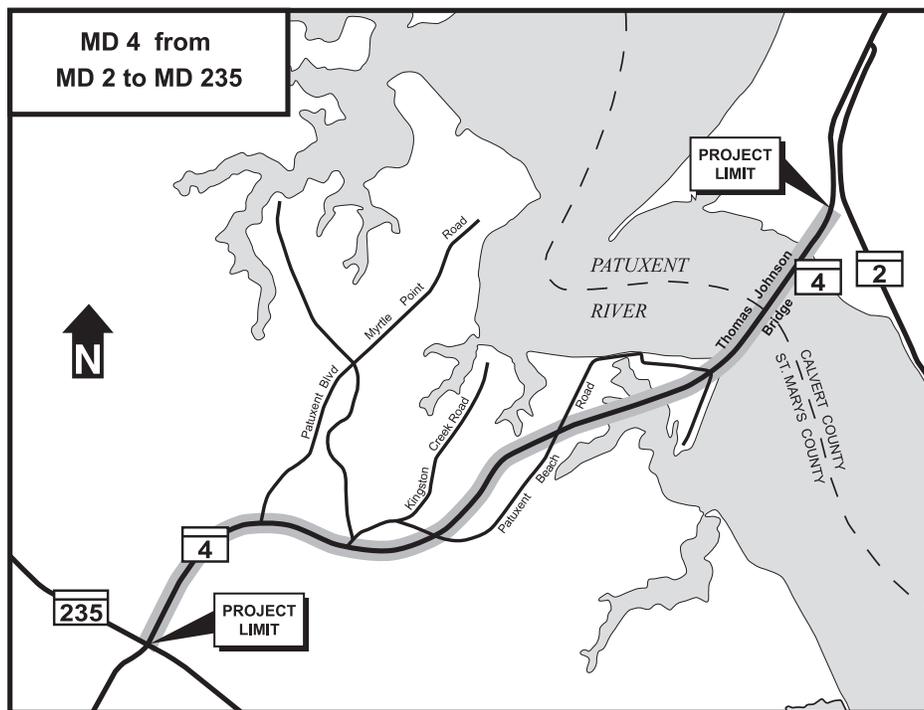


# MD 4 - Thomas Johnson Bridge Project Planning Study

## ALTERNATES Public Workshop



**Monday, June 16, 2008**  
**5:00 P.M. – 8:00 P.M.**  
Dowell Elementary School -  
Gymnasium  
12680 H.G. Trueman Road  
Lusby, MD 20657

**Tuesday, June 17, 2008**  
**5:00 P.M. – 8:00 P.M.**  
Town Creek Elementary School -  
Cafeteria  
45805 Dent Drive  
Lexington Park, MD 20653

Project No. SM351A11



Maryland Department  
of Transportation  
State Highway Administration



US Department of Transportation  
Federal Highway Administration



## **INTRODUCTION**

The Maryland State Highway Administration (SHA), in conjunction with the Federal Highway Administration (FHWA), is conducting a project planning study on MD 4 (Patuxent Beach Road) from MD 2 (Solomons Island Road) to MD 235 (Three Notch Road). The project includes improvements to the MD 4 crossing of the Thomas Johnson Bridge. The study area is located in Calvert County and St. Mary's County, Maryland, and is approximately 3.0 miles in length.

## **PURPOSE OF THE WORKSHOP**

The purpose of this workshop is to familiarize interested citizens with the project planning process and the Purpose and Need Statement, display preliminary alternatives, receive comments and input on the range of alternatives, and present the preliminary findings of the environmental analysis.

The workshop is being conducted in an interactive open house format, which enables each attendee to conduct a self-paced review of important project information. Maps and other exhibits depicting preliminary alternatives currently under consideration, traffic data, and environmental impacts will be on display for public viewing from **5:00 to 8:00 PM**. Project team representatives will be available to answer questions related to this project and receive your comments; however, there will be no formal presentation at this workshop.

## **HOW TO PROVIDE COMMENTS ON THE PROJECT**

The public is encouraged to participate in the workshop to ensure citizen input during the project planning process. These studies are in the preliminary stage and changes can be made, if appropriate, after comments from the public

are received and evaluated. You may choose any or all of the following methods to provide suggestions to the project team:

- Provide verbal or written comments to project team representatives;
- Fill out the pre-addressed, postage-paid comment form included in this brochure; or
- Call the SHA Project Manager, Mr. Mike Perrotta. Complete contact information for Mr. Perrotta is located on page 9.

## **PROJECT MAILING LIST**

Persons wishing to have their names placed on the project mailing list may do so by completing the enclosed mailer or by furnishing appropriate information to the receptionist at the workshop. If you have previously submitted your name and address by postcard or other means, or if you have received this brochure in the mail, you are already on the project mailing list and do not need to resubmit.

## **PURPOSE OF THE STUDY**

The purpose of the project is to improve existing capacity and traffic operations, and to increase vehicular and pedestrian safety along MD 4 while supporting existing and planned development in the area. A substantial increase in residential development just north of Solomons Island and increased employment, particularly at the Patuxent Naval Air Station, have resulted in increased usage of the roadway network, contributing to operational failures as indicated by the congestion and high traffic volumes at the Thomas Johnson Bridge, especially during peak periods.

## **NEWSLETTER SURVEY**

In Fall 2007, SHA mailed the initial edition of the MD 4 Project Planning Study newsletter to Calvert County and St. Mary's County residents and businesses within the study area. The newsletter described the purpose and need for the study and elicited citizen feedback through a

brief survey form. As the study moves forward, SHA will continue to consider citizen feedback. A summary of the feedback received to date will be on display at the workshop.

## **CONTEXT-SENSITIVE SOLUTIONS**

SHA will continue to coordinate with Calvert County and St. Mary's County to incorporate concepts consistent with Context-Sensitive Solutions as the alternatives are further developed or refined. These concepts include:

- Pedestrian circulation and safety
- Local residential and business traffic circulation
- Right-of-way impact reduction
- Impacts on response times of police, fire, and other emergency services providers
- Bicycle access
- Aesthetic/landscape/streetscape opportunities
- Other specific community issues

Please use the comment card included in the brochure to provide your thoughts and suggestions on matters relating to Context-Sensitive Solutions. Your input will help ensure that alternatives for improvements to MD 4 reflect the community's local character and aesthetic preferences.

## **PROJECT NEED**

### **Existing Conditions**

The existing MD 4 corridor within the study area consists of a two-lane roadway with 10-foot-wide shoulders from MD 235 to the Thomas Johnson Bridge. The bridge typical section is two 12-foot-wide lanes with two-foot-wide shoulders. Once across the bridge, the two-foot shoulders widen to 10 feet.

### **Traffic Operations**

AM and PM peak hour volumes and Annual Average Daily Traffic (AADT) were developed for the MD 4 study limits. Table 1 shows 2007 (existing) and the projected 2030 No-Build AADT.

### **Levels of Service**

Planners often use a simple grading system, much like the one used in grade school, to characterize the operations at intersections. A grade or Level of Service (LOS) of "A" means there is no delay or congestion, while LOS "F" means the intersection is failing, with long delays and high levels of congestion. Table 2 shows examples of intersections within the study area. Several intersections are experiencing failing conditions and will continue to fail through the traffic forecast year of 2030.

### **Safety**

A total of 123 crashes occurred within a three-year period, between 2003 and 2005, along the project corridor. Of these, 56 were injury crashes, 66 were property damage crashes, and one was a fatal crash. These crashes, which fluctuate between sideswipe angles, fixed-object crashes, and rear-end crashes, were significantly greater than the statewide average for similar roadways.

## **ALTERNATIVES CURRENTLY UNDER CONSIDERATION**

Three Build Alternatives and the No-Build Alternative have been developed for consideration. Transportation System Management (TSM) components and Transportation Demand Management (TDM) strategies are also being considered. These could be incorporated into the other alternatives, or stand alone as a separate alternative. All three Build Alternatives involve widening MD 4 to two lanes in each direction from north of the Patuxent River crossing to the intersection of MD 4 and MD 235. *Typical sections and alternative mapping can be found starting on page 10.*

Annual Average Daily Traffic (Vehicles/Day)			
Limits	2007 Volume	2030 Volume	Percent Growth
MD 235 (north of MD 4)	40,300	N/A	N/A
MD 235 (south of MD 4)	55,800	N/A	N/A
South of MD 235	17,000	18,600	9%
MD 235 to Patuxent Boulevard	28,300	35,200	24%
Patuxent Boulevard to Kingston Creek Road	27,900	33,600	20%
Kingston Creek Road to MD 2	27,000	32,500	20%

**Table 1**

Levels of Service Analysis				
Limits	2007 LOS		2030 LOS	
	AM	PM	AM	PM
MD 4 Mainline (MD 235 to MD 2)	F	F	F	F
MD 4/MD 235 Intersection	F	E	F	F
MD 4/Patuxent Boulevard Intersection to Kingston Creek Road	F	E	F	F
MD 4/Kingston Creek Road Intersection	F	E	F	F

**Table 2**

**Alternative 1 – No-Build**

No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as a part of routine maintenance and safety operations. The No-Build 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 – TDM/TSM**

A number of potential strategies were developed as Transportation System Management (TSM) and Transportation Demand Management (TDM) solutions. These include removing the off-ramp from northbound MD 4 leading to Solomons Island, closing the northernmost entrance to South Patuxent Beach Road, and providing modified Tee intersections along MD 4, converting the existing shoulder to a travel lane to provide two travel lanes along northbound MD 4 from MD 235 to the Thomas Johnson Bridge. Separating the intersection improvement options from the mainline MD 4 options is also a potential strategy.

**Alternative 3 – Two-Lane Parallel Span**

Alternative 3 is a new, two-lane bridge that will be built parallel to the existing Thomas Johnson Bridge. With this alternative, the existing bridge will be kept open to traffic and will be converted to carry traffic in the southbound direction. The new span will carry traffic in the northbound direction. This span will consist of two 12 foot-wide travel lanes, a four-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. In addition, the bridge will have a 10-foot-wide shared use bicycle/pedestrian path separated by a concrete barrier. To avoid the piles and footings of the existing bridge, the new bridge will be placed a minimum of 25 to 75 feet from the existing bridge, depending on the size and placement of the existing piles and footings. The vertical profile of the bridge is expected to stay the same, with a 140-foot-high vertical clearance in the Patuxent River shipping channel.

**Alternative 4 – Four-Lane Parallel Span**

Alternative 4 is a new four-lane bridge that will be built parallel to the existing Thomas Johnson Bridge. Upon completion of the new bridge,

the existing bridge will be demolished. In each direction, the bridge will consist of two 12-foot-wide lanes, a four-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. In addition, there will be a 10-foot-wide shared use bicycle/pedestrian lane on one side of the bridge, which will be separated from the shoulder by a concrete barrier. To avoid the piles and footings of the existing bridge, the new bridge will be placed a minimum of 25 to 75 feet from the existing bridge, depending on the size and placement of the existing piles and footings. The height of the new bridge will be determined after a more detailed study of the Patuxent River shipping channel is completed.

### **Alternative 5 – Four-Lane**

#### ***Myrtle Point Crossing***

Alternative 5 is a new four-lane bridge that will be built from the Naval Recreation Center in Calvert County to the terminus of Patuxent Boulevard in Myrtle Point in St. Mary's County. In each direction, the bridge will consist of two 12-foot-wide lanes, a 4-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. In addition, there will be a 10-foot-wide shared use bicycle/pedestrian lane on one side of the bridge, which will be separated from the shoulder by a concrete barrier. This alternative will avoid Myrtle Point Park, and will maintain access to the park. Road connections with existing MD 4 will be maintained.

#### ***MD 4 Widening***

With Alternatives 3, 4, and 5, MD 4 is proposed to be widened to a four-lane divided roadway, with a 30-foot wide open grass median from north of the Patuxent River crossing to MD 235. The existing MD 4 will be converted to carry traffic in the northbound direction, and MD 4 will be expanded to the north. This option will consist of two 12-foot-wide lanes in each direction, a 10-foot-wide outside shoulder, and a four-foot-wide inside shoulder. Turning lanes may be added at all intersections along MD 4. An option for a 10-foot-wide bicycle/pedestrian facility to be constructed to the south side of MD 4, separated by a 10-foot-wide buffer, is included.

For Alternatives 3, 4, and 5, there are a number of options for the intersection of MD 4 and MD 235.

#### ***Option A – Continuous Flow Intersection***

This option takes left-turning traffic at the intersection of MD 4 and MD 235 and moves it to the left of oncoming traffic. This allows through traffic to go through the intersection without conflicting with the turning traffic. Under this option, each direction at the intersection will be made into a continuous flow leg. MD 4 will carry two through lanes in each direction, and MD 235 will maintain three through lanes in each direction.

#### ***Option B – At-Grade Intersection with One-Directional Flyover***

This option takes traffic turning left from southbound MD 4, and moves it onto a single-lane flyover ramp to avoid the MD 4/MD 235 intersection. MD 4 will carry two through lanes in each direction, while MD 235 will maintain three through lanes in each direction. MD 235 will have two left-turning lanes in each direction, and northbound MD 4 will have two left-turning lanes. Northbound MD 235 will have a free-flowing right turn onto northbound MD 4, and northbound MD 4 will have a free-flowing right turn onto southbound MD 235.

#### ***Option C – Partial Cloverleaf Interchange***

This option is a grade-separated interchange option, with MD 4 crossing over MD 235. Traffic turning from southbound MD 4 onto southbound MD 235 will travel straight through the interchange and then make a right turn onto a loop ramp to reach MD 235. The bridge over MD 235 will be six lanes, with two through lanes and a turn lane in each direction.

#### ***Option D – Single Point Urban Interchange***

This option is a grade-separated interchange option, with MD 4 crossing over MD 235. This option keeps all through traffic on MD 235 flowing, and directs all left turns through an interchange above MD 235. With this option, right turns are free movements. Through traffic along MD 4 will also cross through the Single Point Urban Interchange, with two through lanes in each

direction. MD 235 will have three through lanes in each direction.

## **ENVIRONMENTAL SUMMARY**

Analyses were performed on the mainline alternatives and associated interchange/intersection options to identify the potential for impacts to natural, cultural, and socioeconomic resources within the project area. A comparison and summary of potential impacts for each alternative and associated interchange/intersection options are included in Table 3.

### **Land Use**

The proposed improvements to MD 4 are consistent with the 2004 Comprehensive Plan for Calvert County and the 2001 St. Mary's County Growth Management Plan. Existing land use in the study area consists primarily of residential, forested, and institutional lands. Natural features, such as the Patuxent River, are concentrated towards the eastern end. Future land use in the study area reflects the projected growth in residential land within the St. Mary's County portion of the study area, and expansion of commercial and residential land uses in Calvert County.

Maryland's Smart Growth Expansion Legislation was enacted to limit sprawl and direct state funding for growth-related projects toward county designated Priority Funding Areas (PFAs). The MD 4 project is located entirely within a PFA and is therefore consistent with Smart Growth objectives.

There is one park located within the study area. The Myrtle Point Park is located in St. Mary's County along the Patuxent River, just north of the MD 4 corridor. No impacts to the park are anticipated with any of the alternatives currently being considered, including Alternative 5 – the four-lane Myrtle Point Crossing.

A public boat ramp is located near the Thomas Johnson Bridge on the Calvert County shore. Impacts to this facility, if any, will be determined as more detailed engineering is completed.

### **Socio-Economic**

SHA owns approximately 200 feet of right-of-way along the MD 4 corridor within the study area. A majority of the additional right-of-way needed will be considered "strip" takes along the mainline. The MD 4/MD 235 intersection/interchange improvements may require 4 to 7 commercial displacements. The Patuxent River crossing improvements may require 1 to 7 residential displacements, depending on the selected alternative.

As a result of reduction in congestion provided by the build alternatives, emergency response times are expected to improve in the study area. SHA has initiated coordination with emergency service providers to identify potential traffic delays during construction and detour routes that may affect response times.

In compliance with Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority and Low-Income Populations", SHA will avoid disproportionately high and/or adverse effects to minority and low-income populations throughout the study area, and will also make efforts to involve them in the process. Based on an initial review of census data, Environmental Justice (EJ) populations were not identified within the study area. Further research of the socioeconomic resources and characteristics will be conducted to ensure that SHA is not disproportionately or adversely affecting any EJ communities.

### **Cultural Resources**

Two known prehistoric archeological sites (Sites 18CV359 & 18CV254) are located along the project corridor within Calvert County and one additional site (18ST620) is along MD 4 in St. Mary's County. The project corridor also has high potential for archeology in the Patuxent River and Town Creek in areas that have not been subjected to dredging. An underwater survey for submerged archeological resources may be conducted in the Patuxent River and Town Creek, if necessary.

St. Peter's Episcopal Church was determined eligible for the National Register of Historic Places (NRHP). Three other resources in the area: the

Environmental Impacts Summary					
RESOURCE CATEGORY	Mainline Alternatives				
	Alt. 1(No-Build)	Alt. 2: TSM/TDM	Alt. 3: 2-Lane Parallel Span	Alt. 4: 4-Lane Bridge Replacement	Alt. 5: 4-Lane Myrtle Point Crossing
Displacements (number)	0	0	1	4	7
Stream Impacts (linear feet)	0	0	4,000-6,000	4,000-6,000	4,000-6,000
Floodplains (acre)	0	0	1-3	1-3	1-3
Woodlands (acre)	0	0	6-10	7-11	13-18
Wetlands (acre)	0	0	1-2	1-2	1-2
Critical Area Impacted	No	No	Yes	Yes	Yes
RESOURCE CATEGORY	MD 4/MD 235 Intersection Improvements				
	Continuous Flow Intersection	At-Grade Intersection with 1-directional Flyover	Partial Cloverleaf Interchange	Single Point Urban Interchange	
Displacements (number)	5	4	7	7	
Stream Impacts (linear feet)	0	0	0	0	
Floodplains (acre)	0	0	0	0	
Woodlands (acre)	2-3	1-2	4-5	2-3	
Wetlands (acre)	0-1	0-1	0-1	0-1	
Critical Area Impacted	No	No	No	No	

**Table 3**

Drum Point Lighthouse, the William Tennison Boat House, and the J.C. Lore Oyster House, have been listed on the NRHP. The Calvert Marine Museum and Drum Point Lighthouse are Maryland Historical Trust (MHT) Easement properties. Fourteen other resources have been inventoried in Calvert County within one mile of the Thomas Johnson Bridge, including Point Patience, the Solomons Methodist Cemetery, and the U.S. Naval Amphibious Training Base (Calvert Marina). In St. Mary's County, six resources have been inventoried. Three of these are included within the Myrtle Point MHT Easement property. No impacts to NRHP or eligible properties are anticipated with any of the alternatives currently being considered. As further design plans for the area are developed, additional coordination with MHT will occur to determine what impacts the Alternatives may

have on significant historic or archeological sites, as required under 36 CFR 800.4. In accordance with the Section 106 procedures of the National Historical Preservation Act, this workshop provides the opportunity for public input regarding impacts to historic properties.

### **Natural Environmental**

The project area is located within the Patuxent River watershed. The study area encompasses the Patuxent River and its tributaries which are classified by the Maryland Department of Natural Resources (DNR) as Use II waters (support of estuarine and marine aquatic life and shellfish harvesting). Use II waters may require in-stream work restrictions from June 1 through September 30, inclusive, during any year. Waterway impacts range from 4,000 to 6,000 linear feet depending

on the mainline alternative and associated interchange/intersection option. No other stream crossings have been identified within the study area. As alternatives are further developed, detailed wetland and stream delineations will be conducted.

National Wetland Inventory and DNR non-tidal wetland mapping indicates that palustrine wetlands are located within the study area. It is anticipated that there will be 1 to 3 acres of wetland impacts depending on the mainline alternative and associated interchange/intersection option. The project is anticipated to impact approximately 1 to 3 acres of the Patuxent River 100 year floodplain and 7 to 23 acres of woodlands depending on the mainline alternative and associated intersection/interchange option.

The study area is located within the Critical Area for the Chesapeake and Atlantic Coastal Bays. Construction of the mainline build alternatives and associated interchange/intersection options would occur within the Critical Area and the 100-foot buffer.

Coordination with the U.S. Fish and Wildlife Service (USFWS) and DNR regarding state or federal listed rare, threatened, or endangered plant or wildlife species indicates that the study area may provide habitat for the American Peregrine Falcon, *Falco peregrinus anatum*. Breeding records indicate that the falcons are known to nest underneath the middle spans of the Thomas Johnson Bridge and the last breeding pair recorded was in 2004. The species has In Need of Conservation status in Maryland; therefore, no construction activity may occur within ¼ mile of the nest site (if present) from February to August. Additional surveys and data collection will take place as alternatives are developed. Mitigation may be required. Correspondence from the USFWS and DNR indicated no federally listed or state endangered or threatened species are known to occur within the study area, except for the occasional transient species.

Detailed air quality and noise analyses will be prepared during the next stage of the project planning study.

## **Coordination Plan**

A Coordination Plan has been drafted which is intended to define the process by which SHA will communicate information about the MD 4-Thomas Johnson Bridge Project Planning Study with cooperating and participating agencies, as well as with the public. The plan also identifies how input from agencies and the public will be solicited and considered. This plan is available for review and comment on the project's website at [www.marylandroads.com](http://www.marylandroads.com) and will also be available at the workshop.

## **OTHER RELATED TRANSPORTATION PROJECTS**

A number of on-going or recently completed studies and projects have focused on various transportation improvements within and around the MD 4 study area. The following is a list of transportation projects and studies:

### **Lusby Connector**

- The construction of a new east-west roadway connection from MD 765 to MD 2/4 in Lusby
- It will be developed in conjunction with Calvert County's Southern Connector Road
- Estimated to be open to traffic by Fall 2008

### **MD 760 / MD 765**

- Referred to as the Lusby Streetscape Project
- The project limits are along MD 760 from east of MD 765 to west of MD 765 and along MD 765 from Appeal Lane to south of MD 760
- This project is being led by SHA, and only funded for preliminary engineering

### **MD 2 Solomon's Museum Ramp**

- Involves the realignment of the intersection, adjustment of sidewalks, and a channelized median
- Estimated completion date of Summer 2008

## **MD 237 from MD 235 to Pegg Road**

- The upgrade and widening of MD 237 to a multi-lane highway
- The project includes sidewalks for pedestrians and wide curb lanes to serve bicyclists
- The project includes six signalized intersections; all other access points will be right-in, right-out
- Estimated to be open to traffic by Fall 2010

## **REMAINING STEPS IN THE PROJECT PLANNING PROCESS**

The following steps are required to complete the Project Planning Process:

- Evaluate and address public and agency comments resulting from studies to date and from the Alternates Public Workshop (Summer 2008)
- Identify alternatives for detailed study and complete detailed engineering (Spring 2009)
- Complete draft environmental document and hold a Location/Design Public Hearing (Fall 2009)
- Address Public Hearing comments
- Coordinate with Federal and State environmental resource agencies throughout the process
- Identify the SHA Preferred Alternative and Conceptual Mitigation (Spring 2010)
- Receive Location/Design Approval (Winter 2010/2011)

## **NON-DISCRIMINATION IN FEDERALLY ASSISTED AND STATE-AID PROGRAMS**

For information concerning non-discrimination in federally assisted and state-aid programs, please contact:

- Ms. Jennifer Jenkins, Director  
Office of Equal Opportunity  
Maryland State Highway Administration  
Mail Stop C-406  
707 North Calvert Street  
Baltimore, MD 21202  
Telephone: (410) 545-0315  
Toll-free in Maryland: 1-888-545-0098  
Email: [jjenkins4@sha.state.md.us](mailto:jjenkins4@sha.state.md.us)

## **RIGHT-OF-WAY AND RELOCATION ASSISTANCE**

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

- Ms. Susan K. Bauer  
District 5, Office of Real Estate  
Maryland State Highway Administration  
138 Defense Highway  
Annapolis, MD 21401  
Telephone: (410) 841-1057  
Toll-free in Maryland: 1-800-331-5603  
Email: [sbauer@sha.state.md.us](mailto:sbauer@sha.state.md.us)

## **MEDIA USED FOR MEETING NOTIFICATION**

An advertisement appeared in the following newspapers to announce this workshop:

- **St. Mary's Today**
- **Enterprise (St. Mary's)**
- **Calvert Independent**
- **Washington Post (Southern MD)**
- **The Calvert Recorder**
- **County Times**
- **Tester – Patuxent Naval Air Base**

## **YOUR OPINION MATTERS**

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

Questions or comments following the workshop may be addressed to any of the following team members:

- **Mr. Raja Veeramachaneni**  
Director, Office of Planning and Preliminary Engineering  
Maryland State Highway Administration  
Mailstop C-411  
707 North Calvert Street  
Baltimore, MD 21202
- **Mr. Mike Perrotta, Project Manager**  
Project Planning Division  
Maryland State Highway Administration  
Mail Stop C-301  
707 North Calvert Street  
Baltimore, Maryland 21202  
Telephone: (410) 545-8511

Toll-free in Maryland: 1-800-548-5026  
Email: mperrotta@sha.state.md.us

- **Ms. Alexis Zimmerer, Environmental Manager**  
Project Planning Division  
Maryland State Highway Administration  
Mail Stop C-301  
707 North Calvert Street  
Baltimore, Maryland 21202  
Telephone: (410) 545-8471  
Toll-free in Maryland: 1-866-527-0502  
Email: azimmerer@sha.state.md.us
- **Mr. Gregory D. Welker**  
District Engineer, District 5  
Maryland State Highway Administration  
138 Defense Highway  
Annapolis, MD 21401  
Telephone: (410) 841-1001  
Toll-free in Maryland: 1-800-331-5603  
Email: gwelker@sha.state.md.us
- **Mr. Daniel Montag**  
Area Engineer  
Federal Highway Administration  
– Delmar Division  
300 South New Street, Suite 2101  
Dover, DE 19904  
Telephone: (302) 734-1719

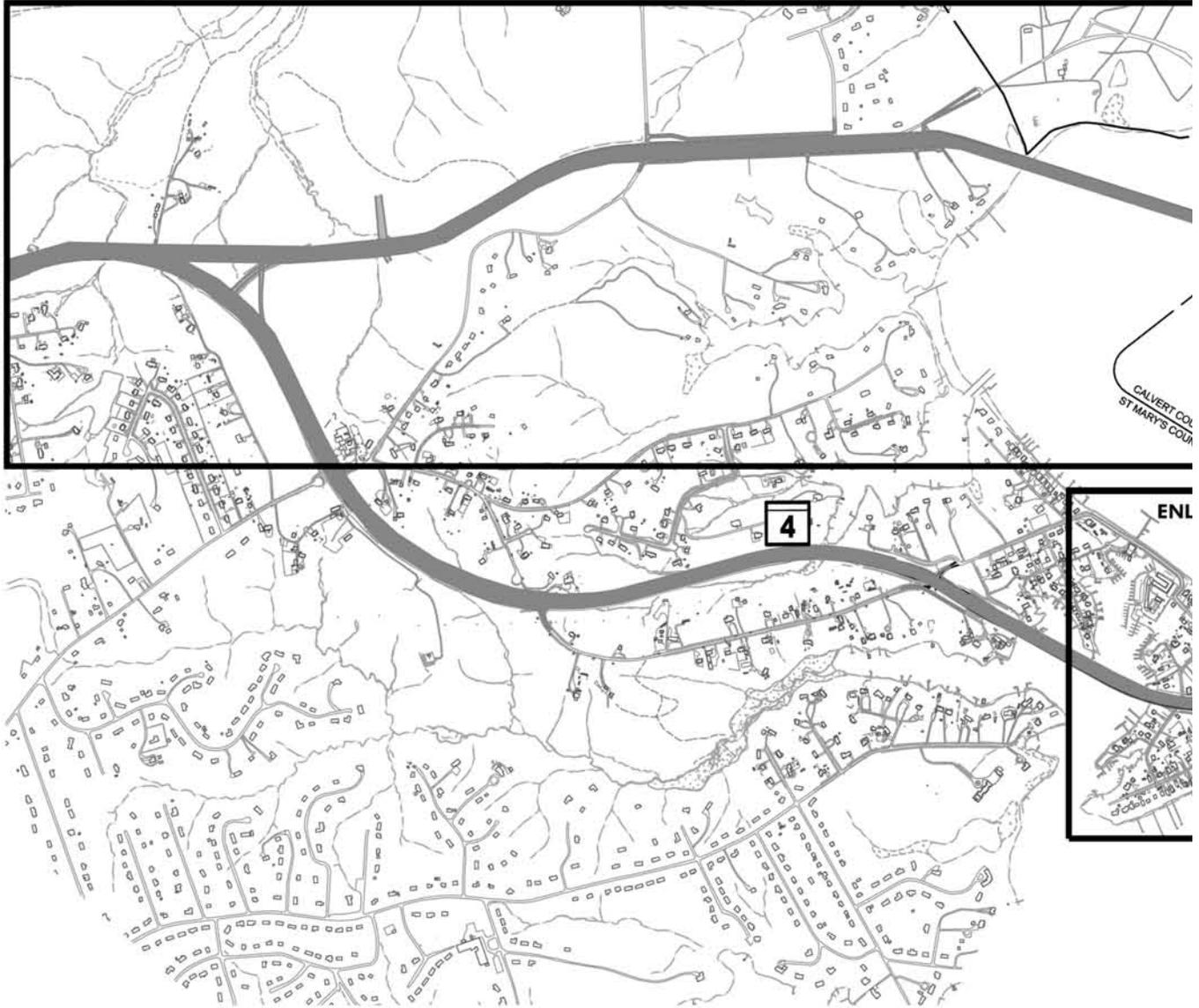
## **THANK YOU**

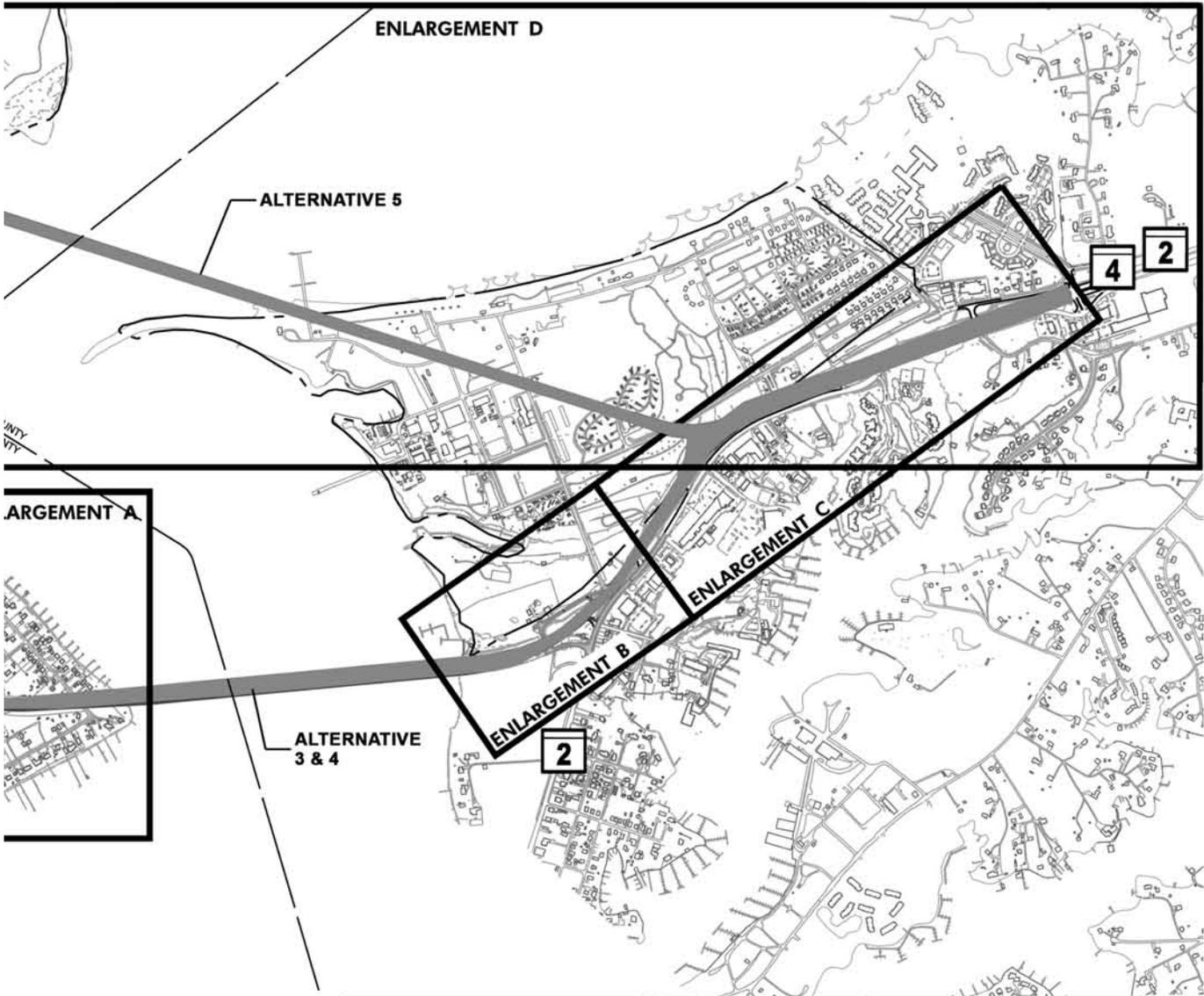
Thank you for participating in the MD 4 - Thomas Johnson Bridge Alternates Public Workshop. Your feedback is important to us. Should you have questions or concerns, please contact any project team member by mail, telephone, or email. The project team is available to meet with community organizations, business groups, and other interested groups.

For more information about this project and others, visit our internet site at:  
[www.marylandroads.com](http://www.marylandroads.com) (click on Projects).

# MD 4 PLANNING STUDY

MATCHLINE





**MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY**  
**MD 4 MAINLINE**



MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
PROJECT PLANNING DIVISION

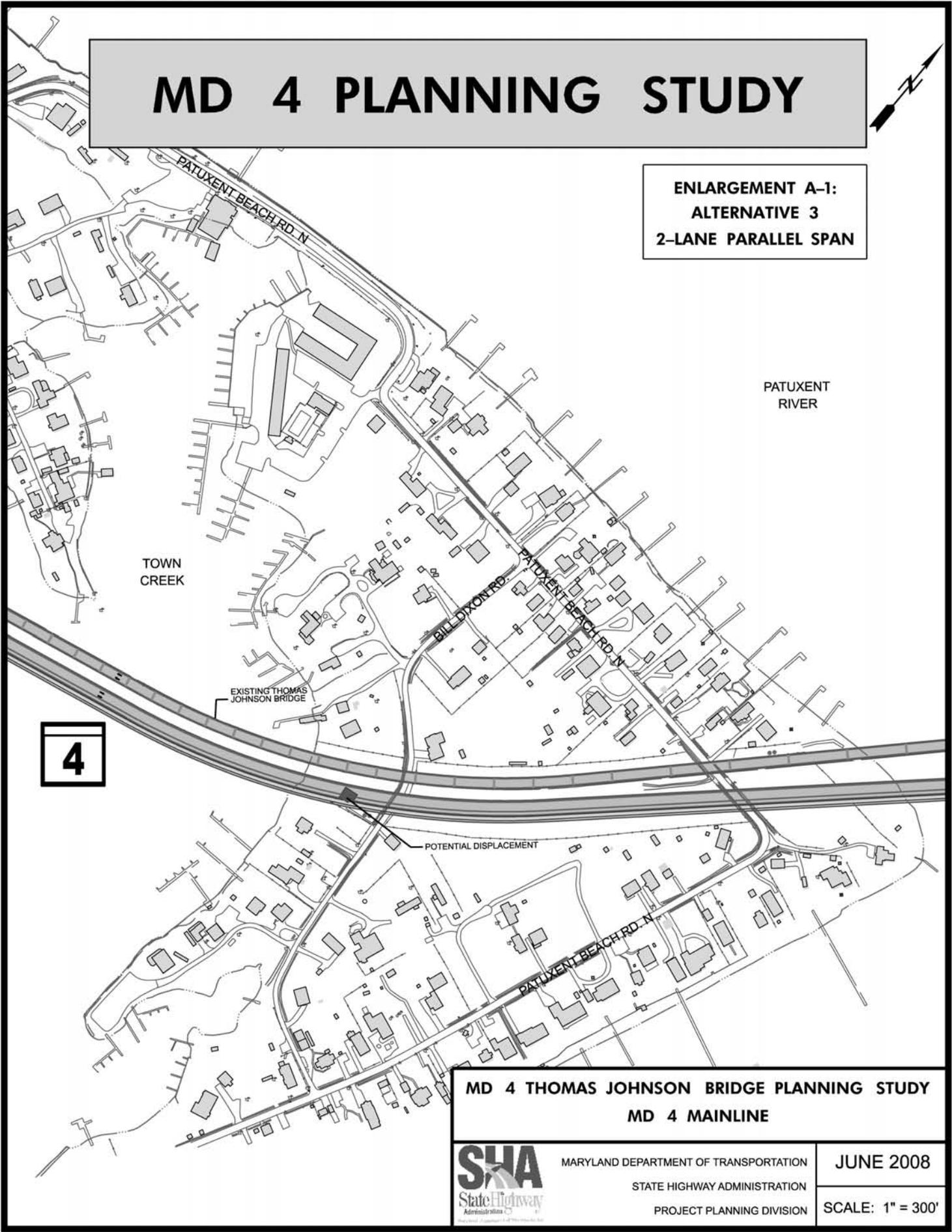
JUNE 2008

NOT TO SCALE

# MD 4 PLANNING STUDY



ENLARGEMENT A-1:  
ALTERNATIVE 3  
2-LANE PARALLEL SPAN



TOWN CREEK

PATUXENT RIVER

EXISTING THOMAS JOHNSON BRIDGE

POTENTIAL DISPLACEMENT

4

MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY  
MD 4 MAINLINE



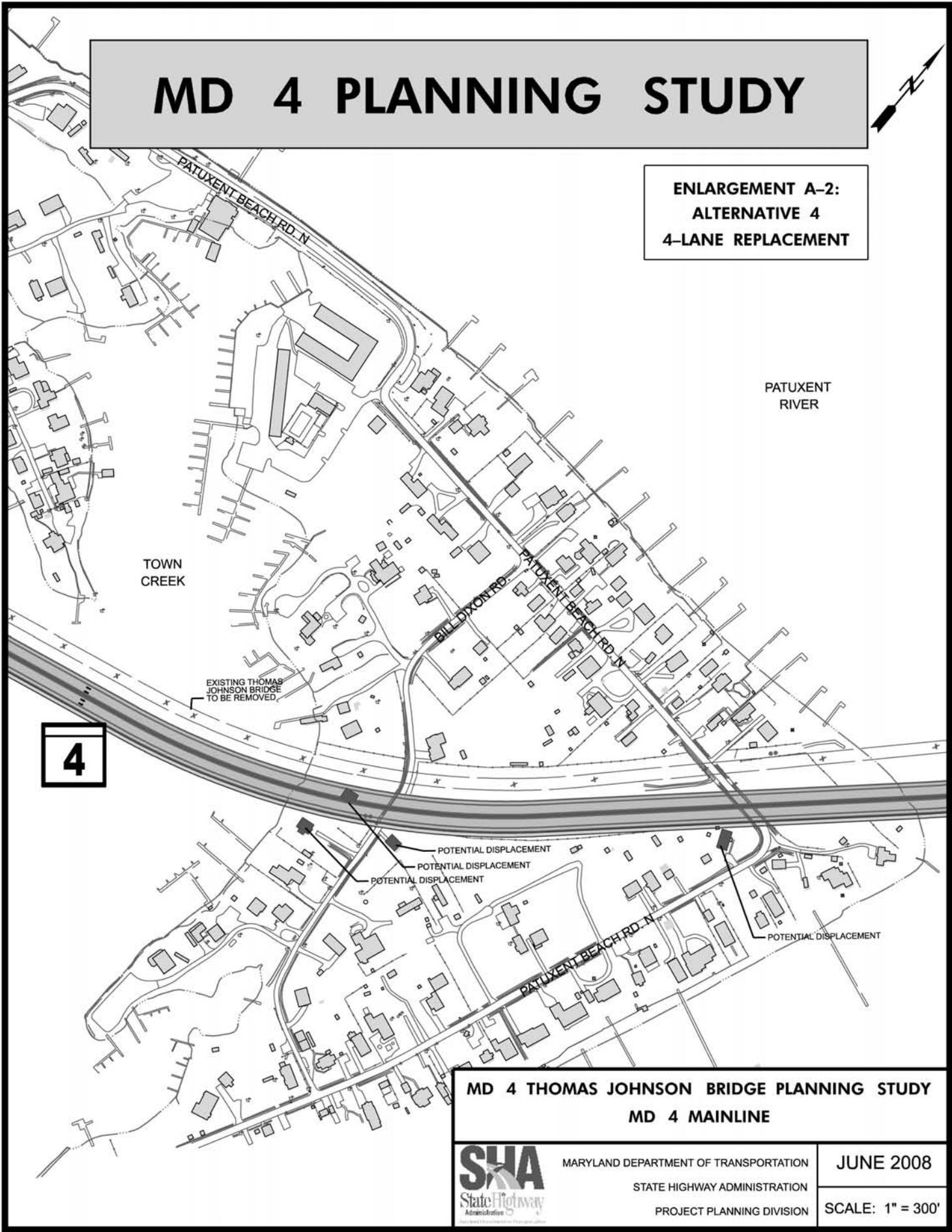
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
PROJECT PLANNING DIVISION

JUNE 2008

SCALE: 1" = 300'

# MD 4 PLANNING STUDY

ENLARGEMENT A-2:  
ALTERNATIVE 4  
4-LANE REPLACEMENT



TOWN CREEK

PATUXENT RIVER

EXISTING THOMAS JOHNSON BRIDGE TO BE REMOVED.

4

POTENTIAL DISPLACEMENT  
POTENTIAL DISPLACEMENT  
POTENTIAL DISPLACEMENT

POTENTIAL DISPLACEMENT

MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY  
MD 4 MAINLINE

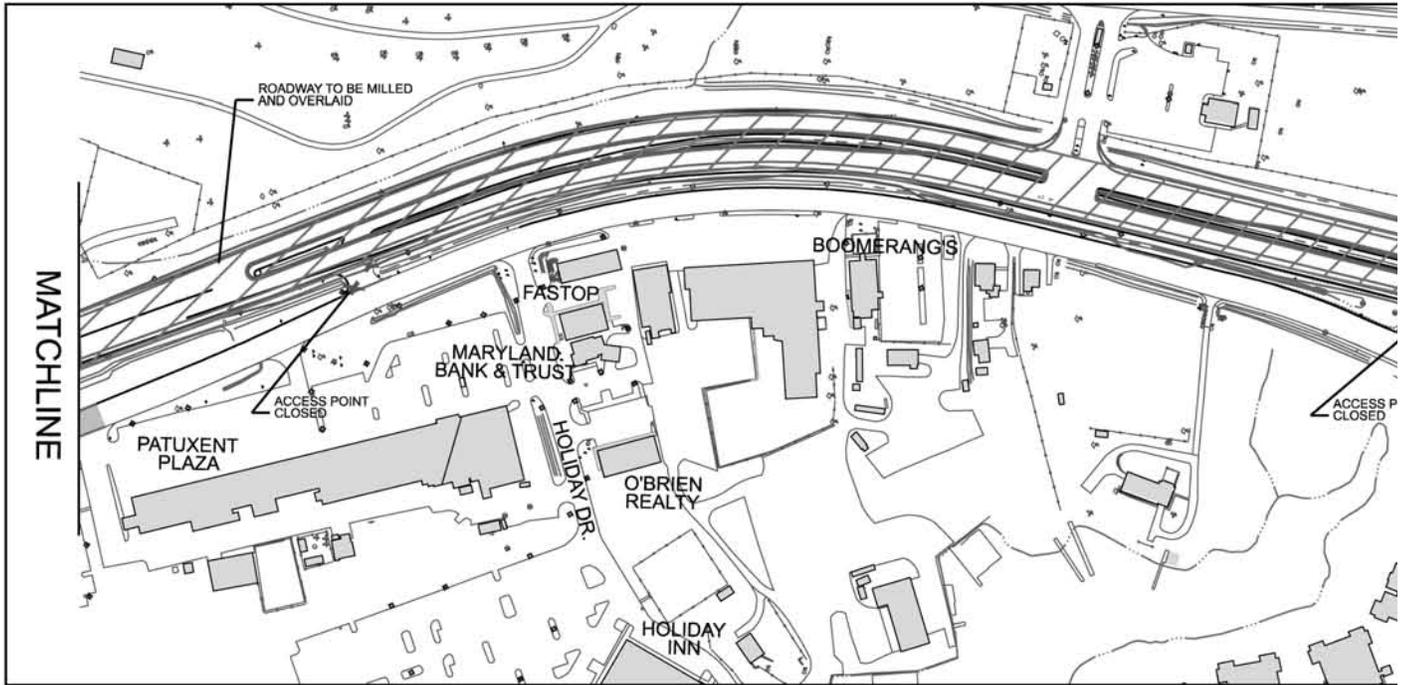
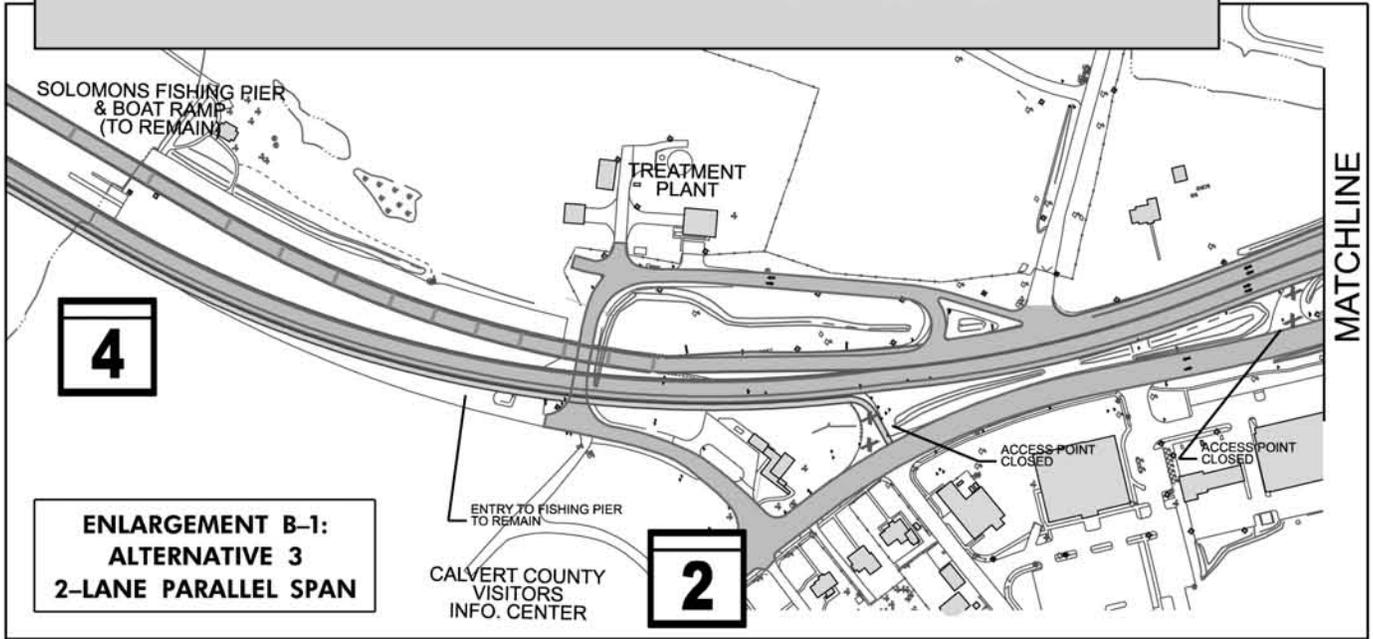


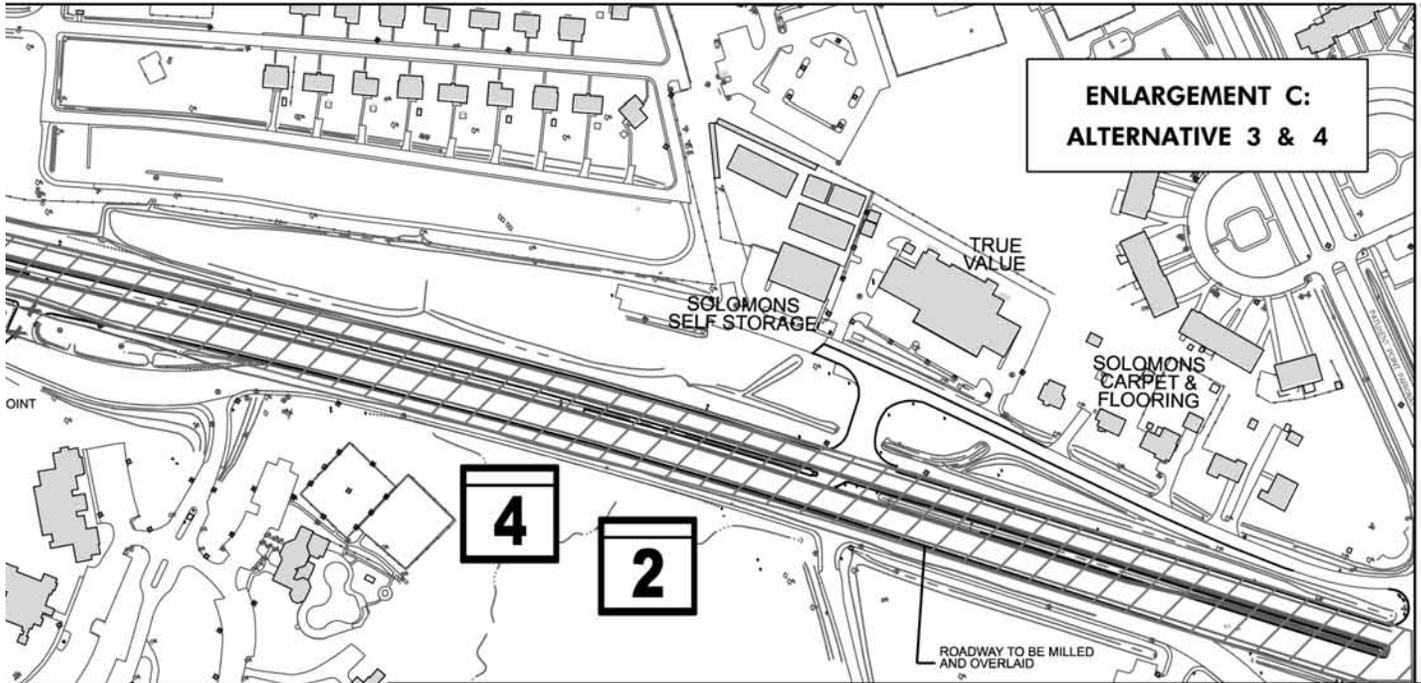
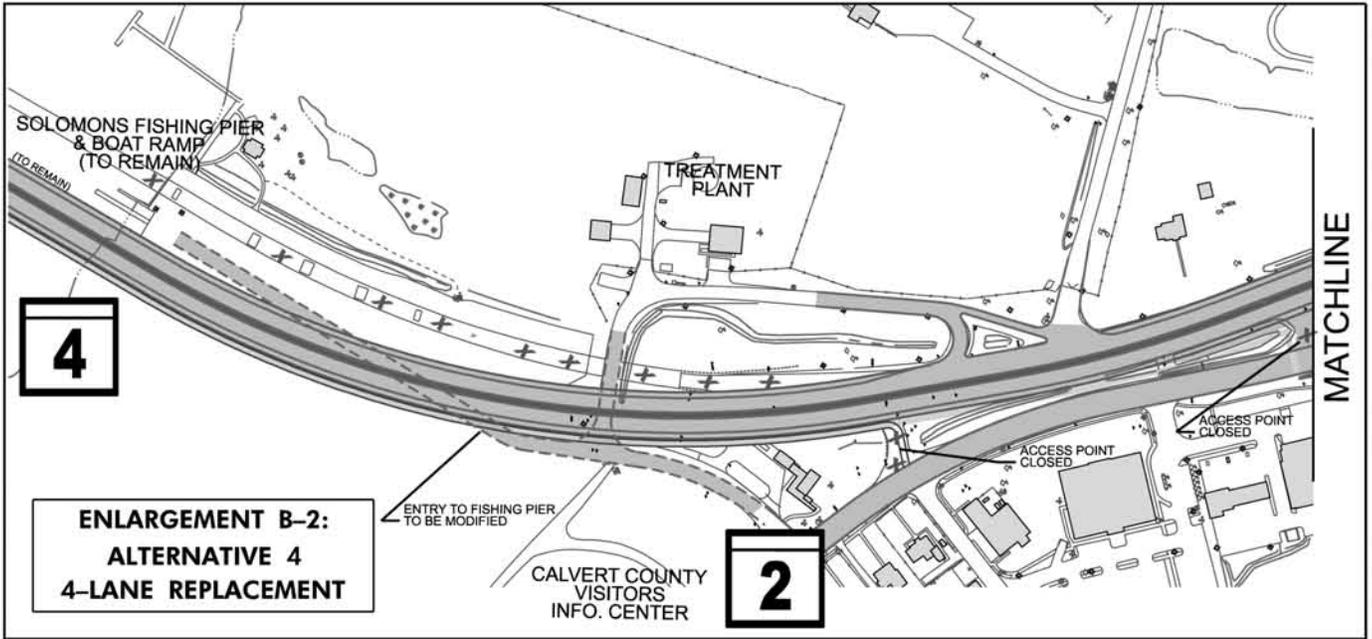
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
PROJECT PLANNING DIVISION

JUNE 2008

SCALE: 1" = 300'

# MD 4 PLANNING STUDY





**MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY**  
**MD 4 MAINLINE**

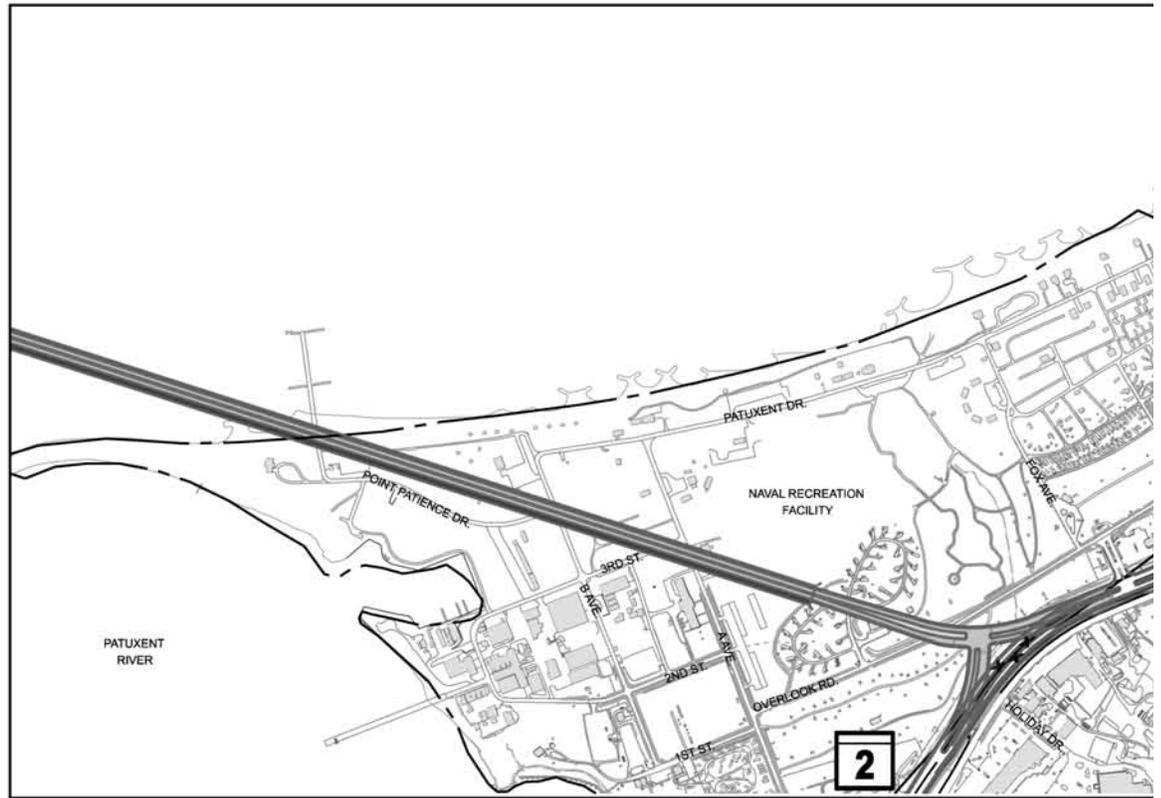
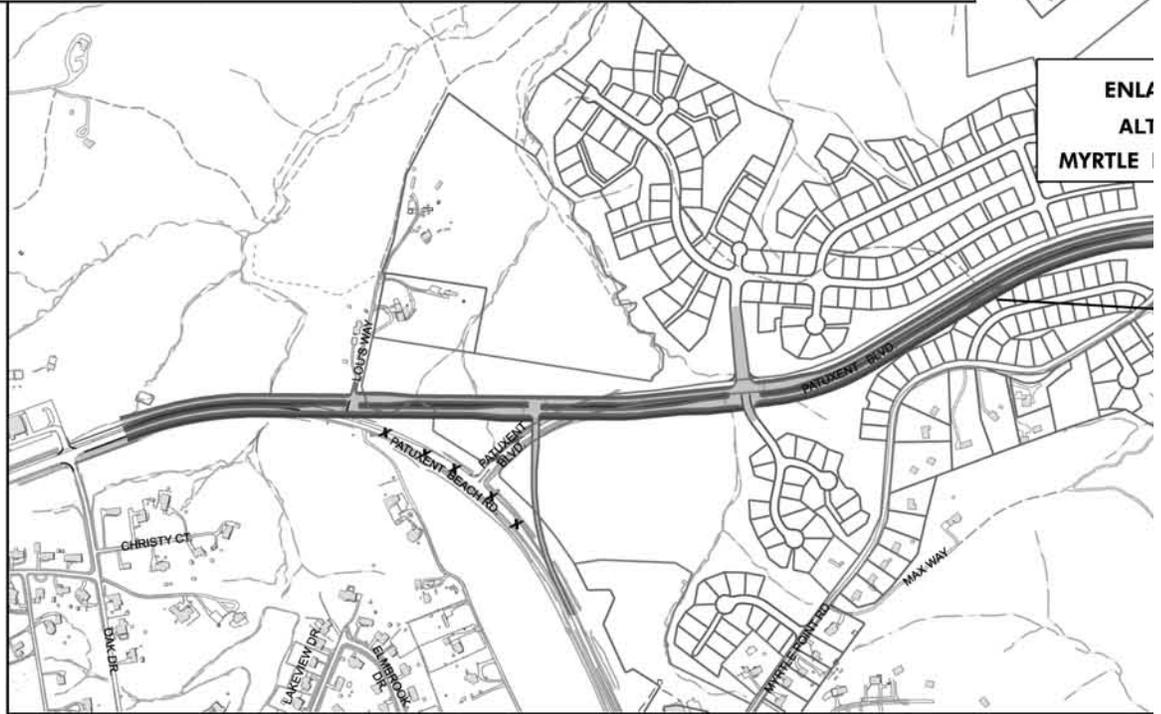


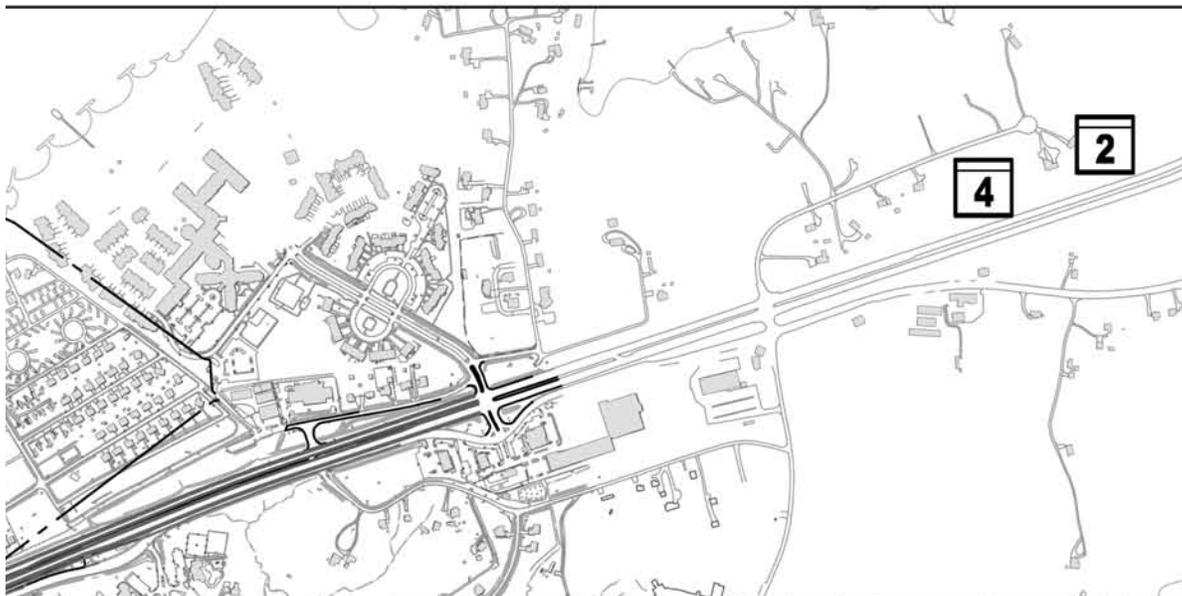
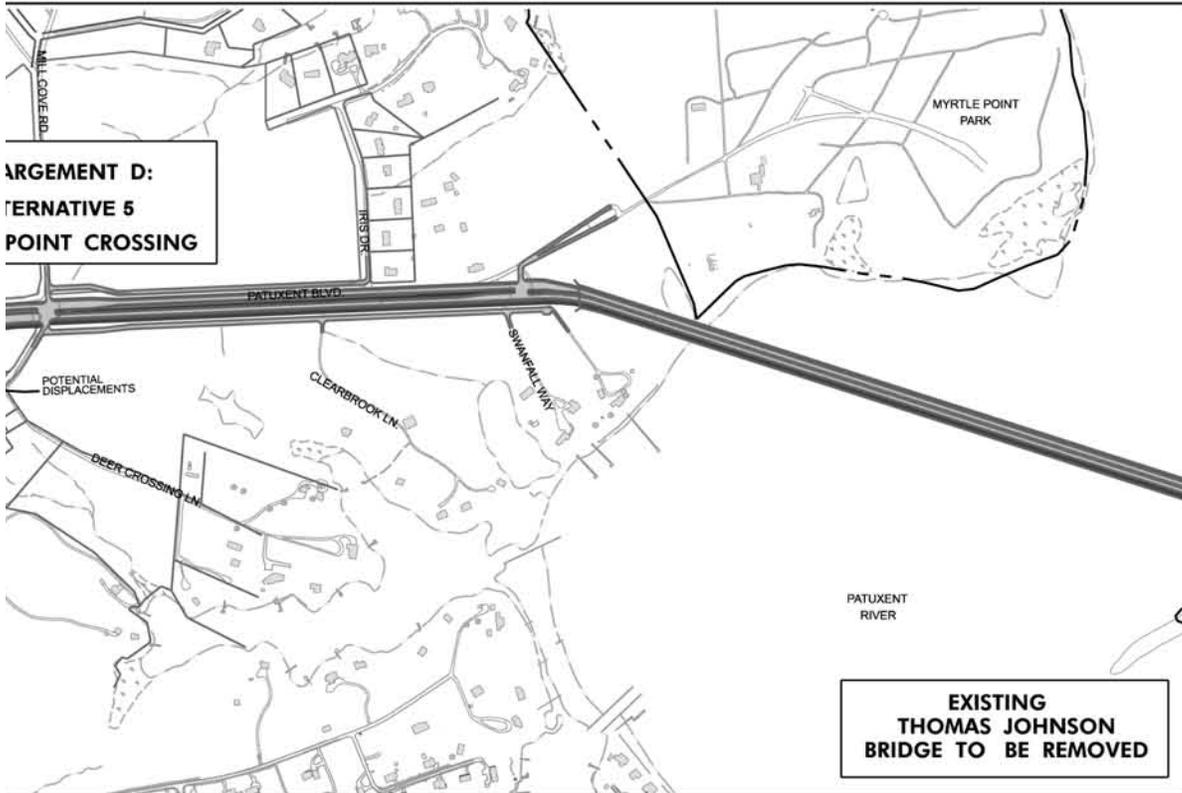
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STATE HIGHWAY ADMINISTRATION  
PROJECT PLANNING DIVISION

JUNE 2008

SCALE: 1" = 300'

# MD 4 PLANNING STUDY





**MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY  
MD 4 MAINLINE  
ALTERNATIVE 5**

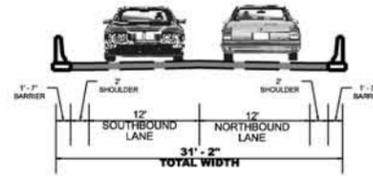


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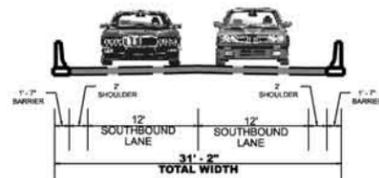
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SCALE: 1" = 1000'

# MD 4 PLANNING STUDY

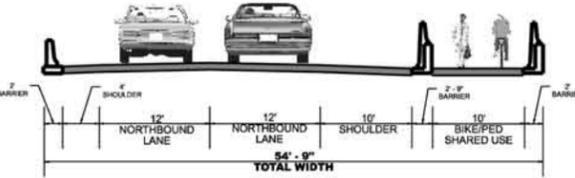


**EXISTING BRIDGE CONDITIONS**

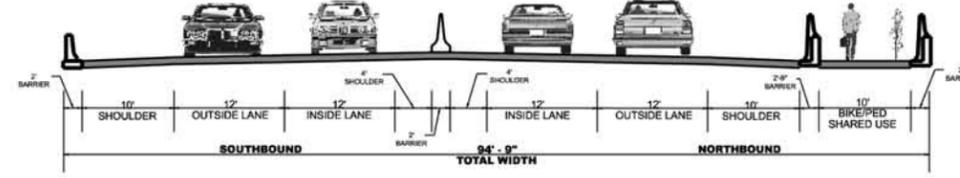


**EXISTING STRUCTURE**

**2-LANE PARALLEL SPAN**

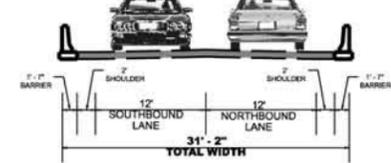


**TOTAL WIDTH**

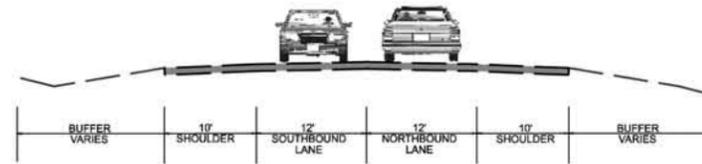


**PROPOSED CONDITIONS**

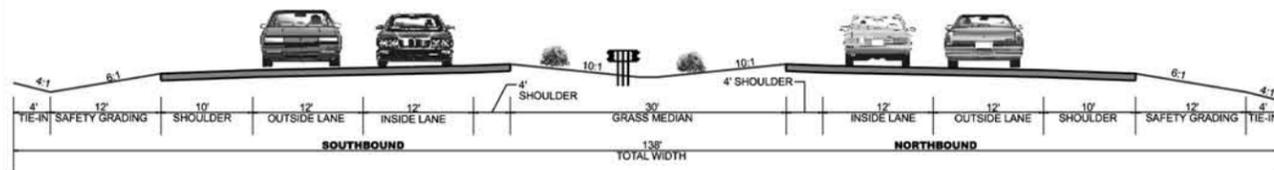
**4-LANE BRIDGE REPLACEMENT**



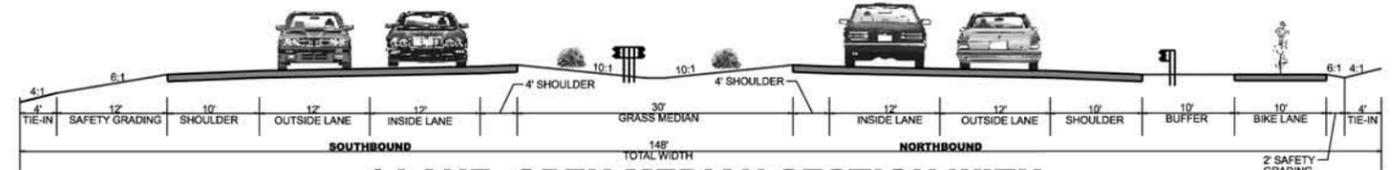
**EXISTING STRUCTURE TO BE REMOVED**



**EXISTING MAINLINE**



**4-LANE OPEN MEDIAN SECTION**



**4-LANE, OPEN MEDIAN SECTION WITH SERERATE BICYCLE/PEDESTRIAN FACILITY**

**MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY  
TYPICAL SECTIONS**

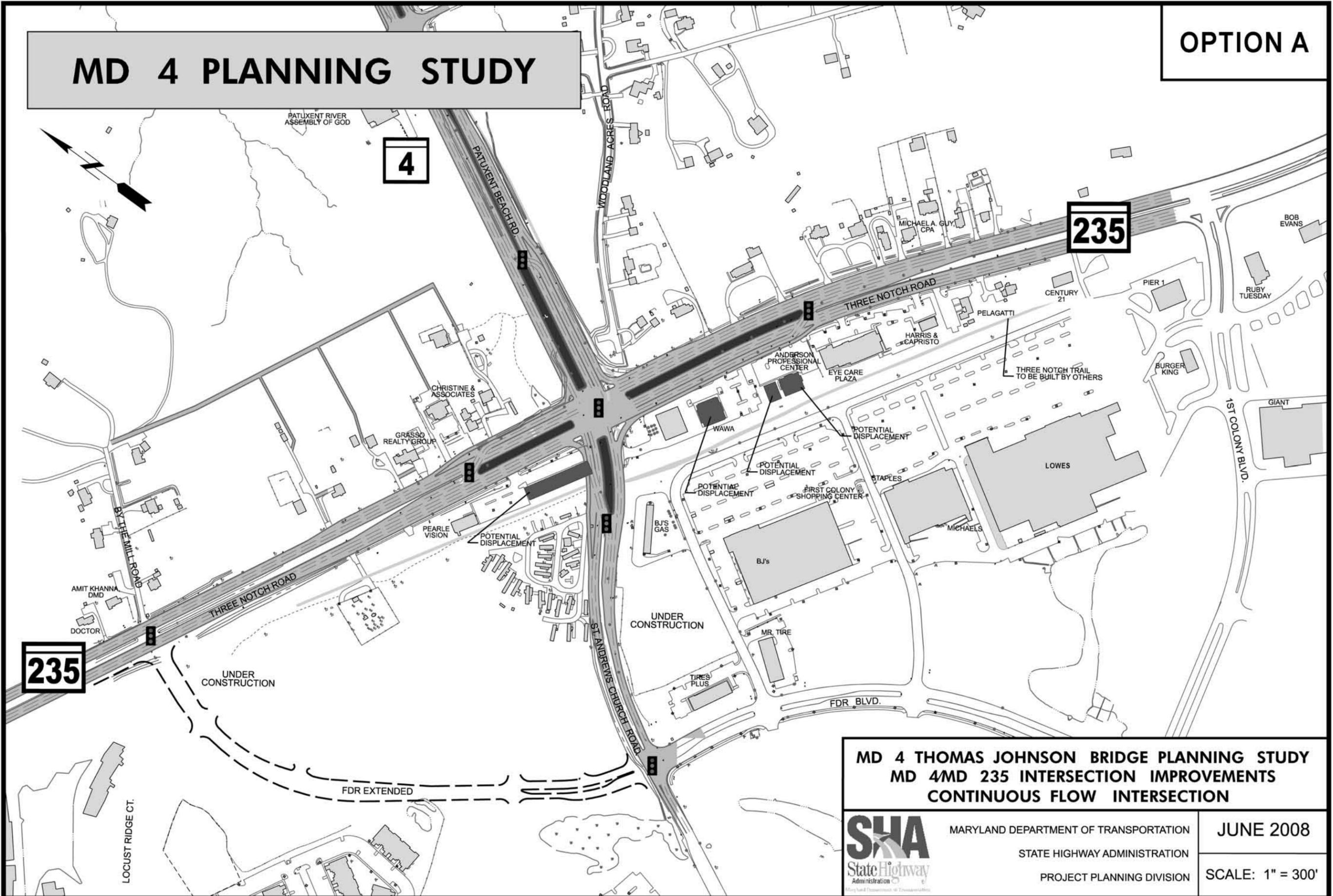


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JUNE 2008  
NOT TO SCALE

# MD 4 PLANNING STUDY

OPTION A



## MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY MD 4/MD 235 INTERSECTION IMPROVEMENTS CONTINUOUS FLOW INTERSECTION

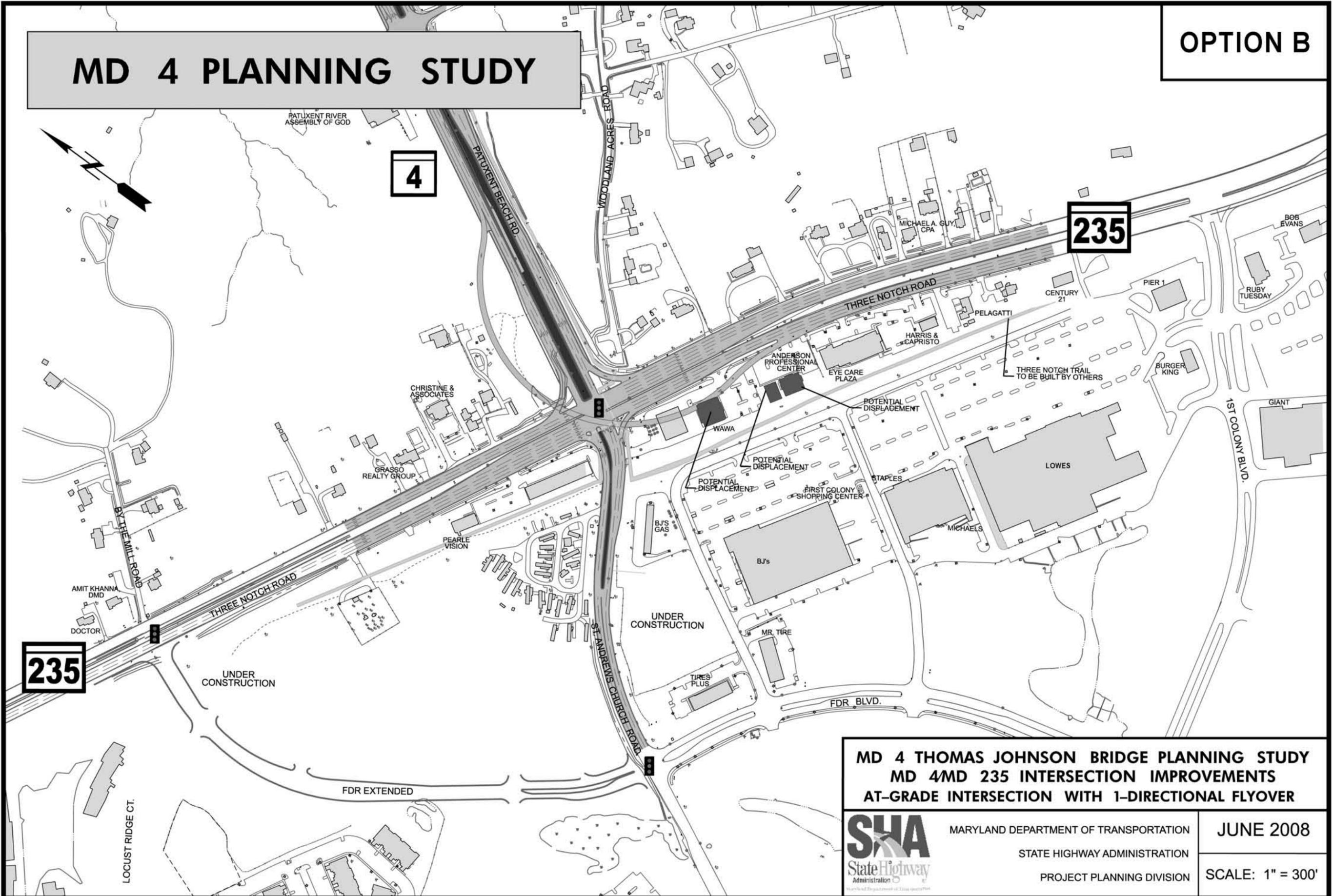


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SCALE: 1" = 300'

# MD 4 PLANNING STUDY

OPTION B



**MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY  
MD 4/MD 235 INTERSECTION IMPROVEMENTS  
AT-GRADE INTERSECTION WITH 1-DIRECTIONAL FLYOVER**

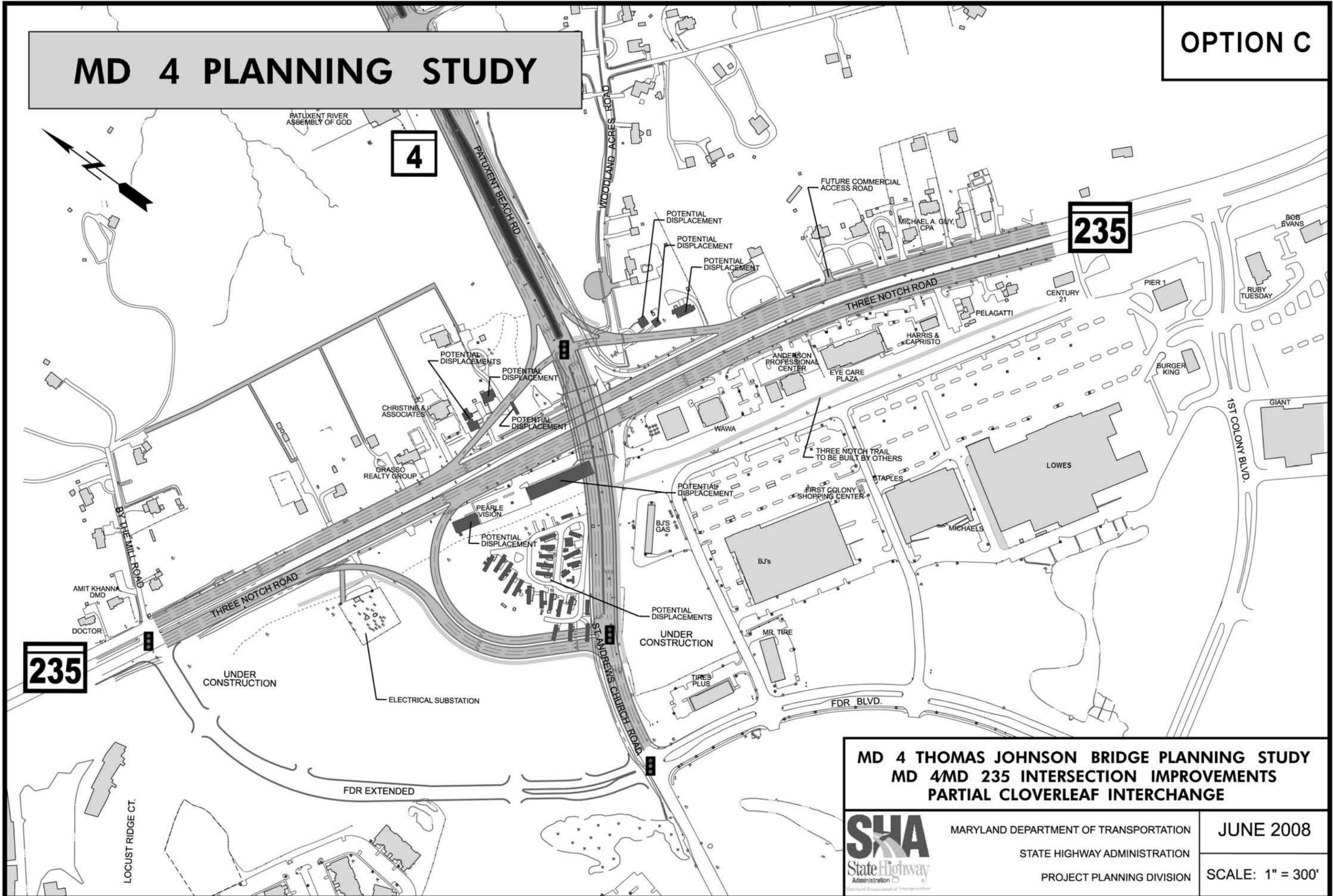


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SCALE: 1" = 300'

# MD 4 PLANNING STUDY

OPTION C



## MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY MD 4/MD 235 INTERSECTION IMPROVEMENTS PARTIAL CLOVERLEAF INTERCHANGE

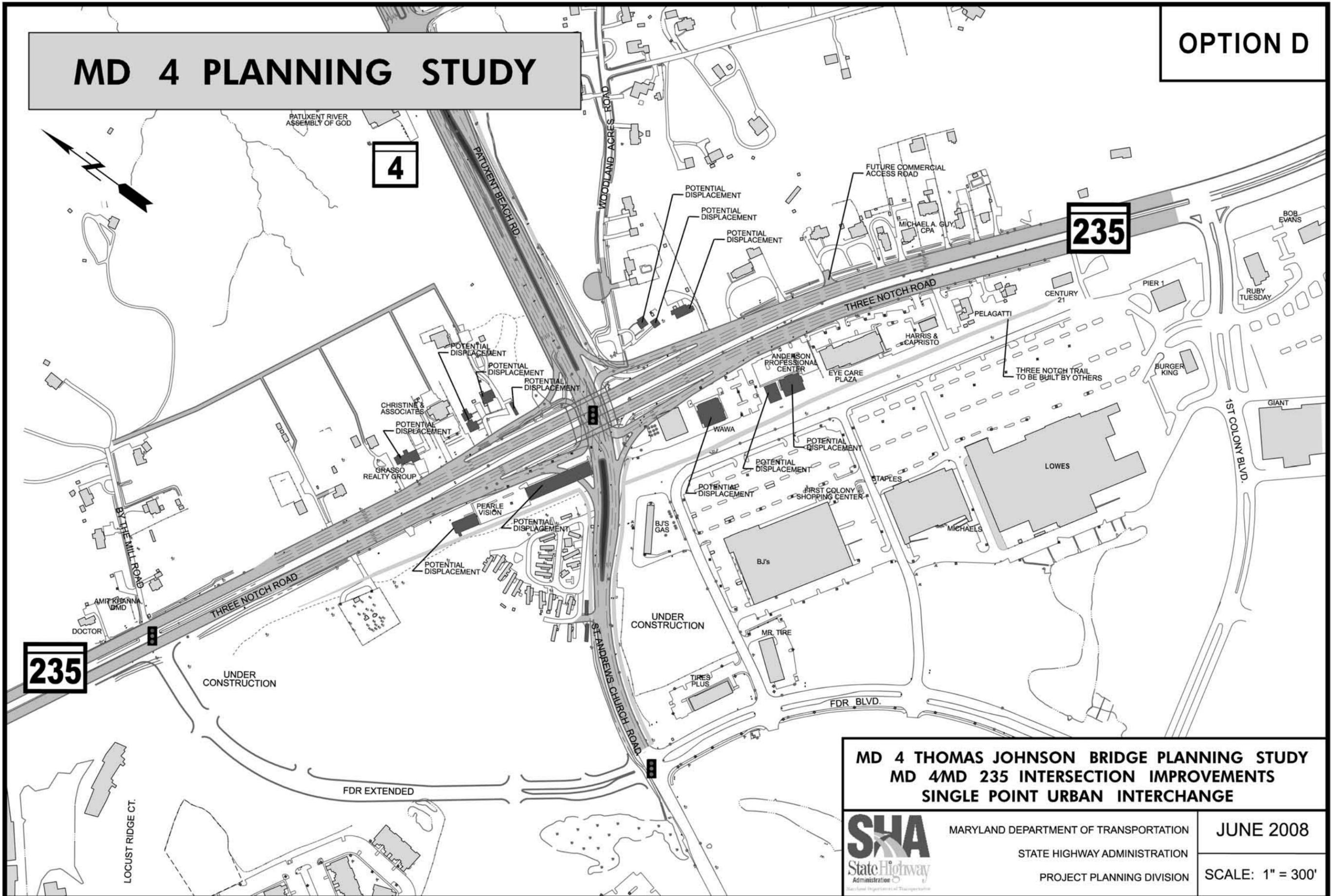


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SCALE: 1" = 300'

# MD 4 PLANNING STUDY

OPTION D



## MD 4 THOMAS JOHNSON BRIDGE PLANNING STUDY MD 4/MD 235 INTERSECTION IMPROVEMENTS SINGLE POINT URBAN INTERCHANGE



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SCALE: 1" = 300'



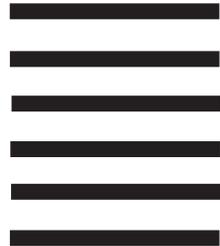
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*Please circle the most appropriate number.*

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Purpose of the Meeting	1	2	3	4
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Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
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*Which part of the brochure was most valuable?*

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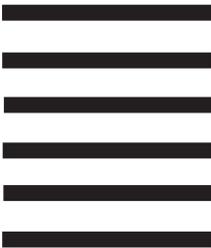
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