

FDR Boulevard Project



Phase 1 Construction Phasing (A, B & C)



Phase 3 Construction Phasing (A & B)

Introduction

The Department plans to design and construct a two lane residential access way from MD Route 4 to Pegg Road (NAS Patuxent River main gate). The project will help relieve congestion and reduce delays along the MD 235 corridor by providing an alternative means for residents to travel to and from shopping and work, especially in the Lexington Park development district. Project could remove up to 10,000 trips per day in portions of the MD 235 corridor. Right-of-way width needed is 66' for the roadbed, but a total of 80-100' is needed for the associated sidewalks, SWM, trails, temporary and permanent easements. Per SHA, the volume on MD 235 has increased from a three year average of 48,000 to approximately 59,000 vehicles per day in 2010.

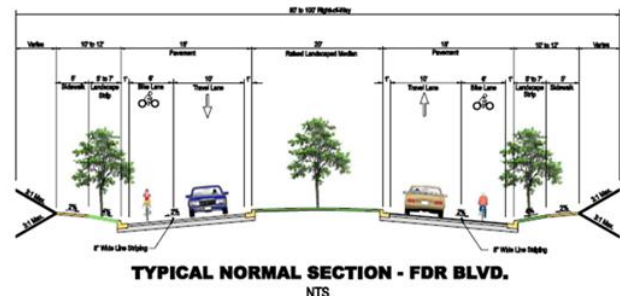
Background of the Project

The need for FDR Boulevard was first determined in the mid 1980's, with the approval of Lexington Park Transportation Plans (1985 and 1992) and St. Mary's County Comprehensive Plans (1988 and 2002). In 1996, an MOU was executed between St. Mary's County and the Maryland State Highway Administration (SHA) to perform a Feasibility Study on the project. The purpose of the study was to evaluate the engineering feasibility, perform a preliminary environmental assessment, assess the amount and type of traffic that could be expected, the probable function, typical section, scope, impact and cost of constructing the roadway. The Report was completed in 1998 and SHA recommended the construction of a 4-lane divided highway with limited access. The resulting FDR Boulevard Feasibility Study Final Report, was completed in April 1998. In 1999, the County began preparing a Right-of-Way Boundary Survey, Environmental Assessment (National Environmental Policy Act) and Preliminary Alignment Plans.

The preliminary alignment was established and has been utilized as a tool to obtain or reserve rights-of-way as development has progressed along the corridor. Then in 2006, the St. Mary's County Transportation Plan was approved, reducing the number of lanes to two (2) and making the design more community friendly with the use of traffic calming measures. With the inclusion of the project in the County's Capital Improvement Budget, design of the roadway began.

Road Improvements

The typical road section will consist of a 2-lane roadway (10' wide travel lanes) with a raised landscaped median, bike lanes/shoulders (6' wide), sidewalks (5' wide) and asphalt path (10' wide for Phase 3), and lighting on each side of the roadway (as shown below).



Traffic calming devices are included in the design to keep vehicular speeds down, such as: narrow travel lanes, roundabouts, and landscaping. A 30 m.p.h. speed limit will be posted along the residential area and roundabouts will be posted with warning signs.



Public Information Meetings

Public Information Meetings help provide the most recent information concerning the project, which includes; background of the project, approved design, proposed road improvements, estimated construction schedules, and any parking or traffic impacts of the project. Meetings will be held during each phase of the design. Additional information and construction updates can also be found at the following web site:

<http://www.stmarysmd.com/dpw/FDRBoulevard.asp>

Project Construction Phasing

Phase 1A (Kinnegad Drive to MD 237)
Construction completed in 2017.
Length: 0.50 mile.

Phase 1B (First Colony Blvd. to just west of Old Rolling Road) Construction was completed 2018.
Length: 0.60 mile.

Phase 1C (Old Rolling Road to Kinnegad Drive)
Construction completed in 2020.
Length: 0.60 mile.

Phase 2 (MD 246 to S. Shangri-La Drive)
Construction completed in 2014.
Length: 0.20 mile.

Phase 3A (MD 237 to Buck Hewitt Rd.)
Construction completed in 2023.
Length: 0.80 mile.

Phase 3B (Buck Hewitt Rd. to Pegg Rd.)
Construction to begin in the fall of 2024 and completion is expected by the summer of 2026.
Length: 1.0 mile.



Phase 1B



Phase 2

Project Photographs



Phase 1A



Phase 3A

Contact Information

Questions and/or comments regarding road improvements can be addressed to:

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