank that originally was for a neighbor of
13 mine who was visually impaired so that she
14 could cross the street safely prior to them
15 putting bird calls in the traffic lights and
16 go to 7-11. 7-11 was directly in front of my
17 house.

18 I don't care how much property I
19 lose. Safe. I am in the minority, I mean
20 people can have my land as long as people are
21 safe in Leonardtown. I have watched elderly
22 people come up and people from all ages walk
23 up from the hospital just to get something to

1 eat or whatever business they need to do and
 2 they have to walk on the grassy knoll.
 3 I've tried walking my dogs on that
 4 grassy knolls and it is very difficult. And
 5 so, for somebody who is 80 years old with bags
 6 of groceries, it is horrible.
 7 I've watched people from the nursing
 8 homes who are in wheelchairs try and access
 9 the sidewalks and their wheelchairs will upset
 10 if they don't come down my easement or once
 11 they approach the sidewalks on Route 5 it's
 12 very irregular.
 13 And I have taken it upon myself from
 14 my house to the corner from Mary Helen
 15 Saunders house and around the corner picking
 16 up trash, making sure the sidewalks are free
 17 of debris for runners because prior to getting
 18 breast cancer two years ago, I also was a
 19 cyclist and I would cycle the Hollywood/
 20 Leonardtown Road, I'd cycle down to Great
 21 Mills, I'd cycle down to St. Georgia's Island,
 22 and so I can really appreciate the lack of
 23 safety.

1 I'm also the one who calls 911
 2 whenever there's a crash at the corner of 5
 3 and 245. I'm out there and I do help out
 4 regardless of time or day. And people don't
 5 pay attention to that light.
 6 When I was undergoing chemotherapy, I
 7 could not drive. So I walked to the mailbox,
 8 to the post office to pick up my mail, and I
 9 could not get across that road without
 10 somebody cutting me off.
 11 And one time my sister and my
 12 granddaughter, who was probably four months
 13 old at that time, tried to cross that road and
 14 somebody was texting and narrowly missed us
 15 while they were coming north on 5, turning
 16 towards the college at that lane. So, it's
 17 just, it's just unconscionable.
 18 So I support whatever it takes to
 19 slow people down. I have volunteered my
 20 services with the state police to sit out
 21 there with a speed gun, because I guarantee
 22 you that I, that that would pay for the road.
 23 That's how many cars speed and how fast they

1 go that if I sat out there with the speed gun
 2 it would be paid for within a brief amount of
 3 time. That's all I have. Thank you.
 4 MR. LEE STARKLOFF:
 5 Thank you, Ms. Hansen. That covers
 6 all the people who signed up to speak. Is
 7 there anyone else that would like to speak
 8 tonight? Oh, okay. Let the record show,
 9 then, that there are no further spoken
 10 comments that were offered.
 11 As I mentioned earlier and as stated
 12 in the public notice, we will hold the formal
 13 record open until July 30th of this year for
 14 your written comments. So if you want to
 15 comment later on or it's something you think
 16 about later that you didn't say or what have
 17 you, you can still comment until that period.
 18 I thank you very much for attending
 19 tonight's public hearing and we appreciate all
 20 your interest and your comments, both out
 21 where the story boards are and the maps and in
 22 here as well.
 23 The MD 5 Corridor Project is very

1 important to the State Highway Administration.
 2 As you probably know, you know, state
 3 government is low on capital funds so we have
 4 situations, you know, throughout the state on
 5 busy roads like this in all 23 counties where
 6 we like to move projects forward from project
 7 planning, which is where this one is today,
 8 into design and that sort of thing. And we're
 9 having difficulties because of capital pools
 10 of funds. Hopefully that'll get better in the
 11 future. We're all hoping so.
 12 This hearing is adjourned and I wish
 13 you a good night. Thank you very much.
 14 (Whereupon, the Location/Design
 15 Public Hearing held on June 28, 2012, was
 16 concluded.)

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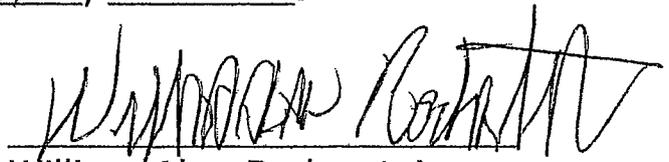
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STATE OF MARYLAND

I, the undersigned, a Notary Public and qualified Court Reporter in and for the State of Maryland, do hereby certify that the within transcript was recorded electronically and transcribed under my supervision as herein appears and is a true and accurate representation of what is recorded and audible on the recording.

I FURTHER CERTIFY that I am not of counsel to any of the parties, nor am I an employee of counsel, nor any relation to any of the parties, nor in any way interested in the outcome of this action.

AS WITNESS, my hand and Notarial Seal this 6th day of AUGUST, 2012.


William Alan Bodenstein
Notary Public

My commission expires: 11/7/15

PUBLIC HEARING TRANSCRIPT

MD 5 LEONARDTOWN
PROJECT PLANNING STUDY

PRIVATE TESTIMONY

THURSDAY, JUNE 28, 2012
ANNE ARUNDEL COUNTY

STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN

EVENING PUBLIC HEARING
(Private Testimony)

MD 5 Leonardtown Project Planning Study

Thursday, June 28, 2012

7:00 p.m.

Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

1 MR. JAMES NADEAU:
2 My name is James Nadeau, N-A-D-E-A-U.
3 42043 Starlight, S-T-A-R-L-I-G-H-T Drive, and
4 it's Leonardtown. 20650.

5 I guess my first comment is that I do
6 not like Option No. 4, the divided median.
7 I've seen that along Route 235 and Great Mills
8 Road and you have to do U turns and fight with
9 all of that. I don't like that option.

10 I also don't like the idea of
11 throwing three or four more lights in the town
12 of Leonardtown. It seems like every other
13 week we have a new traffic light somewhere in
14 the county.

15 I think popping three or four more up
16 in the town of Leonardtown is just going to
17 make it increasingly difficult to get in and
18 out of shopping areas and the bank and the gas
19 station, not to mention, more importantly,
20 getting in to the hospital.

21 I do recognize that there are traffic
22 patterns and stuff in the town that are
23 getting congested but I don't think that the

1 divided lane with limited access to make left
2 turns is the solution.

3 I'm okay with Alternative 3, the
4 five-lane with the center two-way turn lane,
5 but I guess my favorite Alternative is
6 Alternative 2, which is putting right-turn
7 lanes and bike and sidewalks, letting the
8 buggies get through and the bicycles and
9 pedestrians, without adding a lot of width, a
10 lot of impact to the local communities and the
11 residents and things along Route 5 as it is
12 now. I don't believe there's anything else,
13 other than to re-emphasize I don't want more
14 traffic lights.

15 MR. JOHN HANSON:
16 My name is John Hanson. H-A-N-S-O-N.
17 22093 Philip Drive in Leonardtown, 20650.

18 I reviewed the booklet and see a
19 number of different plans that we're looking
20 at. I guess the biggest thing I would be
21 worried about with this plan is the number of
22 additional possible lights that would be added
23 to this plan.

1 I commute to that area daily and I've
2 seen different areas of the country handle
3 problems differently. My vast preference is
4 to keep the roads moving. And that often
5 involves on ramps, off ramps, and turnaround
6 lanes so that you can avoid the putting up of
7 another traffic light.

8 I just came through about 10 lights
9 just to get here and they're all backed up
10 because of heavy traffic and during rush hour.
11 And I would envision the same would happen to
12 this intersection or these intersections over
13 time as the traffic increases.

14 I'm in the health profession and
15 anything that makes me later for work. A
16 school bus picks up the children at a certain
17 time. I'm a little constricted.

18 If I have to get to work a little bit
19 later because there are a few lights in the
20 way, that makes me change my schedule and
21 basically I lose money, to be quite frank.
22 And that adds up after every week, after every
23 month, every year and it turns out to be quite

1 a bit.

2 So I would just as soon have the
3 roads either maintain the number of lights,
4 that would be my preference to maintain the
5 number of lights, if not eliminate what they
6 have, but certainly to get a work-around so
7 you don't install lights.

8 I understand the traffic pattern and
9 congestion at some of those intersections. I
10 would love to see right-turn onlies with the U
11 turnarounds further down the line.

12 So I would prefer to see a lot of
13 right-turn only situations where you would go
14 down the street and do a U turn and then ramp
15 slowly back into heavy traffic. That was done
16 quite successfully on Route 235 in California
17 and Lexington Park, Maryland when they
18 reconstructed and widened Route 235.

19 There were a number of lights not put
20 up at intersections and instead had right-turn
21 lane onlies. It allows you to merge, go to
22 the far left lane. Get in the left only, do a
23 U turn and then head northbound, for example,

1 merging again. And thus it allows heavy
2 traffic to keep on flowing. That is my
3 preference to this traffic area.

4 If you look at the community as an
5 organism, the arterial traffic is like the
6 arteries. You do not want to put up
7 blockages. It causes problems later down the
8 line. I'd much prefer to spend additional
9 resources and effort to keep rows of traffic
10 moving smoothly through the area.

11 Heaven forbid, I'd be willing to
12 raise my taxes to please make wider roads, do
13 it right, keep the flow going, and minimize
14 stop and go. Not only does it minimize
15 pollution. It cuts my traffic commute, and
16 every small businessman's traffic commute in
17 the area.

18 And I guess that's all I'm going to
19 have to say.

20 MS. BETTY ANN BURRIS:

21 Betty Ann and Freddy Burriss, B-U-R-R-
22 I-S, 39393 Ritiga, that's R-I-T-I-G-A Lane,
23 Clements, Maryland, 20624. That's the home.

1 The rental property is the one I want to talk
2 about, 25545 Point Lookout Road, Leonardtown,
3 Maryland, 20650.

4 MR. FREDDY BURRIS:

5 We would prefer that they take the
6 whole property rather than half of our front
7 yard because we're already so close to the
8 front.

9 MS. BETTY ANN BURRIS:

10 Our yard is very small and when we
11 show it, the rental home, the problem always
12 is the front yard, you know, that it's on the
13 road. So that's our main concern.

14 If they take it, we probably wouldn't
15 be able to rent it because it is so close to
16 the road. And noise too. You know, it would
17 be closer to the noise and that has been some
18 of the comments.

19 MR. FREDDY BURRIS:

20 We have a problem renting it because
21 people with kids, because it is so close to
22 the road.

23 That's just our main thought, and

1 several others that we talked to at a previous
2 meeting, that's the way they felt, that have
3 the same problem.

4 They have a very small front yard and
5 they were saying that we need to stick
6 together because one guy actually that's where
7 he lives and if they take the front yard, any
8 of it at all, just take my house.

9 And that's the way we feel, you know,
10 because that's a problem for us trying to rent
11 it now. And even if they take a foot, I
12 prefer they take it all.

13 MS. BETTY ANN BURRIS:

14 Thank you.

15 MR. FREDDY BURRIS:

16 Thank you. I want to go back on the
17 record and add something. I think with
18 Alternate 3, the five-lane I would -

19 MS. BETTY ANN BURRIS:

20 And I don't have a preference on
21 that. I'm just concerned about my front yard.

22 Thank you.

23 MS. MARY MORAN:

1 Mary Moran. M-A-R-Y. M-O-R-A-N,
2 41490 Charles Street, Leonardtown, Maryland,
3 20650, and my mailing address is
4 P. O. Box 428, Leonardtown, Maryland, 20650.

5 Well, I want to say when I first
6 looked at my property 7 years ago in 2005, I
7 was very concerned then about the level of
8 traffic. It was a lot of traffic and a lot of
9 speeding.

10 And I was assured that there would be
11 a traffic light going in within a couple of
12 years. I even checked with the City and
13 called them about the Clarks Run Project. I
14 was told that the plan was for a signal to go
15 in.

16 And, of course, here we are 7 years
17 later, still no signal. But in the meantime,
18 many more cars are using that way on their way
19 to work, I believe and then going home from
20 work.

21 The speed is always a factor. I live
22 across the street from St. Mary's Hospital and
23 you have to come off of Abell. I have a

1 daughter who's 17 years old. Oh, I'm sorry.
2 She's 21 now. This happened when she was
3 actually 17, which she considered wanting to
4 do volunteer work at the hospital. But to
5 cross those four lanes was so dangerous. Cars
6 are going by so fast that I discouraged her
7 from doing that.

8 The only way that she would have been
9 able to do that was to walk up four blocks,
10 cross at the signal and walk down four blocks.
11 It's a freeway out there on Route 5.

12 Now currently, my daughter is
13 actually a student at the College of Southern
14 Maryland so she does actually walk up to that
15 signal at 245 and consistently the cars, they
16 stop in the crosswalk or make the turn when
17 she's standing there. Or if she's in the
18 crosswalk they'll make the turn.

19 This is such an issue that we
20 actually bought her a paddle and wrote the
21 word STOP, so that she can hold it up to the
22 cars to keep them from coming in to the
23 crosswalk or on the flipside of the paddle,

1 MOVE, to get them out so she can properly walk
2 in the crosswalk.

3 These cars have no respect for the
4 neighborhood that they're passing through, and
5 we seem to have accidents at least once a
6 week. I know that just recently one of my
7 neighbor's 17-year-old daughter had an
8 accident. Her car was totaled as she
9 attempted to make a left-hand turn into our
10 neighborhood from Route 5 onto Abell.

11 In fact, the car that was making a
12 left-hand turn from the opposing way, motioned
13 her to go ahead and make her turn, and when
14 she did, a car slammed into her totaling her
15 car. Luckily she wasn't injured.

16 But one of the things that I think
17 really is just so discouraging and I just
18 don't understand, is the lack of police
19 presence there. I do appreciate the fact that
20 we have this study going on and we're very
21 clear about the idea that planning funding has
22 been provided. No other funding is available.

23 But what I don't understand is why we

1 can't have consistent police presence,
2 particularly where you have the area there
3 where the hospital is in Moakley. Moakley,
4 Abell and the hospital entrance.

5 Why can't there be consistent police
6 presence there that can ticket these cars that
7 are going 50, 60, 70 miles an hour. And not
8 just that, but add the factor of texting.

9 Just recently my mother and one of my
10 neighbors were out witnessing an accident that
11 had just occurred and my neighbor said to my
12 mother, will you look at this. There's a guy
13 who passed by testing.

14 Now what happens with that whole
15 texting issue is that you've got cars
16 stopping, you know, to make these turns into
17 our neighborhood, so you've got people that
18 are stopping to make a left-hand turn onto
19 Abell.

20 But you've got cars speeding and then
21 add texting, and they're coming over a hill.
22 So they come over the hill. They're coming
23 very fast, they're not paying attention, and

1 what do they do. They slam right into the
2 rear end of cars that are getting ready to
3 make a turn into their neighborhood.

4 It's a situation that I cannot even
5 begin to - I think all of my neighbors,
6 they're not all here tonight but we're all
7 frustrated about the lack of police effort in
8 terms of keeping speeders down.

9 Somebody should be there all the
10 time. It would save injuries, it would save
11 accidents if we did have heavy police presence
12 there.

13 I would just say this. I do commute
14 to Arlington, Virginia and there's an area on
15 Route 5 that you go to just before you get
16 into what is it, St. Charles Parkway, and it's
17 a neighborhood of a couple of miles. What is
18 it called?

19 FEMALE VOICE:

20 Forrest something.

21 MS. MARY MORAN:

22 Yes. And they have a sign. I mean
23 you're going 50, 55 miles an hour, and they

1 tell you, slow down, 45 miles, and you slow
2 down and if you don't, if you don't you're
3 going to get a ticket. Because there are
4 always police there. And we all slow down.

5 We slow down in the morning and we
6 slow down at night. Because we know that
7 we're going to get a ticket if we don't slow
8 down. And I just don't understand why that
9 same level of effort can't be done here.

10 When I first moved into the
11 neighborhood, I contacted, you know when I
12 felt the full brunt of that traffic, I
13 contacted my state and national
14 representative, learned that it was a state
15 issue, and just suggested, why can't we just
16 put one of those wagons out there that
17 actually, you know, post the speed limit.
18 You're going 6 miles over the speed limit, 20
19 miles over, whatever, just to make people
20 aware that there is a speed limit in effect
21 and for them to slow down.

22 For whatever reason that hasn't
23 happened, and I know the gentleman in the

1 other room there said that funding might have
2 been an issue back then and maybe now that
3 would be something they could look at.

4 I do appreciate your help. I just
5 say that I think my daughter's inability to
6 cross the street, I think that says it all. I
7 mean she would take her life in her hands if
8 she tried to cross the street so she could do
9 volunteer work at the hospital which is
10 probably an eighth of a mile away from us.

11 MS. LINDA NELSON:
12 Linda Nelson, N-E-L-S-O-N, 41520
13 Reins Court, Leonardtown.

14 My comment, I've noticed that the MD
15 295 has truck restrictions on it. And that
16 was one of the things that I considered could
17 be an option out here.

18 I've noticed every time I'm on Route
19 5 and 4, any place, every single day there's
20 TAC trucks, T-A-C, the big purple trucks
21 carrying all the trash from Calvert County
22 through these little two lane roads.

23 Which is significant, the weight is

1 significant. The number of vehicles is
2 significant. It's Saturday, Sunday. It's at
3 night. It's during the day, all day.

4 They're noticeable because they're
5 purple but a lot of commercial trucks use this
6 as a shortcut to get to Virginia and they
7 could just as easily be on 235 or on Route 24
8 which headed north up to 301.

9 And to me that would significantly
10 cut down on the amount of traffic that's going
11 through here and I think we had one fatality
12 so far, but it could be catastrophic if it
13 were traveled.

14 So that would be, if we did nothing
15 else, to me that's a no-cost. That's a no-
16 cost to us.

17 MR. HAROLD SISKIN:
18 Harold Siskind, H-A-R-O-L-D. S-I-S-
19 K-I-N-D, 23314 Holly Hill Lane, California,
20 Maryland, H-O-L-L-Y H-I-L-L L-A-N-E, three
21 words.

22 The comments I have are this. One
23 concern is a line of sight does not exist

1 between Moakley and the hospital. When you
2 come over that knoll, you cannot see. So
3 you're almost on Moakley Street.

4 The other thing I'd like to see is
5 the widest one should be the 96 feet, but the
6 concern I have is you still have the problem
7 of making lefts across 5 into Moakley, the
8 church, or an ambulance into the hospital.

9 So some of those, I think, still even
10 though you do the 18-foot, you're still going
11 to need a light. Where you put the lights is,
12 I don't know. If you put one in Moakley and
13 one at the hospital, it would only make the
14 church problem.

15 As it is right now, people go, if
16 they're in Leonardtown and they have to go
17 somewhere in the hospital or Moakley Street,
18 come out, make rights going into Moakley
19 Street and then come back out on Route 245
20 which is making 245 intersection into another
21 disaster. So it's kind of compounding the
22 problem.

23 The other concern I have is the

1 buggies. I mean they have a right to the road
2 as well as anybody else. So I think we need
3 some sort of a lane which is in that plan for
4 buggies or pedestrians or whatever it is.

5 But the Plan number one isn't going
6 to cut it. The thing needs to be really
7 redone completely. I'm looking at the number
8 of accidents on there and already you can tell
9 it's a problem.

10 And my son was in an accident there.
11 He got rear-ended. A very good friend of mine
12 was in an accident and she got rear-ended by a
13 school bus. So you know, the need is there.
14 That's about it.

15 MR. JOE ORLANDO:

16 Joe Orlando, O-R-L-A-N-D-O.

17 My business address is in downtown Leonardtown
18 and it's 41655-A Fenwick Street.

19 I'm very concerned about the period
20 of time that it will take, the duration of
21 this project, and how customers are going to
22 be able to come into downtown Leonardtown,
23 especially considering that we have a lot of

1 go through the intersection with Newtown Neck
2 and then turn off into the Merchant Lane
3 Shopping Center later.

4 That there is a site for that but I
5 want to make sure that people coming from the
6 Breton Bay area can still turn left off of
7 Newtown Neck Road into Merchant Lane so we
8 don't have to go all the way to the stop light
9 at 243 at Newtown Neck and 5, wait at the
10 light, turn left and wait for another light to
11 turn left just to get to our shopping. Thank
12 you.

13 MR. JOE ORLANDO:

14 I'm also the vice-president of the
15 Leonardtown Business Association. I haven't
16 seen a lot of my colleagues here tonight but
17 I've had a lot of businesses coming to me to
18 express the same fears that I have about
19 downtown Leonardtown for their businesses as
20 well.

21 MS. JOANN BARTOW:

22 So it's just important to keep the
23 traffic flowing somehow into downtown

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1 tourists and much of our customer base are
2 people coming from the north, which would, of
3 course, be keeping them from going to downtown
4 Leonardtown.

5 We experienced a significant setback
6 when they did the road changes about three
7 years ago, which was supposed to take one year
8 and it took three years and our business
9 tanked during that period of time.

10 So I'm really concerned. I
11 understand there's a possibility of extending
12 Fenwick Street so it meets up at Route 5, and
13 it would be great if they did that first to
14 give people an alternative route to come to
15 downtown Leonardtown. That's it.

16 MS. JOANN BARTOW:

17 Joann Bartow, B-A-R-T-O-W, and I'm
18 Joe's wife, but our residence is in Breton Bay
19 off of Newtown Neck, 22160 Bull Road, B-U-L-L.

20 And to add to Joe's comments, coming
21 from our residence from Newtown Neck, I'm
22 actually very interested in the alternative
23 where people coming north on Route 5 have to

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1 Leonardtown.

2 MR. JOE ORLANDO:

3 Thank you.

4 MR. GLEN GUY:

5 Glen Guy. G-U-Y is my last name. I
6 actually represent Guy Distributing Company,
7 25785 Point Lookout Road. It's Route 5.

8 My only comment, I wanted to echo Tom
9 Mattingly's comments in there earlier. I
10 agree with everything he said. The only thing
11 I would like to add to it, he wants the
12 situation on Moakley and Abell Street, I agree
13 with everything he said about that.

14 But I think one of the immediate
15 things to be done to help the situation on
16 that road is make the speed limit 30 miles an
17 hour. I was in the town office when State
18 Highway came down and talked about changing
19 that. The speed limit used to be 40 from the
20 graveyard on down to 243. It's 30 from there
21 up to 45.

22 And they were having problems with
23 the judges throwing tickets out because they

1 made it one speed limit and they made it 40.
2 I thought that was a mistake at the time and I
3 still do, and I think a 30-mile zone would be
4 some immediate help before they can do the
5 construction or come to another decision.

6 Thank you.

7 (Whereupon, the private testimony for
8 the Location/Design Public Hearing held on
9 June 28, 2012, was concluded.)

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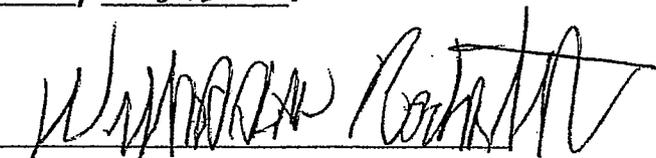
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1 STATE OF MARYLAND

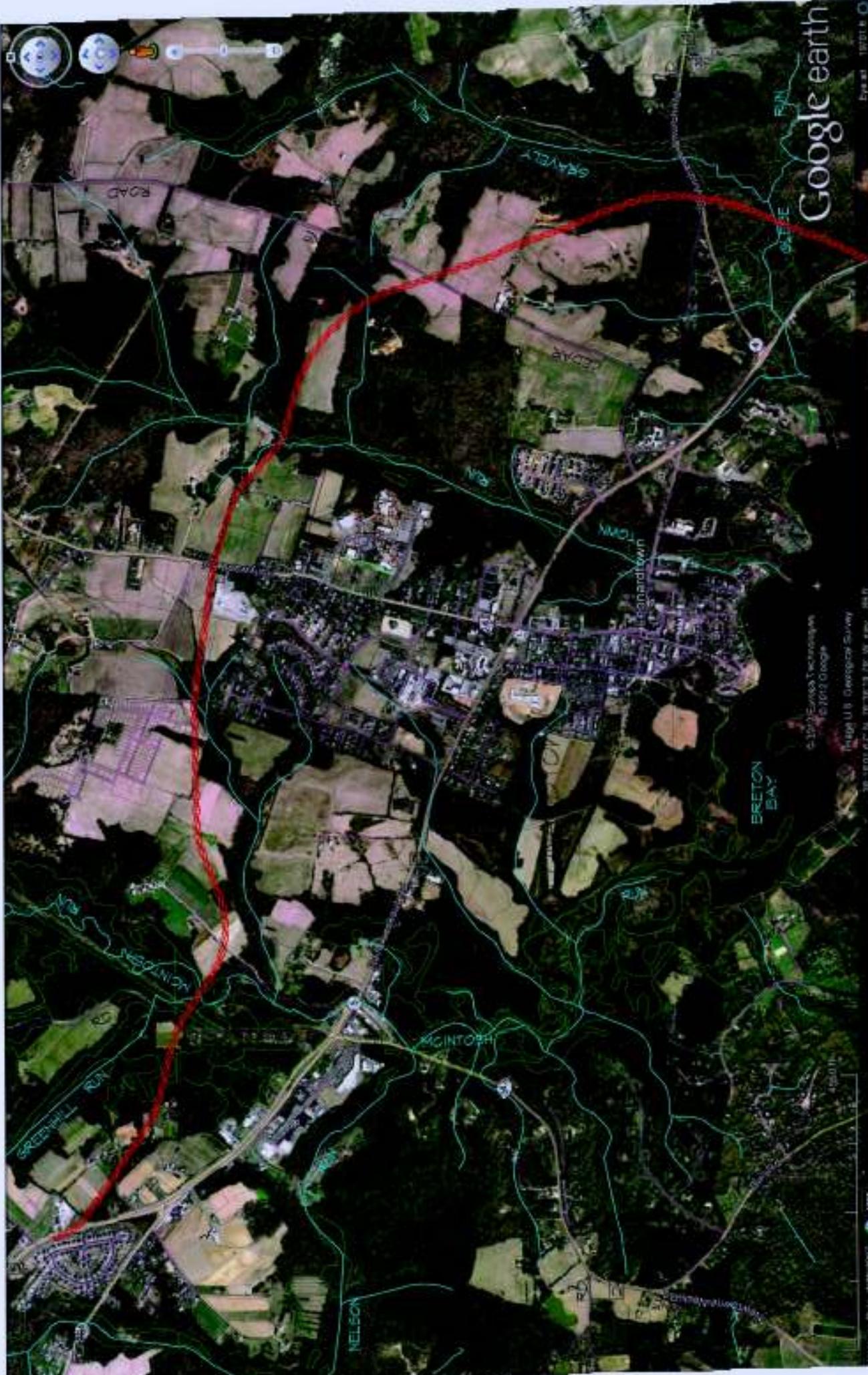
2 I, the undersigned, a Notary Public and
3 qualified Court Reporter in and for the State of
4 Maryland, do hereby certify that the within transcript
5 was recorded electronically and transcribed under my
6 supervision as herein appears and is a true and accurate
7 representation of what is recorded and audible on the
8 recording.
9

10 I FURTHER CERTIFY that I am not of counsel
11 to any of the parties, nor am I an employee of counsel,
12 nor any relation to any of the parties, nor in any way
13 interested in the outcome of this action.

14 AS WITNESS, my hand and Notarial Seal this
15 6th day of AUGUST, 2012.

16
17 
18 William Alan Bodenstein
19 Notary Public

20
21 My commission expires: 11/7/15
22
23



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MCCANNON

NELSON

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TOWN

Richardtown

GRAVELLY

BRETTON BAY

STATE FISH

PUBLIC NOTICE

MD 5 LEONARDTOWN PROJECT PLANNING STUDY

- Newspaper Advertisements
(Published in the following newspapers)
 - Washington Post
 - Enterprise
 - County Times

- Post Card

- Brochure

PUBLIC NOTICE



MARYLAND DEPARTMENT OF TRANSPORTATION - STATE HIGHWAY ADMINISTRATION, ST. MARY'S COUNTY, FEDERAL HIGHWAY ADMINISTRATION, AND THE US ARMY CORPS OF ENGINEERS WILL CONDUCT A JOINT LOCATION/DESIGN PUBLIC HEARING

*For the MD 5 Leonardtown Project Planning Study from MD 243 (Newtowne Neck Road)
to MD 245 (Hollywood Road) in St. Mary's County*

Thursday, June 28, 2012

**Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650
5:00 PM – Displays
7:00 PM – Presentation/Testimony**

The purpose of the project is to improve safety and operations for existing and future traffic along MD 5, while supporting existing and planned development in the area. The study will evaluate safety improvements for pedestrian and bicycle traffic and accommodations for horse-and-buggy traffic associated with the Amish and Mennonite communities within the surrounding area. Alternatives under consideration include: Alternative 1 – No-Build, Alternative 2 – Transportation Systems Management (TSM), Alternative 3 – Five Lane Typical Section, and Alternative 4 – Four Lane Divided Typical Section. Options under study for Alternatives 3 and 4 include: Option 2 – Stream Avoidance, Option 3 – Additional Intersection Improvements, and Option 4 – Shopping Center Modified Access. 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, and St. Mary's County.

The purpose of this hearing is to provide all interested persons the opportunity to comment on the proposed location, general design, and associated social, economic, cultural and natural environmental impacts of the project alternatives.

Beginning at 5:00 pm, the project alternatives and other information will be on display. Public hearing displays will also be available on the Maryland State Highway Administration (SHA) website (referenced below). Representatives from the SHA and US Army Corps of Engineers (USACE) will be available to discuss the project and record your comments.

A formal presentation beginning at 7:00 pm and lasting approximately 30 minutes will include a description of the project alternatives, a summary of environmental impacts, information on right-of-way acquisition and relocation-assistance procedures, and an explanation of Title VI of the SHA Equal Opportunity Program. The presentation will be followed by the receipt of public testimony.

SHA, through consultation with the USACE, has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. This public hearing provides the opportunity to present views, opinions and information which will be considered by the USACE in evaluating a Department of the Army permit. All comments will become part of the formal project record. Written statements expressing concern for aquatic resources may be submitted to Mr. Jack Dinne, U.S. Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, MD 21203-1715; or emailed to john.j.dinne@usace.army.mil until July 30, 2012.

The Environmental Assessment may serve as the application for a USACE permit pursuant to Section 404 of the Clean Water Act (33 USC 1344). Coordination with the Maryland Department of the Environment (MDE) also ensures that the document includes alternatives analysis for the state's wetland permit review. Application of the state permit will be made after the alternative selection process is completed.

FEMA-designated 100-year floodplains occurring within the study area are associated with the McIntosh Run drainage basin. Impacts to the designated 100-year floodplain range from 3.68 to 5.55 acres for Alternatives 2 and 4 – Option 3, respectively.

Impacts to Waters of the US, including wetlands, from each of the build alternatives are anticipated. A total of 19 jurisdictional wetland habitats and 10 watercourse channels were identified within the study corridor. Currently, wetland impacts range from 0.45 acre for Alternative 2 to 0.86 acre for Alternative 4 - Option 3. Maryland Compensatory Mitigation Guidance and MDE guidelines will be utilized for any wetland not considered a Nontidal Wetland of Special State Concern (NWSSC). Several NWSSC were also identified during the field investigations. Impacts to NWSSC are anticipated to range from 0.07 acre for Alternative 2 up to 0.42 acre for Alternative 4 or Alternative 4 - Option 3.

The decision to issue the Section 404 permit will be based on the probable impacts of the proposed project on the public interest, including direct, indirect, and cumulative impacts. This decision will reflect the national concern for the protection and use of important resources. The benefits that may reasonably be expected to accrue from the proposed project must be balanced against the reasonably foreseeable detriments. All factors that may be relevant to the proposed project will be considered, including cumulative effects. Among these factors are conservation, economics, aesthetics, general environmental concerns, wetlands, cultural values, fish and wildlife values, flood hazards, floodplains values, land use, navigational concerns, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, considerations of property ownership, and, in general, the needs and welfare of the people.

The evaluation of the impact that the work described above will have on the public interest will include an application of the Clean Water Act Section 404(b)(1) promulgated by the Administrator, U.S. Environmental Protection Agency, under authority of Section 404 of the Clean Water Act.

The USACE is soliciting comments from the public; federal, state, and local agencies and officials; Native American Indian Tribes; and other interested parties in order to consider and evaluate the impacts of the proposed activity. The USACE will consider these comments when determining whether to issue, modify, condition, or deny a permit for this proposal. To make this decision, the USACE takes into account public hearing comments regarding the assessment of impacts on endangered species, historic property, and other public-interest factors listed above.

This study also satisfies the alternatives analysis requirements of the MDE for a Maryland Nontidal Wetlands and Waterways Permit for proposed impacts to nontidal wetlands. In addition, a water quality certification, pursuant to Section 401 of the Clean Water Act, will be required from MDE. Any written comments concerning the work described above which would relate to water-quality certification should be sent to Mr. Paul Wettlaufer, Maryland Department of the Environment, 1800 Washington Boulevard, Baltimore, MD 21230.

Section 4(f) of the US Department of Transportation Act of 1966 (49 USC 303(c)) permits the use of land from a significant publicly-owned public park or recreation area, or significant historic site only if there is no prudent and feasible alternative to the use of such land and if the action includes all possible planning to minimize harm to the protected property resulting from such use. Through consideration of minimization and mitigation measures for the Port of Leonardtown property, the Town of Leonardtown has concurred that the project would not adversely affect the activities, features, and attributes of this property that qualify it for protection under Section 4(f). SHA will seek FHWA's determination that this impact constitutes a Section 4(f) de minimis (minimal) impact. This public hearing provides the opportunity for public comment regarding this de minimis impact finding.

SHA, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has identified five historic structures in the project's area of potential effects that are listed on or eligible for the National Register of Historic Places (NRHP). These resources and impact determinations for each resource are identified in the Environmental Assessment/Draft Section 4(f) Evaluation prepared for this project. SHA determined that the build alternatives would require right-of-way from some or all of the five historic properties in order to widen MD 5 and that the project would have an adverse impact only on one historic property. MHT has concurred with this determination. As the official with jurisdiction, MHT has concurred that this project will not adversely affect the activities, features, and attributes that qualify the other four properties for protection under Section 4(f). SHA will also seek FHWA's determination that these impacts constitute a de minimis impact. Consistent with the Section 106 procedures of the National Historic Preservation Act, public comments are requested regarding effects on historic properties. For additional information on SHA's effect determination, contact the Project Manager.

Individuals and representatives of organizations who wish to testify may submit a request to Mr. Jeremy Beck, Project Manager, Project Management Division, Maryland State Highway Administration, 707 N. Calvert Street, MS C-301, Baltimore, Maryland 21202 or may call 410-545-8518 or toll-free 1-800-548-5026, or via email at jbeck@sha.state.md.us on or before June 21, 2012. You may also sign the Speakers List at the registration desk on the date of the hearing. To include written statements and other exhibits in the public hearing transcript, submit them to the Project Manager at the above address until July 30, 2012. The public hearing transcript will be available for review approximately eight weeks after the public hearing at the locations listed below and on SHA's website. Please contact the Project Manager to confirm the transcript's availability.

Elected officials will be given the opportunity to speak first. Persons on the Speakers List will then be called to testify in the order in which their requests were received. Those who did not pre-register will be invited to speak before oral testimony concludes. SHA may set a time limit of three minutes for each speaker if a large number register to testify. Private and written testimony will also be accepted.

Persons on the project mailing list will receive information about project developments and opportunities for public involvement as the study progresses. Persons not on the mailing list may add their contact information by phoning, writing, or emailing the Project Manager. Brochures and comment forms will be available at the hearing and will be mailed to persons on the mailing list.

Beginning on May 29, 2012 the Environmental Assessment/Draft Section 4(f) Evaluation for the project will be available for inspection and copying during normal business hours at the following locations:

St. Mary's County Library
Leonardtown Branch
23250 Hollywood Road, Leonardtown, MD 20650
(301) 475-2846

Town of Leonardtown
41660 Park Avenue, Leonardtown, MD 20650
(301) 475-9791

State Highway Administration
District 5 Office
138 Defense Highway, Annapolis, MD 21401
(410) 841-1000 or (800) 331-5603

State Highway Administration
District 5 Leonardtown Shop
26720 Point Lookout Road, Leonardtown, MD 20650
(301) 475-8035

State Highway Administration
3rd Floor, 707 N. Calvert Street, Mailstop C-301,
Baltimore, MD 21202
(410) 545-8500 or (800) 548-5026

REQUESTS FOR ASSISTANCE

The Maryland Relay Service can assist teletype users at 711. Persons requiring assistance to participate should contact the Project Manager. SHA will provide an interpreter for persons with hearing/speech disabilities or those who need assistance with the English language. To request assistance, please contact the Project Manager no later than **June 21, 2012**.

For more information on this and other SHA projects, visit www.roads.maryland.gov and click on Projects and Studies, and Public Meetings.



Maryland Department
of Transportation



MD 5 Leonardtown Project Planning Study

**MARYLAND DEPARTMENT OF TRANSPORTATION -
STATE HIGHWAY ADMINISTRATION,
FEDERAL HIGHWAY ADMINISTRATION, AND US ARMY
CORPS OF ENGINEERS WILL CONDUCT A
JOINT LOCATION/DESIGN PUBLIC HEARING**

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration and the US Army Corps of Engineers, is conducting a project planning study along the MD 5 (Point Lookout Road) corridor from north of MD 243 (Newtowne Neck Road) to south of MD 245 (Hollywood Road) in St. Mary's County. The purpose of the project is to improve safety and operations for existing and future traffic along MD 5, while supporting existing and planned development in the area. The study 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 study will address the unique transportation needs of the Amish and Mennonite communities along MD 5.

The purpose of this hearing is to provide all interested persons the opportunity to comment on the project's location and general design and the associated social, economic, cultural, and natural environmental impacts of the proposed alternatives before an alternative is selected.

Beginning at 5:00 p.m., the project alternatives and other information will be on display. Representatives of SHA will be available to discuss the project and record your comments.

A formal presentation lasting approximately 20 minutes will begin at 7:00 p.m. and will be followed by public testimony. SHA may set a time limit for public testimony if a large number of persons wish to speak. Testimony can also be provided privately to a court reporter or in writing.

PUBLIC HEARING

Thursday, June 28, 2012

**Leonardtown High School
23995 Point Lookout Road
Leonardtown, Maryland 20650**

Open House – 5:00 PM
Formal Presentation – 7:00 PM
Public testimony to follow presentation

MARYLAND

5

MD 5 Leonardtown Project Planning Study

QUESTIONS? **Jeremy Beck**, Project Manager
State Highway Administration
410-545-8518 or 1-800-548-5026
jbeck@sha.state.md.us

The Maryland Relay Service can assist teletype users at 711.

**TESTIFY?
ASSISTANCE?**

Please contact Mr. Beck by **June 21, 2012** to add your name to the speakers' list or request assistance, including spoken, sign-language, or non-English-language interpreters.

MORE INFO?

For information on this and other SHA projects go to our website at www.roads.maryland.gov and click on **Projects and Studies, SHA Projects Page, and St. Mary's County.**

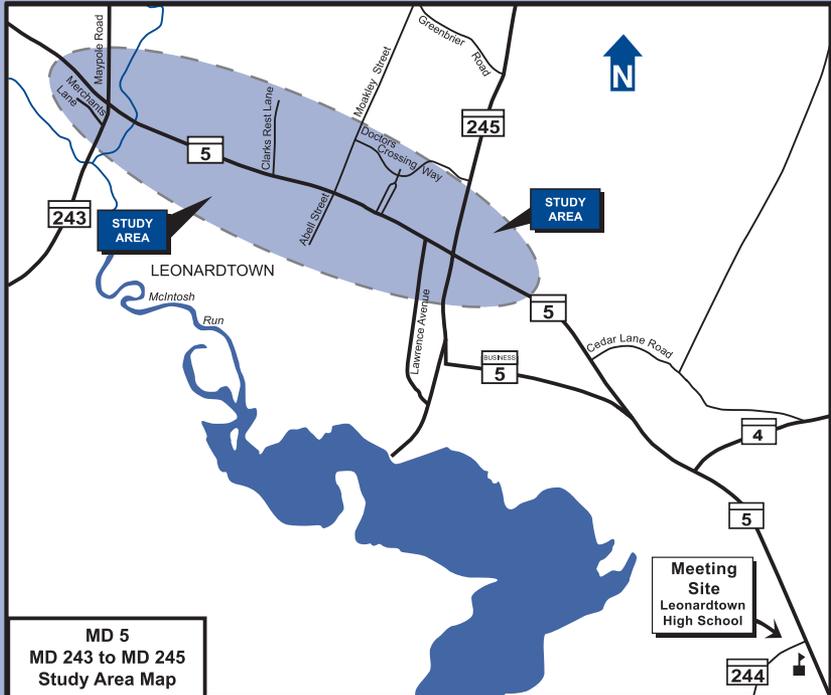


**707 N. Calvert Street
MS C-301
Baltimore, MD 21202**

MD 5 Leonardtown Project Planning Study

from MD 243 to MD 245

LOCATION/DESIGN Public Hearing



Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650
5:00 P.M. – Maps / Displays Available
7:00 P.M. – Presentation / Testimony

Project No. SM352A11



Maryland Department of Transportation
State Highway Administration



US Department of Transportation
Federal Highway Administration



US Army Corps of Engineers

Project Planning Team

Questions or comments following the hearing may be directed to any of the team members listed below:

Mr. Gregory I. Slater, Director
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
707 N. Calvert Street, Mailstop C-411
Baltimore, MD 21202

Mr. Jeremy Beck, Project Manager
Project Management Division
Maryland State Highway Administration
707 N. Calvert Street, Mailstop C-301
Baltimore, MD 21202
Telephone: (410) 545-8518
Toll-free within Maryland: (800) 548-5026
Email: jbeck@sha.state.md.us

Mrs. Elizabeth Habic, Environmental Manager
Environmental Planning Division
Maryland State Highway Administration
707 N. Calvert Street, Mailstop C-301
Baltimore, MD 21202
Telephone: (410) 545-8563
Toll-free within Maryland: (866) 527-0502
Email: ehabic@sha.state.md.us

Mr. Lee Starkloff, District Engineer
District 5
Maryland State Highway Administration
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 841-1000
Toll-free within Maryland: (800) 331-5603

Mr. Ian Cavanaugh, Area Engineer
Federal Highway Administration
City Crescent Building
10 S. Howard Street, Suite 2450
Baltimore, MD 21201

Introduction

The Maryland State Highway Administration (SHA) in conjunction with the Federal Highway Administration (FHWA) and the US Army Corps of Engineers (USACE), are conducting a Project Planning Study along the MD 5 (Point Lookout Road) corridor. The study limits extend from approximately 1,000 feet north of MD 243 (Newtowne Neck Road) to approximately 1,000 feet south of MD 245 (Hollywood Road), a distance of approximately two miles. The project is located within the limits of the Town of Leonardtown in St. Mary's County.

Purpose of the Study

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 study 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 study will address the unique transportation needs of the Amish and Mennonite communities along MD 5.

Purpose of the Hearing

The purpose of the Location/Design Public Hearing is to formally present the results of the detailed engineering and environmental studies that have been conducted for this project. The public hearing will provide an opportunity for interested individuals, associations, citizen groups, and government agencies to offer spoken or written comments for the project record before an alternative is selected.

Hearing Format

Maps and other exhibits depicting the study's alternatives and other information will be on display for public viewing, beginning at 5:00 p.m. Representatives from the SHA, FHWA, and USACE will be available to answer project-related questions and receive comments. A formal presentation lasting approximately 30 minutes will begin at 7:00 p.m. and will be followed by public testimony. Testimony may also be given privately to a court reporter. All proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review approximately eight weeks after the hearing, at project-area libraries and government facilities listed at the back of this brochure.

How to Comment on the Study

SHA encourages your participation in the public hearing and during the Project Planning process. The postage-paid return mailer included in this brochure will enable you to submit your comments. Additional copies of these mailers will be available at the receptionist's desk during the hearing. Written comments for inclusion in the project record and the hearing transcript may be submitted until July 30, 2012.

Project Mailing List

You may add your name to the project mailing list by completing the enclosed mailer or giving your information to the receptionist at the hearing. If you have previously submitted your name and address, or if you have received this brochure in the mail, you are already on the project mailing list.

Project Status

The MD 5 Leonardtown Project Planning Study is included in the following programs and plans: (1) Maryland Department of Transportation (MDOT) Development and Evaluation Program of the Fiscal Year 2012-2017 Consolidated Transportation Program; (2) SHA's Long-Range Plan, the Highway Needs Inventory; (3) St. Mary's County's 2006 Transportation Plan; (4) Tri-County Council for Southern Maryland's FY 2007 Regional Transportation Needs Inventory; and (5) Leonardtown's 2010 Comprehensive Land Use Plan. This project is currently funded for Project Planning only. If a build alternative is selected and receives Location/Design approval from FHWA, the project may become eligible for funding for Final Design, Right-of-Way Acquisition, and Construction.

Project History

The MD 5 Leonardtown Project Planning Study, initiated in January 2007, includes the evaluation of potential transportation and safety improvements. In April 2007, SHA distributed a Public Notice to announce the initiation of the MD 5 Leonardtown Project Planning Study, solicit comments, and invite interested persons to be part of the project mailing list. In November 2007, SHA held a briefing with the Leonardtown Town Council, the Town's Mayor, and the St. Mary's County Commissioners. On December 11, 2007, SHA held an Informational Open House at Leonardtown Middle School to inform the public of the project planning study and receive their project-related comments. Several elected officials and approximately 70 members of the residential and business communities attended.

On December 10, 2008, SHA held a second Open House, at the Leonardtown Volunteer Fire Department, to present the alternatives under consideration and gather public comments. Approximately 75 community members attended. The project was put on hold in Summer 2009, due to a lack of funding, and reinitiated in Fall 2010. In January 2012, SHA mailed a newsletter to update the public about the project's status.

Existing Conditions

MD 5 (Point Lookout Road) is functionally classified on the State of Maryland's Secondary System as a Rural Minor Arterial. It is a north-south route that extends from Point Lookout in southern St. Mary's County to the Washington, D.C., line in Prince George's County. Within the study area, MD 5 provides a parallel route to MD 235 and is the major gateway to Leonardtown. The roadway

also provides direct access to properties along the corridor and carries through-traffic south to Point Lookout and north to Charles County.

Through Leonardtown, MD 5 is a 40 mph, 48-foot-wide curbed roadway that consists of four 11 foot-wide lanes (two lanes in each direction) with minimal or no shoulders and a four-foot-wide marked separation between northbound and southbound traffic. Sidewalks are provided along both sides of the roadway from MD 245 to Abell/Moakley streets, but do not meet current Americans with Disabilities Act (ADA) requirements. There are no sidewalks along MD 5 between Abell/Moakley streets and MD 243. Overhead utilities are located on both sides of the roadway throughout the project-area limits. Traffic signals are located on MD 5 at the MD 245 and MD 243 intersections, and a firehouse signal is located at the Lawrence Avenue intersection.

Project Need

Background

Increasing growth and development in Leonardtown, St. Mary's County, and Southern Maryland have greatly contributed to increased travel demand and congestion along the MD 5 corridor and are expected to worsen with the continued growth projected for the region.

Although SHA has designated the studied segment of MD 5 as a bicycle route, the absence of shoulders from MD 243 to MD 245 in Leonardtown and the absence of parallel routes within the vicinity require bicyclists to share the existing travel lanes with motorized traffic. From 2008-2010, only one pedestrian-related crash was reported along MD 5 in the study area; however, the County has identified the absence of bicycle and pedestrian facilities as a safety concern and a deterrent to bicycling and walking.

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. The difference in speed between motorized vehicles and relatively slow-moving horse-and-buggies can cause conflict, especially when buggy drivers attempt to pull onto MD 5 or make left turns. Because the roadway also lacks shoulders, buggy drivers are forced to use part or all of a travel lane to accommodate the width of their buggies. From 2008-2010, no horse-and-buggy crashes were reported along MD 5 in the study area, but the County 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 has evaluated various roadway configurations to provide additional room on the shoulder of MD 5 for horse-and-buggy use.

Traffic Operations

SHA collected AM and PM peak-hour traffic volumes and Average Daily Traffic (ADT) volumes in April 2007, when the MD 5 Leonardtown Project Planning Study was initiated. Based on that data, the highest weekday peak-period volumes occur along MD 5 between MD 243 and MD 245/MD 5 Business. As shown in **Table 1**, projected 2030 ADT volumes along MD 5 and MD 243 are expected to increase by more than 77 percent, due to regional growth and planned development in the study area, and ADT volumes along MD 245 and MD 5 Business are expected to increase by nearly 58 percent.

Location	2007 ADT	2030 No-Build ADT	Average Growth
MD 5 west / north of Maypole Road / MD 243	23,475	41,425	77%
MD 5 between MD 243 and MD 245 / MD 5 Business	28,750	50,750	
MD 5 east / south of MD 245 / MD 5 Business	27,400	48,350	
MD 243 south of MD 5	8,000	14,125	
MD 245 north of MD 5	12,050	19,000	58%
MD 5 Business / Washington Street south of MD 5	7,975	12,575	

SHA performed a Level-of-Service (LOS) analysis for 2007 and 2030 No-Build conditions. LOS is a measure of the congestion experienced by drivers and ranges from LOS A (free flow, with little or no congestion) to LOS F (failure, with stop-and-go conditions). LOS is normally computed for the peak periods of a typical weekday, with LOS D (approaching unstable flow) or better generally considered acceptable for intersections or highways in urban and suburban areas. At LOS E, volumes are near or at the capacity of the highway, while at LOS F, drivers experience operational breakdowns, with stop-and-go traffic and extremely long delays at signalized intersections.

Although all intersections currently operate at LOS C or better, under 2030 No-Build conditions, all MD 5 intersections within the project limits are predicted to operate at LOS F during the PM peak hour and LOS E or worse during the AM peak hour. (**Table 2**).

Location	Level of Service			
	2007		2030 No-Build	
	AM Peak	PM Peak	AM Peak	PM Peak
MD 5 at MD 243/Maypole	B	C	F	F
MD 5 at Clark's Rest/Tudor Hall	N/A	N/A	F	F
MD 5 at MD 245/MD 5 Business	B	C	E	F

SHA completed a crash analysis for the study corridor between MD 243 and MD 245 for 2008 through 2010. During that three-year period, 155 crashes were reported: 80 personal-injury crashes and 75 property-damage crashes. The crash rates for rear-end, sideswipe, left-turn, and angle crashes were all significantly higher than the statewide average for those types of crashes. No fatal crashes were reported during the 2008-2010 analysis.

Context Sensitive Solutions

As part of this project, the project team will consider suggestions received from the public at the Location/Design Public Hearing and from comment cards, letters, and emails. SHA will continue to coordinate with representatives from St. Mary's County, FHWA, and other environmental regulatory and resource agencies to further develop or refine the alternatives to incorporate Context Sensitive Solutions (CSS) concepts, wherever possible. This effort is an SHA initiative to preserve and enhance the community's character while improving transportation in the area.

CSS concepts address the following:

- Safety
- Pedestrian and bicycle circulation
- Local residential and business traffic circulation
- Access to transit
- Reduction of right-of-way impacts
- Effects on response times of police, fire, and other emergency services providers
- Aesthetics/landscape/streetscape opportunities

Your comments will help ensure that the proposed alternatives for improvements to the study area reflect the community's local character and aesthetic preferences. We encourage you to comment on CSS issues using the comment card in this brochure.

Alternatives Retained for Detailed Study

Alternative 1 – No-Build

The No-Build Alternative includes no major capital improvements. Minor short-term improvements would occur as part of routine maintenance and safety operations. This 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.

Alternative 2 - Transportation Systems Management (TSM)

The TSM alternative 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:

- Adding and lengthening turn lanes and/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/Moakley streets;
- Adding on-road bicycle lanes and sidewalks on MD 5 at the intersections with MD 243, Abell/Moakley streets, and MD 245; and
- Consolidating entrances to properties along the MD 5 corridor. **(Figures 2, 3, 4)**

Alternative 3 – Five-Lane Typical Section

In addition to the intersection improvements listed under Alternative 2, this alternative would add a 13 foot-wide 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 continuous five-foot-wide sidewalks would be added to both sides of MD 5 throughout the project area. **(Figures 5, 6, 7 and 8).**

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 on MD 5 with left-turn lanes at appropriate intersections throughout the corridor; and
- It would not include a two-way center left-turn lane. **(Figures 9, 10, 11 and 12).**

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

Option 2 – Stream Avoidance

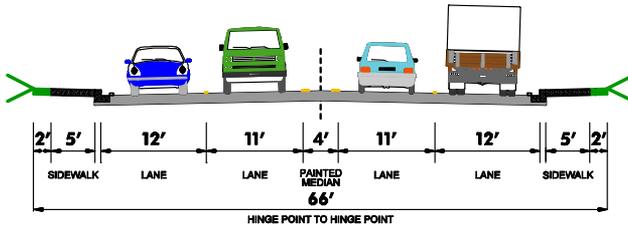
Under this option, widening would occur on both sides of MD 5, except in the area where a stream is located on the north side of MD 5 between Abell/Moakley streets and Clark's Rest Lane. In this area, all widening would occur along the south side to avoid stream impacts. **(Figures 13 and 14).**

Option 3 – Additional Intersection Improvements

This option would expand the intersections of MD 5 at MD 243 and 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. **(Figures 15 and 16).**

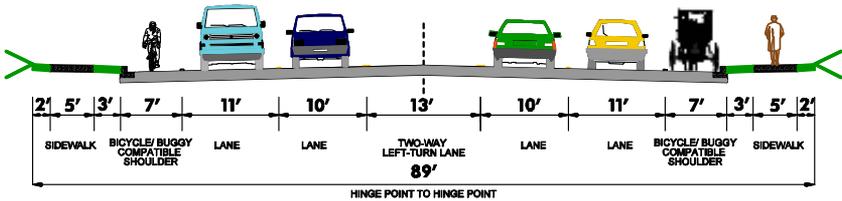
Option 4 – Shopping Center Access Modification

This option 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. **(Figure 17).**

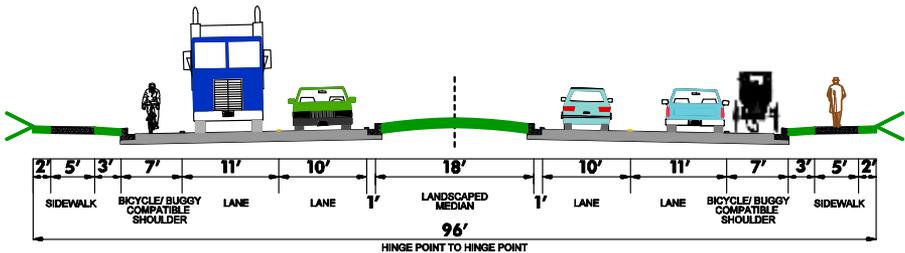


ALT. 1 - NO-BUILD OPTION

EXISTING CONDITIONS



ALT. 3 - 5 LANE ALTERNATIVE



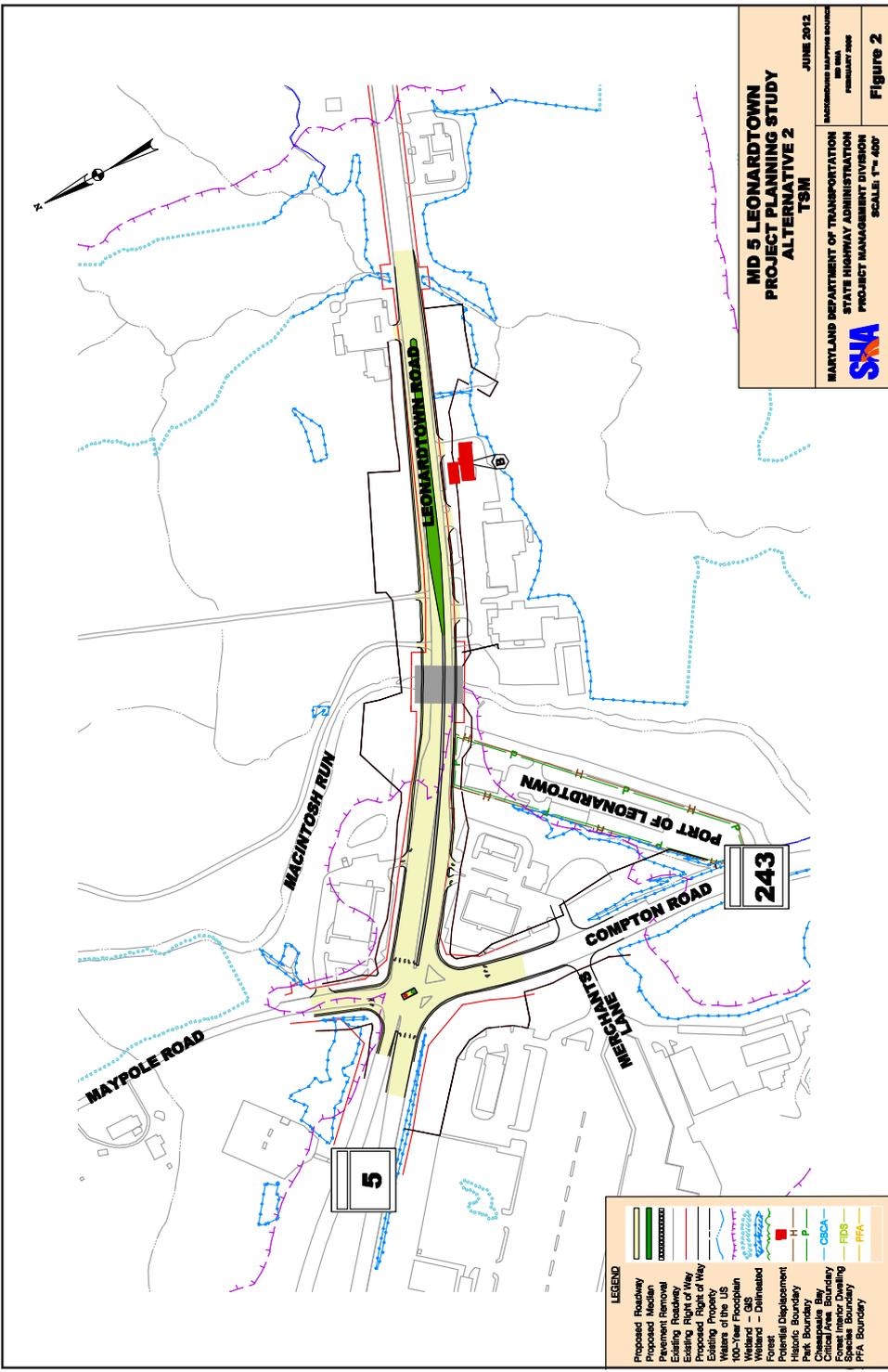
ALT. 4 - 4 LANE DIVIDED ALTERNATIVE

MD 5 LEONARDTOWN PROJECT PLANNING STUDY MODIFIED TYPICAL SECTION WIDE OUTSIDE SHOULDER

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
JUNE 2012 NOT TO SCALE

BACKGROUND SHAPPING SOURCE
MD SHA
FEBRUARY 2009

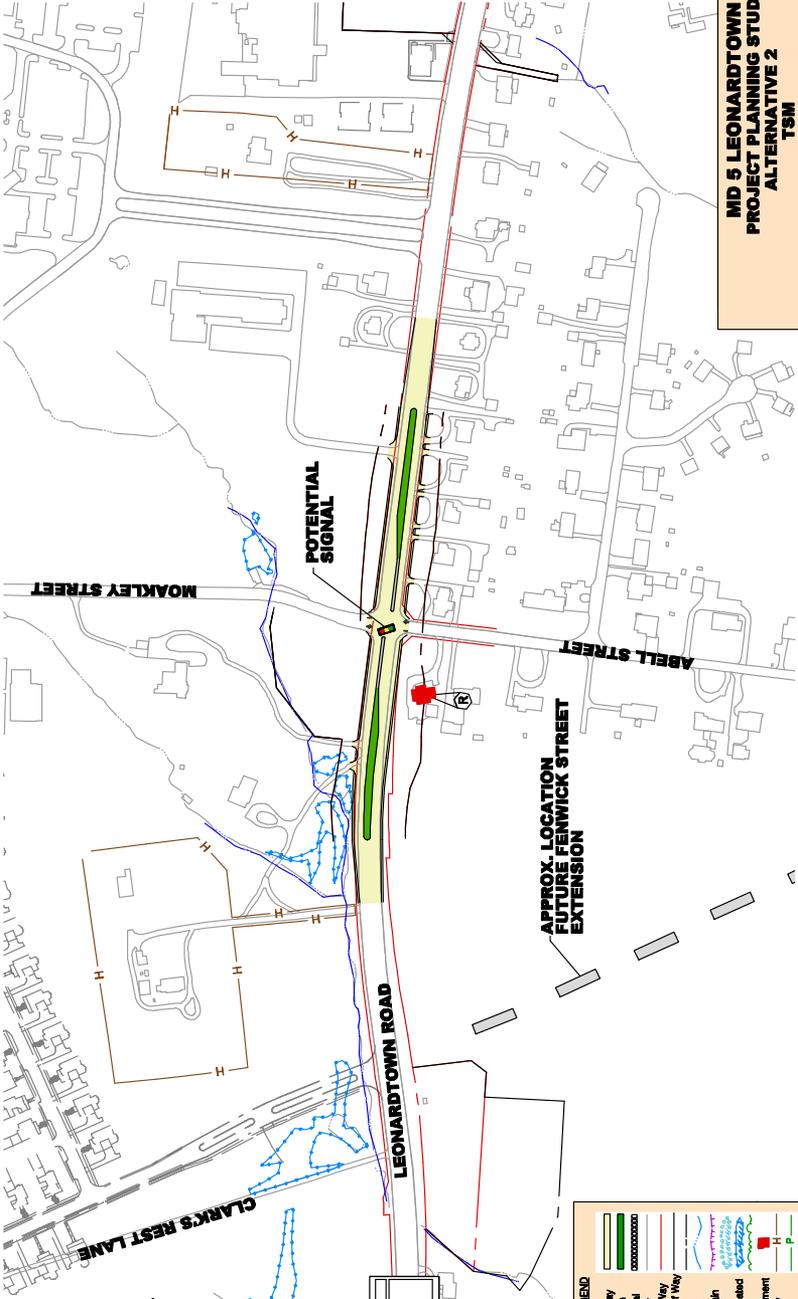
Figure 1



LEGEND

	Proposed Boundary		H	Historic Boundary
	Proposed Median		P	Park Boundary
	Pavement Removal		BCA	BCA - Boundary
	Existing Roadway		FDS	FDS - Boundary
	Existing Right of Way		FFA	FFA - Boundary
	Proposed Right of Way			
	Proposed Project			
	Wetland of the US			
	100-Year Floodplain			
	Wetland - GBS			
	Wetland - Delineated			
	Forest			
	Potential Displacement			
	Historic Boundary			
	Park Boundary			
	Forest Boundary			
	Forest Inceptor Dwelling			
	Forest Boundary			
	PFA Boundary			

ST. MARY'S HOSPITAL



5



LEGEND

	Proposed Roadway
	Proposed Median
	Pavement Removal
	Existing Roadway
	Existing Right of Way
	Proposed Right of Way
	Waters of the US
	100-Year Floodplain
	Wetland - GIS
	Wetland - Delimited
	Potential Displacement
	Historic Boundary
	Park Boundary
	County Boundary
	Critical Area Boundary
	Forest Interior Dwelling
	Forest Boundary
	PFA Boundary

**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 2
TSM**

JUNE 2012

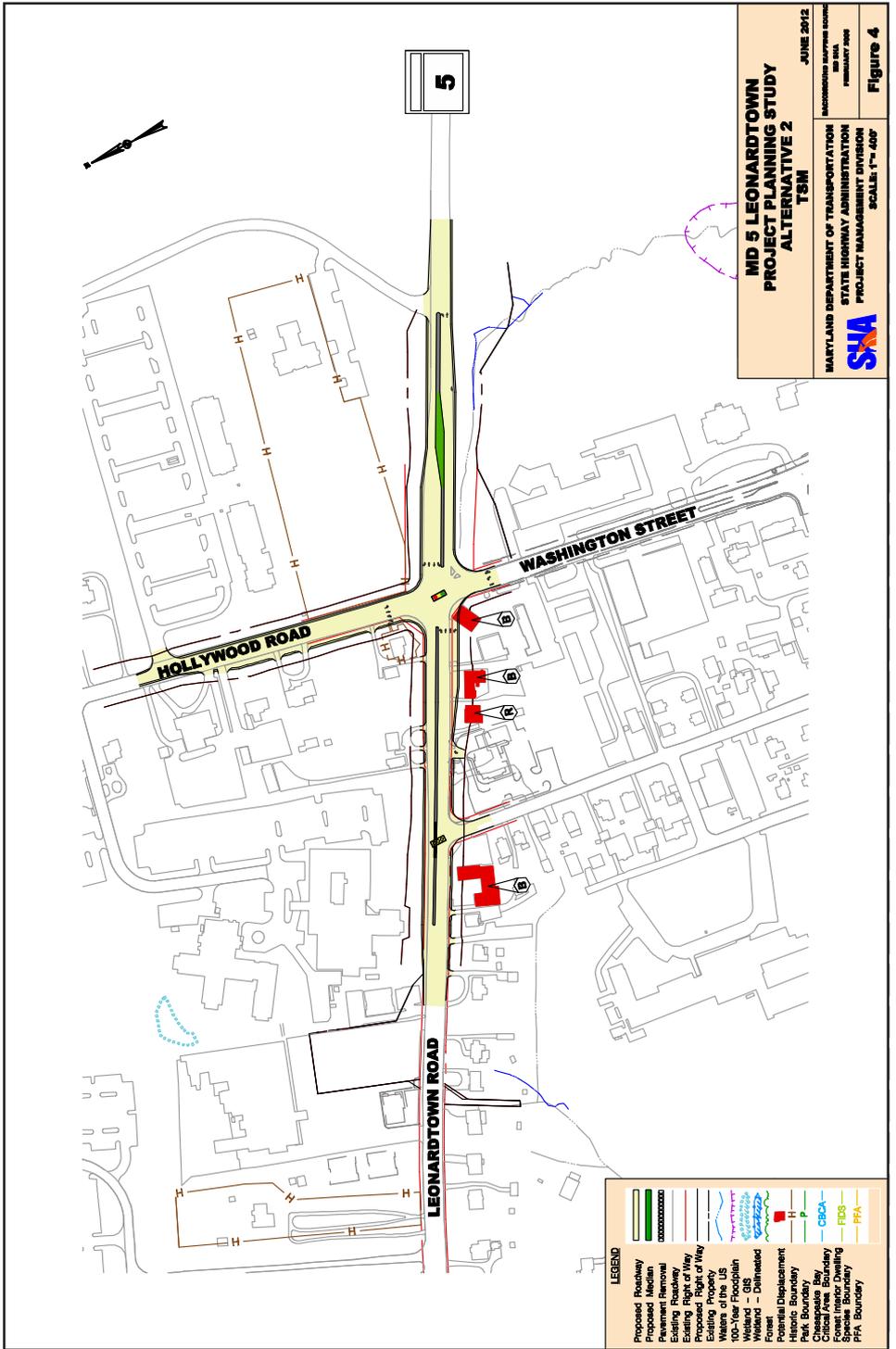
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT GROUP

MARYLAND STATE ROAD
AND TOLL
REVENUE AUTHORITY

SUA

SCALE: 1"=400'

Figure 3



**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 2**

TSM

JUNE 2012

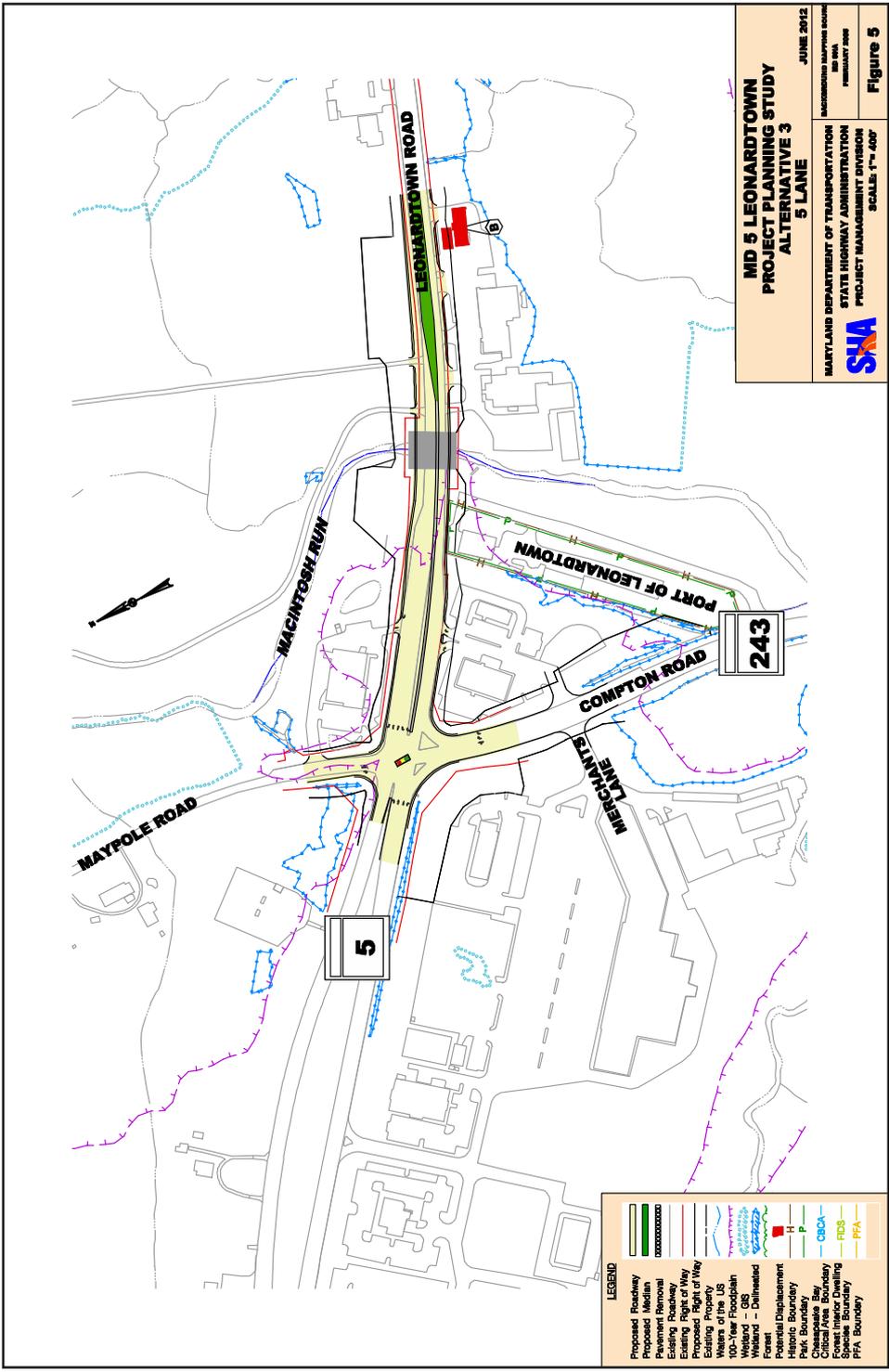
MARYLAND HIGHWAY ADMINISTRATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION

SCALE: 1" = 400'

SHA

LEGEND

	Proposed Roadway
	Proposed Median
	Proposed Pavement Removal
	Existing Roadway
	Existing Right of Way
	Existing Property
	Waters of the US
	100-Year Floodplain
	500-Year Floodplain
	Wetland - Streambed
	Wetland - Shaded
	Potential Displacement
	Historic Boundary
	100-Year Floodplain
	Channel Area Boundary
	Critical Area Boundary
	Scenic/View Corridor
	State/County Boundary
	PFA Boundary

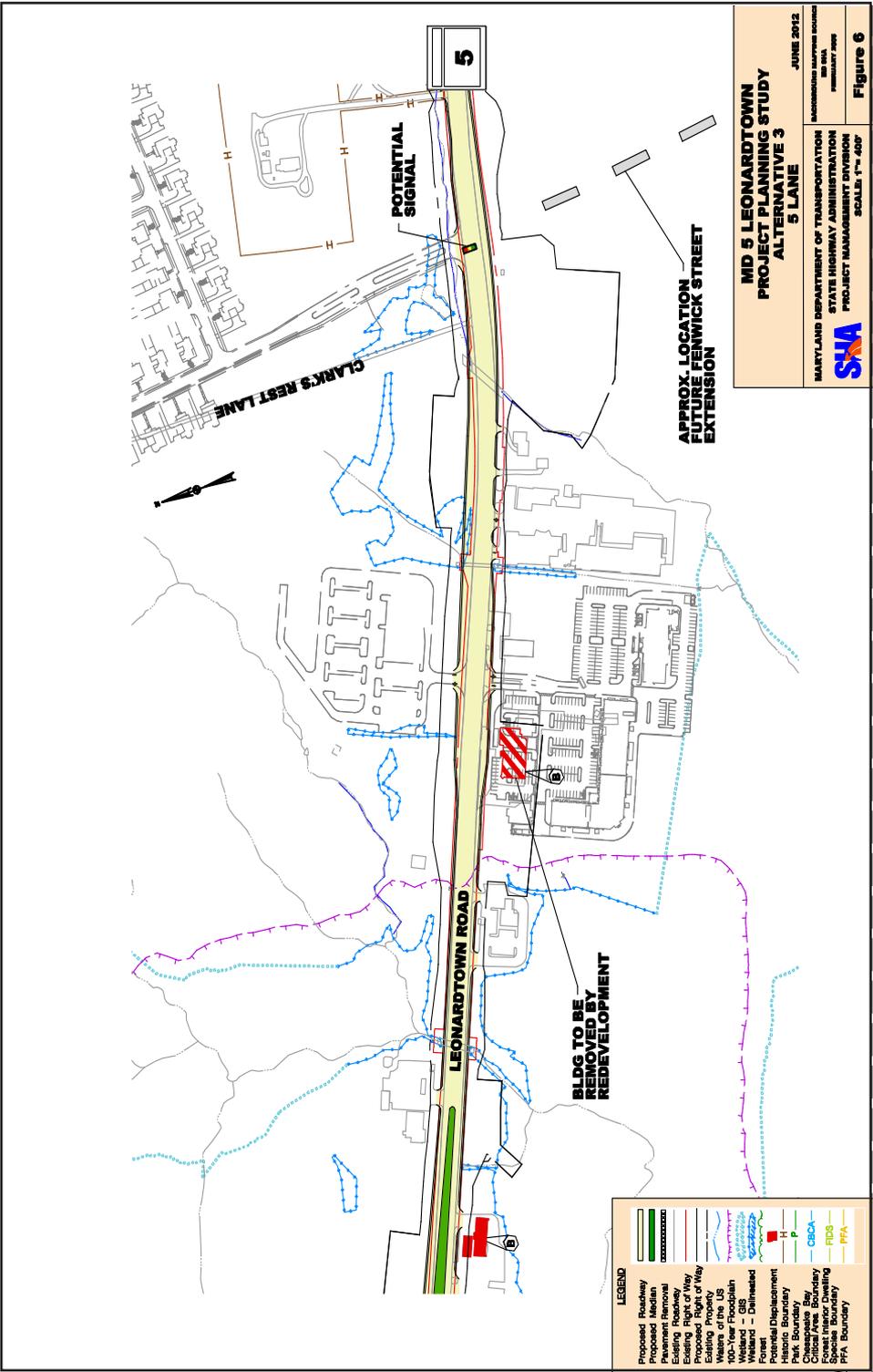


**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 3**

JUNE 2012
 MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 PROJECT MANAGEMENT
 MARYLAND STATE HIGHWAY ADMINISTRATION
 100 W. WEAVER
 ANNAPOLIS, MD 21401
 SCALE: 1" = 400'
Figure 5

LEGEND

- Proposed Roadway
- Proposed Median
- Pavement Removal
- Existing Roadway
- Existing Right of Way
- Proposed Right of Way
- Water of the US
- 100-Year Floodplain
- Wetland - 0.5'
- Wetland - Diminished
- Potential Displacement
- Hazard Boundary
- Park Boundary
- Forest Inland Dwelling
- Forest Inland Boundary
- Critical Area Boundary
- CBQA
- RDS
- PFA



**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 3
5 LANE**

JUNE 2012
BACKGROUND MAPS AND
AERIAL PHOTOS
BY SHA
UNIVERSITY STATE

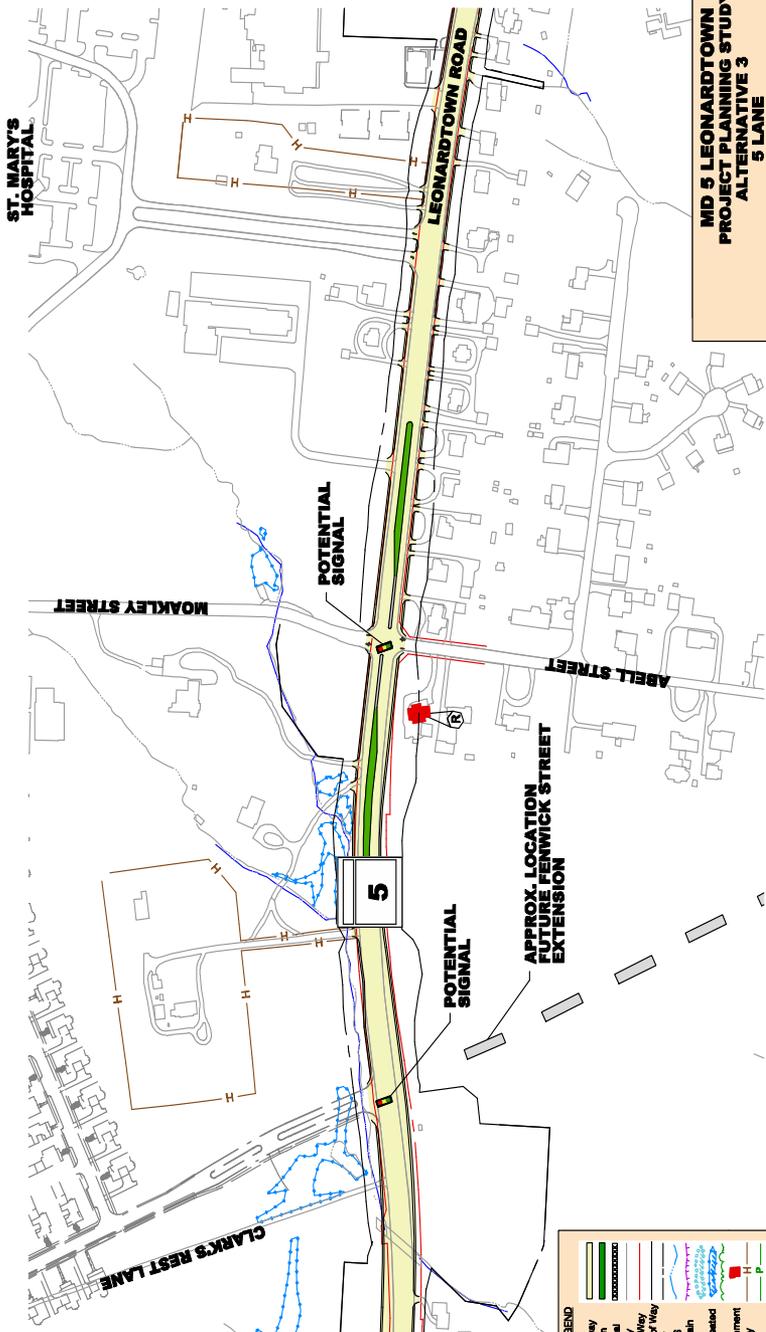
MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 PROJECT MANAGEMENT DIVISION
 SCALE: 1" = 400'

SHA

Figure 6

LEGEND

	Proposed Rightway
	Proposed Right-of-Way
	Permanent Removal
	Existing Roadway
	Existing Right of Way
	Proposed Right of Way
	Existing Floodplain
	100-Year Floodplain
	Wetland - Delineated
	Forest
	Potential Displacement
	Property Boundary
	Park Boundary
	Crosswater Bay
	Chesapeake Bay
	Forest Inlet/Outlet
	Species Boundary
	PFA Boundary
	CEQA
	FIS
	PFA



**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 3
5 LANE**

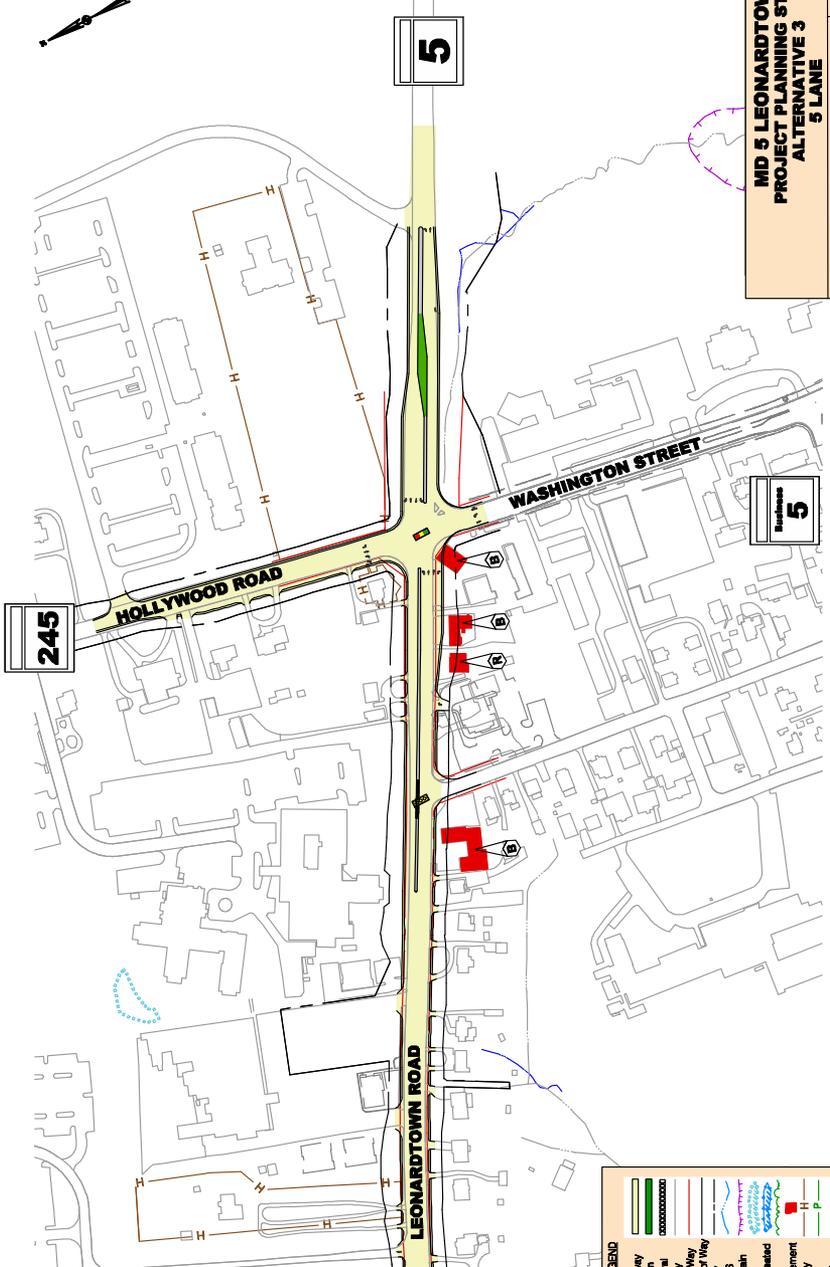
JUNE 2012
SECTIONAL MAPS ARE NOT
 TO BE USED FOR
 CONSTRUCTION

MARYLAND DEPARTMENT OF TRANSPORTATION
 STATE HIGHWAY ADMINISTRATION
 PROJECT MANAGEMENT DIVISION
 SCALE: 1" = 400'



Figure 7

LEGEND	
	Proposed Roadway
	Proposed Right of Way
	Pavement Removal
	Existing Roadway
	Existing Right of Way
	Proposed Project
	Existing Project
	Waters of the US
	100-Year Floodplain
	500-Year Floodplain
	1000-Year Floodplain
	Wetland - Disturbed
	Wetland - Undisturbed
	Forest
	Potential Displacement
	County Boundary
	Park Boundary
	C&DRA
	Chesapeake Bay
	Forest Inlets/Drainage
	Species Boundary
	PKA Boundary
	PKA



245

HOLLYWOOD ROAD

5

WASHINGTON STREET

LEONARDTOWN ROAD

5

LEGEND

	Proposed Roadway
	Proposed Median
	Pavement Removal
	Existing Roadway
	Proposed Right of Way
	Existing Right of Way
	Water of the US
	100-Year Floodplain
	Wetland - Unrestored
	Potential Displacement
	Historic Boundary
	Park Boundary
	Historic Area Boundary
	Critical Area Boundary
	Forest Intrinsic Drilling
	Spense Boundary
	PPA Boundary

**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 3
5 LANE**

JUNE 2012

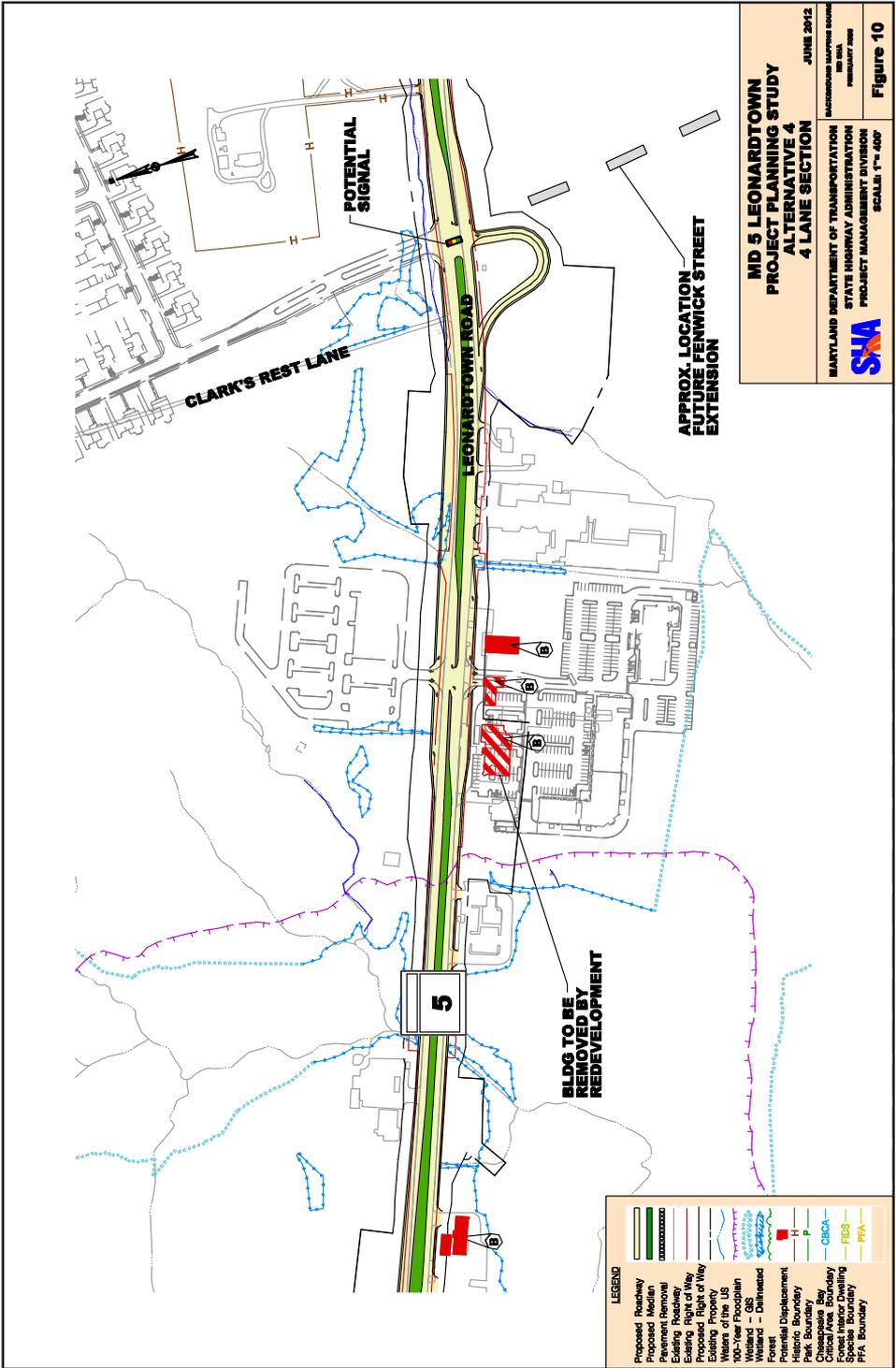
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT

SCALE: 1"=600'

SUA

INCORPORATING SURVEY DATA
ON STA.
REMARKS SHEET

Figure 8



**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 4
4 LANE SECTION**

JUNE 2012

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION

MARYLAND MAPPING SOURCE
M&D DATA
PROJECT START YEAR

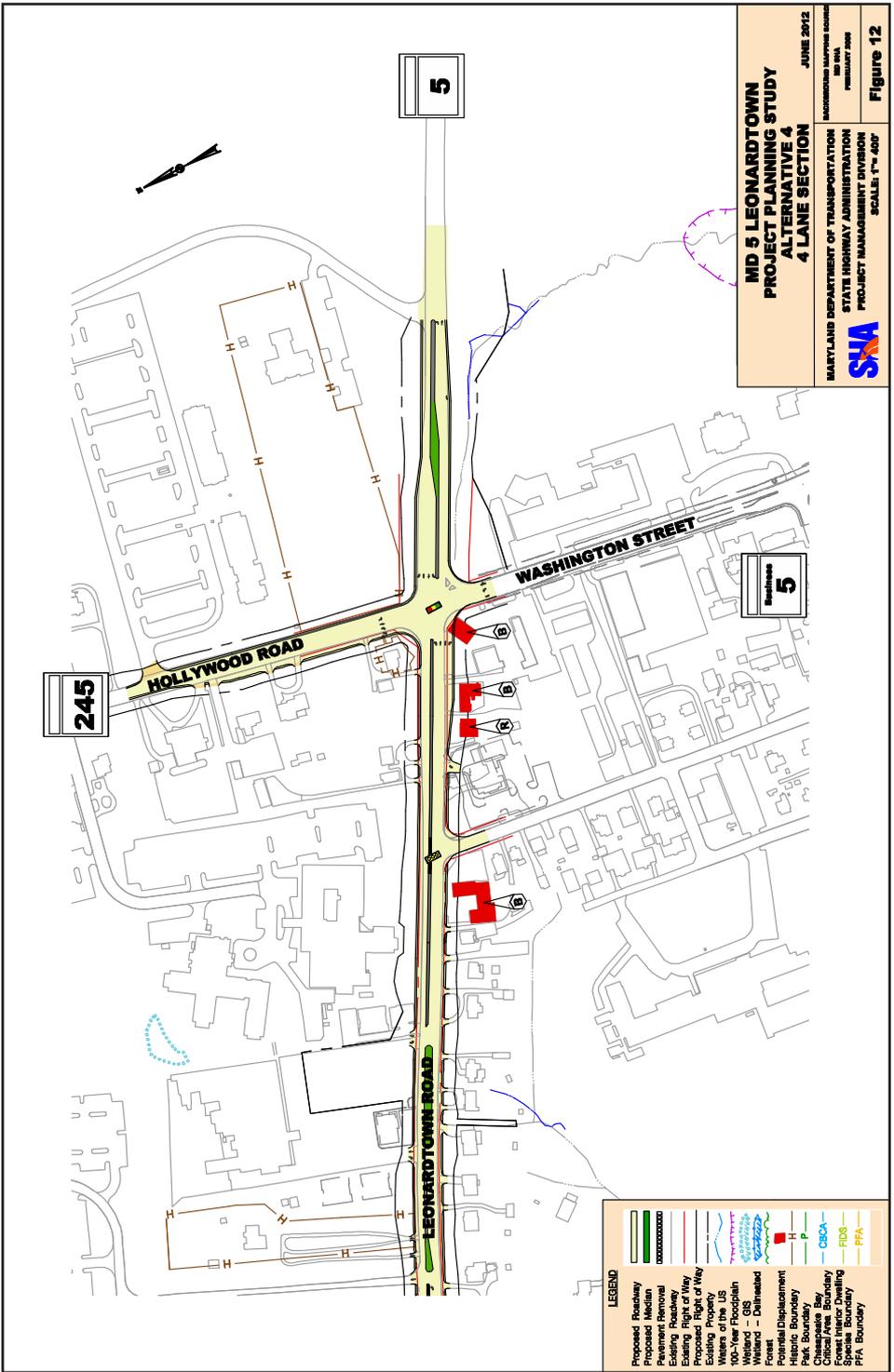
SHA

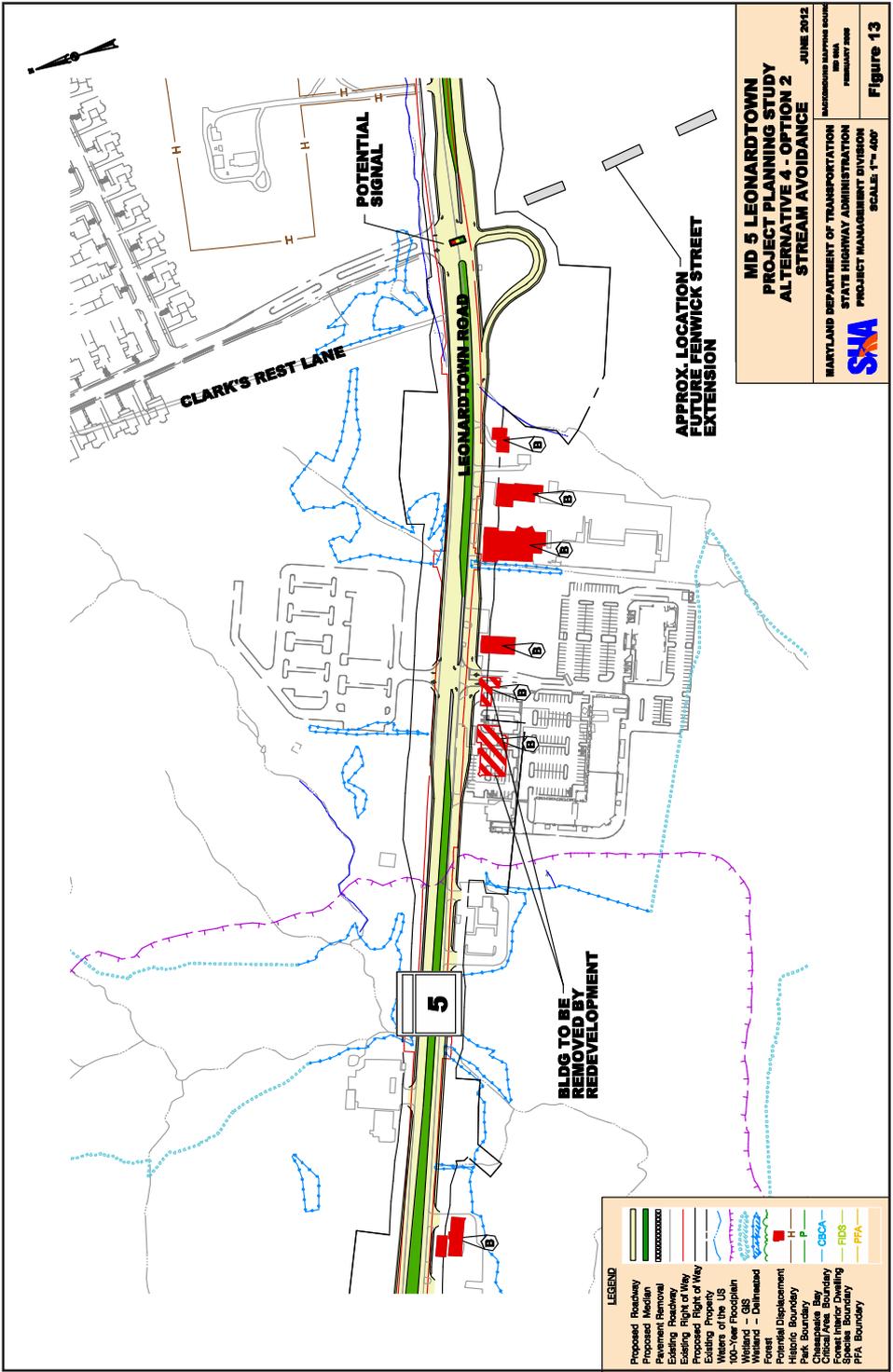
SCALE: 1" = 400'

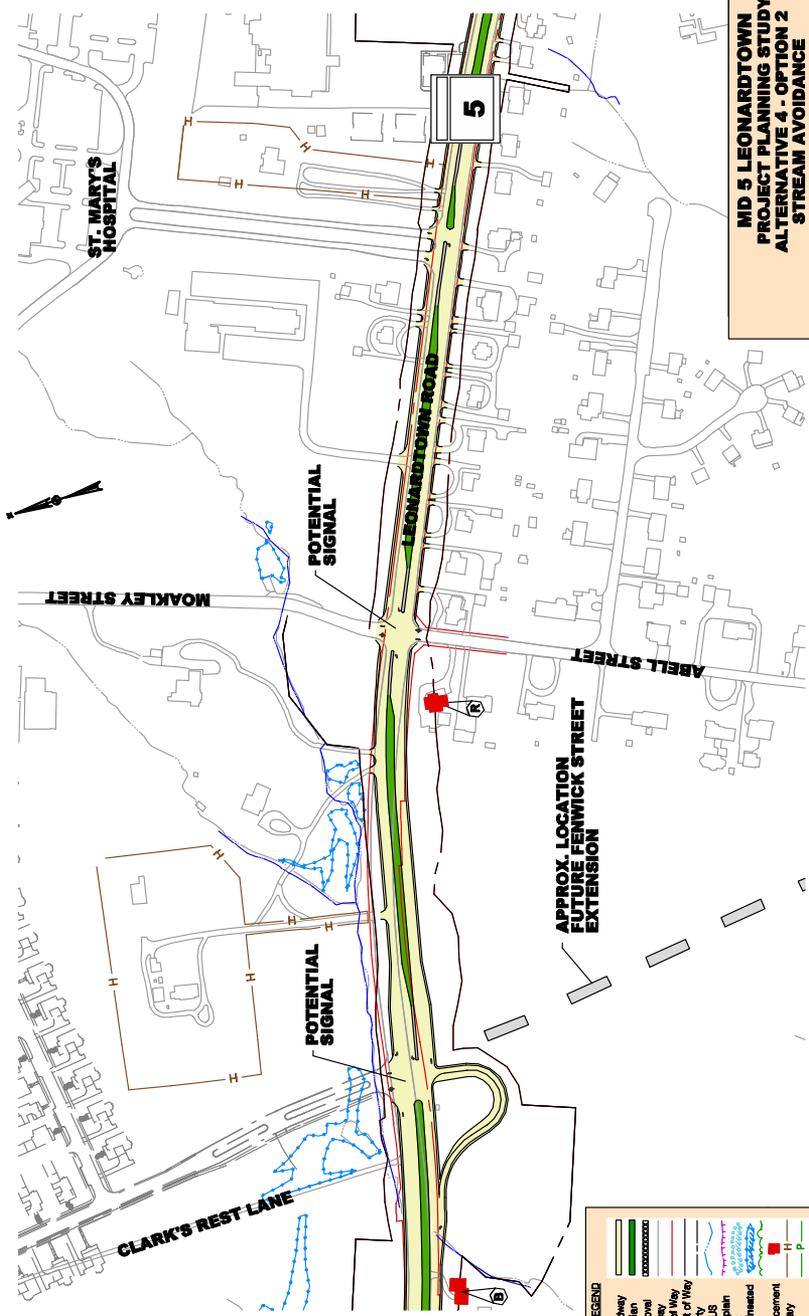
Figure 10

LEGEND

	Proposed Roadway
	Proposed Median
	Pavement Removal
	Existing Roadway
	Existing Right of Way
	Existing Property
	Waters of the US
	100-Year Floodplain
	Wetland - GIS
	Wetland - Disturbed
	Forest
	Potential Displacement
	Park Boundary
	Historic Boundary
	CBQA
	FIDS
	Forest Interior Dwelling
	PFA Boundary







LEGEND

	Proposed Roadway
	Proposed Median
	Pavement Removal
	Existing Roadway
	Existing Right of Way
	Proposed Right of Way
	Waters of the US
	100-Year Floodplain
	500-Year Floodplain
	1000-Year Floodplain
	10000-Year Floodplain
	Wetland - Dismal
	Potential Displacement
	Habitat Boundary
	Park Boundary
	Critical Area Boundary
	Forest Inactive Dwelling
	Forest Active Dwelling
	PPA Boundary

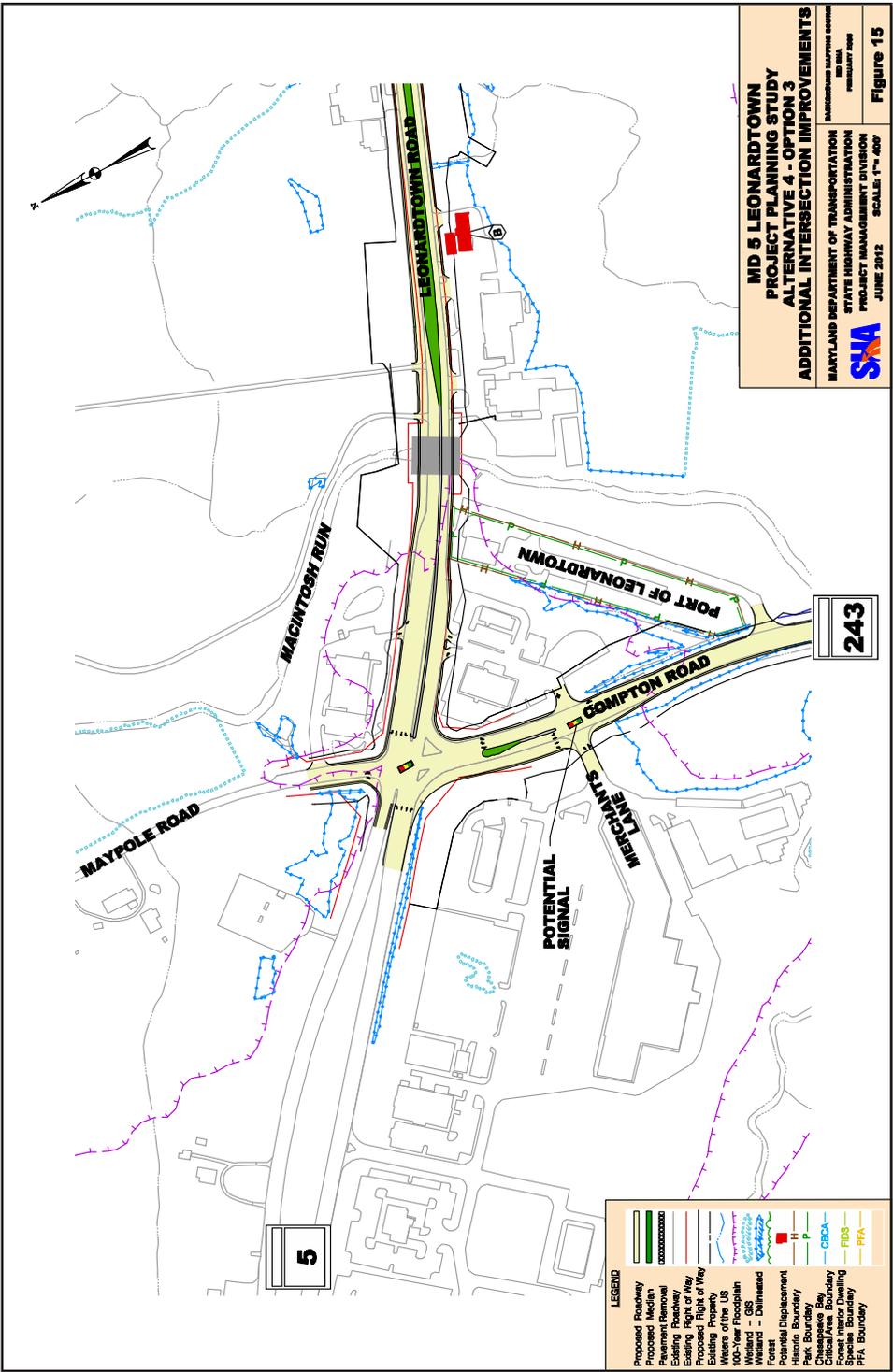
**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 4 - OPTION 2
STREAM AVOIDANCE**

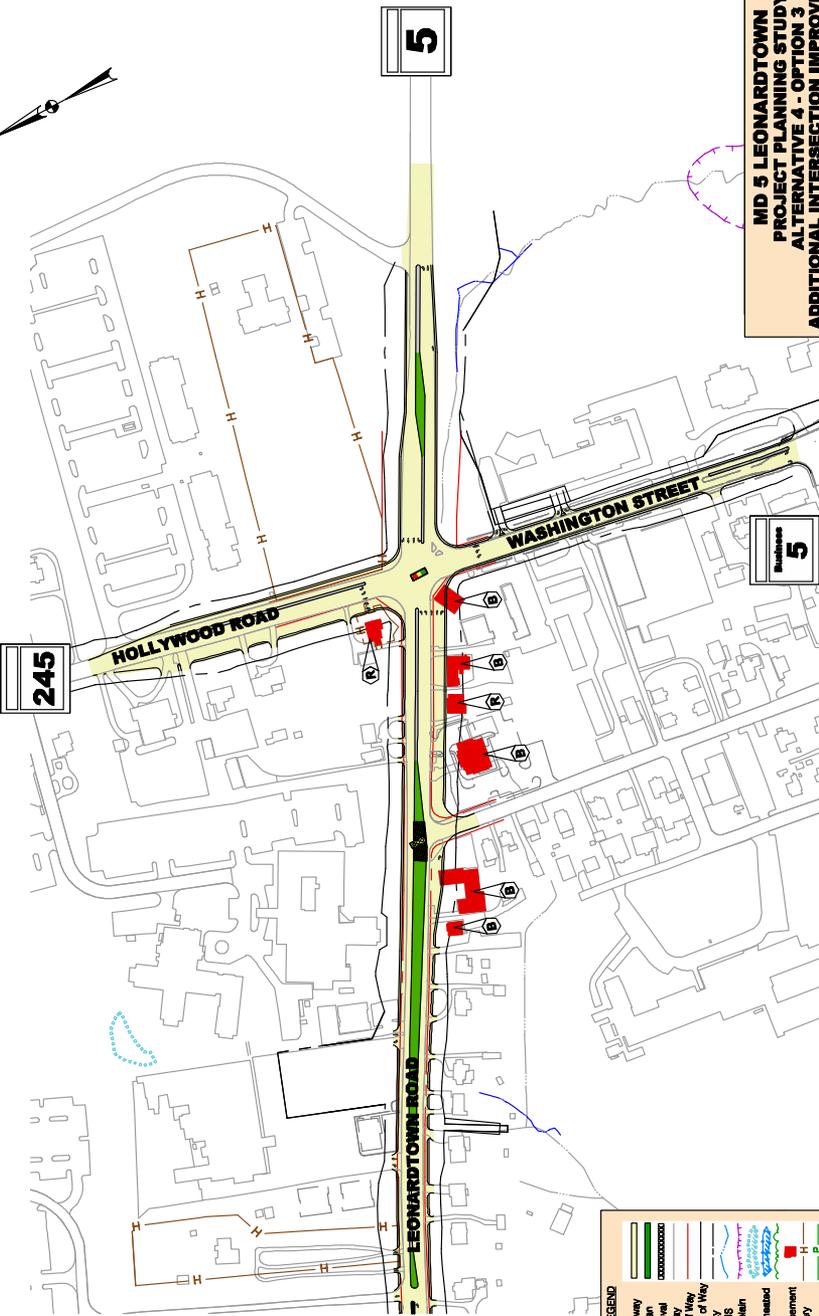
JUNE 2012

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION

SCALE: 1" = 400'

Figure 14





LEGEND

	Proposed Roadway
	Proposed Median
	Pavement Removal
	Existing Roadway
	Existing Right of Way
	Proposed Right of Way
	Waters of the US
	100-Year Floodplain
	Wetland - GIS
	Wetland - Delimited
	Potential Displacement
	Historic Boundary
	Peak Boundary
	Critical Area Boundary
	Forest Interior Dwelling
	Historic Boundary
	PFA Boundary

**MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 4 - OPTION 3
ADDITIONAL INTERSECTION IMPROVEMENTS**

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT & DESIGN

MD SHA
MONTGOMERY COUNTY
MARTIN STATE

SAHA

JUNE 2012 SCALE: 1"=400'

Figure 16

Alternatives and Options No Longer Under Consideration

All mainline alternatives are retained for detailed study.

Option 1 – Section 4(f) Avoidance

This option is not recommended for further study as a stand-alone option due to the number of associated displacements. Alternative 4 with Option 1 has 22 displacements, while the other alternatives/options under consideration have a maximum of 12. Efforts to avoid or minimize impacts on Section 4(f) resources will be included in the other build alternatives during the detailed engineering and environmental studies.

Environmental Summary

Detailed analyses were performed on the Alternatives Retained for Detailed Study to identify potential impacts on natural, cultural, and socioeconomic resources within the study area. A comparison of potential impacts for each alternative and option is included in **Table 3**.

Land Use

The MD 5 Leonardtown Project Planning Study is located within the limits of the Town of Leonardtown. Nearly half the land within the town limits is farmland or woodland. The land use within the project study limits is agricultural, commercial, and residential. Several mixed-use and commercial developments are proposed along both sides of MD 5. The proposed improvements to MD 5 from MD 243 to MD 245 are consistent with the St. Mary's County Comprehensive Master Plan (2010) and local land-use plans.

Socioeconomic Resources

Right-of-way acquisitions and up to 12 residential, business/commercial, and institutional displacements will be required under any of the proposed build alternatives and options. As many as 90 residential, business/commercial, agricultural, and institutional properties could be affected.

The intent of Maryland's Smart Growth legislation is to limit sprawl and direct State funding for growth-related projects toward county-designated Priority Funding Areas (PFAs). The alternatives and intersection options retained for detailed study are located entirely within the PFA designated by St. Mary's County.

Consistent with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," SHA will avoid disproportionately high and adverse effects on minority and low-income communities throughout the study area. It has been determined that the proposed project improvements will have no disproportionate impacts on low-income or minority populations.

Table 3 – Summary of Property Impacts of Property Impacts

	Alt 1	Alt 2	Alt 3	Alt 4	Option 2		Option 3		Option 4
					Compatible with Alt 3 and Alt 4		Compatible with Alt 3 and Alt 4		
	No-Build	TSM	5-lane	4-lane Divided	Stream Avoidance	Additional Intersection Improvements	Shopping Center Modified Access		
Displacements									
Residential	0	2	2	2	2	3	2	3	2
Business/Commercial	0	4	5	7	10	9	7	9	7
TOTAL	0	6	7	9	12	12	9	12	9
Properties Affected									
Residential	0	23	34	34	34	35	34	35	34
Business/Commercial	0	37	48	48	48	52	47	52	47
Agricultural	0	2	3	3	3	3	3	3	3
TOTAL	0	62	85	85	85	90	84	90	84
R/W Required (acres)	0	15	26	27	26	30	27	30	27
100-Year Floodplains (acres)	0	3.68	4.73	4.72	4.74	5.55	4.54	5.55	4.54
Streams (linear feet)	0	692	1,635	1,669	922	1,707	1,684	1,707	1,684
Wetlands (acres)	0	0.45	0.78	0.81	0.70	1.17	0.86	1.17	0.86
NWSSC (acres)	0	0.07	0.39	0.42	0.40	0.42	0.41	0.42	0.41
NWSSC 100-foot Buffer (acres)	0	1.06	6.63	6.50	6.18	6.51	6.16	6.51	6.16
Potential FIDS Habitat (acres)	0	0.67	0.72	0.73	0.77	0.92	0.75	0.92	0.75
Forestland Mixed Upland (acres)	0	3.14	6.96	7.35	7.17	7.52	7.10	7.52	7.10
Forested Wetland (acres)	0	0.34	0.47	0.48	0.46	0.83	0.52	0.83	0.52
Prime Farmland Soils (acres)	0	4.08	6.22	6.31	6.30	6.58	6.40	6.58	6.40
Soils of Statewide Importance (acres)	0	6.01	10.37	10.59	9.63	10.66	10.21	10.66	10.21
Green Infrastructure (acres)	0	0.88	2.67	2.75	2.69	2.93	2.67	2.93	2.67

Cultural Resources

SHA, in consultation with the Maryland Historical Trust (MHT) and other consulting parties, has identified the following five historic properties listed on or eligible for the National Register of Historic Places (NRHP) within the project's Area of Potential Effects (APE):

- Buena Vista (SM-52) – 1840s Greek Revival-style house (Listed)
- St. Mary's Academy (SM-422) – 1930s period Academy Building with Art Deco details/school architecture
- Gough Farm (SM-331) – American four-square house with Colonial Revival-style details; includes outbuildings
- Port of Leonardtown (Old State Highway Administration Garages) (SM-883) – 1930s building type (masonry SRC garages) - This is also a park
- Drury-Saunders House (SM-540) – Queen Anne-style house

Option 3 includes the displacement of the Drury-Saunders House, which is located in the northwest quadrant of the MD 5/MD 245 intersection. SHA determined that the build alternatives would require right-of-way from some or all of the five historic properties in order to widen MD 5 and that the project would have an adverse impact only on one historic property (Drury-Saunders House). The MHT has concurred with this determination. As the official with jurisdiction, MHT has concurred that this project will not adversely affect the activities, features, and attributes that qualify the other four properties for protection under Section 4(f). SHA will seek FHWA's determination that these minor impacts on the other four historic properties constitute a de minimis (minimal) impact. Consistent with the Section 106 procedures of the National Historic Preservation Act, public comments are requested regarding effects on historic properties. For additional information on SHA's effect determination, please contact the Project Manager.

Previous archeological surveys indicate a potential impact on archeological resources at two sites located along the MD 5 corridor. SHA is conducting an additional evaluation to determine whether those sites will be impacted.

The St. Paul's Cemetery of the historic Methodist Meeting House Site is adjacent to MD 5. The Meeting House has been determined to be ineligible for the NRHP. Up to six grave sites and approximately 7,600 square feet of the property could be impacted by the proposed alternatives. Coordination will continue with MHT regarding the effect of the project alternatives on cultural resources.

Section 4(f) of the US Department of Transportation Act of 1966 (49 USC 303(c)) permits the use of land from a significant publicly owned public park or recreation area, or significant historic site, only if there is no prudent and feasible alternative to the use of such land and if the action includes all possible planning to minimize harm to the protected property resulting from such use. Through consideration of minimization and mitigation measures for the Port of Leonardtown property, the Town of Leonardtown has concurred that the project would not adversely affect

the activities, features, and attributes of this property that qualify it for protection under Section 4(f). SHA will seek FHWA's determination that this impact constitutes a Section 4(f) de minimis impact. This public hearing provides the opportunity for public comment regarding this de minimis impact finding.

Parkland

The Port of Leonardtown is also a publicly owned park facility that occupies the site of the Old State Highway Administration Garages. Leonardtown officials recently acquired the property and plan to convert it to municipal parkland. The Section 4(f) use of the Port of Leonardtown would be identical for Alternative 2, 3, and 4, and for Option 2, 3, and 4. Under each of these alternatives and options, a Section 4(f) use of approximately 0.08 acre would occur. The affected property is a strip of land approximately 150 feet wide, which ranges from approximately 20 to 40 feet wide and is located immediately adjacent to southbound MD 5 along the north edge of the Port of Leonardtown property. This land currently comprises a small amount of grassy open space and an asphalt driveway that surrounds the northernmost building on the site. The Section 4(f) use of this property would result from roadside grading and the placement of a retaining wall, which encroaches on the historic boundary, but minimizes the amount of grading required. No buildings on the site would be directly impacted, and access to the property would not change. As noted above, SHA intends to seek FHWA's determination that this is a de minimis impact and public comment is sought on the de minimis impact finding.

Natural Resources

SHA, through consultation with the USACE, has identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. This public hearing provides the opportunity to present views, opinions, and information which will be considered by the USACE in evaluating a Department of the Army permit. The USACE regulates discharges of dredged or fill material into wetlands and streams (Waters of the United States). All comments received will become part of the formal project record. This study also satisfies the alternatives analysis requirements of the Maryland Department of the Environment (MDE) for a Maryland Non-tidal Wetlands and Waterways Permit for proposed impacts on non-tidal wetlands. In addition, a water-quality certification, pursuant to Section 401 of the Clean Water Act, will be required from MDE. Written statements expressing concern for aquatic resources may be submitted to Mr. Jack Dinne, U.S. Army Corps of Engineers, CENAB-OP-RMN, P.O. Box 1715, Baltimore, Maryland 21203-1715, until July 30, 2012.

The project study corridor lies within the McIntosh Run and Town Run drainage areas. All improvements would include upgrades to the existing crossing or roadways in proximity to McIntosh Run. No active improvements to any crossing or culverts are associated with Town Run. FEMA-designated 100-year floodplains occurring within the study area are associated with the McIntosh Run drainage basin. This floodplain lies on both sides of MD 5 and ranges from approximately 1,400 feet wide at the MD 5 bridge, its narrowest point, to

approximately 2,500 feet at its widest point within the study corridor. Impacts on the designated 100-year floodplain range from 3.68 acres under Alternative 2, Option 3, to 5.55 acres under Alternative 4, Option 3.

Under each build alternative, impacts on Waters of the U.S., including wetlands, are anticipated. A stormwater management plan would be developed in accordance with MDE criteria to minimize adverse effects on aquatic resources. Adverse impacts on aquatic resources during construction would be minimized through strict adherence to SHA erosion and sediment control procedures. A total of 19 jurisdictional wetland habitats and 10 watercourse channels were identified within the study corridor. Current wetland impacts range from 0.45 acre for Alternative 2 to 0.86 acre for Alternative 4, Option 3. Maryland Compensatory Mitigation Guidance and MDE guidelines will be utilized for any wetland not considered a Non-tidal Wetland of Special State Concern (NWSSC). Several NWSSC were also identified during field investigations. Impacts on NWSSC are anticipated to range from 0.07 acre for Alternative 2 up to 0.42 acre for Alternative 4 or Alternative 4, Option 3.

Both plants and animals with a state ranking (S1, S2, and S3) or status of threatened or endangered have been identified in proximity to the project study corridor. Correspondence from the United States Fish and Wildlife Service (USFWS) dated March 8, 2008, identified select habitats within McIntosh Run documented to support significant populations of the state- and federally endangered dwarf wedge mussel (*Alasmodonta heterodon*). The response letter states that, "Except for occasional transient individuals, no other federally proposed or listed endangered or threatened species are known to occur in the area." According to coordination with MD Department of Natural Resources (MD DNR), these known habitats occur at locations well upstream of the project study corridor outside of potential influence from the proposed activities. Follow-up coordination with USFWS and MD DNR was conducted in April 2008, and it was determined that there would be no need for SHA to conduct a mussel survey for the project.

Coordination with MD DNR and USFWS indicated that the McIntosh Run watershed supports habitat for the state-listed Threatened Red Turtlehead (*Chelone obliqua*) and populations of the state Rare Deciduous Holly (*Ilex decidua*). Field investigations were conducted in May 2008 for *Ilex decidua* and in August 2008 for *Chelone obliqua*. Suitable habitat was identified for both species. Numerous individuals of *Ilex decidua* were identified throughout the study corridor. No specimens of *Chelone obliqua* were identified within the study corridor during the field investigations.

Terrestrial habitat within the study area influences the evaluation of alternatives as it relates to Forest Interior Dwelling Species (FIDS), large and significant trees, and other vegetation valuable for habitat purposes. Impacts on existing forest would be limited to the edge along existing MD 5 and would range from 3.14 acres for Alternative 2 to 7.52 acres for Alternative 4, Option 3. Minimal fragmentation or destruction of large forested tracts, green infrastructure, or FIDS and terrestrial wildlife is expected as a result of this project.

Air Quality and Noise Impacts

The results of the air quality analyses indicates that construction of any of the proposed alternatives will not result in any violations of the State/National Ambient Air Quality standards, nor result in adverse impacts on air quality. A total of nine noise-sensitive areas (NSAs) were identified and evaluated for each of the alternatives for the MD 5 study area. In areas where the noise-abatement criteria were reached or exceeded, noise-abatement measures were considered. Due to multiple driveways, business access, pedestrian issues, or proximity to intersections, none of the noise-abatement measures for the impacted NSAs were found to meet the reasonableness or feasibility criteria to warrant further consideration for noise mitigation as part of the MD 5 Leonardtown Project Planning Study.

Remaining Steps in the Project Planning Process

- Evaluate and address public hearing comments and coordinate with state and federal environmental review and regulatory agencies (Summer 2012)
- Identify the SHA Preferred Alternative (Fall 2012)
- Obtain Location/Design Approvals (Spring 2013)

Non-Discrimination in Federally Assisted and State-Aid Programs

For information concerning non-discrimination, please contact:

Ms. Sharon Lynn Holmes, Deputy Director
Office of Equal Opportunity
Maryland State Highway Administration
707 N. Calvert Street
Baltimore, MD 21202
Telephone: (410) 545-0315
Toll-free within Maryland: (888) 545-0098
Email: sholmes@sha.state.md.us

Right-of-Way and Relocation

The proposed project may require additional right-of-way. Residential and commercial relocations may be required. For information regarding right-of-way acquisition and relocation assistance, please contact:

Ms. Melody Bryant, Chief
District 5, Office of Real Estate
Maryland State Highway Administration
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 841-1062
Toll-free within Maryland: (800) 331-5603
Email: mbryant@sha.state.md.us

Media Used for Meeting Notification

An advertisement appeared in the following newspapers to announce the Location/Design Public Hearing:

- Washington Post
- Enterprise (St. Mary's)
- County Times

Your Opinion Matters

This hearing offers members of the public the opportunity to discuss their thoughts and concerns about the project and provide spoken and/or written comments. The project team will carefully review and consider the concerns and preferences expressed at the hearing. To assist you in providing comments, we have included in this brochure a pre-addressed, postage-paid mailer and the names, addresses, telephone numbers, and email addresses of members of the project team.

Documents Available for Review

The Environmental Assessment/Draft Section 4(f) Evaluation is available for review during normal business hours at the locations listed below. The Location/Design Public Hearing Transcript will be available for review approximately eight weeks after the hearing. To confirm availability, please call ahead at:

St. Mary's County Library
Leonardtwn Branch
23250 Hollywood Road
Leonardtwn, MD 20650
(301) 475-2846

Town of Leonardtown
41660 Courthouse Drive
Leonardtwn, MD 20650
(301) 475-9791

SHA District 5 Office
138 Defense Highway
Annapolis, MD 21401
Telephone: (410) 841-1000
Toll-free within Maryland: (800) 331-5603

SHA Leonardtown Shop
26720 Point Lookout Road
Leonardtwn, MD 20650
Telephone: (301) 475-8035

SHA Project Management Division
707 N. Calvert Street, 3rd Floor
Baltimore, MD 21202
Telephone: (410) 545-8521
Toll-free within Maryland: (800) 548-5026

Thank You

Thank you for participating in the MD 5 Leonardtown Project Planning Study Location/Design Public Hearing. Your comments are greatly appreciated! Please direct your questions or concerns to project team members by mail, telephone, or email. For more information about this project and others, visit our internet site at www.roads.maryland.gov. Click on **Projects & Studies**, **SHA Projects Page**, and **St. Mary's County**, then **MD 5 Leonardtown, Point Lookout Road**.

The Corps of Engineers has issued a public notice:
http://www.nab.usace.army.mil/Wetlands%20Permits/public_notices.htm



QR Code for cell phone link to project page



Maryland Department of Transportation
STATE HIGHWAY ADMINISTRATION
Office of Planning and Preliminary Engineering
707 North Calvert Street
Mail Stop C-301
Baltimore, MD 21202

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Anthony G. Brown,
Lieutenant Governor

Beverley K. Swaim-Staley,
Secretary

Melinda B. Peters,
Administrator

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Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this project brochure.

<i>Please circle the most appropriate number.</i>	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
Was each part of the brochure easy to understand?				
Purpose of the Study	1	2	3	4
Purpose of the Hearing	1	2	3	4
How to Comment on the Study	1	2	3	4
Project Status	1	2	3	4
Project History	1	2	3	4
Existing Conditions	1	2	3	4
Project Need	1	2	3	4
Alternatives Retained for Detailed Study	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Project Planning Process	1	2	3	4

Which part of the brochure was most valuable? _____

Which part of the brochure was least valuable? _____

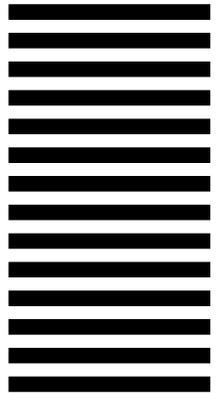
How can we improve the brochure? _____

Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

MD 5 Leonardtown Study - Project No. SM352A11



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 707 N CALVERT STREET MS C-301
 BALTIMORE MARYLAND 21298-6521



CORRESPONDENCE

MD 5 LEONARDTOWN
PROJECT PLANNING STUDY



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Debra Watson
22695 Avenmar Drive
Leonardtown MD 20650

Dear Ms. Watson:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Richard Wise
41477 Miss June Court
Leonardtown MD 20650

Dear Mr. Wise:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck' in a cursive script.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name ALFRED S. MATTINGLY Date 6-13-12

Address 41555 SUSIE CT.

City LEONARDTOWN State MD Zip 20650

Email SINGLE TREE @ VERIZON . NET

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: IT IS VERY IMPORTANT TO THE RESIDENTS THAT LIVE

OFF OF ABELL & MOAKLEY STREET TO HAVE A SIGNAL AT THIS LOCATION.
IF YOU CHOSE NOT TO PLACE A SIGNAL AT ABELL & MOAKLEY
ST. I WOULD PREFER ALTERNATIVE #1

IT APPEARS THE STATE WILL CONTINUE TO STUDY THE
PROJECT AND NOT MAKE ANY IMPROVEMENTS.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Alfred S. Mattingly
41555 Susie Court
Leonardtown MD 20650

Dear Mr. Mattingly:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck' in a cursive style.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Matthew Wayne Oliver
23280 Oliver Lane
Clements MD 20624

Dear Mr. Oliver:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Anne Knight Date 6-28-12
Address 37894 Beavers Pond Lane
City Clements State MD Zip 20624
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: _____

Intersection that needs improvement above all else is Moxley / Abell Street. Either a turn lane or a stoplight needs to be placed @ this intersection.

I am an employee @ the hospital and its is very dangerous trying to making a turn onto Moxley Street from MD Rt 5 Southbound lanes.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Anne Knight
37894 Beavans Pond Lane
Clements MD 20624

Dear Ms. Knight:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Rita White Holden Date 6-21-12
Address 41472 Miss June Court
City Leonardtown State MD Zip 20650
Email MrWhite3@Verizon.net

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway *(NO)*

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance *(Light)*
- Option 3 - Additional Intersection Improvements @ *Clarke's Rest*
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: Left turn lanes @ Singletree-Moakley
street and or signal @ Clarke's Rest with
access by child care center for Singletree residents.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda E. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012.

Ms. Rita White Holden
41472 Miss June Court
Leonardtown MD 20650

Dear Ms. White Holden:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Dennis Seigel Date _____
Address 40760 Magee Drive
City Leonardtown State MD Zip 20650
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: _____

Suggest only adding traffic light, strategically placed
on RT S (CLARK'S REST LAKE or Morkley/Abell Street),

Living in Breton Bay since 1995 and only time there is a problem
is if there is a accident. Would reevaluate in 5 yrs.

Don't feel designs were that great!



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Dennis Steiger
40760 Magee Drive
Leonardtwn MD 20650

Dear Mr. Steiger:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Debra Savillo Date 6-15-2012
Address 41515 Singletree Dr
City Leonardtown State MD Zip 20650
Email dsavillo@gmail.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments: making it too wide would
impact home values in Leonardtown
making it look too commercial. objective
is to still make it look residential
while adding safety features like a light
at Route 5 + Moakley - Very important
and another light at 245 + Dr's Crossing.
Adding turn lanes is a must too for
Route 5 + Moakley. It is very dangerous
to turn left onto Moakley as it is now.
Adding a buggy lane would be great too
so not to slow up traffic when they
are in the car lanes. Also a turn
lane into the hospital too; plus the
next door shopping center.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Debra Savillo
41515 Singletree Drive
Leonardtown MD 20650

Dear Ms. Savillo:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Barbara McCracken Date 6/23/12
Address 41685 Eldon Ct
City Leonardtown State MD Zip 20650
Email wmccracken@verizon.net

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments:

Recommend Alternative 3 (Figure 7) with the two additional traffic signals: one at Mackley and one at the road to be built adjacent to Clark's Rest.

If this alternative is chosen, please ensure that the road adjacent to Clark's Rest Lane connects to Leonard's Grant / Rt 245.

By providing these alternate routes around the center of Leonardtown traffic for safe turning is greatly enhanced.

Thank you for your thoughtful efforts to make our town traffic safer and more efficient.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Barbara McCracken
41685 Eldon Court
Leonardtown MD 20650

Dear Ms. McCracken:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
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MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Nette Schou Date 7/6-12
Address 41455 Charles st
City Leonardtown State Md Zip 20650
Email nsch@loc.gov

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments:

We definitely need lights at the intersection of Moables and Abell. Way too many accidents!! People drive too fast. With just a center turning lane w/o lights no one will slow down and cars trying to enter developments on either side will have to face 2 lanes of speeding traffic in each direction. Sidewalks and bicycle/buggy lanes are definitely needed as well. People walking in the grass next to the road (which now like a highway) is not only scary for them but for drivers as well.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Nette Schou
41455 Charles Street
Leonardtwn MD 20650

Dear Ms. Schou:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Jaime Allen Date 7/16/2012
Address 25371 Three Notch Rd
City Hollywood State MT Zip 20636
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments: I work in downtown

Leonardtown. I would like to be able to jog and ride my bike along that road.

A bicycle / buggy shoulder is

needed. Sidewalks are needed

from downtown Leonardtown to the shopping center. It would be nice to be able to run from the gym to the wheel.

Left-turn lanes needed to help keep traffic flowing. It also makes it easier for the fire trucks and ambulances to pass in an emergency.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Joanne Allen
25371 Three Notch Road
Hollywood MD 20636

Dear Ms. Allen:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Colleen Martines Date June 28 ²⁰¹²
Address 22501 Robin Ct.
City Leonardtown State MD Zip 20650
Email Martinesfam@gmail.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments:

I really like ^{Alternative} 3 with its open median.

We really need wide shoulder, extra wide side walks.

The buggys need their own lane to be safe.

Please plan for growth,

Please include cross walks as well.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Colleen Martines
22501 Robin Court
Leonardtown MD 20650

Dear Ms. Martines:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name GLORIA KOEHLER Date 6/28/12
Address 41480 Charles St.
City Leonardtown State M.D. Zip 20650
Email Ken910k4@Verizon.net

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: The intersection at a bed / Moably - RT5 is to me

the most dangerous intersection that I have had to drive.
We need a signal to control the speeding the corner of
the land i.e. protruding hill and descending hill.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Gloria Koehler
41480 Charles Street
Leonardtown MD 20650

Dear Ms. Koehler:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
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MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Tyrone Corrick Date 6/28/12
Address 41585 Austin Court
City Leonardtown State MD Zip 20650
Email tygor @ msn . com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: Works
In the event a traffic light is
not inserted at Moakley.

The Moakley - MD5 intersection is very
dangerous and requires a traffic light in
spite of what the level of service status
may be at present.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Tyrone Gorrick
41585 Austin Court
Leonardtown MD 20650

Dear Mr. Gorrick:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
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MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name WALTER HURT Date 6/28/12
Address 25475 PT. LOOKOUT RD
City LEONARDTOWN State MD Zip 20650
Email TOMTRUDY33@VERIZON.NET

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments:

any build taking any part of my front yard is absolutely unacceptable. At present when large trucks go by my home the entire house shakes. If you take any of my front yard the house will be unliveable. None of the options that make the road closer to my house are acceptable. I live across the street from Ledo's and I have very little front yard at present. My house will be worthless if you take any of my yard. There will be no parking and cars will be passing my house at 40-50 within feet of my front Door.

Walter Z. Hurt



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Walter Hurt
25475 Point Lookout Road
Leonardtown MD 20650

Dear Mr. Hurt:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
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MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name M/M Louis F. Burris, Jr. Date 6/28/12
Address 39393, Birkiga Lane
City Clements State MD Zip 20624
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: _____

²⁵⁵⁴⁵
We have a rental house on Point Look out, which has a small front yard. We prefer that the house be taken if any of our front yard is taken. We keep it rented, but the problem always is the noise since it's so close to the road and no front yard. Mainly if you have a child. We are both retired and this is our retirement, we planned for years ago when we purchased the house.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda E. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Louis F. Burris Jr.
39393 Rikiga Lane
Clements MD 20624

Dear Mr. Burris Jr.:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Richard Myers Date 6/28/12
Address 23240 Rosewood Ct, #1055
City California State MD Zip 20619
Email rickmyers55@yahoo.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: I Think the state should
purchase MD Antipol Center because of
The Traffic & Flooding hazard



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Richard Myers
23240 Rosewood Court
Apt 1055
California MD 20619

Dear Mr. Myers:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck' in a cursive script.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

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MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name CHARLES HAYDEN Date 06/28/12
Address P.O. Box 442
City HOLLYWOOD State MD Zip 20636
Email CHARLIE@HAYDENSAUTO.COM

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: I HAVE A 12,000 SQ.FT. BUILDING FOR
LEASE AT 25995 POINT LOOKOUT RD. THAT IS FULLY
LEASED WITH TWO TENANTS. BOTH TENANTS
APPRECIATE THE VOLUME OF TRAFFIC THAT
PASSES THE BUILDING DAILY. BOTH ARE CONCERNED
ABOUT POSSIBLE ACCESS RESTRICTION WHEN
ROAD IMPROVEMENTS ARE IMPLEMENTED. ACCESS
ON THE POTOMAC SIDE ONLY
WE ARE REQUESTING THAT YOU ALLOW ACCESS
TO REMAIN AS IT IS NOW.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda E. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Charles Hayden
PO Box 442
Hollywood MD 20636

Dear Mr. Hayden:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Mary Moran Date June 28, 2012
Address 41490 Charles St.
City Leonardtown State MD Zip 20650
Email _____

Which Alternative do you prefer?
(select one)

Alternative 1 - No-Build

Alternative 2 - Transportation Systems Management

Alternative 3 - Five-Lane Roadway

Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

Option 2 - Stream Avoidance

Option 3 - Additional Intersection Improvements

Option 4 - Shopping Center Access Modification

None

No Preference

Additional Comments: I believe that these improvements
would be very beneficial but understand
due to funding issues they may
never get implemented. In the
meantime we need a consistent
actively ticketing police presence
to get drivers to slow down as
they pay through the study
area.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Mary Moran
41490 Charles Street
Leonardtwn MD 20650

Dear Ms. Moran:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Carol Moody Date June 28, 12
Address 23392 Esperanza Circle
City Lexington Park State MD Zip 20653
Email ~~clm@wcm~~ clm@wcm@md.metrocast.net

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: _____

I am current chair of Historic Preservation Commission.

1) We would like the posts in front of Buena Vista picked up and moved back, not knocked down

2) Is the Drury/Saunders house strong enough to be moved & sold rather than destroyed



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Carol Moody
23392 Esperanza Circle
Lexington Park MD 20653

Dear Ms. Moody:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name _____ *June 24, 2012*
Address _____
City _____
Email _____



Marlene Thomas
25525 Friendship School
Mechanicsville, MD 20659-6825

Zip _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments:

While purchasing land for the changes in the highway, also purchase the area along McIntosh Run across from the "Port of Leonardtown" (it all ready has parking), build a little crossover bridge, have a kayak rental area set up as well as some picnic tables. You could rent out the buildings for small shops, create a larger restaurant to accommodate large crowds and have a lovely park area as well as a better access down McIntosh Run and give easier access to the wine building itself. I know resources are always limited, but you might as well go for the "whole ball of wax" in the planning.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Marlene Thomas
25525 Friendship School
Mechanicsville MD 20659

Dear Ms. Thomas:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name PATRICIA WHITE Date 6-18-2012
Address 3962 7 OSPREY PLACE
City LEONARDTOWN State MD Zip 20650
Email pat.white1928@yahoo.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: an entrance on Southbound Route 5

to access the Part of Leonardtown Winery would promote its business profitability. At least, better signage needed so drivers are alerted well ahead of upcoming right turn at signal - to enter Winery driveway (a left turn) & its parking lot.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Patricia White
39627 Osprey Place
Leonardstown MD 20650

Dear Ms. White:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name TJ & FF BURCH Date 25 July 2012
Address BUENA VISTA - 25490 Point Lookout Rd - Box 174
City Leonardtown State MD Zip 20650
Email fburch@sfa.edu

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: *Prefer least disturbance to our property. (Alternative 1+2)
#2 least destructive - turns left + right.
Keep open the two entrances to "Buena Vista" Move back the two gate posts - if necessary.
Flashing red light during slow traffic.*

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

M' TJ & FF Burch
25490 Point Lookout Road
Box 174
Leonardtown MD 20650

Dear M' Burch:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

BESCHE OIL CO.
Name JIPAVI COLONNA Date 6-28-12
Address PO Box 277
City WALDORF State MD Zip 20604
Email JIPAVI@BESCHE OIL.COM

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: _____

① WE OWN THE SUNOCO STA IN THE PLAN AND IT IS DISPLACED IN ALL PLANS. WE BELIEVE IT COULD BE TWEAKED and moved over to the other side just enough to save the Property.

② We would like to have ingress from both NORTH + SOUTH Bound LANES. EVEN IF THE BUSINESSES ON THE SOUTH BOUND SIDE NEED TO CONSOLIDATE THE ENTRANCES TO COMPLETE THIS TASK.

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

M' J. Paul Colonna
PO Box 277
Waldorf MD 20604

Dear M' Colonna:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name JOSEPH A. SAUNDERS Date 7-1-12
Address 39894 Big Chestnut Road
City Leonardtown State MD. Zip 20650
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments: Dear S. H. A.,

I should be the sole owner of the Drey-Saunders Property at the intersection of Rt 5 and Rt 245 by October, 2012.

I have no interest in historic preservation. I hope to get commercial zoning and sell the property.

Please plan whatever you feel is the "best upgrade" to this intersection for safety for both vehicles and pedestrians.

Thank you,
Joseph A. Saunders
Executive Personal Representative of Estate
of MARY HELEN SAUNDERS

7-1-12

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Joseph A. Saunders
39894 Big Chestnut Road
Leonardtwn MD 20650

Dear Mr. Saunders:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name M Hansen Date 6.28.12
Address 25380 Pt Lookout Rd
City Leonardtown State MD Zip 20650
Email JANMARIE.HANSEN

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments:

① light needs to be longer for walking

Can only make it 1/2 way -

② support dividers in middle of road for people to cross -



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Jean M Hansen
25380 Point Lookout Road
Leonardtown MD 20650

Dear Ms. Hansen:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Mrs. Sue Ann Yingling Date 25 June 2012
Address 22318 Armstrong Drive
Leonardtown, MD 20650
City _____ State _____ Zip _____
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: Whatever is selected will cost big

bucks! Whatever work is schedulable should be done
at night only!

The first try should be some common sense -
no left turn at PNE - Right turn only - Barricade
West end ^{Exit} on Rt. 4 - right turn only out of
cedar Pt Credit Union - right turn only from other
Rt. 5 main road - hospital - Single Tree CND left turns of
it ~~cross~~ ^{cross} ~~lane~~ lanes - The accidents happen with June
even - turning against traffic is what caused crashes!
We don't need more development with access to Rt. 5 -
If you allow lanes - have other access to single tree
hospital - to Hollywood Rt. -

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Sue Ann Yingling
22318 Armstrong Drive
Leonardtown MD 20650

Dear Ms. Yingling:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Jeanne L. Whited Date June 20, 2012
Address 25855 Friendship Sch. Rd.
City Mechanicsville State MD. Zip 20659
Email pepenmom@yahoo.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: My only concern with widening Rt. 5 is
the increase of heavy & wide-load traffic/vehicles. I
reside on Friendship Sch. Rd, an avenue formerly a quiet
well-traveled narrow lane with absolutely no-shoulders, now a shortcut
from Three Notch Road to Leonardtown Rt. 235 for large tractor trailers,
eighteen wheel large load trucks and vehicles, all traveling at a 50mph
pace regardless of the posted speed limit.
I await, the sure to arrive, soon to be news,
traffic tragedy between our time-respected Mennonite/Amish community
and the driver whom shows not regard for posted speed limits,
horse-drawn vehicles or the passengers!



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Jeanne L. Whited
25855 Friendship School Road
Mechanicsville MD 20659

Dear Ms. Whited:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Michael Martines Date 28 June 2012
Address 2250 Robin Ct
City Leonardtown State MD Zip 20650
Email mike.martines@gmail.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments:

The reason I chose Alt 3 option 4 is the improved
"open-ness" of the design w/out the center island. I also
like the improved shopping center access point.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Michael Martines
22501 Robin Court
Leonardtown MD 20650

Dear Mr. Martines:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Ben Click
40824 Breton View Drive
Leonardtown MD 20650

Dear Mr. Click:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Cynthia Thompson Date 6-25-12
Address P.O. Box 201
City Loveville, MD State MD Zip 20656
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments: Although Alternative 3 & 4 will cost

the most money, the State needs to
really plan for the future. It seems
that traffic and population will increase
before it decreases. Spend money wisely
now instead of trying to make more improvements
in years to come. The cost will only
be more.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Cynthia Thompson
PO Box 201
Loveville MD 20656

Dear Ms. Thompson:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov



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Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Delano R. Hall
40883 Meadow Drive
Leonardtown MD 20650

Dear Mr. Hall:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Herbert Winnik Date 6/13/12
Address 22535 Washington St.
City Leonardtown State MD Zip 20650
Email hewinnik@earthlink.net

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments:

While there does not appear to be any funds for this improvement, I personally have seen numerous near accidents on this stretch of road & doing what is necessary now, will save lives & money in the future.



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Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Herbert Winnit
22535 Washington Street
Leonardtown MD 20650

Dear Mr. Winnit:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Geraldine Beaton
22532 Landing Way
Leonardtwn MD 20650

Dear Ms. Beaton:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
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Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Jesus Suarez
21174 Woodmer Drive
Leonardtown MD 20650

Dear Mr. Suarez:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. John A. Redmond
42140 White Point Beach Road
Leonardtown MD 20650

Dear Mr. Redmond:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
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**MD 5 Leonardtown Project Planning Study
from MD 243 to 245**

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.



Mr. Arthur Goeller
21634 Coves End Ct.
Leonardtown, MD 20650

Date 6/18/12

City _____ State _____ Zip _____

Email Goeller1@AOL.COM

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: None Any change will be good for the future



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Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Arthur Goeller
21634 Coves End Court
Leonardtown MD 20650

Dear Mr. Goeller:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Richard Harvan Date 6/15/12
Address 40736 Center 40 Circle
City Leonardtown State MD Zip 20650
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: I believe with the expected growth along the corridor that the 4 lane divided roadway provides additional safety and better traffic patterns. Also option 4 shopping center access mod addresses a hot spot traffic problem at the intersection of Merchants Lane and Rt 243.

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Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Richard Harvan
40736 Center 40th Circle
Leonardtown MD 20650

Dear Mr. Harvan:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck' in a cursive script.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name John Vannatta Date 7-2-12
Address 22472 SPARROW CT
City LEONARDTOWN State MD Zip 20650
Email vannatta@md.metrocast.net

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments:

OPTION 4/4 REPRESENTS A LONG-TERM SOLUTION
UNLIKE THE OTHERS ONLY BUY TIME. TRAFFIC IN
THIS TOWN IS QUICKLY IMPACTING THE QUALITY OF
LIFE HERE. FIX IT RIGHT.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. John Vannatta
22472 Sparrow Court
Leonardtown MD 20650

Dear Mr. Vannatta:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Janet Martin
43276 Waverly Court
Hollywood MD 20636

Dear Ms. Martin:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Very truly yours,

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Paul Morgan Date 25 JUNE 2012
Address 40745 BUSTON BEACH RD
City LEONARDTOWN State MD Zip 20650
Email SEAHAWKERMR@aol.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments:

THIS HAS TO BE DONE RIGHT! LEONARDTOWN HAS
THE OPPORTUNITY TO FIX ONE OF THE WORST STRUCTURES
OF ROAD I HAVE EVER DRIVEN.
DO IT RIGHT - GO BIG & MAKE THE ROAD ND
LEONARDTOWN WELCOMING!



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Paul Morgan
40745 Breton Beach Road
Leonardtown MD 20650

Dear Mr. Morgan:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Steve Sisterman
41625 Foxes Point Lane
Leonardtown MD 20650

Dear Mr. Sisterman:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
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**MD 5 Leonardtown Project Planning Study
from MD 243 to 245**

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name ~~Boxy~~ Victoria Timmons Date 6-30-12
Address 22327 Cedar St
City Leonardtown State MD Zip 20650
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: I work on Moakley Street. It is impossible
in the evening to make a left turn out of
Moakley St to go South on Rt 5. In 20 years
working there, I have seen a fair amount
of MVA's. Even to make right turn is
difficult with to on coming traffic on Rt 5
going North. I sometime just go around
and Exit out on Doctors Crossing - much safer.



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Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Victoria Timmons
22327 Cedar Street
Leonardtown MD 20650

Dear Ms. Timmons:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Kim Sauerwald
20784 Chestnut Ridge Drive
Leonardtwn MD 20650

Dear Ms. Sauerwald:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Sarah Guy
PO Box 499
Mechanicsville MD 20659

Dear Ms. Guy:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. & Mrs. Pat & Dana Lowien
40647 Clearfields Court
Leonardtown MD 20650

Dear Mr. & Mrs. Lowien:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Christa McCarthy
43145 Heritage Drive
Leonardtown MD 20650

Dear Ms. McCarthy:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Michael Boyd
43455 Baldrige Court
Hollywood MD 20636

Dear Mr. Boyd:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name ERICK Shaffer Date 6/17/2012
Address 41967 Coker CT
City LEONARDTOWN State MD Zip 20650
Email scott.shaffer17@gmail.com

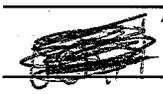
Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: PLEASE Build the new Road
LEONARDTOWN CANT TAKE THE CARS ANY MORE!!





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Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Erick Shaffer
41967 Loker Court
Leonardtown MD 20650

Dear Mr. Shaffer:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck' in a cursive script.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
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Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Barbara Ball
42230 Breton Bay Farm Road
Leonardtown MD 20650

Dear Ms. Ball:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Robert VanFosson
21833 Rosebank Court
Leonardtown MD 20650

Dear Mr. VanFosson:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Very truly yours,

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name PAUL LOMBARDI Date 6/15/28
Address 41827 FOXWELL POINT LANE
City LEONARDTOWN State MD Zip 20650
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments: The "APPROX. LOCATION

FUTURE FENWICK STREET EXTENSION"

There is no specifics on it you
could be studying to put it anywhere.

Cont. from FRONT → The map on the FRONT
Does not have enough detail some Rds
Not named.



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Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Paul Lombardi
41827 Foxwell Point Lane
Leonardtwn MD 20650

Dear Mr. Lombardi:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

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Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck' in a cursive script.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

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Anthony G. Brown, Lt. Governor



Darrell B. Mobley, Acting Secretary
Melinda B. Peters, Administrator

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Charles D. Evans Ltcmdr
PO Box 2018
Leonardtown MD 20650

Dear Mr. Evans Ltcmdr:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in cursive script that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Sheryl Pope Date 6/22/12
Address 24279 Old Hollywood Rd. Unit S
City Hollywood State Md Zip 20636
Email sherylpope@md.metrocast.net

**Which Alternative do you prefer?
(select one)**

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: I like the fact that

Alt. 3 has a center turn lane. I also like Option 2
Stream Avoidance. I think that is very important.



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Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Sheryl Pope
24279 Old Hollywood Road
Unit 5
Hollywood MD 20636

Dear Ms. Pope:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Very truly yours,

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

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Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Christopher Gutridge
41432 Culpepper Way
Leonardtown MD 20650

Dear Mr. Gutridge:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Very truly yours,

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

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Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Jeremiah R. Lowney
41550 Susie Court
Leonardtown MD 20650

Dear Mr. Lowney:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway
Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Pamela S. Wilson
43161 Rosalinds Drive
Hollywood MD 20636

Dear Ms. Wilson:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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A handwritten signature in black ink that reads "Jeremy Beck".

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. David R. Hicks
40905 Spring House Lane
Leonardtown MD 20650

Dear Mr. Hicks:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Norman H. Miller Date 6-13-12
Address 40845 Springhouse Lane
City Leonardtown State MD Zip 20650
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: To me, there are a number of
changes that need to be implemented for the
sake of safety. The above-checked
"Alternative" and "Option" would certainly be a
start in that direction.



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Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Ms. Norma G. Miller
40845 Springhouse Lane
Leonardtown MD 20650

Dear Ms. Miller:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

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Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name MR+MRS MICHAEL HAMMETT Date 10 JUNE 2012

Address 40901 COOPER DR.

City LEONARDTOWN State MD. Zip 20650

Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: WE ARE NOT IN FAVOR OF

ADDING ADDITIONAL SIGNALS. NEW TRAFFIC

SIGNALS WILL GUM UP THE WORKS. NEW

TURN LANES AND MERGE LANES SHOULD

SUFFICE.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 9, 2012

Mr. Michael Hammett
40901 Cooper Drive
Leonardtown MD 20650

Dear Mr. Hammett:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

Jeremy Beck

From: Mary Pfeiff [mmpfeiff@hotmail.com]
Sent: Friday, May 25, 2012 1:49 PM
To: Jeremy Beck
Subject: MD 5 Leonardtown Project Planning Study

Thanks for the opportunity to input my take on the subject study. For safety, a less expensive and a quick stop-gap measure, I recommend a middle turn lane because of the many entrances/exits from businesses and homes. It appears to work well on MD 245 [Leonardtown-Hollywood Road]. This would result in a three lane road with enough space to configure a space for buggy/bike/foot traffic [all three using same lane].

In addition, it would cut down on the number of accidents. In just my family's history are three rear-end accidents and these accidents pale at the total number and were confined to the Abell/Moakley Street/MD 5 location. The whole corridor under study is very dangerous.

Jeremy Beck

From: Jeremy Beck
Sent: Thursday, August 16, 2012 9:46 AM
To: 'mmpfeiff@hotmail.com'
Cc: Elizabeth Habic
Subject: MD 5 Leonardtown Project Planning Study

Dear Ms. Pfeiff,

Thank you for your email regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me.

Jeremy Beck
Project Manager
Project Management Division
Office of Planning and Preliminary Engineering
Maryland State Highway Administration
jbeck@sha.state.md.us
410-545-8518 / 800-548-5026

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name THORIN SCHOU Date JUNE 30, 2012

Address 4645 FERBER COURT

City LEONARDTOWN State MD Zip 20650

Email schou@md.metrocar.net

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: _____

BROCHURE IS FINE
NEEDED : ACTION

My name is Thorkil Schou and I live on 41645 Ferber Court, Leonardtown (the newer section of Singletree, behind the Hospital).

I do not know the definition "Rural Minor Arterial", but it does not seem to be the correct one to describe MD 5 within the Study Area. It seems likely, that before long, this part of MD 5 will get several new commercial facilities on the south side (including at least one more shopping center) and maybe some on the north side as well. On the north side will for sure be an access road to the residential area "Clark's Rest" and this road will actually cross over and connect to Fenwick Street downtown. The whole area between MD 243 and MD 245 will gradually be much less rural and very soon become "a new part of town".

The section of MD 5 within the study area can be described as a raging river with no bridge. If you try to maintain the speed limit (40 mph) you will be greeted by angry honks. It is appreciated by all who live here, that this study is going on, but it is very important not to let it become an everlasting study! Let us all agree on an alternative and decide on a schedule of phases! Funding for some urgently needed improvements was needed yesterday!

I recommend ALT. 3. A green median, as in ALT. 4, would only create unnecessary u-turns and congestions. ALT. 3 has the ingredients, needed to satisfy the different kinds of traffic. Improvements to intersection MD 5 and MD 245 should be considered in accordance with Option 3. A changed access to the two Shopping Centers ("Food Lion and Mc Kay's") in accordance with Option 4 seems to me to be a logical improvement as well.

Traffic lights are very much needed. These are, in my opinion, the only means to calm down "the raging river" and "build bridges". The one at Abell and Moakley is urgently needed. I understand, that "it does not qualify for a signal yet". My question is: "What needs to happen for a qualification?" I think I know the answer and it is not pleasant. This crossing is for me and my family a very personal issue as well.

Our daughter lives on Charles Street with her two teenagers (meaning a total of three drivers). Their only link to the rest of the world is via Abell Street. As a family, we go back and forth several times every day. It should be easy, as Abell and Moakley Streets are on a straight line, but in reality that is not true. Maybe we cross over once a month, either very early in the morning or late at night, when there is no traffic. To make left turns onto MD 5, out from our two developments, is not even worth thinking about. To only improve this crossing with turning lanes will not be sufficient, because there will still be congestion and very limited sight. A traffic signal is a must!

You could easily ride a bike between our two houses if there was a traffic signal. Now it is too dangerous. To commute between our two houses, we go via MD 245 or the Hospital access way. About two months ago, our granddaughter was driving north on MD 5, turning into Abell Street and was hit by a fast driver, going south in the inner lane and she swirled into her development. The car was pronounced "total". Lisa was fine and so were the people in the other vehicle.

You can replace a car but never a granddaughter. I did, by the way, witness another accident at the same spot last Thursday. For how long are we going to wait for the "Qualification"?



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway
Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 16, 2012

Mr. Thorkil Schou
41645 Ferber Court
Leonardtwn MD 20650

Dear Mr. Schou:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads "Jeremy Beck". The signature is written in a cursive, flowing style.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

6/1/2012

Mr. Jeremy Beck
Project Management Division
Office of Planning and Preliminary Engineering
Maryland State Highway Administration

Subject: Public comment for MD route 5 proposed project and 25585 Point Lookout Rd
Leonardtown, MD

Dear Mr. Beck,

Below are my comments, as the real estate owner, for the public comment period. I will be unable to attend the public hearing on 6/28/2012.

After the stakeholders meeting held on 5/30/2012, I was able to condense my thoughts regarding the proposed upgrade for MD route 5 in Leonardtown. My property appears to be significantly impacted based on the position of the right of way line proposed in the majority of the planning alternatives (I am the second house from Abell Street on Southbound MD RT 5). I submit to the State, given the proximity of the right of way line to the structure, to displace and acquire the property. This consideration must be given from the State due to the impact the MD route 5 project will have on my property and its residential value. Although markets are uncertain, the value of the property, post-construction, will be significantly less than if the project were not to occur. It would be an undesirable location for residential living. I will be willing to work with the State on a fair market value acquisition (third party appraised) for the approximate .5 acre lot and improved structures at 25585 Point Lookout Rd, Leonardtown.

I also submit to the State to incorporate displacing the property as soon as possible in the planning/engineering phase given the proximity of right of way for the project. No other non-displaced property based on the majority of the alternatives appears closer to the right of way than 25585 Point Lookout Rd. The alternative map drawings at the stakeholders meeting held on 5/30/2012 showed the right of way line actually crossing through the left front portion of my house.

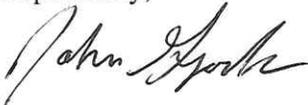
Let it also be known, for the planning/engineering phase, there is a grinder pump system installed in my front yard. It sits in an approximate 6' by 2' pit in the yard, and is enclosed with a cap rising approximately 8-10'' above the ground. This system is necessary for the dwelling to be complete and livable. It is connected to the Leonardtown's public sewer system. My concern relates to the construction phase and the slope/grading that would have to occur in my front yard. Again, the system must be maintained in order for the home to be livable. This should be another consideration for the State in displacing the property; otherwise it may have to be re-located.

Lastly, I submit to the State that they should consider displacing all residential properties along MD Rt 5 from Abell Street to Washington St. You will find that the majority of residents will be willing to join this process. Those few that are not can be acquired through eminent domain. It would be in the best interests of the State, County, Town, and residential share holders to displace their properties for this project. The residential living value of all homes would be impacted from this project. A total displacement would allow for risk reductions for the project scope and increase flexibility for the alternative designs. It may mitigate the environmental impacts on the area as these properties could be used for staging and storm water management areas. Lastly, it would improve the aesthetic value of the project by eliminating residential properties sitting very close to the new road. It would be unsightly for entrance into the downtown area of Leonardtown to have these types of dwellings.

If the State were to work with the town of Leonardtown's zoning commission, the State would be able to re-sell the unused real estate, post-construction, as commercial property. It would be a prime location for retail shops or office buildings. The acquisition of all residential properties from Abell St to Washington St would be an absolute capital gain for the State in the long run.

I look forward to hearing from the State for the considerations listed herein, and I understand this project is years away from construction.

Respectfully,

A handwritten signature in black ink, appearing to read "John Gyorda". The signature is fluid and cursive, written over a white background.

John Gyorda
25585 Point Lookout Road.
P.O. Box 2420, Leonardtown, MD 20650

Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*



Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 16, 2012

Mr. John Gyorda
25585 Point Lookout Road
P.O. Box 2420
Leonardtown MD 20650

Dear Mr. Gyorda:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Monika Lee Date 6/16/2012
Address 41441 Knight Rd
City Leonardtown State MD Zip 20650
Email namkeen2004@yahoo.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: _____

please keep the extended turn lane on Rte 5
northbound to Compton Road

can you make sure trucks, trash trucks do
not use Rte 5 through Leonardtown?

no light @ merchant's lane, Return only from
merchant's to 243



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 16, 2012

Ms. Monika Lee
41441 Knight Road
Leonardtwn MD 20650

Dear Ms. Lee:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads "Jeremy Beck". The signature is written in a cursive, flowing style.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name DORRANS Date JUNE 15, 2012
Address 40738 Bobwhite Ln
City Leonardtown State MD Zip 20650
Email ebdorrans@aol.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments: Traveling this section several times a day, I know

will be directly affected by the project. I prefer Alt. 3. I would also prefer a modification provided by the options, but none are ideal as presented. Opt 2 puts all the burden/loss on the very residents' businesses that support our community. More of the burden should be moved to the North side. Opt 3 provides a much needed left-turn lane extension but offers a ridiculous light at merchant's lane. Opt 4 would have been my choice except the turn lane off of Rte 5 was -reduced-(?!?), Alt. 3 Opt 4 with an extended turn lane would be the closest and best solution in my opinion. My family lives off of Bull Rd and it would be nice to be able to walk or ride bikes into town, but the roadways between here and there just aren't safe for pedestrians. I would love to see more people out walking, feeling safe to do so and leaving the car at home. Alt. 3 is a fair compromise. Where does the sidewalk end? What happens at the terminus? Does it just stop in someone's yard? or business? Where are pedestrians supposed to go when they are walking on the N. side (fig 15) and cross the maypole rd intersection?



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway
Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 16, 2012

M^r Dorrans
40738 Bobwhite Lane
Leonardtown MD 20650

Dear M^r Dorrans:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads "Jeremy Beck". The signature is written in a cursive, flowing style.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov



GUY DISTRIBUTING CO., INC.

July 16, 2012

To: Public Involvement Section
Office of Planning and Preliminary Engineering
Md State Highway Administration
707 N Calvert Street
Baltimore, MD 21298-6521

Dear Office of Planning & Preliminary Engineering,

I was present at the June 28th public hearing concerning Leonardtown Route 5 which I "affectionately" refer to as the "Leonardtown Beltway". I listened to all of the speakers and I agree with what Tom Mattingly had to say. It is important to upgrade the Moakley/Abell Street intersection soon.

We have been operating our family owned beer distributing company at this location since 1948.

Any use of Option 2 would force us to re-locate which would be an extreme financial hardship on this small business. That stream or ditch was put there by the State when the road was re-built over 40 years ago. As Mr. Mattingly stated, it would make better sense for any expansion west of Moakley/Abell Street to occur on the north side of the road where no buildings would be affected.

I also believe, for a short-term safety improvement, the speed limit be lowered to 30 mph. I believe it is difficult to convince motorists to slow to 40 mph on a dual lane when they are coming from and going to a single lane 50 mph. They do not get the perception that they are actually going through a town. In time, as planned development occurs and traffic lights are installed, that will change. In the meantime, maybe 30 mph would help. As a comparison, look at Mattiwoman/Beantown Road as it by-passes Waldorf, a four lane divided road with wide shoulders, with a 45 mph speed limit while Route 5 is only 5 mph less.

As for the alternatives, I believe alternative 3 is the best long-term solution, but with likely state funding issues going forward, alternative 2 may have to be considered.

Sincerely,

Glenn Guy
President
Guy Distributing Company, Inc.



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway
Administration

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 16, 2012

Mr. Glenn Guy
Guy Distributing, Inc.
25785 Point Lookout Road
P.O. Box 307
Leonardtwn MD 20650

Dear Mr. Guy:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

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

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name CHRISTOPHER OLSON Date 16 JUN '12
Address 24643 BROAD CREEK DR
City Hollywood State _____ Zip _____
Email xopherolson@yahoo.com

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
- Alternative 2 - Transportation Systems Management
- Alternative 3 - Five-Lane Roadway
- Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
- Option 3 - Additional Intersection Improvements
- Option 4 - Shopping Center Access Modification
- None
- No Preference

Additional Comments: I don't know why roundabouts were discounted!

Roundabouts are proven to ease traffic and driver stress.
I'm tired of more and more and MORE traffic lights! It's
ridiculous! The lights that are new aren't programmed for the
most efficient traffic flow. They turn red and stay red for
NO reason... it's random! I HATE TRAFFIC
LIGHTS!



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 16, 2012

Mr. Christopher Olson
24643 Broad Creek Drive
Hollywood MD 20650

Dear Mr. Olson:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Regina Bowman-Golding Date 6/28/12
Address College of Southern MD 22950 Hollywood Rd
City Leonardtown State MD Zip 20636
Email ~~reginab@csmd.edu~~ reginab@csmd.edu

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

Additional Comments:

It appears as though the complaints from the residents centered on the speed of the traffic traveling that stretch of highway.

As I traveled home after the hearing, I reflected on the roadway. For the most part the project planning area is the only 4 lane section of Rt. 5. Would it be feasible to increase a center turn-lane and have a two lane highway again? with perhaps a buggy/cycle lane? That way the existing road would just be modified.

MOST IMPORTANT TO ME FOR THE CAMPUS IS TO HAVE A RIGHT TURN ONLY LANE COMING UP THE HILL INTO THE COLLEGE TURN (RT 5 N) HAVING THAT THIRD LANE COME UP THE HILL BEFORE THE CAMPUS TURN IS HAZARDOUS FOR STUDENTS + EMPLOYEES ATTEMPTING TO EXIT CAMPUS. THANK YOU



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 16, 2012

Ms. Regina Bowman-Goldring
College of Southern Maryland
22950 Hollywood Road
Leonardtown MD 20636

Dear Ms. Bowman-Goldring:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.roads.maryland.gov

MD 5 Leonardtown Project Planning Study
from MD 243 to 245

Location/Design Public Hearing
Thursday, June 28, 2012
Leonardtown High School
23995 Point Lookout Road
Leonardtown, MD 20650

Please take the time to answer the following questions and provide us with your thoughts on the alternatives presented at the Location/Design Public Hearing. Your comments will be used to help us evaluate the alternatives. The completed form can be mailed or brought to the hearing.

Name Brenda Sorry Date 6.21.12
Address 40895 Lark Way
City Leonardtown State MD Zip 20650
Email _____

Which Alternative do you prefer?
(select one)

- Alternative 1 - No-Build
 Alternative 2 - Transportation Systems Management
 Alternative 3 - Five-Lane Roadway
 Alternative 4 - Four-Lane Divided Roadway

Which Option to Alternatives 3 or 4 do you prefer (if applicable)? (select one)

- Option 2 - Stream Avoidance
 Option 3 - Additional Intersection Improvements
 Option 4 - Shopping Center Access Modification
 None
 No Preference

(2.5, really)

Additional Comments: While I believe Alt. 4 would be the most aesthetically pleasing alternative, it offers no more in the way of relieving traffic congestion and will require additional maintenance of the median. It is the Paris Hilton option, and I am not a big fan.

Alternatives 3-5 offer a buggy/bike lane which I very much like, as we are encouraging more people to exercise; and the transition to electric cars will allow us to do so without gagging on so much car exhaust.

Alternative 2 I like because of its preference for revering green space (i.e. stream avoidance).

My personal alternative would be option 2.5. With the addition of the bike lane in 3, can we forgo the sidewalk and instead put a bump/curb to delineate this lane which will serve as bike/buggy/pedestrian lane; reduce the option by 14' and put landscape on the sides which would be more easily maintained than the median?



Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

Darrell B. Mobley, *Acting Secretary*
Melinda B. Peters, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

August 16, 2012

Ms. Brenda Sorgy
40895 Lark Way
Leonardtown MD 20650

Dear Ms. Sorgy:

Thank you for your input regarding proposed improvements associated with the MD 5 Leonardtown Project Planning Study from MD 243 to MD 245 in St. Mary's County. The Maryland State Highway Administration (SHA) appreciates your interest in our efforts and your comments have been included in the project record.

Public input is an important component of all project planning studies. Because of the size and complexity of this project, it is important that we receive feedback from those who live, work, or travel through the area such as yourself. Your comments will become part of a number of considerations (travel efficiency, safety, natural and community impacts, cost, etc.) that must be evaluated before selecting a final alternative.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8518 or toll free at 1-800-548-5026, or via e-mail at jbeck@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads 'Jeremy Beck'.

Jeremy Beck
Project Manager
Project Management Division

cc: Ms. Elizabeth Habic, Environmental Planning Division, SHA

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