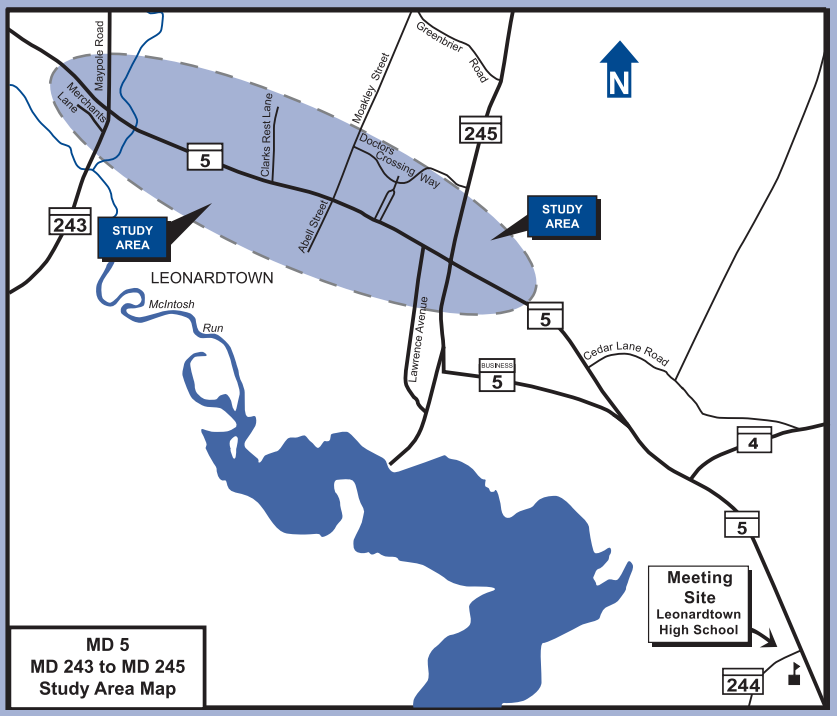
MD 5 Leonardtown Project Planning Study
from MD 243 to MD 245

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:

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City Crescent Building
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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.

Table 1 –2007 and 2030 Average Daily Traffic (ADT) Volumes

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**).

Table 2 – Existing (2007) and 2030 No-Build Level-of-Service Analysis

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

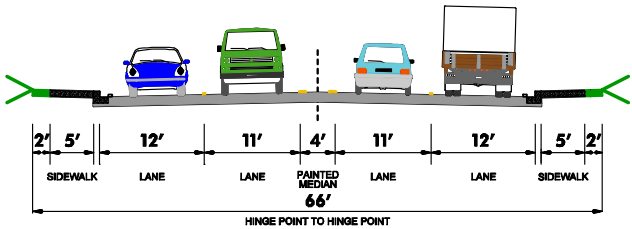
Under this option, widening would occur on both sides of MD 5, except in the area where a stream is located on the north side of MD 5 between Abell/Moakley streets and Clark's Rest Lane. In this area, all widening would occur along the south side to avoid stream impacts. **(Figures 13 and 14)**.

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)**.

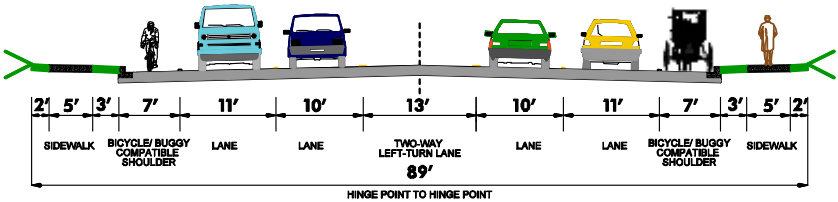
Option 4 – Shopping Center Access Modification

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)**.

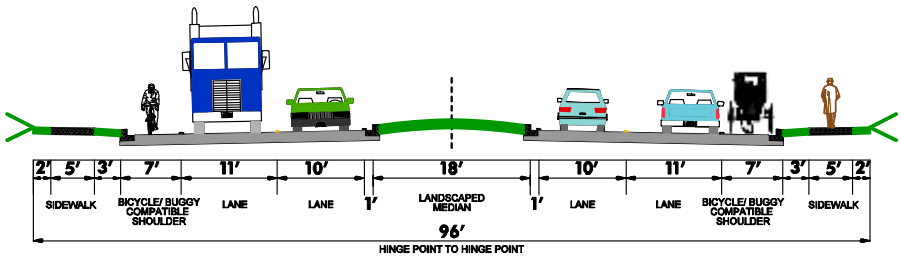


ALT. 1 - NO-BUILD OPTION

EXISTING CONDITIONS



ALT. 3 - 5 LANE ALTERNATIVE



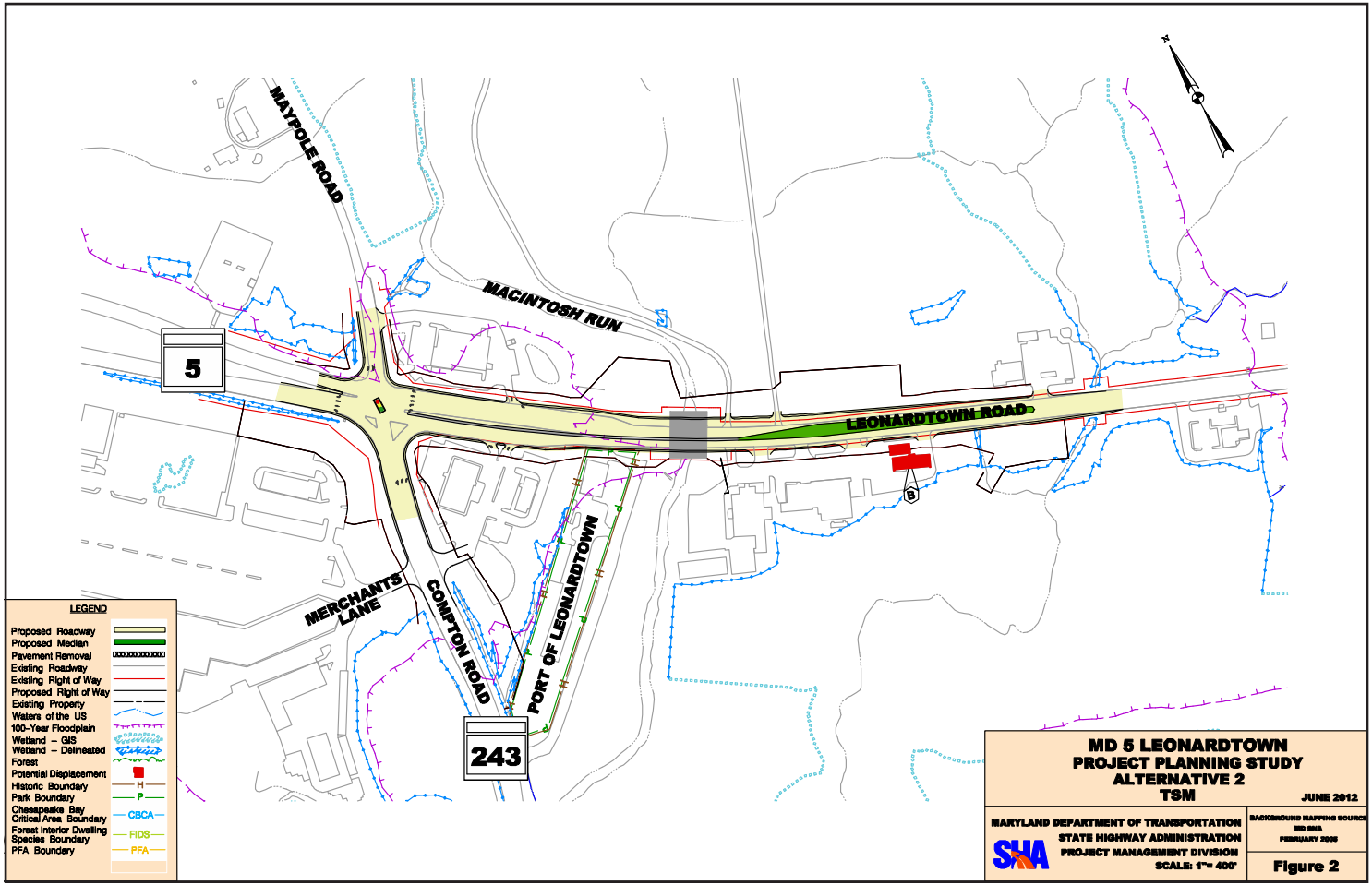
ALT. 4 - 4 LANE DIVIDED ALTERNATIVE

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 MAPPING SOURCE: MD SHA FEBRUARY 2009

Figure 1


MAYPOLE ROAD
MACINTOSH RUN
5
LEONARDTOWN ROAD
MERCHANTS LANE
COMPTON ROAD
PORT OF LEONARDTOWN
243
LEGEND
Proposed Roadway
Proposed Median
Pavement Removal
Existing Roadway
Existing Right of Way
Proposed Right of Way
Existing Property
Waters of the US
100-Year Floodplain
Wetland – GIS
Wetland – Delineated
Forest
Potential Displacement
Historic Boundary
Park Boundary
Chesapeake Bay Critical Area Boundary
Forest Interior Dwelling Species Boundary
PFA Boundary
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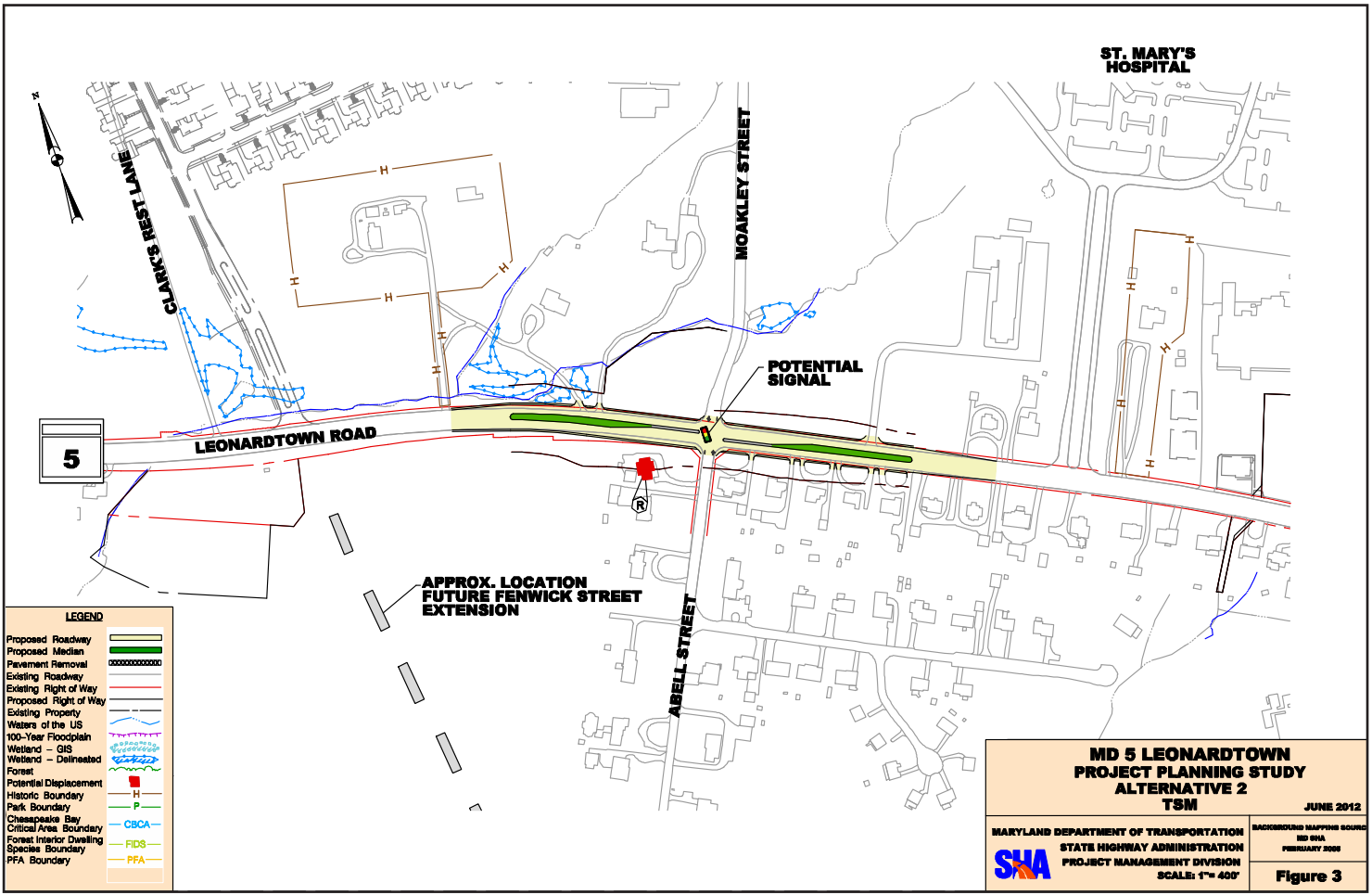
FIDS
PFA
MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 2
TSM
JUNE 2012
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
SCALE: 1"= 400'
BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2005
Figure 2



MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 2
TSM

JUNE 2012

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
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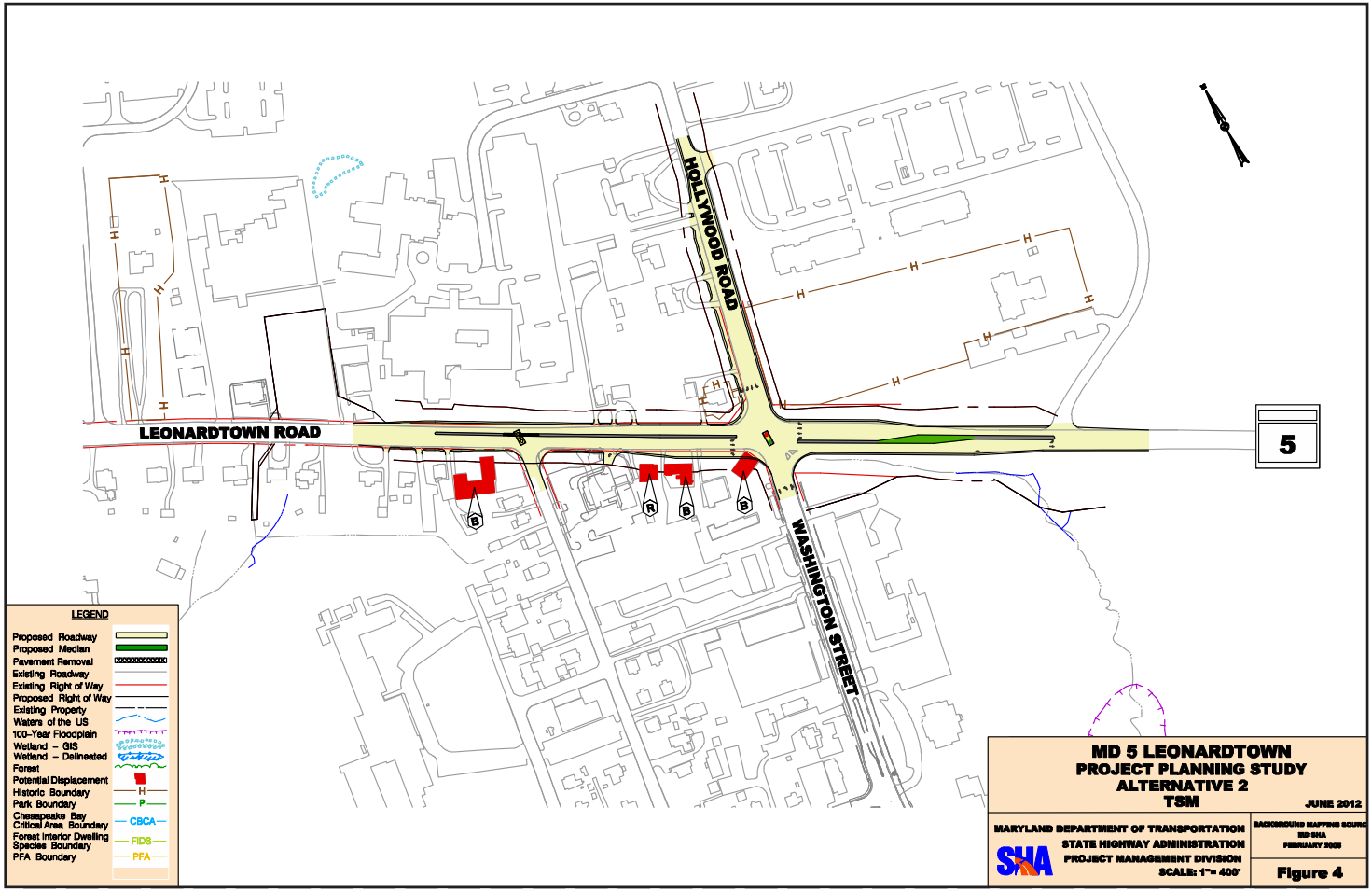
BACKGROUND MAPPING SOURCE: MD SHA, FEBRUARY 2005

Figure 3



MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 2
TSM

JUNE 2012

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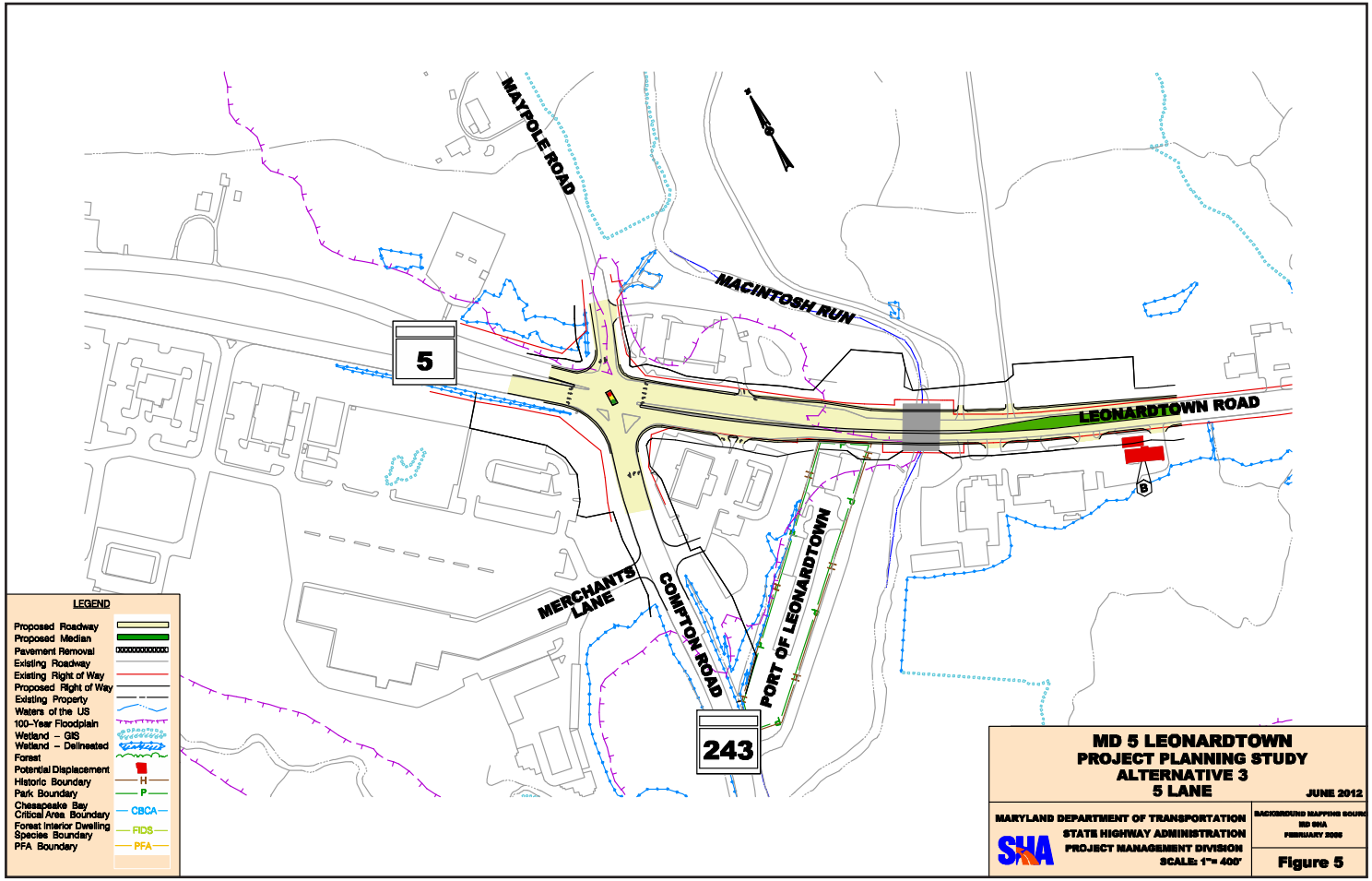
BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2005

Figure 4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MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 3
5 LANE
JUNE 2012
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STATE HIGHWAY ADMINISTRATION
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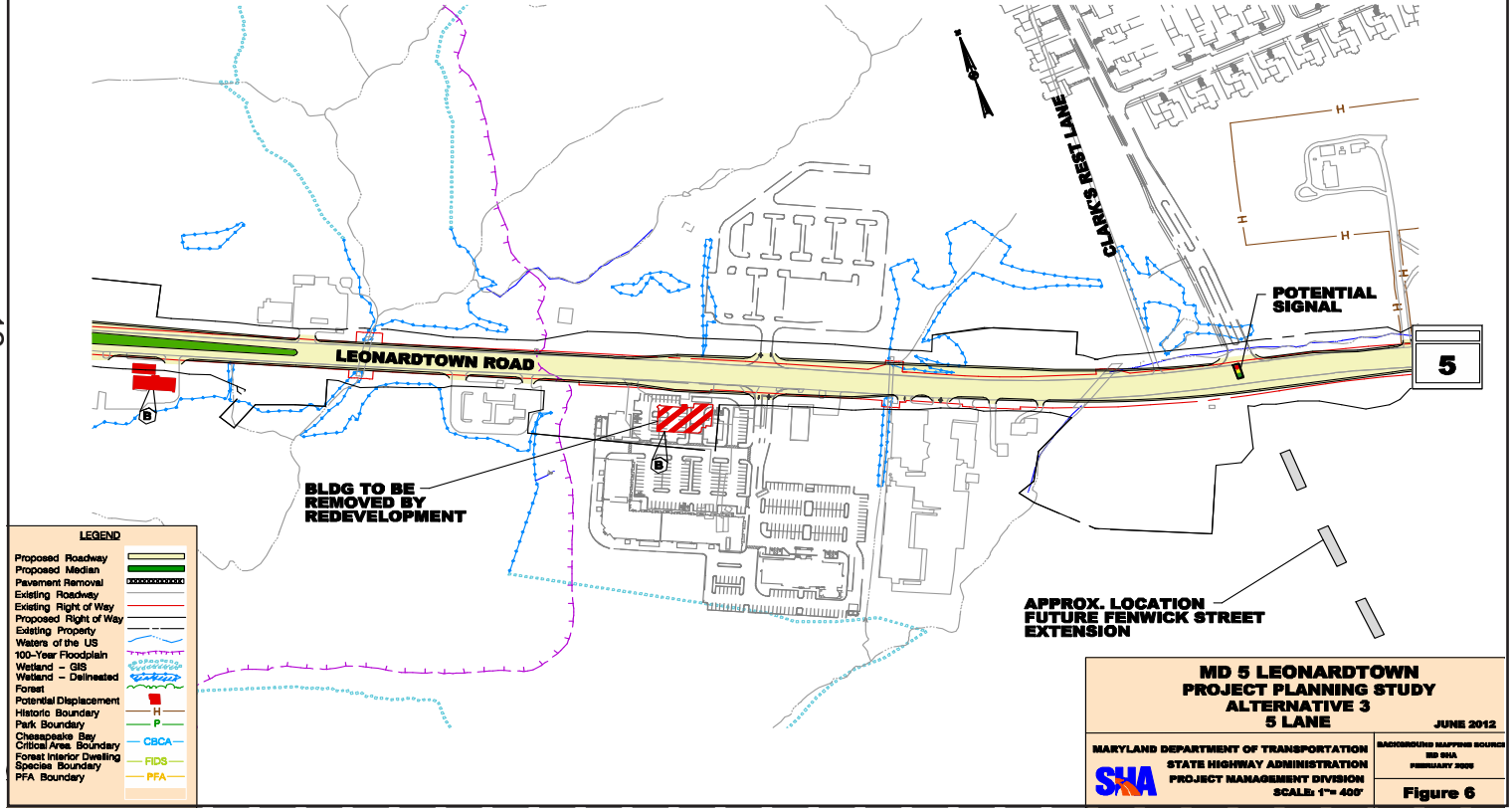
BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2005
Figure 5



MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 3
5 LANE

JUNE 2012

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
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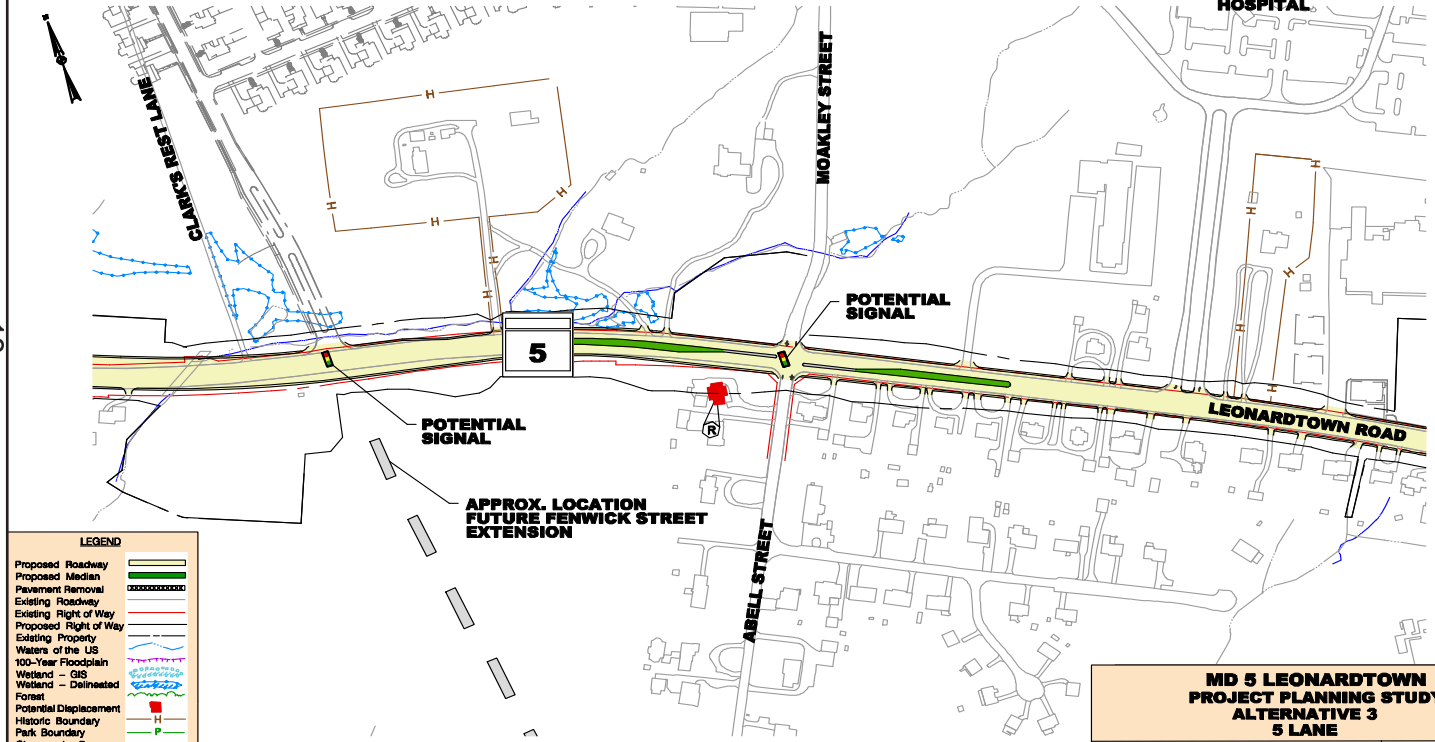
BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2005

Figure 6



MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 3
5 LANE

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MARYLAND DEPARTMENT OF TRANSPORTATION
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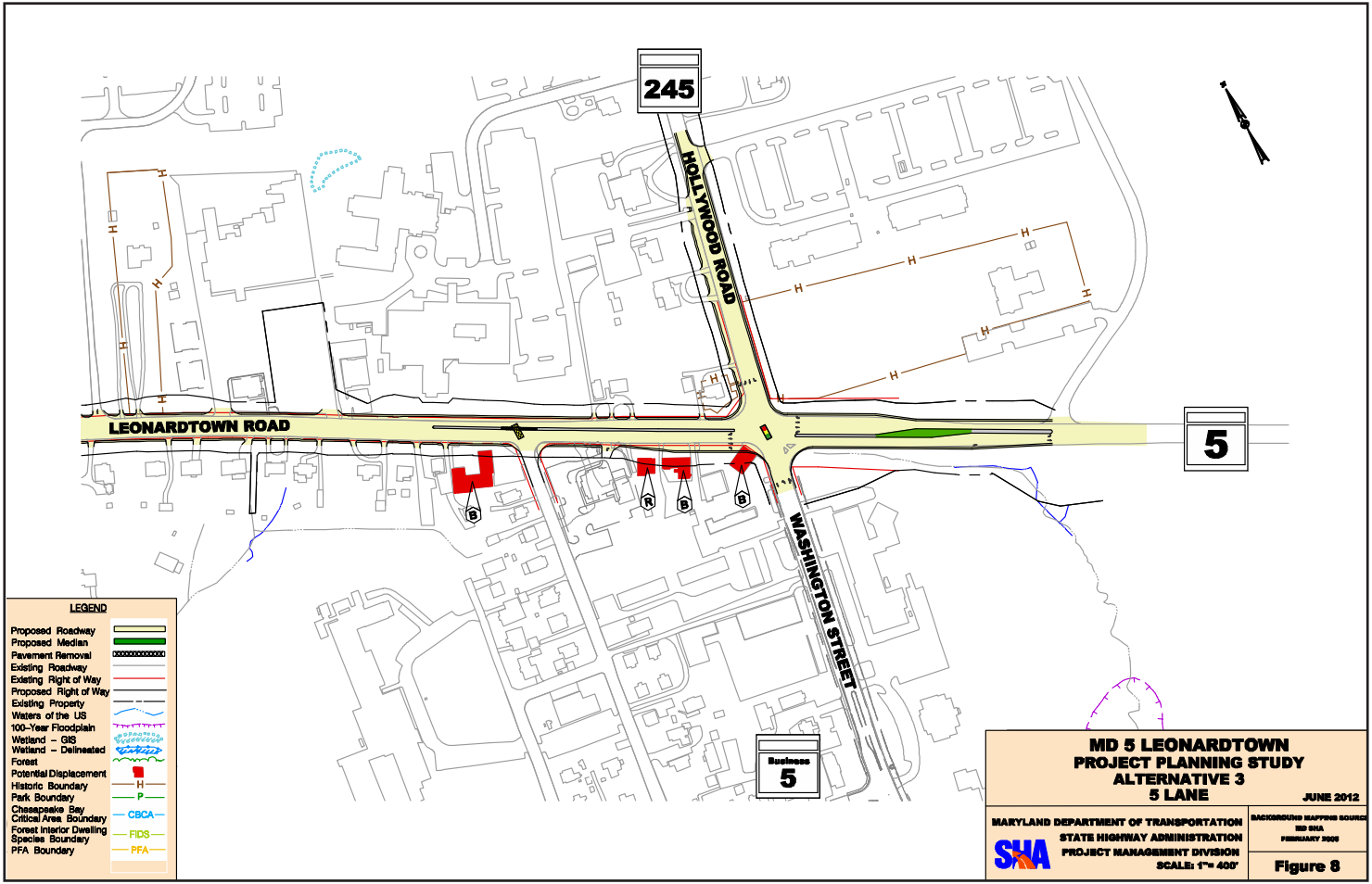
BACKGROUND MAPPING SOURCE: MD SHA, FEBRUARY 2006

Figure 7



MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 3
5 LANE

JUNE 2012

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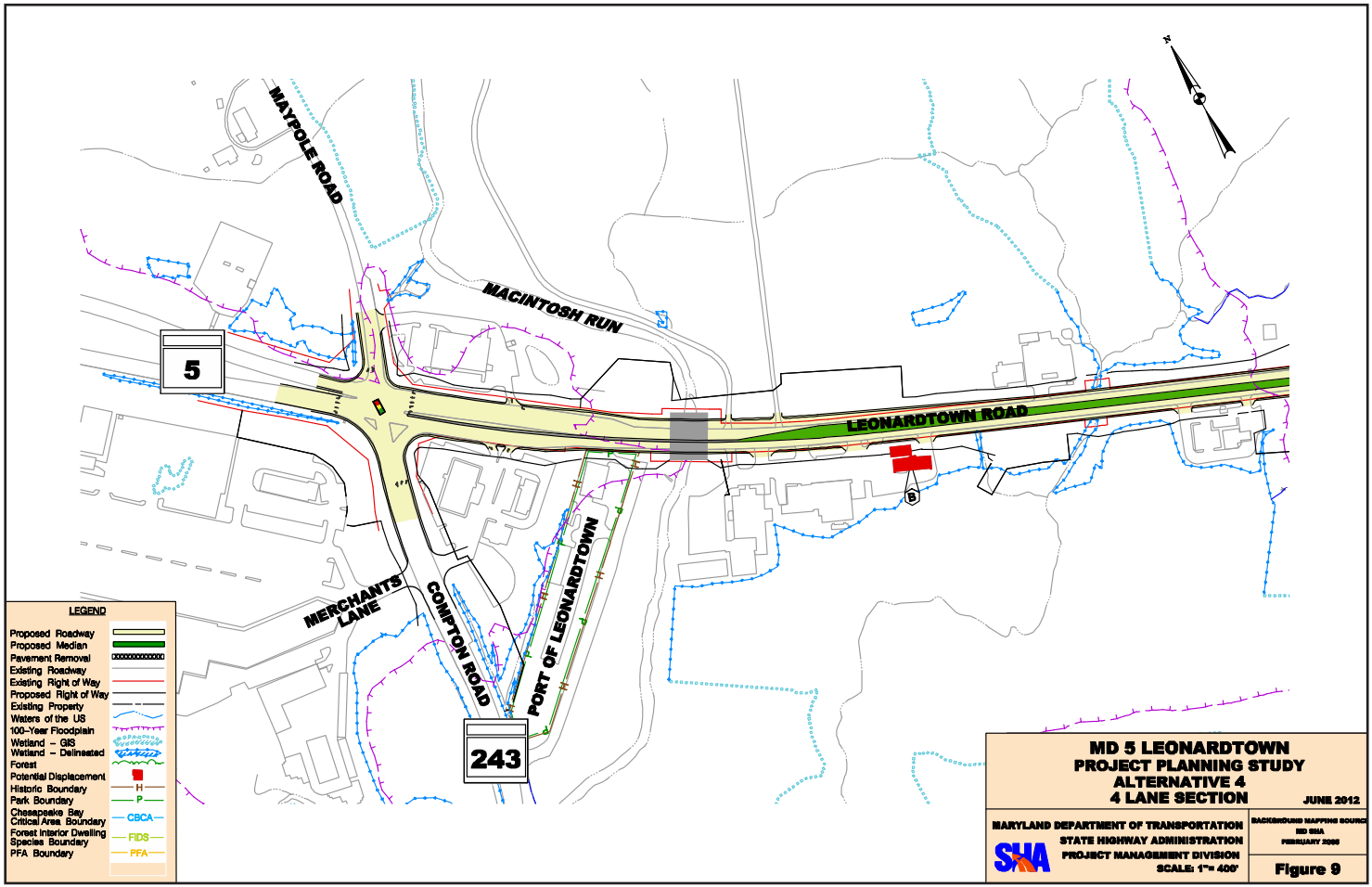
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
SCALE: 1"= 400'

BACKGROUND MAPPING SOURCE: MD SHA FEBRUARY 2005

Figure 8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MD 5 LEONARDTOWN
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ALTERNATIVE 4
4 LANE SECTION
JUNE 2012
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
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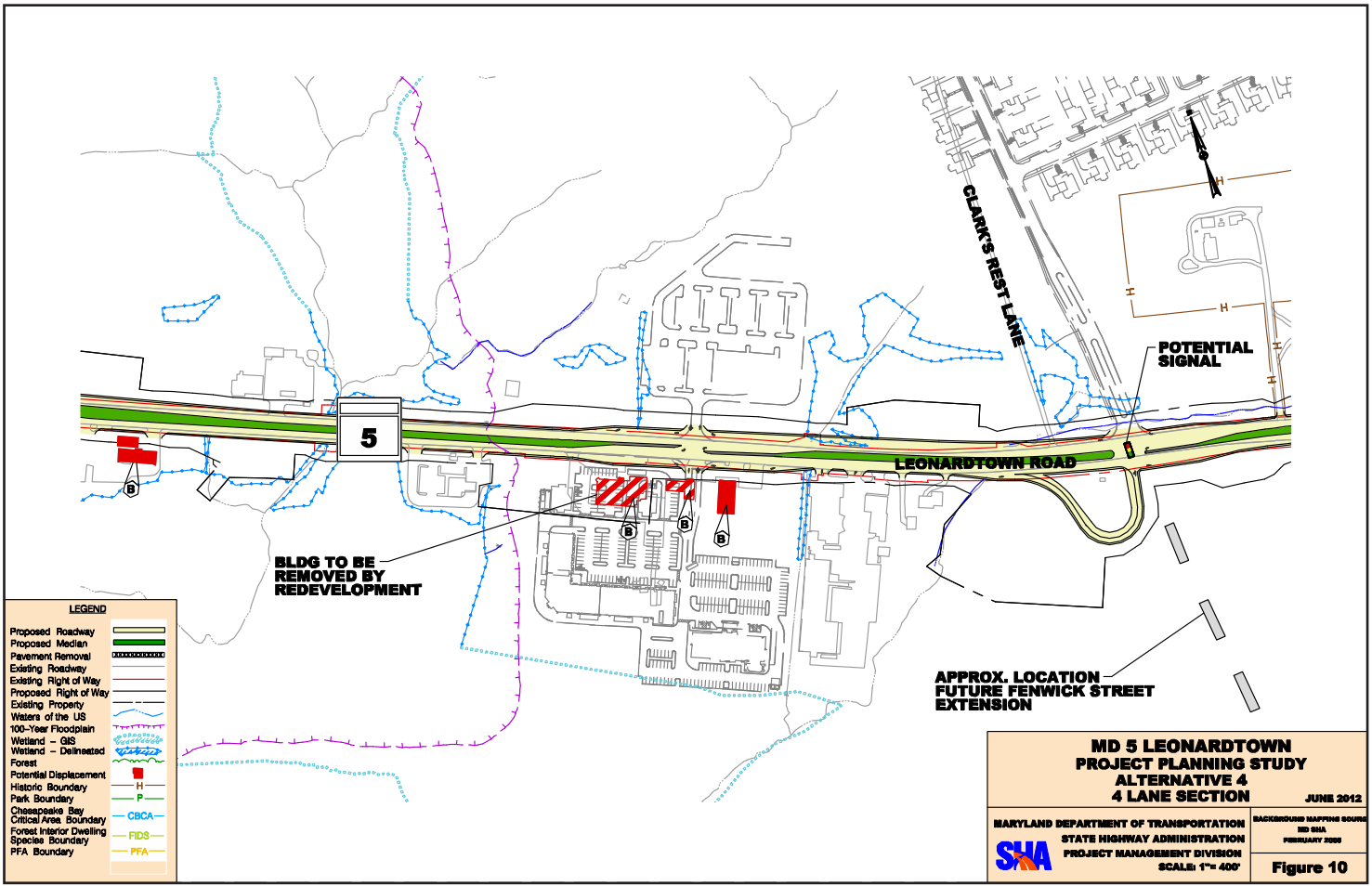
BACKGROUND MAPPING SOURCE:
MD SHA
FEBRUARY 2008
Figure 9


CLARK'S REST LANE
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BACKGROUND MAPPING SOURCE
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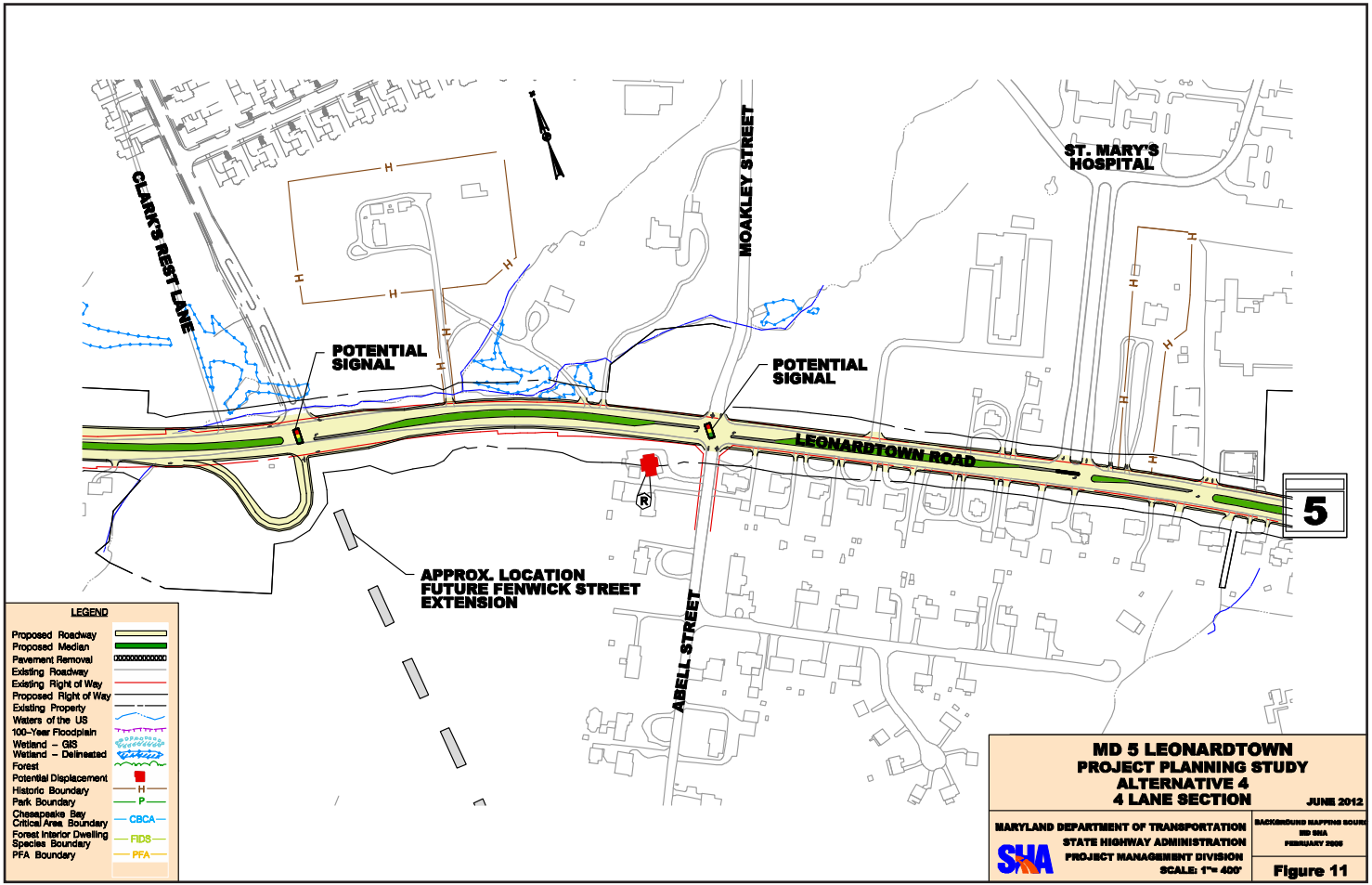
Figure 10


CLARK'S REST LANE
MOAKLEY STREET
ST. MARY'S HOSPITAL
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POTENTIAL SIGNAL
LEONARDTOWN ROAD
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MARYLAND DEPARTMENT OF TRANSPORTATION
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PROJECT MANAGEMENT DIVISION
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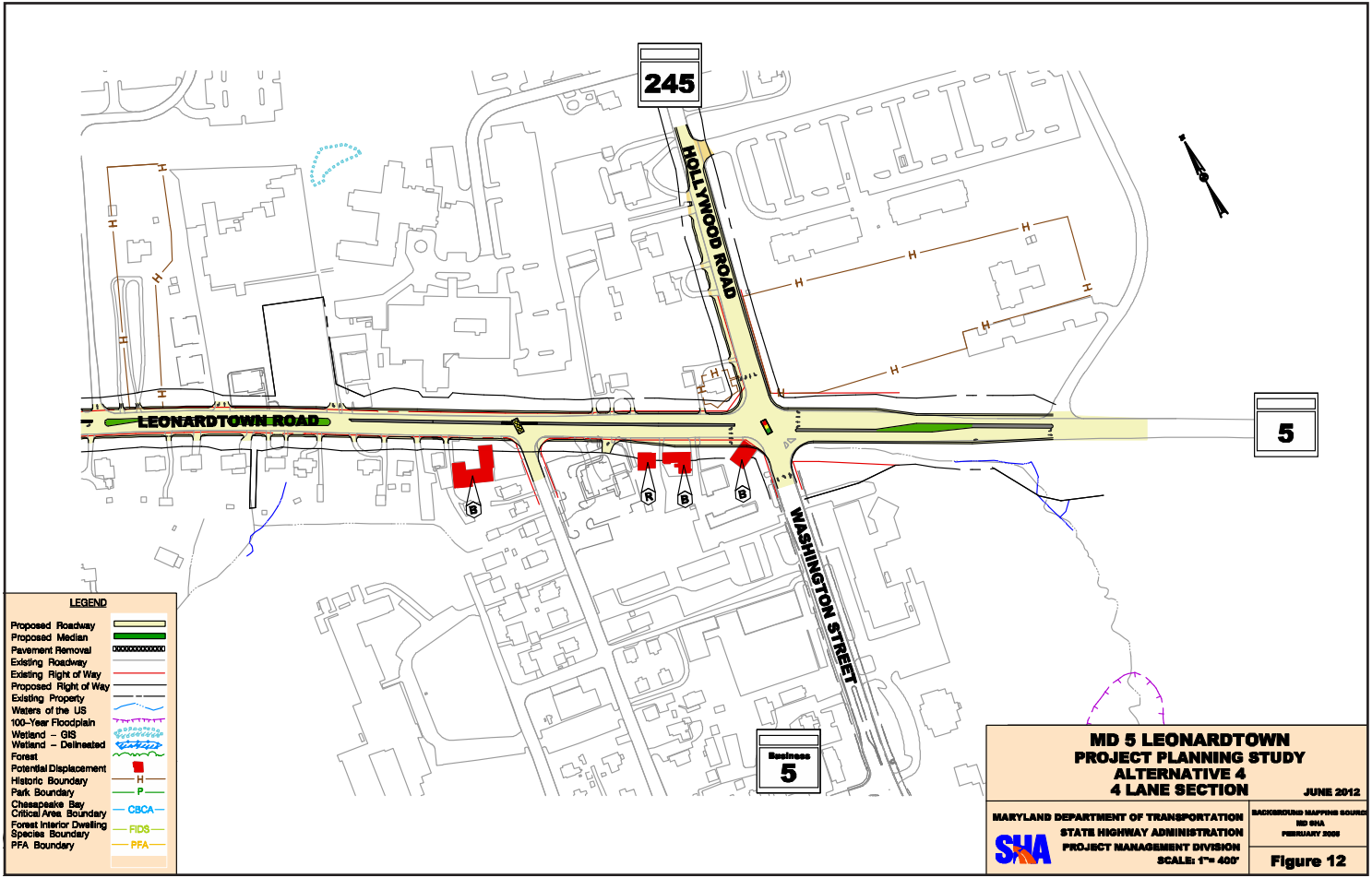
BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2005
Figure 11



MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 4
4 LANE SECTION

JUNE 2012

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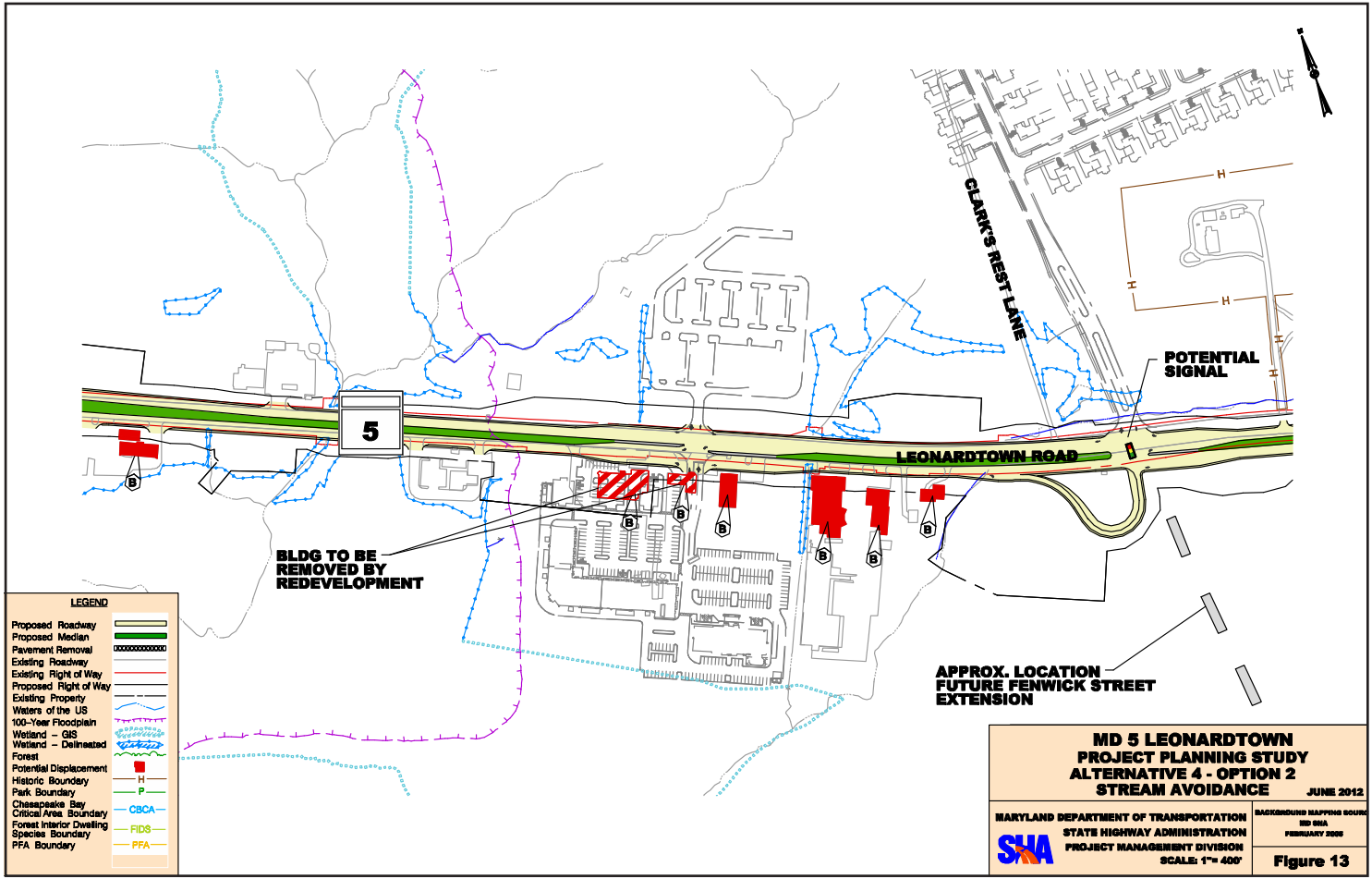
BACKGROUND MAPPING SOURCE:
MD SHA
FEBRUARY 2008

Figure 12

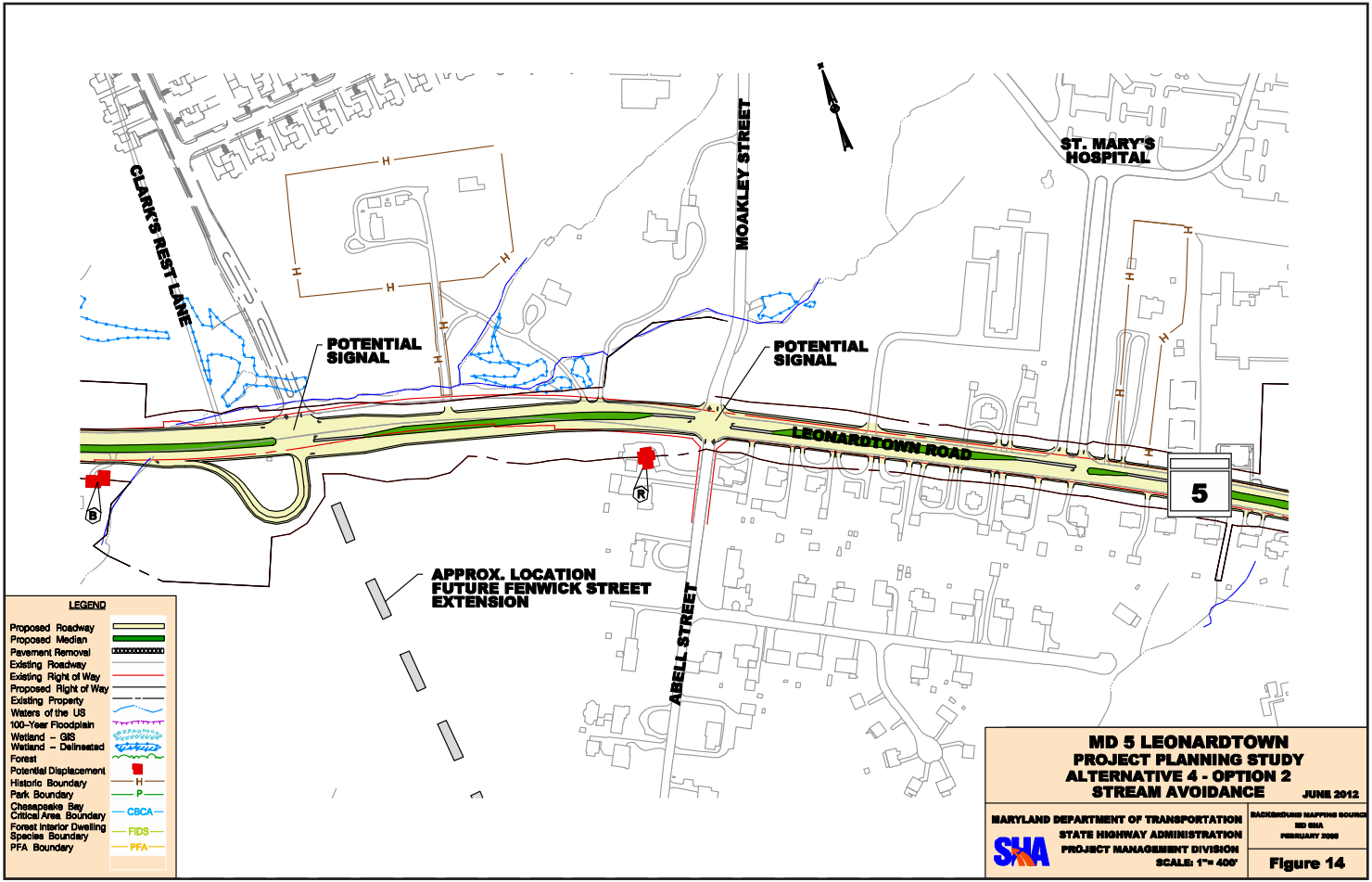


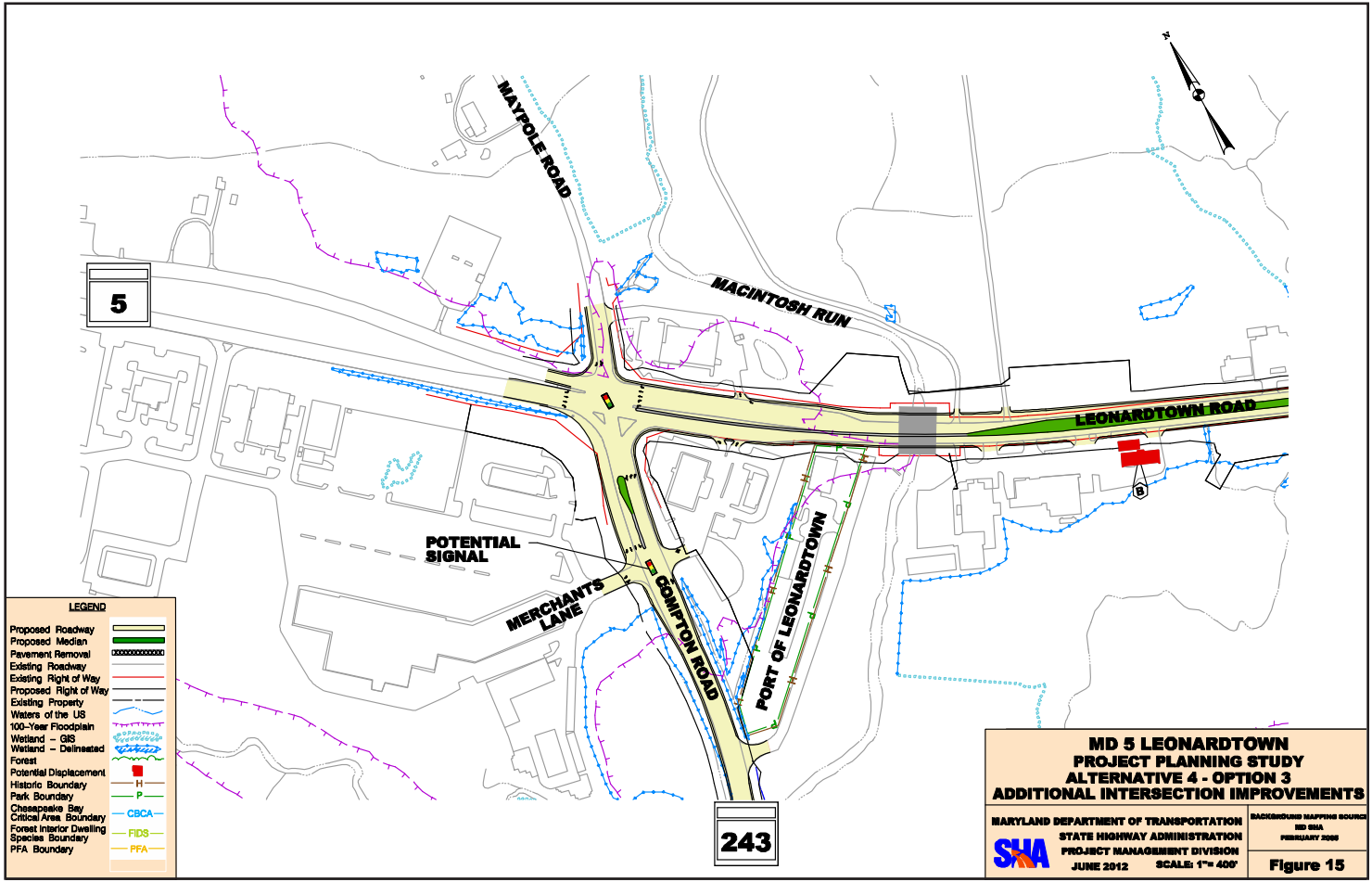
MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 4 - OPTION 2
STREAM AVOIDANCE JUNE 2012

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

BACKGROUND MAPPING SOURCE: MD SHA FEBRUARY 2005

Figure 13


CLARK'S REST LANE
MOAKLEY STREET
ST. MARY'S HOSPITAL
POTENTIAL SIGNAL
POTENTIAL SIGNAL
LEONARDTOWN ROAD
5
APPROX. LOCATION FUTURE FENWICK STREET EXTENSION
ABELL STREET
LEGEND
Proposed Roadway
Proposed Median
Pavement Removal
Existing Roadway
Existing Right of Way
Proposed Right of Way
Existing Property
Waters of the US
100-Year Floodplain
Wetland – GIS
Wetland – Delineated
Forest
Potential Displacement
Historic Boundary
Park Boundary
Chesapeake Bay Critical Area Boundary
Forest Interior Dwelling Species Boundary
PFA Boundary
H
P
CBCA
FIDS
PFA
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'
BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2008
Figure 14

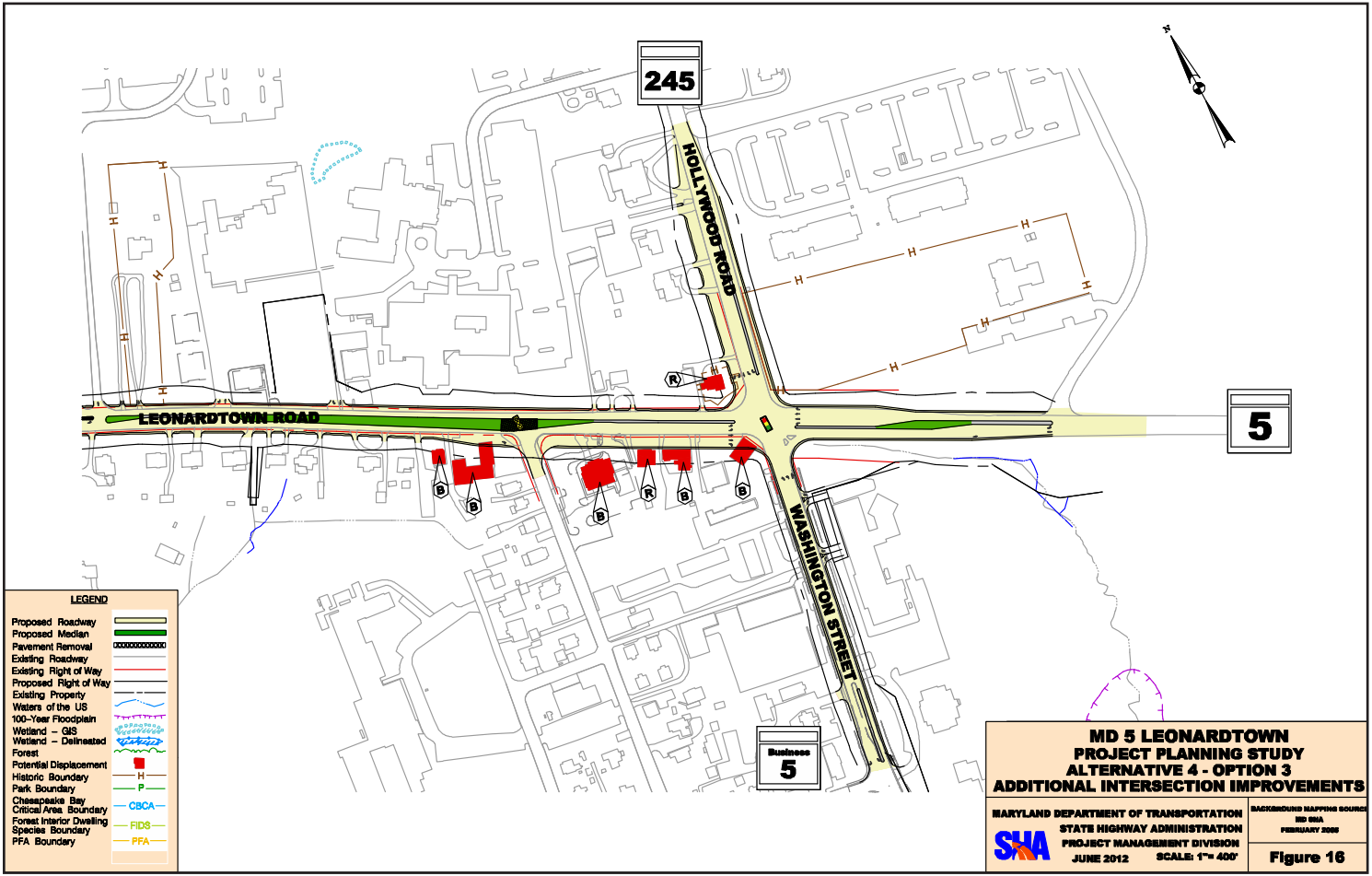


MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 4 - OPTION 3
ADDITIONAL INTERSECTION IMPROVEMENTS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
JUNE 2012 SCALE: 1"= 400'

BACKGROUND MAPPING SOURCE: MD SHA FEBRUARY 2008

Figure 15

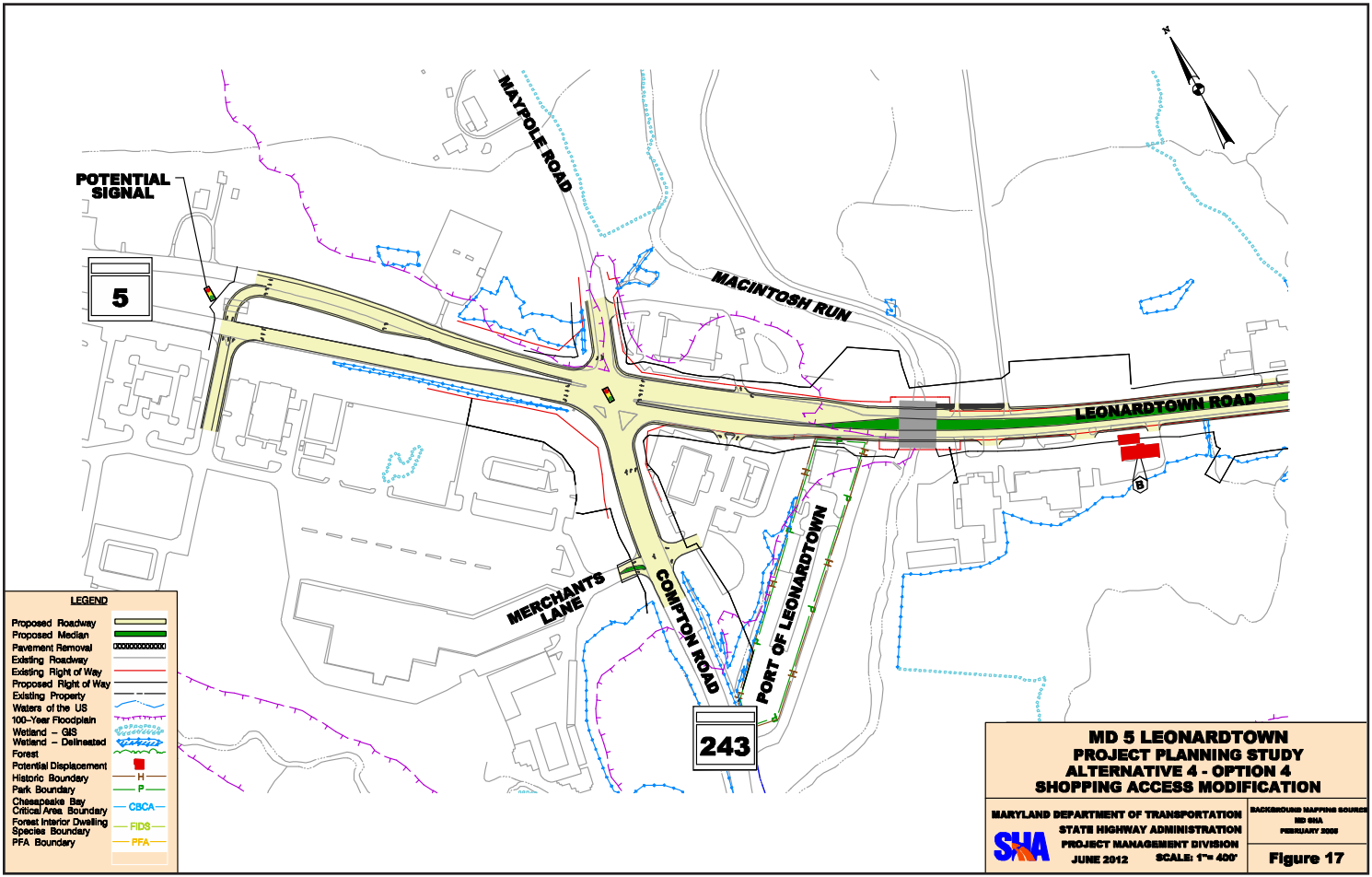


MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 4 - OPTION 3
ADDITIONAL INTERSECTION IMPROVEMENTS

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
JUNE 2012 SCALE: 1"= 400'

BACKGROUND MAPPING SOURCE
MD SHA
FEBRUARY 2005

Figure 16



MD 5 LEONARDTOWN
PROJECT PLANNING STUDY
ALTERNATIVE 4 - OPTION 4
SHOPPING ACCESS MODIFICATION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
JUNE 2012 SCALE: 1"= 400'

BACKGROUND MAPPING SOURCE: MD SHA, FEBRUARY 2008

Figure 17

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		
	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
Business/Commercial	0	4	5	7	10	9	7
TOTAL	0	6	7	9	12	12	9
Properties Affected							
Residential	0	23	34	34	34	35	34
Business/Commercial	0	37	48	48	48	52	47
Agricultural	0	2	3	3	3	3	3
TOTAL	0	62	85	85	85	90	84
R/W Required (acres)	0	15	26	27	26	30	27
100-Year Floodplains (acres)	0	3.68	4.73	4.72	4.74	5.55	4.54
Streams (linear feet)	0	692	1,635	1,669	922	1,707	1,684
Wetlands (acres)	0	0.45	0.78	0.81	0.70	1.17	0.86
NWSSC (acres)	0	0.07	0.39	0.42	0.40	0.42	0.41
NWSSC 100-foot Buffer (acres)	0	1.06	6.63	6.50	6.18	6.51	6.16
Potential FIDS Habitat (acres)	0	0.67	0.72	0.73	0.77	0.92	0.75
Forestland Mixed Upland (acres)	0	3.14	6.96	7.35	7.17	7.52	7.10
Forested Wetland (acres)	0	0.34	0.47	0.48	0.46	0.83	0.52
Prime Farmland Soils (acres)	0	4.08	6.22	6.31	6.30	6.58	6.40
Soils of Statewide Importance (acres)	0	6.01	10.37	10.59	9.63	10.66	10.21
Green Infrastructure (acres)	0	0.88	2.67	2.75	2.69	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 (Alasmidonta 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
Leonardtown Branch
23250 Hollywood Road
Leonardtown, MD 20650
(301) 475-2846

Town of Leonardtown
41660 Courthouse Drive
Leonardtown, 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
Leonardtown, 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