PROJECT INFORMATION

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County:	St. Mary's	**Project Number:**	SM352_11

MD 0005 POINT LOOKOUT ROAD MD 243 (NEWTOWNE NECK ROAD/MAYPOLE RD) AND MD 245 (HOLLYWOOD RD)

When will this impact me?

Project Name:

MD 5, Point Lookout Road

Location of Project:

MD 243 (NEWTOWNE NECK ROAD/MAYPOLE RD) AND MD 245 (HOLLYWOOD RD)

Description:

Study to upgrade MD 5 between MD 243 and MD 245 (1.39 miles). Sidewalks will be included where appropriate for pedestrians. Wide curb lanes will accommodate bicycles.

Scope:

The purpose of the project is to improve vehicular safety and traffic operations along MD 5, while supporting existing and planned development in the area. This project will also address pedestrian, bicycle, and horse drawn vehicle safety and accommodate vehicular access to the residences, businesses, schools, and places of worship along MD 5.

What is under study:

Three build alternatives and the no build alternative are currently under consideration. Here is a brief summary of the preliminary alternatives:

Alternative 1: No-Build - Includes minor short-term improvements as part of routine maintenance and safety operations. No major improvements are proposed. However, it provides a baseline for the other alternatives under consideration.

Alternative 2: Traffic System Management (TSM)/Travel Demand Management (TDM) - Includes lower cost improvements including adding turn lanes, adding traffic signals, improving signal timing, providing spot safety improvements, and consolidating entrances. No major physical improvements such as corridor widening are proposed.

Alternative 3: 5-Lane Typical Section - Proposes a two-way left turn lane the entire length of the corridor along with two travel lanes in each direction with the outside lanes being 16-foot bicycle compatible lanes. This alternative would also provide five-foot sidewalks on both sides of the roadway the entire length of the corridor.

Alternative 4: 4-Lane Typical Section - Proposes a raised landscaped median with turn lanes at appropriate intersections throughout the corridor. This alternative also provides two travel lanes in each direction with the wide outside bicycle compatible lanes and sidewalks on both sides.

Four options are being evaluated for Alternatives 3 and 4:

Option 1: Section 4(f) Minimization (Historic/Park Sites) - Under Option 1, widening would occur on both sides of MD 5, except in areas where widening would impact several historic properties, including the Port of Leonardtown (formal SHA garage), Gough Farm, Buena Vista, the Drury-Saunders House, and St. Mary's Academy. In these areas, the road would only be widened on the south side.

Option 1 is not recommended for further study as a stand alone option due to the magnitude of displacements associated with the option. Alternative 4 with option 1 has a total of 22 displacements as compared to a maximum of 14 with other alternatives/options being considered. Efforts to avoid or minimize impacts to section 4(f) resources will be included in the other build alternatives during the detailed engineering and environmental studies. Option 1 will be evaluated as a minimization option in the Section 4(f) Evaluation document.

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

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

Option 4: Shopping Center Modified Access - Under Option 4, the right turn movement from MD 243 onto Merchants Lane and the left-out from Merchants Lane would be prohibited. A double left turn into the shopping plaza has been added from northbound MD 5 at the location of the existing right-in/ right-out entrance onto southbound MD 5. The restriction of movements onto Merchants Lane helps reduce the length of the left turn bays for northbound MD 5 at MD 243. A traffic signal would be added at the new expanded intersection with MD 5 and the entrance to the shopping plaza.

Associated Improvement Projects:

www.marylandroads.com/WebProjectLifeCycle/ProjectInformation.asp?projectno=SM7965118

Project Type:

PLANNING STUDY

Current Phase:	Planning	
Funded Year :	2007	How much will this project cost?
Funding Source(s):	State	

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