PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

✓ Federal Highway Administration
___ Environmental Protection Agency
___ US Coast Guard
___ Corps of Engineers
___ US Fish and Wildlife Service

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

Note: Please do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ St. Mary's County
___ MD Dept. of the Environment
___ MD Department of Planning
___ NAS Patuxent
___ Critical Areas Commission
___ MD Historical Trust
___ Tri-County Council of So. MD
___ Calvert County

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 11/13/2007

6/9/00

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
X Environmental Protection Agency
___ US Coast Guard
___ Corps of Engineers
___ US Fish and Wildlife Service

X **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

Note: Please do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ National Park Service
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___ MD Dept. of Natural Resources
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___ MD Dept. of the Environment
___ MD Department of Planning
___ NAS Patuxent
___ Critical Areas Commission
___ MD Historical Trust
___ Tri-County Council of So. MD
___ Calvert County

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 3/03/08

6/9/00

Alexis Zimmerer

From: Terrance.A.Knowles@uscg.mil on behalf of Knowles, Terrance [Terrance.A.Knowles@uscg.mil]
Sent: Tuesday, February 19, 2008 5:28 PM
To: Alexis Zimmerer
Subject: RE: SHA - MD 4 - Thomas Johnson Bridge Planning Study

Hello,

...I spoke with someone on the phone a couple months ago. At that time I gave a generic run-down of what I thought would be needed. In general this waterway is tidal and thus under the jurisdiction of the Coast Guard as it relates to Bridge Administration issues. Therefore, a Coast Guard Bridge Permit will be required.

We need Navigation to be addressed within the environmental document (EA, EIS), describing the number and types of boats using the waterway. Also, the heights of these boats are needed. We will need a list of adjacent property owners (1/2 mile radius of bridge) and their addresses.

We will need specific input from the Environmental Document, such things that regularly slow-up our bridge permitting process. Things like Water Quality Certification, Coastal Zone Consistency, Army Corps Permit, SHPO/Section 106 approval, approval by National Marine Fisheries, and other Federal and State approvals.

Thank you,

Terry Knowles
USCG 5th District Bridges
Ph: 757-398-6587

-----Original Message-----
From: AZimmerer@sha.state.md.us [mailto:AZimmerer@sha.state.md.us]
Sent: Tuesday, February 19, 2008 4:06 PM
To: Knowles, Terrance
Subject: RE: SHA - MD 4 - Thomas Johnson Bridge Planning Study

Hello Mr. Knowles,

I'd like to introduce myself as the current Environmental Manager for the MD 4 - Thomas Johnson Bridge Planning Study. Additionally, I also ask that this email serve as a friendly reminder that the Purpose and Need Package for MD-4 Thomas Johnson Bridge was sent out on October 26, 2007. The Concurrence/Comments were due on November 12, 2007. Currently, there are still agency Concurrence/Comments responses outstanding. Please submit your Concurrence/Comments to me via email at azimmerer@sha.state.md.us <mailto:d@sha.state.md.us> or by fax at 410-209-5004 as soon as possible.

Per our conversation, I've attached a copy of the P&N concurrence form. If you have other concerns or comments regarding this project, please do not hesitate to contact me.

Thank you,

Alexis Zimmerer

Environmental Manager

Project Planning Division

Maryland State Highway Administration

Phone 410-545-8471

Fax 410-209-5004

The information contained in this communication (including any attachments) may be confidential and legally privileged. This email may not serve as a contractual agreement unless explicit written agreement for this purpose has been made. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender indicating that it was received in error and delete the original message and any copy of it from your computer system.

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PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Environmental Protection Agency
___ US Coast Guard
✓ Corps of Engineers
___ US Fish and Wildlife Service

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

Note: Please do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ National Park Service
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ St. Mary's County
___ MD Dept. of the Environment
___ MD Department of Planning
___ NAS Patuxent
___ Critical Areas Commission
___ MD Historical Trust
___ Tri-County Council of So. MD
___ Calvert County

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: Cathy Anderson Date: 11-6-02

Patrick Read

From: Bill_Schultz@fws.gov
Sent: Monday, December 17, 2007 10:10 AM
To: Patrick Read
Subject: Re: MD 4- Thomas Johnson Bridge Purpose and Need Concurrence Reminder

Due to an excessive workload, the U.S. Fish and Wildlife Service will not be participating on this project in the foreseeable future.

"Patrick Read"
<PRead@sha.state.
md.us>

12/11/2007 12:47
PM

To
<bill_schultz@fws.gov>,
<ggolden@dnr.state.md.us>,
<john.nichols@noaa.gov>,
<magerr.kevin@epa.gov>,
<smhurt@mccormicktaylor.com>,
"Kozloski, Robert P CIV NDW, N9"
<robert.p.kozloski@navy.mil>

cc

Subject
MD 4- Thomas Johnson Bridge Purpose
and Need Concurrence Reminder

This email is to serve as a friendly reminder that the Concurrence/Comments on the Purpose and Need Package for MD-4 Thomas Johnson Bridge was sent out on October 26, 2007 and the Concurrence/Comments were due on November 12, 2007. If possible, please submit your Concurrence/Comments to me via email at pread@sha.state.md.us or by fax at 410-209-5004 by COB December 14, 2007. If you have already submitted your Concurrence/Comments on the Purpose and Need Package Please disregard this email.

Thank you,

Pat

Patrick Read
Environmental Manager
Project Planning Division
Maryland State Highway Administration
Phone 410-545-8471
Fax 410-209-5004

The information contained in this communication (including any attachments) may be

confidential and legally privileged. This email may not serve as a contractual agreement unless explicit written agreement for this purpose has been made. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender indicating that it was received in error and delete the original message and any copy of it from your computer system.

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 355

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

___ Concurs (without comments) ___ Concurs (w/ minor comments) ___Does Not Concur

Comments / Reasons for Non-Concurrence:

Note: Please do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

x National Park Service ___ MD Dept. of the Environment ___ MD Historical Trust
___ National Marine Fisheries Service ___ MD Department of Planning ___ Metropolitan Planning Org.
___ MD Dept. of Natural Resources

___ Provides Comments (below or attached) x Has No Comments

Comments:

Additional Information Needed:

Signature: /s/ Lloyd N. Chapman, NPS-NER-RSS-PA Date: April 17, 2008

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Northeast Region
Habitat Conservation Division
410 Severn Avenue, Suite 107A
Annapolis, MD 21403
Commercial Phone: (410) 267-5675
FAX#: ~~(410) 267-5666~~ (410) 295-3031

FAX TRANSMITTAL

TO: Patrick Read

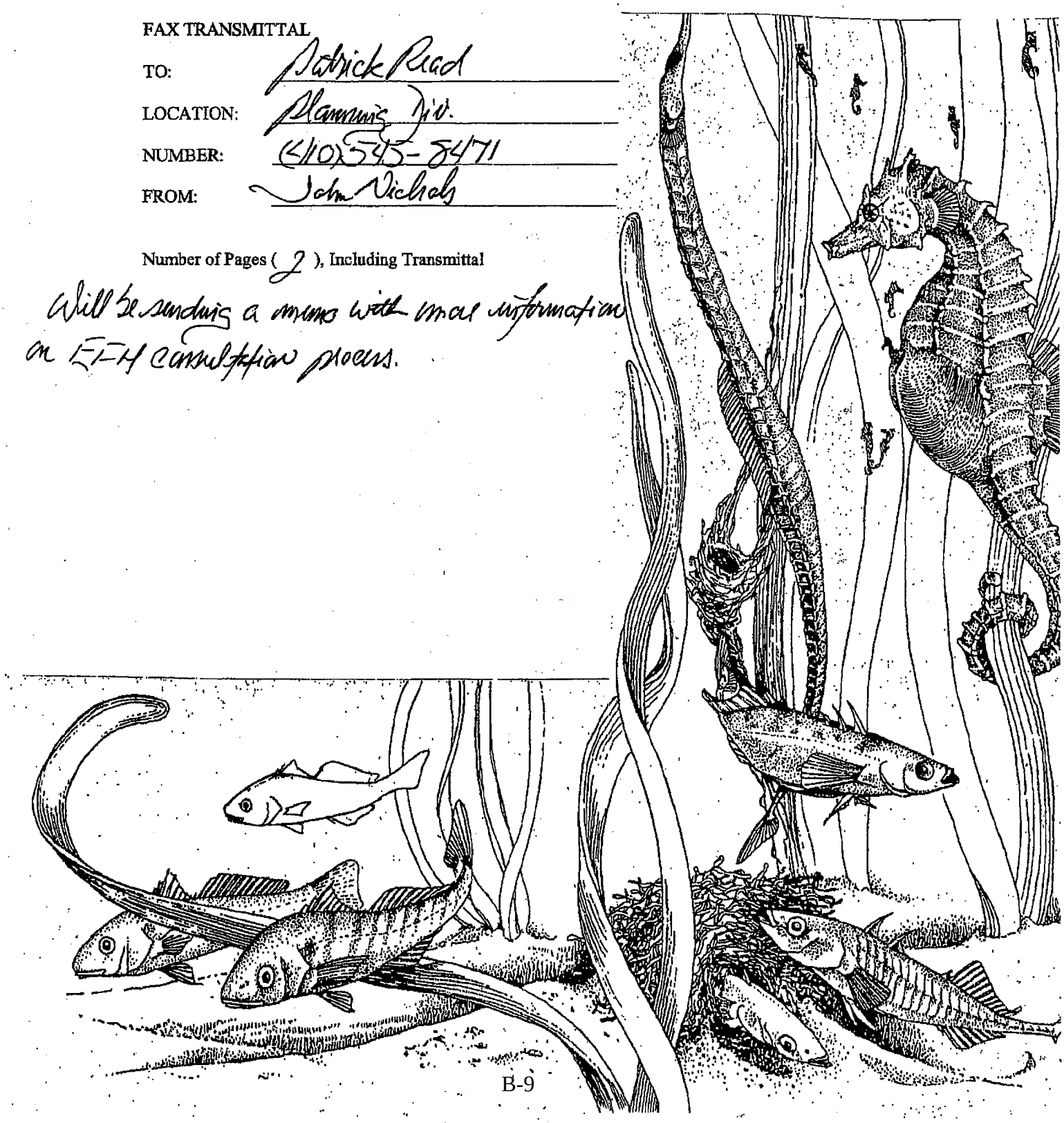
LOCATION: Planning Div.

NUMBER: (410) 545-8471

FROM: John Nichols

Number of Pages (2), Including Transmittal

Will be sending a memo with more information on EFH consultation process.



PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Environmental Protection Agency
___ US Coast Guard
___ Corps of Engineers
___ US Fish and Wildlife Service

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

Note: Please do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ National Park Service
✓ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ St. Mary's County
___ MD Dept. of the Environment
___ MD Department of Planning
___ NAS Patuxent
___ Critical Areas Commission
___ MD Historical Trust
___ Tri-County Council of So. MD
___ Calvert County

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments: Essential Fish Habitat (EFH) consultation, including preparation of an EFH assessment, is required for this project.

Additional Information Needed:

Signature: [signature] Date: 1/2/07

6/9/00

ATTN. Alexis Zimmerer

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 355

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

___ Concurs (without comments) ___ Concurs (w/ minor comments) ___ Does Not Concur

Comments / Reasons for Non-Concurrence:

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___ National Park Service ___ MD Dept. of the Environment ___ MD Historical Trust
___ National Marine Fisheries Service ___ MD Department of Planning ___ Metropolitan Planning Org.
✓ MD Dept. of Natural Resources

✓ Provides Comments (below or attached) ___ Has No Comments

Comments: see below. 2 comments

Additional Information Needed: None

Signature: Gregory J. Holder Date: 4/16/08

Regarding version dated June 2007:

(1) Pg 14 3rd ¶ - 1st sentence could more accurately read, "The Patuxent River is a designated river within the State of Maryland Scenic and Wild Rivers Program."

(2) Pg 14 last ¶ - technically, tidal portions of the tributs are USE II, and non-tidal portions are USE I. The restriction period referenced on page 15 may or may not be over-~~sim~~ simplified. This can be analyzed in more detail as the study continues, so it does not necessarily need to be edited in this document.

6/9/00

44825 St. Andrews Church Road
California, Maryland 20619
Phone: (301) 863-8400
Fax: (301) 863-8810
Email: smcpw@mail.ameritel.net

St. Mary's County
Department of Public Works

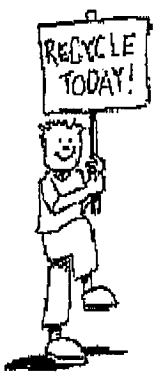
Fax

To:	Alexis Zimmerer	**From:**	John Groeger
Firm/Agency:	State Highway Administration	**# Pages:**	2
Fax #:	410-209-5004	**Date:**	4/2/08
Subject:	MD Route 4 Purpose and Need		

☐ Urgent ☐ For Review ☐ Please Comment ☐ Please Reply ☒ FYI

Comments:

Attached as requested is the Purpose and Need Concurrence form.



Visit our Website at

http://www.saintmaryscountymd.com/dpw/

PURPOSE AND NEED

St. Marys County DPW&T

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 355

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

Note: Please do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ National Park Service ___ MD Dept. of the Environment ___ MD Historical Trust
___ National Marine Fisheries Service ___ MD Department of Planning ___ Metropolitan Planning Org.
___ MD Dept. of Natural Resources

___ **Provides Comments (below or attached)** ✓ **Has No Comments**

Comments:

Additional Information Needed:

Signature: [signature] Date: 4/2/08

Deputy Director

6/9/00

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 355

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Corps of Engineers
___ Environmental Protection Agency ___ Fish and Wildlife Service

✓ Concurs (without comments) ___ Concurs (w/ minor comments) ___ Does Not Concur

Comments / Reasons for Non-Concurrence:

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___ National Park Service ✓ MD Dept. of the Environment ___ MD Historical Trust
___ National Marine Fisheries Service ___ MD Department of Planning ___ Metropolitan Planning Org.
___ MD Dept. of Natural Resources

___ Provides Comments (below or attached) ✓ Has No Comments

Comments:

Additional Information Needed:

Signature: Elder A. Ghigiarelli Jr Date: 2/21/08

6/9/00

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Environmental Protection Agency
___ US Coast Guard
___ Corps of Engineers
___ US Fish and Wildlife Service

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

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___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
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___ MD Dept. of the Environment
✓ MD Department of Planning
___ NAS Patuxent
___ Critical Areas Commission
___ MD Historical Trust
___ Tri-County Council of So. MD
___ Calvert County

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:
May add, "bicycle" in the purpose statement.
The maps are legible and helpful.

Additional Information Needed:

Signature: [illegible] Date: 11/1/07

6/9/00

Post-it® Fax Note 7671	Date 1/7/08	# of pages ▶ 1
To Patrick Read	From Connie Clausen	
Co./Dept.	Co. NAS Pax River	
Phone #	Phone # 301-757-4889	
Fax # 410-209-5004	Fax #	

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

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___ Corps of Engineers
___ US Fish and Wildlife Service

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___ MD Dept. of the Environment
___ MD Department of Planning
✓ NAS Patuxent
___ Critical Areas Commission
___ MD Historical Trust
___ Tri-County Council of So. MD
___ Calvert County

✓ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:
1. When the report refers to the base it should be consistent. (i.e., NAS Patuxent River, or Patuxent River Naval Air Station.
2. The last paragraph on page 1 of the Purpose & Need Summary (Projected Need) mentions NAS hosting over 17,000 people. Current number is more than 21,000.

Additional Information Needed:
3. The third paragraph on Page 2 of the Purpose & Need Summary (As of 2005, under the Base...) seems out of place. If it's relevant and needs to be mentioned at all, suggest it might fit better in the last paragraph on Page 1. → *

Signature: Connie Clausen Date: 1/7/08

* The number noted in item 2 above would cover this.

6/9/00

Patrick Read

From: Clausen, Connie A. [connie.clausen@navy.mil]
Sent: Tuesday, January 08, 2008 3:22 PM
To: Patrick Read
Cc: Quigley, Michael P CIV NDW PAXR, N00; Kozloski, Robert P CIV NDW PAXR, N33
Subject: COMMENTS ON THE PURPOSE AND NEED STATEMENT

Patrick,
Naval Air Station (NAS) Patuxent River has reviewed the Purpose and Need Statement for the MD4 - Thomas Johnson Bridge Planning Study informational package.

Our comments are provided below:

1. When the report refers to the base it should be consistent, (i.e., NAS Patuxent River, or Patuxent River Naval Air Station).

2. The last paragraph on page 1 of the Purpose and Need Summary (projected need) mentions NAS hosting over 17,000 people. Current number is more than 21,000.

3. The third paragraph on page 2 of the Purpose and Need Summary ("as of 2005, under the base...") seems out of place. If it's relevant and needs to be mentioned at all, suggest it might fit better in the last paragraph of page 1 (the number noted in item 2 above would cover this).

Per your request, I faxed a copy of our comments to (410) 209-5004.

Please give me a call if you have any questions.

Vr/Connie Clausen
Strategic Services Program Integrator / Community Outreach Coordinator
NAS Patuxent River ICO staff
(301) 757-4889
(202) 369-2094

RECEIVED
OCT 29 2007
CRITICAL AREA COMMISSION
Chesapeake & Atlantic Coastal Bays

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

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___ Environmental Protection Agency
___ US Coast Guard
___ Corps of Engineers
___ US Fish and Wildlife Service

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Comments / Reasons for Non-Concurrence:

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___ MD Dept. of Natural Resources
___ St. Mary's County
___ MD Dept. of the Environment
___ MD Department of Planning
___ NAS Patuxent
X Critical Areas Commission
___ MD Historical Trust
___ Tri-County Council of So. MD
___ Calvert County

___ **Provides Comments (below or attached)** X **Has No Comments**

Comments:

Additional Information Needed:

Signature: Katherine L. Schmidt Date: 11/15/07

PURPOSE AND NEED

RECEIVED
OCT 30 2007
By

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

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___ US Coast Guard
___ Corps of Engineers
___ US Fish and Wildlife Service

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___ MD Dept. of the Environment
___ MD Department of Planning
___ NAS Patuxent
___ Critical Areas Commission
X MD Historical Trust
___ Tri-County Council of So. MD
___ Calvert County

___ **Provides Comments (below or attached)** X **Has No Comments**

Comments:

Additional Information Needed:

Signature: [signature] Date: 11/19/07

1 NOV27'07 AM 3:52 1 TP

6/9/00

200703788

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

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___ Environmental Protection Agency
___ US Coast Guard
___ Corps of Engineers
___ US Fish and Wildlife Service

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Comments / Reasons for Non-Concurrence:

Note: Please do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

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___ MD Dept. of Natural Resources
___ St. Mary's County
___ MD Dept. of the Environment
___ MD Department of Planning
___ NAS Patuxent
___ Critical Areas Commission
___ MD Historical Trust
X Tri-County Council of So. MD
___ Calvert County

X **Provides Comments (below or attached)** ___ **Has No Comments**

Comments: Page 5, first paragraph, states that current failing AM/PM peaks will remain through 2030. Need to clarify that the projection would hold in a "no build scenario." The LOS would improve with capacity improvements.

Additional Information Needed:

Signature: Wayne E. Clark Date: 11/30/07

PURPOSE AND NEED

Project Name & Limits: MD 4 – Thomas Johnson Bridge Planning Study from the MD 2/MD 4 Split to MD 235

Having reviewed the attached Purpose and Need concurrence/comment package and the summary presented above, the following agency (by signing this document):

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___ US Coast Guard
___ Corps of Engineers
___ US Fish and Wildlife Service

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

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___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ St. Mary's County
___ MD Dept. of the Environment
___ MD Department of Planning
___ NAS Patuxent
___ Critical Areas Commission
___ MD Historical Trust
___ Tri-County Council of So. MD
X Calvert County

X **Provides Comments (below or attached)** ___ **Has No Comments**

Comments: Well written, concise, + accurate.
Minor editorial comments, attached
Figure 4 map out of date + poor quality.
New map forwarded under separate cover

Additional Information Needed:

Signature: Patricia Hedlon Date: 11/5/07

6/9/00

Purpose and Need Summary

Project Location and Description

The study limits for MD 4 (Solomons Island Road/Patuxent Beach Road) extend from the MD 235 Intersection in St. Mary's County to the MD 2/MD 4 split in Calvert County, Maryland. (**Figure 1**) The MD 4 study corridor is approximately 2.91 miles in length, and includes the Thomas Johnson Memorial Bridge. **Figure 2** illustrates the general study area's limits in the context of the surrounding geographic region and transportation network.

MD 4 is one of Maryland's original state roads. It extends approximately 65 miles from the District of Columbia (DC) to its terminus at MD 5, just south of Leonardtown, Maryland. The highway runs from DC to the southeast, connecting with I-495. After crossing I-495, MD 4 continues in a southward direction for a short distance before intersecting Marlboro Pike (a former alignment of MD 4); it then turns east and upgrades into a four-lane limited-access highway. Between 1962 and 1972, MD 4 was diverted along Southern Maryland Boulevard (then MD 416) and combined with MD 2. During this time, MD 4 replaced MD 2's companion route MD 416 for almost the entire length of Calvert County. MD 2-4, a four-lane at-grade divided highway, ended simultaneously at the southern tip of Calvert County. After the Thomas Johnson Memorial Bridge was built in 1977, MD 4 was extended across the bridge into St. Mary's County to its terminus at MD 5.

Purpose of the Project

The purpose of the project is to improve existing capacity and traffic operations, and to increase vehicular and pedestrian safety along the MD 4 study corridor while supporting existing and planned development in the area. MD 4 provides commuters in the area with access to points north, including the District of Columbia (DC), as well as points south, including the Patuxent Naval Air Station. MD 4 is also the main evacuation route for the Calvert Cliffs Nuclear Power Station. The enhancements to the MD 4 study corridor would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles.

Project Need

Traffic volumes across the Thomas Johnson Memorial Bridge have increased from 12,900 vehicles per day in 1990 to 27,000 vehicles per day in the year 2007. The residential development in the area just north of Solomons Island has increased substantially over the past few years. Over 43 percent of Calvert County residents commute outside of the county. In St. Mary's County, the Patuxent Naval Air Station now hosts over 17,000 people, including active-duty service members, civil-service employees, defense contractor employees, and military dependents. The total employment for St. Mary's County is approximately 49,000 persons, including the Patuxent Naval Air Station. In addition to high traffic volumes along northbound and southbound MD 4 during AM and PM peak periods, the traffic congestion on Thomas Johnson Memorial Bridge is problematic. Inadequate shoulder widths along the bridge cause major traffic delays and/or closures during crashes and maintenance activities for both northbound and southbound traffic on the bridge.

Plan for Calvert County, St. Mary's County Growth Management Plan, and the 2006 St. Mary's County Transportation Plan.

The 2004 Comprehensive Plan for Calvert County (December 2004), St. Mary's County Growth Management Plan (2001), and the 2006 St. Mary's County Transportation Plan govern the land use for the study area. All three master plans identify the need for improved capacity and safety along the section of MD 4 within the study area.

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 County's Southern Connector Road
- Estimated open to traffic by Fall 2008

MD 760 / 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 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 2007

MD 237 from MD 235 to Pegg Road

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

Conclusion

The MD 4 corridor is one of the most frequently used roadways in both Calvert and St. Mary's Counties. Currently, the portion of MD 4, including the Thomas Johnson Memorial Bridge, within the study area experiences traffic volumes during the AM and PM peak periods that causes failing conditions. The study area falls within both of the counties' designated growth areas and a designated Priority Funding Area; therefore the area is expected to continue to grow. The study area's proximity to the Patuxent River Naval Air Station will provide additional residential and commercial development opportunities. The proposed improvements are needed to address existing and future

Environmental Summary

Land use in the study area consists primarily of residential, forested, and institutional lands (**Figure 6**). Areas designated for commercial uses are located at the western end of the study area, while natural features, such as the Patuxent River, are concentrated towards the eastern end. Future land use in the study area anticipates growth in residential land within the St. Mary's County portion of the study area, and a growth of commercial and residential land in the Calvert County portion of the study area.

The two master plans that govern the study area are the 2004 Comprehensive Plan for Calvert County and the St. Mary's County Growth Management Plan (2001). The Comprehensive Plan for Calvert County states that one of the transportation objectives is to ensure that MD 4 & MD 2/4 remain the county's primary transportation corridors. The Plan states that it would like to see the MD 4 & MD 2/4 corridor converted into a controlled access expressway. Calvert County requires that all long-term impacts of the bridge expansion be investigated and that alternatives be considered. The St. Mary's County Growth Management Plan identifies the portion of the study area that is within St. Mary's County as the Lexington Park Development District. The MD 4 project is located entirely ~~within a~~ within Priority Funding Areas in the two counties. There are no public parks located within the study area. One public school, Town Creek Elementary School, is located within the study area. A Calvert County visitor's information center is located at the northern terminus of the study area, where MD 4 and MD 2 split, and the public boat launch is located along MD 4 on the eastern end of the Thomas Johnson Memorial Bridge.

Based on an initial review of census data, Environmental Justice 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. Both air and noise studies will be conducted once detailed alternatives are developed.

There is a gas station and a auto salvage yard within the study area. These facilities typically generate, handle, or store hazardous materials.

There are two identified archeological sites along the project corridor within Calvert County. Site 18CV359 is a prehistoric site located near the Patuxent Naval Recreation Center and the sewage plant. Nearby is Site 18CV254, which is also a prehistoric site. Eligibility determinations have not been made for these resources. There is one identified archeological site along the alignment in St. Mary's County, Site 18ST620. This site is an historic era site and has been determined not eligible for listing in the National Register of Historic Places. The project corridor has high potential for terrestrial archeological resources outside of improved areas.

The project corridor also has high potential for submerged archeological resources in the Patuxent River and in Town Creek in areas that have not been subjected to dredging. Shomette's archival review found that two ships that were part of Barney's flotilla in the

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

✓ Federal Highway Administration ___ Environmental Protection Agency ___ MD Dept. of the Environment
___ Corps of Engineers ___ US Coast Guard

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization
___ Tri-County Council ___ St. Mary's County ___ Calvert County
___ Critical Areas Commission ___ Patuxent River Naval Air Station ___ National Marine Fisheries Service
___ Fish and Wildlife Service ___ MD Dept. of Natural Resources

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 5.6.09

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Environmental Protection Agency ___ MD Dept. of the Environment
✓ Corps of Engineers ___ US Coast Guard

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

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___ MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization
___ Tri-County Council ___ St. Mary's County ___ Calvert County
___ Critical Areas Commission ___ Patuxent River Naval Air Station ___ National Marine Fisheries Service
___ Fish and Wildlife Service ___ MD Dept. of Natural Resources

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: Jack R [illegible] Date: 7/27/09

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Corps of Engineers
✓ Environmental Protection Agency
___ US Coast Guard
___ MD Dept. of the Environment

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

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___ Tri-County Council
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___ Fish and Wildlife Service
___ MD Department of Planning
___ St. Mary's County
___ Patuxent River Naval Air Station
___ MD Dept. of Natural Resources
___ Metropolitan Planning Organization
___ Calvert County
___ National Marine Fisheries Service

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 8/10/09

You replied on 5/14/2009 9:19 AM.
Follow up

Alexis Zimmerer

From: Knowles, Terrance [Terrance.A.Knowles@uscg.mil] **Sent:** Wed 5/13/2009 5:30 PM
To: Alexis Zimmerer
Cc:
Subject: RE: MD 4: From Patuxent Point Parkway to MD 235 - ARDS Package for Agency Review and Scheduling JD Field Review
Attachments:

Good Afternoon Mr. Zimmerer,

I reviewed the attached package and only have a few new comments since the meeting a year ago. The present bridge has a 140 ft. vertical clearance and I noticed that an individual was suggesting, in your document, 65 ft vertical clearance, such as the Intracoastal Waterway. Our office, the USCG 5th District Bridge Branch will need a navigational study of waterway users identifying sizes and types of boats, with horizontal and vertical clearance requirements. You have already identified this requirement in your document. Once this is accomplished we will be able to approximate the required vertical and horizontal clearance for the proposed bridge. I imagine the vertical clearance answer may be with the Navy or large sailboats up-stream, the navigational study will determine this.

Thank you,
Terry Knowles
757-398-6587

-----Original Message-----
From: AZimmerer@sha.state.md.us [mailto:AZimmerer@sha.state.md.us]
Sent: Thursday, May 07, 2009 3:58 PM
To: ian.cavanaugh@fhwa.dot.gov; denise.king@fhwa.dot.gov; Kathy.Anderson@nab02.usace.army.mil; smhurt@mccormicktaylor.com; Magerr.Kevin@epamail.epa.gov; ggolden@dnr.state.md.us; mitch_keiler@usfws.gov; bill_schultz@fws.gov; haddonpj@co.cal.md.us; Knowles, Terrance; lhoerger@dnr.state.md.us; wclark@tccsmd.org; john.groeger@co.saint-marys.md.us; john.nichols@noaa.gov; ttamburrino@mdp.state.md.us; kchoi@mdp.state.md.us
Cc: Russell Anderson; sswarr@jmt.com; mrothenheber@jmt.com; Heather Lowe; Joseph Kresslein; Felicia Alexander
Subject: MD 4: From Patuxent Point Parkway to MD 235 - ARDS Package for Agency Review and Scheduling JD Field Review

Agency Reps,

Hello. Please see the attached MD 4 ARDS package for your review. This package is also uploaded to Project Wise at: pwname://SHAEDMS01/Documents/Areawide Projects/AW-zz Project Planning/Interagency Review/2009 Interagency Review Meetings/2009_05 May/Handouts/ARDS for Agency Rev 5_06_09.pdf <pwname://SHAEDMS01/Documents/Areawide%20Projects/AW-zz%20Project%20Planning/Interagency%20Review/2009%20Interagency%20Review%20Meetings/2009_05%20May/Handouts/ARDS%20for%20Agency%20Rev%205_06_09.pdf>

Please contact me if you would like to have a hardcopy mailed to you. Copies will also be available at the Interagency Review Meeting.

The MD 4 Project Planning Team is scheduled to present the findings of the ARDS package at the May 20th Interagency Review Meeting. Please come prepared to the May meeting with questions and/or comments regarding the package at that time. We hope to have all agency comments compiled to address by Monday, June 8, 2009.

MARYLAND DEPARTMENT OF THE ENVIRONMENT

1800 Washington Boulevard • Baltimore MD 21230
410-537-3000 • 1-800-633-6101

Martin O' Malley
Governor

Anthony G. Brown
Lt. Governor

Shari T. Wilson
Secretary

Robert M. Summers
Deputy Secretary

July 22, 2009

Mr. Bruce Grey
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Attn: Ms. Alexis Zimmerer

Project: MD 4 (Patuxent Beach Road)
From Patuxent Point Parkway to MD235

Subject: Comments on Draft Alternated Retained for Detailed Study

Mr. Grey,

The Nontidal Wetlands and Waterways Division of the Water Management Administration has reviewed the *draft* Alternatives Retained for Detailed Study package for the above project. We appreciate the opportunity to make advance recommendations. Please review the following comments:

- Page 18 Table 2- Summary of Potential Impacts does not match handouts 7 from interagency presentation.
- Impacts within the Critical Area need to be calculated by acreage. Mitigation within the Critical Area is required for impacts to Buffer/Extended buffers, non-forested areas, forested area and/or FIDs habitat. Mitigation ratios vary from 1:1 to 3:1. Determination if FIDs habitat may be required and may be done by either forest characteristics or bird survey. Mitigation will be required for wetland and forest impacts within Critical Area above MDE and COE requirements.
- A "Buffer Management Plan" may be required by the Critical Area Commission, please coordinate with them in this regard.
- Impacts to non-tidal and tidal wetlands need to be calculated and mitigated separately.
- Open water permanent impacts need to be calculated and mitigated.
- The State only regulates 100 year non-tidal floodplains. Please breakout the acres of impacts to the regulated resource. The State does not regulate 100 year floodplains for tidal waters.

Thank you for the opportunity to comment on this document. We look forward to continuing coordination as this project moves forward. Please call me at (410) 662-7400 with any questions or comments.

Sincerely,

Steve Hurt, on behalf of
WMA, Nontidal Wetlands and Waterways Division

cc: Mr. Elder Ghigiarelli, WMA Wetlands and Waterways Division

"Together We Can Clean Up"

4 '09JUL02 PM 1:23 MPP

200902310

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Environmental Protection Agency ___ MD Dept. of the Environment
___ Corps of Engineers ___ US Coast Guard

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___**Does Not Concur**

Comments / Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

X MD Historical Trust ___ MD Department of Planning ___ Metropolitan Planning Organization
___ Tri-County Council ___St. Mary's County ___ Calvert County
___ Critical Areas Commission ___ Patuxent River Naval Air Station ___ National Marine Fisheries Service
___ Fish and Wildlife Service ___ MD Dept. of Natural Resources

X **Provides Comments (below or attached)** ___ **Has No Comments**

Comments: WE LOOK FORWARD TO RECEIVING THE RESULTS OF SHA'S CULTURAL RESOURCE INVESTIGATIONS FOR REVIEW AND COMMENT, WHEN AVAILABLE.

Additional Information Needed:

Signature: [signature] Date: 6/30/09

TRI-COUNTY COUNCIL for SOUTHERN MARYLAND
Working Together to Build
One of America's Great Communities

P.O. BOX 745 HUGHESVILLE, MARYLAND 20637

(301) 274-1922
(301) 870-2520
FAX (301) 274-1924

DATE: July 21, 2009

TO: Alexis Zimmerer

FAX NUMBER: 410-209-5004

FROM: Wayne E. Clark

 # PAGES TO FOLLOW: 1

MESSAGE:

07/21/2009 13:10 3018843846 TRICOUNTYCOUNCIL PAGE 01

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Corps of Engineers
___ Environmental Protection Agency
___ US Coast Guard
___ MD Dept. of the Environment

✓ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

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✓ Tri-County Council
___ Critical Areas Commission
___ Fish and Wildlife Service
___ MD Department of Planning
___ St. Mary's County
___ Patuxent River Naval Air Station
___ MD Dept. of Natural Resources
___ Metropolitan Planning Organization
___ Calvert County
___ National Marine Fisheries Service

___ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: [signature] Date: 7/20/09

07/21/2009 13:10 3018843846 TRICOUNTYCOUNCIL PAGE 02

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Corps of Engineers
___ Environmental Protection Agency
___ US Coast Guard
___ MD Dept. of the Environment

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

Note: Do not provide "conditional" concurrence. You should either concur with the information as provided (without comments or with minor comments) or not concur until revisions are made or additional information is provided.

___ MD Historical Trust
___ Tri-County Council
___ Critical Areas Commission
_X_ Fish and Wildlife Service
___ MD Department of Planning
___ St. Mary's County
___ Patuxent River Naval Air Station
___ MD Dept. of Natural Resources
___ Metropolitan Planning Organization
___ Calvert County
___ National Marine Fisheries Service

___ **Provides Comments (below or attached)** _X_ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 6/8/09

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Environmental Protection Agency ___ MD Dept. of the Environment
___ Corps of Engineers ___ US Coast Guard

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

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___ MD Historical Trust X MD Department of Planning ___ Metropolitan Planning Organization
___ Tri-County Council ___ St. Mary's County ___ Calvert County
___ Critical Areas Commission ___ Patuxent River Naval Air Station ___ National Marine Fisheries Service
___ Fish and Wildlife Service ___ MD Dept. of Natural Resources

✓ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Attached.

Additional Information Needed:

Signature: Xu Date: 7/27/2009

MDP

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

MDP
Maryland Department of Planning

Richard Eberhart Hall
Secretary
Matthew J. Power
Deputy Secretary

July 24, 2009

Mr. Joseph R Kresslein, Assistant Division Chief
Environmental Planning Division
Maryland State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

ATTN: Ms. Alexis Zimmerer

Re: The MD 4 Project Planning Study from Patuxent Point Parkway to MD 235 - the Alternates Retained for Detailed Study (ARDS)

Dear Mr. Kresslein,

This is in response to your June 19, 2009 request for comments on the ARDS for the MD 4 Project. The Maryland Department of Planning reviewed the ARDS report, and has the following comments.

- MDP concurs that the MD 4 Project is located inside Priority Funding Areas; therefore, the Project complies with the Priority Funding Area law.

- MDP recognizes the purpose and the long-term improvement needs of the Project. In general, we support moving forward the Alternatives Retained for Detailed Study. We recommend that as an interim alternative, Alternative 2 – Transportation System management (TSM) include transit and other Transportation Demand Management (TDM) strategies. Although Calvert and St. Mary Counties and major employers in both counties may have been implementing TDM programs, it is important for the project to evaluate existing programs and address strategies in the project in support of TDM. For instance, is there any need for park & ride lots in the project area? Is there any need for state's support or increasing service for local transit through the project area? How adequate are the current telework or car-pooling programs and how important may TDM measures be to affect the project area traffic in the future?

- We commend SHA's consideration of including a 10-foot separated bicycle and pedestrian shared use trail in all Patuxent River Crossings alternatives and an option of a separated 10-foot trail for MD 4 Mainline Widening. MDP supports inclusion of a separated trail through-out the entire project length. The project document should

301 West Preston Street • Suite 1101 • Baltimore, Maryland 21201-2305
Telephone: 410.767.4500 • Fax: 410.767.4480 • Toll Free: 1.877.767.6272 • TTY Users: Maryland Relay
Internet: www.MDP.state.md.us

also discuss how each of the proposed MD 4/MD 235 Intersection Options will effectively accommodate the proposed trail or the bicycle/pedestrian shoulders; and how the proposed trail will be connected with bicycle and pedestrian facilities (if any) on MD 4/2 or other roadway at the northern end of the project in Calvert County.

- Other comments:
  - The ARDS document should address why Alternative 4 – 4-Lane Parallel Span is proposed. It appears that the existing bridge is in good conditions and re-decking will sustain the life of the bridge. Did the project study conduct a cost-benefit analysis for Alternative 4? Should the cost of demolishing the existing bridge be included in the total cost for Alternative 4? Perhaps, Alternative 3 should include the cost of re-decking.
  - The legends or labels on Figures 3, Figure 4, and Appendix C – Environmental Features Map are illegible. These maps should be revised to include readable legends and labels.
  - Suggest including "bicycle" in the project purpose statement.

Thank you for providing MDP the opportunity to review the ARDS. Should you have any questions with regard to our comments, please do not hesitate to contact me at (410)-767-4567 or by email: bxu@mdp.state.md.us.

Sincerely,

Bihui Xu, AICP
Manager, Transportation Planning
Infrastructure Planning Division

CC: Kiman Choi, Transportation Planner, MDP
David Whitaker, Deputy Director, Infrastructure Planning, MDP
Pat Goucher, Director, Infrastructure Planning, MDP

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Environmental Protection Agency ___ MD Dept. of the Environment
___ Corps of Engineers ___ US Coast Guard

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___**Does Not Concur**

Comments / Reasons for Non-Concurrence:

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___ Tri-County Council ✓ St. Mary's County ___ Calvert County
___ Critical Areas Commission ___ Patuxent River Naval Air Station ___ National Marine Fisheries Service
___ Fish and Wildlife Service ___ MD Dept. of Natural Resources

___ **Provides Comments (below or attached)** ✓ **Has No Comments**

Comments:

Additional Information Needed:

Signature: _____ Date: 9/22/09

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration ___ Environmental Protection Agency ___ MD Dept. of the Environment
___ Corps of Engineers ___ US Coast Guard

___ Concurs (without comments) __ Concurs (w/ minor comments) ___Does Not Concur

Comments / Reasons for Non-Concurrence:

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___ Tri-County Council ___St. Mary's County ___ Calvert County
___ Critical Areas Commission ___ Patuxent River Naval Air Station ___ National Marine Fisheries Service
___ Fish and Wildlife Service _X_ MD Dept. of Natural Resources

_X_ Provides Comments (below) ___ Has No Comments

Comments: **Further planning for the project should continue to give attention to protection measures for a variety of aquatic resources and other sensitive resources present in the vicinity. DNR, in addition to other natural resources permitting and commenting agencies, will need to have direct input on detailed impact comparisons between Alternatives 3 and 4 bridge construction and possible demolition as this information is developed. This includes, but is not limited to, project footprint, dredging, pile driving, and demolition activities. Agency comments should be thoroughly discussed, evaluated, and addressed prior to moving beyond the ARDS review stage.**

Additional Information Needed:

Signature: Gregory J Golden Date: 9/16/09

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Northeast Region
Habitat Conservation Division
410 Severn Avenue, Suite 107A
Annapolis, MD 21403
Commercial Phone: (410) 267-5675
FAX#: ~~(410) 267-5666~~ (410) 295-3131

FAX TRANSMITTAL

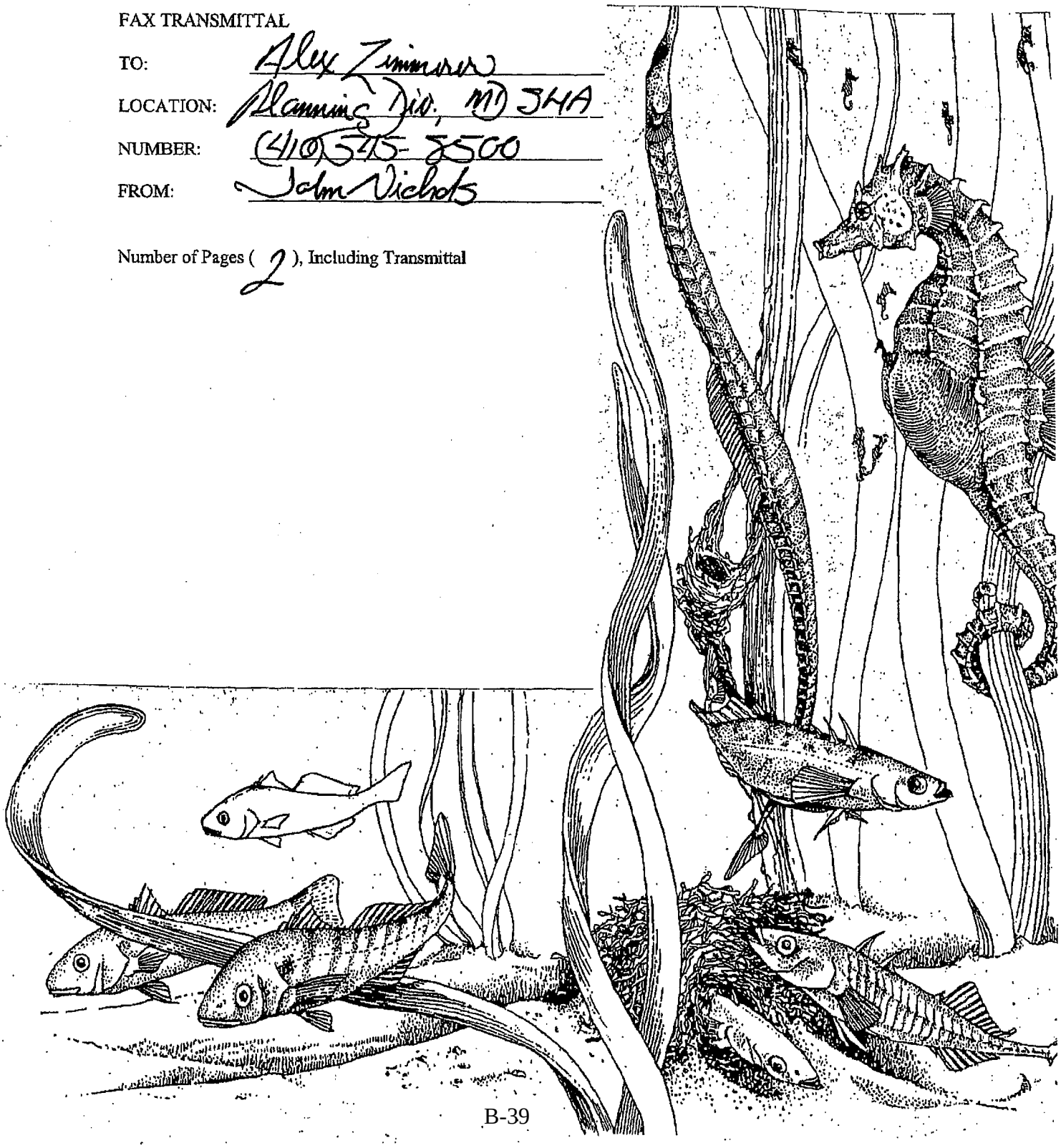
TO: Alex Zimmerman

LOCATION: Planning Div. MD SHA

NUMBER: (410) 545-8500

FROM: John Vichots

Number of Pages (2), Including Transmittal



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
Chesapeake Bay Program Office
410 Severn Ave., Suite 107A
Annapolis, Maryland 21403

June 16, 2009

MEMORANDUM TO: Alexis Zimmerer
Project Planning, State Highway Administration

FROM: John Nichols

SUBJECT: MD 4 (Patuxent Beach Road, Thomas Johnson Bridge)
Alternatives Retained For Detailed Study

National Marine Fisheries Service (NMFS) has reviewed the draft Alternatives Retained for Detailed Study (ARDS), dated May 2009, for the MD 4, Patuxent Beach Road Project, which includes the Thomas Johnson Bridge Crossing of the Patuxent River, in Calvert and St. Mary's Counties.

In accordance with the Maryland Streamlined NEPA/404 Process, NMFS offers its concurrence on the ARDS package for this project, with the following minor comments pertaining to the Patuxent River Crossing alternatives.

1. We strongly support **dropping** of Patuxent River Crossing Alternative 5 (Four-Lane Myrtle Point Crossing), which would result in significant adverse impacts to native oyster resources and natural oyster bar.

2. Of the alternatives retained for the Patuxent River Crossing, NMFS prefers Alternative 3 (Two-Lane Parallel Bridge), which will result in fewer impacts to Patuxent River bottom, and avoid impacts to fish resources from demolition of the existing bridge.

3. NMFS is concerned about potential bridge construction impacts to finfish resulting from shock/pressure waves associated with power driving of large-diameter hollow steel piles, and/or subaqueous blasting during demolition of the existing bridge. High energy pressure surges can kill or seriously injure finfish present within the immediate vicinity of a shock wave-producing action. For example, during power-driving of 66-inch diameter hollow steel piles for constructing of the Woodrow Wilson Bridge, finfish mortality was observed within a distance of 150 feet from the pile being driven. For the Thomas Johnson Bridge upgrade, shock wave mitigating measures should be used during power-driving of hollow steel piles with diameters of 48 inches or greater. Pressure surges from pile driving should be maintained below a threshold of 6 pounds per square inch (or, 189 decibels) to avoid finfish mortality. We recommend that your staff consult measures developed for mitigating pile-driving shock waves for other projects in the Chesapeake Bay, including the Woodrow Wilson Bridge Project, the U.S. 301/ Governor Nice Bridge Study, and the Dominion Cove Point LNG Terminal Project in Calvert County (NABOP-RMS 2008-61276, FERC Docket No. CP09-60-000), to determine appropriate measures for use on this proposal.

   Should Alternative 4 be selected, seasonal restriction of subaqueous blasting (if used for demolition of the existing bridge) during periods of peak abundance and/or movements of finfish through the project area would be the most effective means of protecting finfish from blast-related shock waves.

If you have any questions, please contact me at (410) 267-5675; or, John.Nichols@NOAA.GOV.

ALTERNATIVES RETAINED FOR DETAILED STUDY

Project Name & Limits: MD 4: From Patuxent Point Parkway to MD 235

Having reviewed the attached Alternatives Retained for Detailed Study concurrence/comment package and the summary presented above, the following agency (by signing this document):

___ Federal Highway Administration
___ Corps of Engineers
___ Environmental Protection Agency
___ US Coast Guard
___ MD Dept. of the Environment

___ **Concurs (without comments)** ___ **Concurs (w/ minor comments)** ___ **Does Not Concur**

Comments / Reasons for Non-Concurrence:

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___ Tri-County Council
___ Critical Areas Commission
___ Fish and Wildlife Service
___ MD Department of Planning
___ St. Mary's County
___ Patuxent River Naval Air Station
___ MD Dept. of Natural Resources
___ Metropolitan Planning Organization
___ Calvert County
✓ National Marine Fisheries Service

✓ **Provides Comments (below or attached)** ___ **Has No Comments**

Comments:

Additional Information Needed:

Signature: [signature] Date: 6/16/09

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

February 27, 2007

RE: Project No. SM351A11
MD 4 Thomas Johnson Bridge over the Patuxent River
From MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Mr. Devin Ray
U.S. Fish and Wildlife Service
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis MD 21401

Dear Mr. Ray:

The Maryland State Highway Administration is proposing improvements to MD 4 between MD 2 and MD 235, including improvements to the Thomas Johnson Bridge and the MD 235 intersection (2.91 miles in total). Sidewalks will be provided where appropriate for pedestrians, and shoulders or wide curb lanes will accommodate bicycles. The enclosed mapping indicates the project area highlighted in yellow.

We request any information concerning federally-listed threatened or endangered plant or animal species and/or any unique habitat that may occur in the study area. If you have any questions or need additional information regarding this request, please contact Sheila Knowlton, Environmental Manager for the project, at 410-545-8471.

Very truly yours,

Bruce Gray
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosures (1)
cc: Felicia Alexander, SHA-PPD
Karen Arnold, SHA-PPD
Sheila Knowlton, SHA-PPD

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

February 27, 2007

RE: Project No. SM351A11
MD 4 Thomas Johnson Bridge over the Patuxent River
From MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Ms. Lori Byrne, Environmental Review Specialist
Wildlife and Heritage Division
Department of Natural resources
Tawes State Office Building, E-1
580 Taylor Avenue
Annapolis MD 21401

Dear Ms. Byrne:

The Maryland State Highway Administration is proposing improvements to MD 4 between MD 2 and MD 235, including improvements to the Thomas Johnson Bridge and the MD 235 intersection (2.91 miles in total). Sidewalks will be provided where appropriate for pedestrians, and shoulders or wide curb lanes will accommodate bicycles. The enclosed mapping indicates the project area highlighted in yellow.

We request any information concerning state-listed threatened or endangered plant or animal species and/or any unique habitat that may occur in the study area. If you have any questions or need additional information regarding this request, please contact Sheila Knowlton, the Environmental Manager for the project. Sheila can be reached at 410-545-8471.

Very truly yours,

Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosures (5)
cc: Felicia Alexander, SHA-PPD
Karen Arnold, SHA-PPD
Sheila Knowlton, SHA-PPD

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

February 27, 2007

RE: Project No. SM351A11
MD 4 Thomas Johnson Bridge over the Patuxent River
From MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Mr. Ray Dintaman
Maryland Department of Natural Resources
Environmental Review
Tawes State Office Building, B-3
580 Taylor Avenue
Annapolis MD 21401

Dear Mr. Dintaman:

The Maryland State Highway Administration is proposing improvements to MD 124 from Midcounty Highway to Warfield Road in Montgomery County, MD. SHA initially coordinated with your agency in 1999 during preparation of an Environmental Impact Statement for the project. Due to the length of time that has elapsed since the previous coordination, we are reinitiating this request. The enclosed mapping indicates the project area highlighted in yellow.

We request any information concerning the presence of anadromous fish or other fish species that may occur in the study area If you have any questions or need additional information regarding this request, please contact Sheila Knowlton, the Environmental Manager for the project. Sheila can be reached at 410-545-8471.

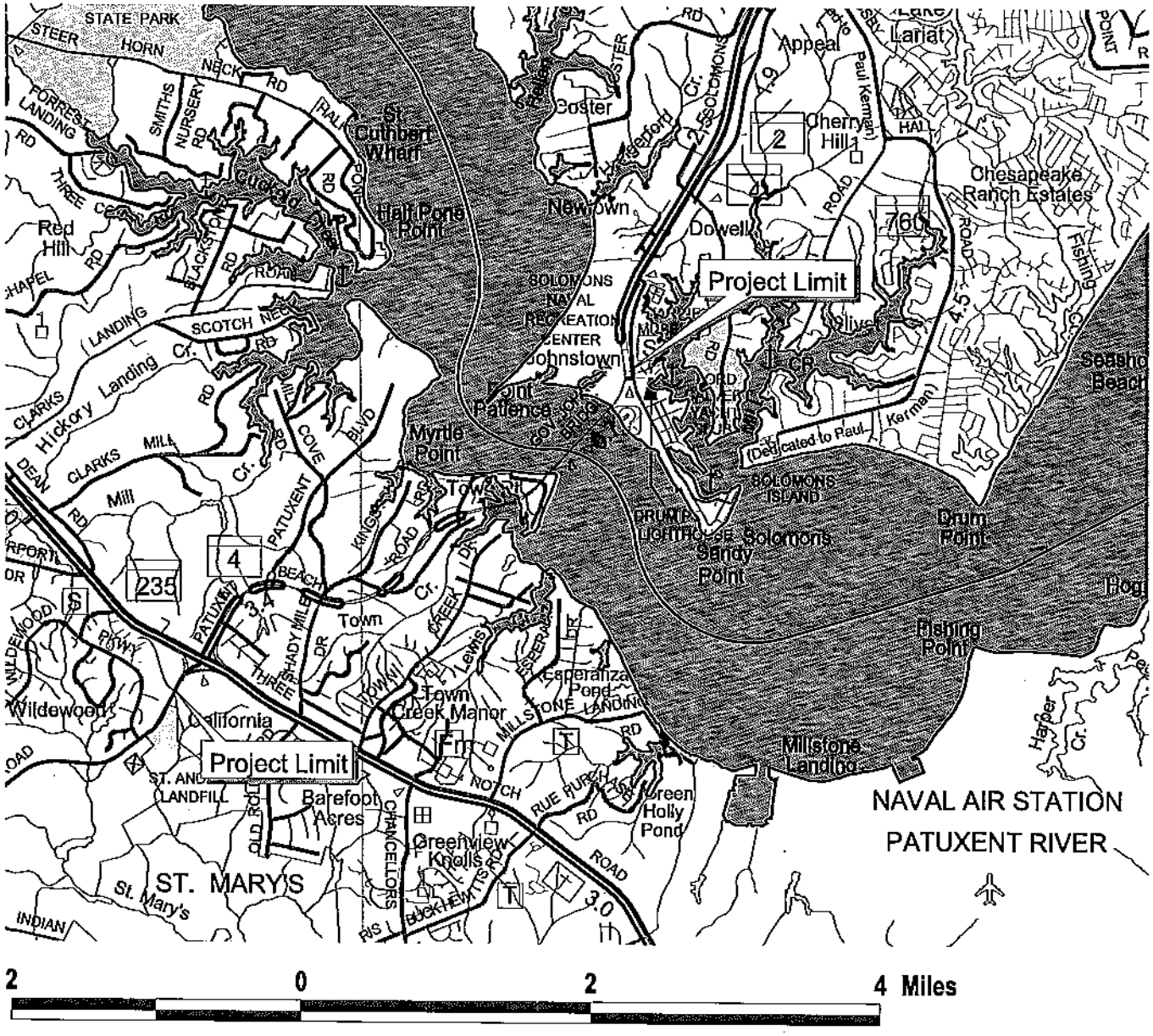
Very truly yours,

Bruce M. Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: Joseph R. Kresslein
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosures (3)
cc: Felicia Alexander, SHA-PPD
Karen Arnold, SHA-PPD
Sheila Knowlton, SHA-PPD

Maryland State Highway Administration
MD 4 Planning Study
From MD 2 to MD 235



Calvert County
St. Mary's County

USGS Quads
Solomons Island
Hollywood

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Chesapeake Bay Field Office
177 Admiral Cochrane Drive
Annapolis, MD 21401
410/573-4575

March 6, 2007

State Highway Administration
Maryland Department of Transportation
Attn: Joseph Kresslein
707 North Calvert Street
Baltimore, Maryland 21202

RE: Project No. SM351A11 MD 4 Thomas Johnson Bridge over the Patuxent River from MD 2 to MD 235 Calvert and St Mary's Counties Maryland

Dear Joseph Kresslein

This responds to your letter, received, February 27, 2007, requesting information on the presence of species which are federally listed or proposed for listing as endangered or threatened within the vicinity of the above reference project area. We have reviewed the information you enclosed and are providing comments in accordance with section 7 of the Endangered Species Act (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

Except for occasional transient individuals, no federally proposed or listed endangered or threatened species are known to exist within the project impact area. Therefore, no Biological Assessment or further section 7 Consultation with the U.S. Fish and Wildlife Service is required. Should project plans change, or if additional information on the distribution of listed or proposed species becomes available, this determination may be reconsidered.

This response relates only to federally protected threatened or endangered species under our jurisdiction. For information on the presence of other rare species, you should contact Lori Byrne of the Maryland Wildlife and Heritage Division at (410) 260-8573.

An additional concern of the Service is wetlands protection. Federal and state partners of the Chesapeake Bay Program have adopted an interim goal of no overall net loss of the Basin's remaining wetlands, and the long term goal of increasing the quality and quantity of the Basin's wetlands resource base. Because of this policy and the functions and values wetlands perform, the Service recommends avoiding wetland impacts. All wetlands within the project area should be identified, and if construction in wetlands is proposed, the U.S. Army Corps of Engineers, Baltimore District, should be contacted for permit requirements. They can be reached at (410) 962-3670.

We appreciate the opportunity to provide information relative to fish and wildlife issues, and thank you for your interests in these resources. If you have any questions or need further assistance, please contact Devin Ray at (410) 573-4531.

Sincerely,

Mary Ratnaswamy

Mary J. Ratnaswamy, Ph.D.
Program Supervisor, Threatened and Endangered Species

MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Martin O'Malley, Governor
John R. Griffin, Secretary

March 6, 2007

Mr. Joseph R. Kresslein
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Kresslein:

This letter is in response to your letter of request, dated February 27, 2007, for information on the presence of finfish species in the vicinity of the Maryland Department of Transportation's **Project No.SM351A11: MD 4 Thomas Johnson Bridge over the Patuxent River from MD 2 to MD 235** in Calvert County.

The Patuxent River and tributaries (Patuxent River Drainage Area) in the vicinity of the subject project are classified as Use II waters (Support of Estuarine and Marine Aquatic Life and Shellfish Harvesting). The Department's Fisheries Service has documented Yellow Perch, White Perch, Striped Bass, and Herring species within the project area. However most anadromous fish spawning activities occur further up the river in less saline waters and in the tributaries. The proposed work should not impact fishery resources within the area, especially if sediment and erosion control methods and other Best Management Practices typically used for the protection of stream resources are utilized.

If you have any questions concerning these comments, you may contact me at (410)260-8331.

Sincerely,

Ray C. Dintaman Jr

Ray C. Dintaman, Jr., Director
Environmental Review Unit

RCD

MARYLAND
DEPARTMENT OF
NATURAL RESOURCES

Martin O'Malley, Governor
Anthony G. Brown, Lt. Governor
John R. Griffin, Secretary
Eric Schwaab, Deputy Secretary

April 25, 2007

Mr. Bruce M. Grey
Maryland Department of Transportation
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

RE: Environmental Review for Project No. SM351A11, MD 4 Thomas Johnson Bridge over Patuxent River from MD 2 to MD 235, Calvert and St. Mary's Counties, Maryland.

Dear Mr. Grey:

The Wildlife and Heritage Service has determined that there is a breeding record for American Peregrine Falcon (*Falco peregrinus anatum*) known to nest underneath the middle of the bridge itself. This species has In Need of Conversation status in Maryland and should be protected from disturbance other than routine traffic over the bridge. We recommend that no work be conducted within ¼ mile of the nest site during the nesting season for the falcon, which is conservatively February through August of any given year.

Thank you for allowing us the opportunity to review this project. If you should have any further questions regarding this information, please contact me at (410) 260-8573.

Sincerely,

Lori A. Byrne

Lori A. Byrne,
Environmental Review Coordinator
Wildlife and Heritage Service
MD Dept. of Natural Resources

ER #2007.0563.sm/ct
Cc: R. Dintaman, ERU
G. Therres, WHS

Jen G.

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

September 16, 2009

Re: Project No. SM351B11
MD 4 from MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland
USGS Solomons Island and Hollywood 7.5' Quadrangles

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of the Maryland State Highway Administration's (SHA) proposed Project No. SM351B11, consisting of improvements on MD 4 from MD 2 in Calvert County, to MD 235 in St. Mary's County, including the Thomas Johnson Memorial Bridge over the Patuxent River (Location Map - Attachment 1). SHA seeks to establish the project's Area of Potential Effects (APE), to provide information about the National Register of Historic Places (NRHP) eligibility of historic standing structures within the APE, and to provide an analysis of the project's impacts on historic standing structures. The results of SHA's Phase I archeological investigations are also provided.

The project seeks to improve existing capacity and traffic operations, and to increase vehicular, pedestrian and bicycle safety along the MD 4 study corridor while supporting existing and planned development in the area. The project extends from east of MD 235, near FDR Boulevard in St. Mary's County to north of the MD 2 tie-in near Solomons Island in Calvert County, a distance of approximately 4.1 miles. The work includes:

- Dualization of MD 4 with an open median section, similar to existing MD 2-4 in Calvert County,
- Improvements to the Thomas Johnson Memorial Bridge, either by building a parallel two-lane span or a new four-lane span,
- At-grade or grade-separated improvements at the MD 4/MD 235 intersection,
- The consolidation of access points along MD 4 in St. Mary's County, along with improvements to existing intersections that remain,

- The extension of a pedestrian and bicycle facility across the Thomas Johnson Memorial Bridge, connecting the Three Notch Trail near MD 235 to Solomons Island,
- Stormwater management improvements, wetland and stream impact mitigation, and forest mitigation.

Conceptual project plans are included as Attachment 2.

Alternatives Retained for Detailed Study

The project, from an alternatives description standpoint, is separated into four sections: The MD 4 mainline between MD 235 and the bridge in St. Mary's County, the MD 4 mainline in Calvert County, the Thomas Johnson Memorial Bridge and the MD 4/MD 235 intersection.

The **MD 4 mainline** in both St. Mary's County and Calvert County will be four lanes wide (two 12-foot wide lanes in each direction) with 10-foot shoulders next to the outside lane and four-foot shoulders along the inside. The typical median width will be 30 feet, which will ~~accommodate left turn lanes and provide a "green" area that can be used for stormwater~~ management.

On the **Thomas Johnson Memorial Bridge**, the typical section will vary depending on the alternative chosen.

- Alternative 1 is the no-build alternative, and serves as a baseline to assess the degree of improvements and impacts of the build alternatives. The typical section along the bridge will remain as it is today, two 12-foot lanes with two-foot shoulders on each side.
- Alternative 2 is a Transportation System Management and Travel Demand Management (TSM/TDM) alternative. The existing bridge would remain, as would the two-lane section connecting MD 235 and the bridge. The TSM improvements are typically low-cost intersection capacity and safety improvements, innovative traffic management practices such as using overhead signs advising of congestion or an incident, and measures to improve incident management on the bridge. The TSM improvements that the team is investigating include closing one of the access points to South Patuxent Beach Road and using signalized "tee" intersections to allow vehicles to safely enter MD 4. TDM measures include encouraging alternate work schedules, teleworking, promoting transit use, and encouraging carpooling. The TSM/TDM alternative by itself does not resolve the project's purpose and need; however, the TSM alternative is being examined as a short-term improvement and will be incorporated into any of the selected build alternatives. NAS Patuxent already incorporates several TDM strategies with their workforce.

- Alternative 3 keeps the existing bridge in place and it is switched to one-way operation westbound, toward St. Mary's County. The bridge will have the two 12-foot wide lanes and two-foot shoulders that exist today. The new bridge will carry the eastbound traffic, toward Calvert County, and will have two 12-foot wide lanes, a 10-foot outside shoulder and a four-foot inside shoulder. A 10-foot wide shared-use path for bicyclists and pedestrians is planned and will be barrier-separated from vehicular traffic on the new span.
- Alternative 4 consists of constructing a new, four lane bridge parallel to the existing span and the demolition of the old span. The new span will have two 12-foot lanes in each direction, 4-foot shoulders on the inside and 10-foot shoulders on the outside. The shared-use path for bicyclists and pedestrians will also be included on the new span.

The project team is coordinating the vertical channel clearance for a new structure with the United States Coast Guard, the United States Navy, upstream marinas, and the United States Northern Command. The existing structure is 140 feet above the navigational channel, and the team is investigating the use of a lower height structure.

At the **intersection of MD 4 and MD 235**, the team is looking at four options; one at-grade solution and three interchange configurations.

- Option A is a continuous-flow intersection, or CFI. The single traffic signal is actually replaced with five signals; a central signal and a signal on each leg that allows left-turns to cross over the through traffic. Right turns are channelized and do not enter the intersection. CFI intersections provide an at-grade solution that increases intersection capacity 15-20%.
- Option B is a one-directional flyover ramp. The dominant traffic movement during the morning peak is the left turn from westbound MD 4 onto southbound MD 235. The one-directional flyover would pull this traffic out of the intersection. Vehicles would exit onto a ramp that would carry them over the intersection and bring them down on the right side of the southbound lanes on MD 235. All other movements would occur at a signalized intersection.
- Option D is a single-point urban interchange, or SPUI. MD 4 would pass over MD 235, and all ramp movements will converge at a single, central traffic signal atop the bridge. Traffic traveling south on MD 235 would proceed unimpeded. The major benefits of the single-point urban interchange are its compact size and the use of a single, three-phase signal to control traffic movements.

Area of Potential Effects

In determining the Area of Potential Effects (APE) for this project, SHA considered direct and indirect impacts to historic properties. In order to consider the area or areas within which the project may directly or indirectly cause alterations in the character of use of historic properties, the APE has been defined to encompass the worst case Limits of Disturbance (LOD) for the project and extend 250 feet from the outermost edge of the LOD, as well as including areas from which the Thomas Johnson Bridge is plainly visible, as indicated on the attached SHA quadrangle maps for Solomons Island and Hollywood (Attachment 3). The archaeology survey area is defined as the worst case limits of disturbance of the combined alternatives.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed roadway and bridge improvement project.

Architecture: SHA Architectural Historian Jennifer Goold consulted the SHA-GIS Cultural Resources Database, the Maryland Inventory of Historic Properties (MIHP), the NRHP, and conducted research on the Internet. Multiple field visits were made between Fall 2007 and Summer 2009. In January 2008, SHA Architectural Historian Rebecca Crew prepared Determinations of Eligibility (DOEs) and Short Forms for Ineligible Properties for several resources in the area. In May 2009, URS Corporation was contracted to document additional properties within the APE that are at least forty-five years of age and complete a compliance report and historic context for the project area. URS's subconsultant, Hardlines Design Company (HDC), prepared the draft architectural survey report ***MD 4 from MD 2 to MD 235 Project Planning Study***, which is included as Attachment 4. Inventory forms, as discussed below, are included as Attachment 5.

The APE for this project is comprised of the LOD plus 250 feet, as well as areas from which the Thomas Johnson Bridge is plainly visible, to encompass direct and indirect impacts on historic standing structures.

St. Mary's County and Calvert County were two of the original counties in Maryland, first settled in the seventeenth century. The project area is located in the southern tidewater region of Maryland along the mouth of the Patuxent River before it empties into the Chesapeake Bay. The environment was well-suited for maritime activities and agriculture, and early colonists settled along the rivers and creeks in the region, establishing large farms suited for the cultivation of tobacco. Few towns developed in the area, since plantation culture was dominant. In the late nineteenth century, the economy began to diversify somewhat with the development of maritime industries on Solomons Island, including oyster canneries and ship yards.

The project area continued to be predominately rural, relying on water for transportation through the early-twentieth century. In the first decades of the twentieth century, the area became a vacation destination, with vacation homes built in the Patuxent Beach area. During WWII, the Navy purchased land in the area, establishing three bases: the Naval Amphibious Training Base, Solomons, on the Dowell Peninsula; the U.S. Naval Mine Warfare Test Station north of Solomons Island; and the Patuxent Naval Air Station in Lexington Park (outside the project area). The establishment of the bases spurred population growth in the area and created new jobs associated with construction of the bases and later private homes for civilian workers at the stations.

The establishment of Navy bases in the region caused a suburban building boom, beginning in 1945 and lasting through the 1960s. Most of the homes were one to one-and-one-half-story single-family dwellings constructed in the Minimal Traditional, Cape Cod, and Ranch styles, located with deep set backs from the street and reflect the middle-class suburban ideals of the mid-twentieth century.

Today, the Navy continues to have a major presence in the area. The Naval Amphibious Training Base was closed in 1945 and is now the Calvert Marina. The U.S. Naval Mine Warfare Test Station is now the Naval Recreation Area, Solomons, the largest Navy recreation center in the country. The Patuxent Naval Air Station is still in operation and is the largest employer in the area.

Previously Identified Resources

SHA identified seventy-five (75) previously recorded historic standing structures within the APE. Twenty-four of these resources were previously evaluated for listing in the NRHP. Six of these resources were previously determined eligible for the NRHP or were listed in the NRHP:

- **NAS Patuxent River Quarters A (Point Patience)** (CT-69)
- **Avondale/Solomons Island Survey District** (CT-118)
- **J. C. Lore Oyster House** (CT-788) 14430 Solomons Island Road
- **St. Peter's Episcopal Church** (CT-70) 14590 Solomons Island Road
- **William B. Tennison Bugeye** (CT-799) Calvert Marine Museum
- **Drum Point Lighthouse** (CT-68) Calvert Marine Museum

Naval Recreation Center, NAS Patuxent River Quarters A (Point Patience) was determined NRHP eligible on December 20, 2004. The property is a gable-roofed, one-and-a half-story, brick eclectic style house, incorporating details from the Colonial Revival and Tudor Revival styles. The house was designed and built by English-born architect Frank Tomlinson to be his own residence. Completed in 1942, just months before the acquisition of the property by the Navy, the house possibly incorporates some elements from an early 19th century dwelling

located at the site. Quarters A is eligible for the NRHP under Criteria C, which applies to properties that are significant for their architectural qualities. The house is a fine example of the eclectic domestic architecture of the pre-war era and noteworthy for its harmonious employment of the Colonial Revival and Tudor Revival elements.

Avondale/Solomons Island Survey District was determined NRHP eligible on July 15, 2003. The Avondale Historic District is a predominantly residential district located in the area of the original Avondale subdivision between Solomons Island Road and Back Creek. Contributing resources range in date from the late nineteenth century to the World War II era, when Solomons Island was a regional center of the seafood industry in the Patuxent River and Chesapeake Bay, and also gained in importance in the areas of recreation, research, and defense. The Avondale District is eligible for listing in the NRHP under Criteria A and C. The district is significant under Criterion A for its association with the economic importance of the Patuxent River basin in southern Calvert County in the late nineteenth and early twentieth century. The Patuxent River and Chesapeake Bay supported a significant industry based on harvesting and processing oysters, crabs, and fish during this period; the Solomons Island area was a regional center of this and related industries including boatbuilding, sport fishing, and summer resorts. The Avondale Historic District is the principal residential neighborhood in this area. The district derives additional significance under Criterion C for its architectural character; it comprises a cohesive collection of resources representing the development of the rural water-based community from the late nineteenth century through the World War II era.

J. C. Lore Oyster House was listed in the NRHP on March 24, 1988 and is a National Historic Landmark. The J. C. Lore Oyster House is a large rectangular frame seafood packing plant constructed in 1934 to replace a c. 1920 structure destroyed in a hurricane. The building, which faces west at the north end of Solomon's Island, is two stories high, six bays wide by three bays deep, sheathed in German siding, and covered by a metal-clad gable roof. A one-story shed-roofed wing, apparently contemporaneous with the main block, extends from the south gable end a distance of two bays. A cinder block addition of 1965 spans two-thirds of the rear elevation. Fenestration of the main block is irregular, and reflects the functional divisions of the interior into areas for oyster shucking, packing, storage and loading, and office space. The interior retains most of its original processing equipment.

The J. C. Lore Oyster House meets Criteria A and C. The property is significant for its historical association with the commercial fisheries of Maryland's Patuxent River region, and architecturally as a substantially unaltered example of an early-20th century seafood packing plant. The commercial seafood industry has been vital to the economy of the Chesapeake Bay region and the state of Maryland since the mid nineteenth century. From its establishment in 1920 until it ceased operations in 1978, the J. C. Lore Company was an important element in this industry in the Patuxent River region. J. C. Lore, Sr., moved to Solomons in 1888 to buy and ship locally caught oysters for his uncle's packing house in Philadelphia. He established his own

oyster packing plant in Solomons in 1920; the present building was constructed in 1934 to replace the original facility which had been destroyed in a hurricane. As one of the most extensive and successful seafood packing operations in the area, and the longest continually operating plant on the Patuxent River, it provided local watermen with a market for their catch and employed numerous workers in the processing plant. The company's oyster-processing operation was among the most modern and efficient in the Chesapeake region, and was featured repeatedly in seafood industry journals. The company's careful records of water conditions and oyster growth on its private bars were often used by researchers from academic and scientific institutions. In addition to oysters, the company packed and marketed large quantities of crabs and fish. The J. C. Lore Oyster House is also significant as one of the oldest oyster packing houses in the Chesapeake region which has remained substantially unaltered. Most other successful oyster houses were subjected to a series of expansions over time or completely rebuilt; the Lore Oyster House reflects its original construction, with alteration limited to a recent cinder-block addition at the rear of the building. The plant also retains most of its original processing equipment. The building has been adapted by the Calvert Marine Museum to house exhibits on the commercial fisheries of the Patuxent River region. Adaptation as a museum facility has not compromised the building's architectural integrity, and many of its original spaces, artifacts, and records have been incorporated into the exhibits.

St. Peter's Episcopal Church was determined eligible for the NRHP on June 7, 1993. St. Peter's Episcopal Church is an unusual and well-preserved example of the Carpenter Gothic style in Solomons and Calvert County. The church is located on Solomons Island's main thoroughfare and is the most intact of its historic church buildings. It is eligible under Criteria C for Architecture. The Carpenter Gothic style which interpreted the Victorian Gothic Revival Style in simple, wood form was popular for small rural churches from the mid-nineteenth century through the late nineteenth century. St. Peter's retains a high degree of interior and exterior integrity. Few other examples of the style exist in the area.

William B. Tennison Bugeye was listed in the NRHP on March 27, 1980. The William B. Tennison Bugeye meets Criteria A and C for listing in the NRHP. The TENNISON is a Chesapeake Bay Bugeye built in 1899 and converted to a buy boat in 1906-07. She is one of the few log-hulled bugeyes left on the Bay. She is exemplary of the transition between log and frame and plank bugeyes, having basically a log hull with some frame and plank construction. She was also one of the first bugeyes to be converted to power for use as a buy boat, and the only such converted vessel known to survive on the Bay. By the late 1890s, suitable logs had grown scarce and most bugeyes were of frame and plank construction. Her construction in 1899 puts the TENNISON in the middle of the construction transition. Through the 1920s and 30s many sail-powered bugeyes continued to oyster with the skipjacks (the latter had largely taken over

because they were cheaper to build and maintain), but by the late 1930s and early 1940s most bugeyes had left actual oystering, converting to power and serving as oyster buy boats or retaining sail but serving as yachts. The TENNISON came under power very early in the history of the bugeye on the Bay.

Drum Point Lighthouse was listed in the National Register on April 23, 1976. The Drum Point Lighthouse was located at the southern end of Drum Point, Calvert County, at the mouth of the Patuxent River. The light was moved in 1973 to the Calvert Marine Museum on the western bank of Back Creek on the east side of Solomons Island Road (MD 2), north of Solomons Island. The hexagonal wooden structure is held up by iron supports of the screwpile type. An auger-like flange was bored into the soft Patuxent River bottom forming the support for the columnar iron base from which the weight of the entire lighthouse, which is fastened to the column, is diffused. Chesapeake Bay screwpile lighthouse construction is typically hexagonal or square. The keeper's quarters, six-sided, sheathed with weatherboards, and covered with a standing-seam metal roof, is solidly built with mortised and tenoned joints, a hexagonal roof, and two dormer windows. An unroofed open gallery encircles the lower story of the structure. On top of the house is the cupola containing the lighthouse lamp. A small, second open gallery surrounds this lantern room. The original light, described as a "fixed red" on a late-19th century chart, was altered to white with three red panels in 1911. Originally placed 1/16 of a nautical mile from shore, the lighthouse had by 1865 become marooned on the beach as the water gradually receded. The present site gives the lighthouse a much more appropriate setting at the edge of the water.

The Drum Point Lighthouse meets Criterion C for listing in the NRHP as one of four remaining screwpile lighthouses on the Chesapeake Bay. Any lighthouse, and particularly a historic structure, is fast disappearing as navigational equipment due to the modern communications channels and satellite-related aids. The Drum Point Lighthouse and other screwpile lighthouses flourished on the Chesapeake Bay from the second half of the 19th century to the mid 20th century, serving as important navigational aids. Although the Drum Point Lighthouse, constructed in 1883, has escaped demolition, its original light, which required a resident attendant, was automated in 1962.

Sixty-one (61) previously identified resources were not previously evaluated for listing in the NRHP. Forty-two (42) of these resources were evaluated as part of the Solomon's Island Survey District, which is recommended not eligible for listing in the NRHP.

The **Solomons Island Survey District** (CT-1315) is an island in Calvert County that is connected to the mainland by a 23-foot-long bridge known as the Solomons Island Bridge over the Narrows. Naturally, the island would be at least 550 feet from the mainland, but a causeway and small bridge connects the island to the mainland. A boardwalk now runs down the causeway, with domestic and commercial structures on the east side of the causeway. The main

part of the island is triangular in shape and contains mostly residential dwellings, but also the large complexes of the Harbor Island Marina, the Tiki Bar, and the Chesapeake Biological Laboratory. Solomons Island has a range of architectural styles including vernacular frame oyster sheds, Carpenter Gothic churches, residences ranging from Queen Anne to contemporary, and Colonial Revival institutional buildings. The maritime component of Solomons Island is seen in the significant number of piers around the island.

The Solomons Island Survey District is recommended not eligible for inclusion in the National Register under Criteria A, B, or C. Overall, Solomons Island Survey District does not retain integrity of design, setting, materials, workmanship, feeling, or association. The community is associated with trends that have made a significant contribution to the broad patterns of our history in the areas of the seafood and boat building industries as well as marine biological research. Due to the amount of buildings that have been lost over time, the alterations that have occurred to the existing ones, and the significant contemporary infill that compromises the historic setting, the district lacks the ability to convey the significance of these contributions; thus it is not eligible under Criterion A. The district is not known to be association with any person of particular importance on a local, state, or national level, and so it is not eligible under Criterion B. Individual buildings in Solomons Island that are architecturally significant have already been listed or determined eligible for the NRHP. Although patterns reflecting various trends in construction during different periods can be identified in Solomons Island, they do not embody distinctive architectural characteristics of their type, period, or method of construction. None of the buildings are known to be the work of a master, or to possess high artistic value. Because it lacks continuity, with many historic buildings having been lost and many modern buildings having been added, Solomons Island is not significant as a distinguishable entity whose components lack individual distinction. Therefore, the survey district is not eligible under Criterion C. The archeological potential of the survey district has not been evaluated, so the survey district cannot be determined eligible under Criterion D. SHA prepared a Determination of Eligibility (DOE) form for Solomon's Island, which is provided in Attachment 5.

The remaining nineteen (19) resources were evaluated individually. Two (2) of these resources are recommended eligible for listing in the NRHP:

- **Myrtle Point Bed and Breakfast** (SM-474) 24000 Patuxent Boulevard
- **Calvert Marine Museum (Solomons High School)** (CT-887) 14150 Solomons Island Road

Myrtle Point Bed and Breakfast (SM-474) is recommended as eligible for listing in the NRHP. The Myrtle Point Bed and Breakfast is a ca. 1860 dwelling, now used as an inn. The L-shaped, mid-nineteenth century house is characterized by its telescoping form created by the addition of multiple wings in the nineteenth century. The house's setting on the waterfront and

surrounded by agricultural land is notable in this developed section of St. Mary's County. The inn is recommended eligible for the NRHP under Criterion C as an example of a substantial mid-nineteenth century farmhouse in St. Mary's County. SHA prepared a DOE form for Myrtle Point Bed and Breakfast, which is provided in Attachment 5.

Calvert Marine Museum (Solomons High School) (CT-887) is recommended as eligible for listing in the NRHP. The Calvert Marine Museum was originally built in 1925 as the Solomons Elementary and High School. The building is recommended as eligible for listing in the NRHP under Criteria A and C. Solomons High School represents the growth of the Solomons community through the late nineteenth century and early twentieth century from a seafood processing outpost to a community with a full range of amenities including a residential neighborhood, commercial district, community school, and churches of various denominations. The school meets Criterion C as an intact, well-articulated hybrid Shingle/ Colonial Revival Style school compatible with its maritime setting. SHA prepared a DOE form for Calvert Marine Museum, which is provided in Attachment 5.

The remaining seventeen individually evaluated resources are recommended as not eligible for listing in the NRHP.

Solomons Methodist Cemetery (CT-888) is a medium-sized burial ground, covering 3.39 acres. Most gravestones are rectangular, date to the middle decades of the twentieth century, and are granite or marble. The landscaping includes a set of brick piers that marks the entrance, a flagpole, a few cedar trees, a chain-link fence that surrounds the cemetery, and a gravel driveway that makes a loop through the cemetery. NRHP Criteria Consideration D provides that cemeteries are not eligible for the National Register, unless they derive their primary significance from persons of transcendent importance, from age, from distinctive design features, or from association with historic events. No persons of transcendent importance are associated with this cemetery. Dating from the twentieth century, the cemetery does not have exceptional age. Its design is not distinctive, and it is not associated with historic events. Therefore, the Solomons Methodist Cemetery is not eligible for the NRHP. SHA prepared a DOE form for Solomons Methodist Cemetery, which is provided in Attachment 5.

The **Kenneth Lore House** (CT-889) is an abandoned c. 1930 Dutch colonial revival dwelling located on the west side of Maryland 2/4 (Solomons Island Road). The Kenneth Lore House is not associated with events and trends that have made a significant contribution to the broad patterns of our history, disqualifying it for eligibility under Criterion A. The property is not associated with any person or group of persons of outstanding importance to the community, state, or nation, disqualifying the property under Criterion B. The integrity of design, materials, and workmanship of the Kenneth Lore House has been significantly diminished by its abandoned condition, and although it is an example of a Dutch colonial revival dwelling, it is not an

exceptional example representing the work of a master or possesses high artistic merit. Thus the property is not eligible under Criterion C. The Kenneth Lore House was not evaluated under Criterion D. SHA prepared a DOE form for the Kenneth Lore House, which is provided in Attachment 5.

The **Joseph Lore House** (CT-884) is a c. 1920s two-story, three-bay frame house built in the Colonial Revival style. The dwelling was formerly owned by Joseph C. Lore, Jr. the son of the founder of the J.C. Lore and Sons Seafood Packing Company. Joseph C. Lore, Jr. and his brother G. I. Rupert Lore managed the company after their father's death in 1945. Based on preliminary research, the Joseph Lore House is not associated with events and trends that have made a significant contribution to the broad patterns of our history, disqualifying it for eligibility under Criterion A. Because Joseph C. Lore, Jr. is best-known for his involvement with the seafood packaging company, the Oyster House would also best represent him under Criterion B, if he were determined to be a person significant to our past. The house is an altered example of the common Colonial Revival type and does not meet Criterion C. The property has not been evaluated under Criterion D. SHA prepared a DOE form for the Joseph Lore House, which is provided in Attachment 5.

The **Higgison House** (CT-885) is a c. 1930s two-story, two-bay frame house that combines elements of the Colonial Revival and the Craftsman styles. Based on preliminary research, the Higgison House is not associated with events and trends that have made a significant contribution to the broad patterns of our history, disqualifying it for eligibility under Criterion A. The property is not associated with any person or group of persons of outstanding importance to the community, state, or nation, disqualifying the property under Criterion B. While the Higgison House displays elements of both the Craftsman style and the Colonial Revival, it is not an exceptional example and does not represent the work of a master or possess high artistic merit. Thus the property is not eligible under Criterion C. The Higgison House was not evaluated under Criterion D. SHA prepared a DOE form for the Higgison House, which is provided in Attachment 5.

The **North Annex of the Calvert Marine Museum** (CT-886) is a c. 1940 two-story, three-bay frame Colonial Revival style dwelling converted for institutional use. Based on preliminary research, the north annex of the Calvert Marine Museum is not associated with events and trends that have made a significant contribution to the broad patterns of our history, disqualifying it for eligibility under Criterion A. The property is not associated with any person or group of persons of outstanding importance to the community, state, or nation, disqualifying the property under Criterion B. While the north annex of the Calvert Marine Museum displays

elements of the Colonial Revival, it is not an exceptional example and does not represent the work of a master or possess high artistic merit. Thus the property is not eligible under Criterion C. The north annex of the Calvert Marine Museum was not evaluated under Criterion D. SHA prepared a DOE form for the north annex of the Calvert Marine Museum, which is provided in Attachment 5.

St. Joseph's Manor House (SM-129) is an archaeological site. T he original house was built ca. 1642-1650 and burned in 1880. In the 1970s, a new house was constructed at the site, directly behind the ca. 1642-1650 house. The central block of the house follows the original dimensions of the old building. In 1986, the owners of the property hired archaeologists to excavate and research the site, but these investigations did not result in a determination of eligibility. Because no building exists, the property is not eligible under NRHP Criteria A, B, and C. The site was not evaluated under Criterion D for this project as it is outside of SHA's archeological survey area.SHA prepared a DOE form for St. Joseph's Manor House, which is provided in Attachment 5.

~~The **Jefferson House** (CT-879) is a common example of a rural vernacular frame house~~ from the 1920s-era. The house has been altered with the application of aluminum cladding and a single-story hip-roof addition on the north wall. Based on preliminary research, the Jefferson House is not associated with events and trends that have made a significant contribution to the broad patterns of our history, disqualifying it for eligibility under Criterion A. No important historical persons were associated with this building and it is recommended as not eligible under Criterion B. The structure is a common example of early-twentieth century rural vernacular architecture and its original appearance has been altered by the application of aluminum siding and the north end addition, the structure is therefore recommended as not eligible under Criterion C. The property was not evaluated under Criterion D. SHA prepared a DOE form for the Jefferson House, which is provided in Attachment 5.

The **Gross House** (CT-878) is a common example of a rural vernacular frame house from the 1920s-era. The house has been altered numerous single story shed-roof and gable-roof additions which dwarf the original structure. Based on preliminary research, the Gross House is not associated with events and trends that have made a significant contribution to the broad patterns of our history, disqualifying it for eligibility under Criterion A. No important historical persons were associated with this building and it is recommended as not eligible under Criterion B. The structure is a common example of early-twentieth century architecture, it has also been heavily modified with multiple additions that compromise the integrity of the building, the structure is therefore recommended as not eligible under Criterion C. The property was not evaluated under Criterion D. SHA prepared a DOE form for the Gross House, which is provided in Attachment 5.

The **Dare House** (CT-875) was demolished sometime between the first survey in 1986 and the present survey in May 2009. Local residents claim that the fire department burned the house down in a training exercise, after it sat vacant for a number of years. There is nothing left of the house except for a cleared area on the lot where the house once sat. Because the house is no longer extant it is not eligible for the NRHP under Criteria A, B, and C and was not evaluated under Criterion D. SHA prepared a DOE form for the Dare House, which is provided in Attachment 5.

The **Stanton House** (CT-880) was demolished between the previous survey in 1986 and 1995 when a strip mall was built in its place. No evidence of the house exists and the site has been completely altered by the construction of the strip mall. The site is not recommended for the NRHP under Criteria A, B, and C and was not evaluated under Criterion D. SHA prepared a DOE form for the Stanton House, which is provided in Attachment 5.

The **Clark-Weems House** (CT-881) was demolished at an unknown date between the previous survey in 1986 and the current survey in 2009. A contemporary house now sits on the site and no evidence of the former house exists. The site is recommended as not eligible for the NRHP under Criterion A, B, and C and was not evaluated under Criterion D. SHA prepared a DOE form for the Clark-Weems House, which is provided in Attachment 5.

Esperanza Point (SM-132), also known as Greenholly Point, is located along the Patuxent River. It is the historic location of a nineteenth century house owned by Isaac Solomon, and later by his brother, Charles Solomon. The house was demolished in the mid-twentieth century for the development of Esperanza Farms by the Esperanza Development Corporation. Local tradition holds that the house was used for a time as the clubhouse for the subdivision, but was later demolished and a new house was built on the same site, reusing some of the brick from the nineteenth century dwelling. Since the house no longer exists and a new house is located at the same location, the property is not recommended as eligible for listing on the NRHP under Criteria A, B, and C and was not evaluated under Criterion D. SHA prepared a DOE form for Esperanza Point, which is provided in Attachment 5.

Myrtle Point House #1 (SM-378) was demolished sometime between being surveyed in 1986 and 1997, when St. Mary's County purchased the site from a development company. The house was demolished to make way for a development that never occurred; today the land is part of a public park. Since the building no longer exists, it is recommended as not eligible for listing in the NRHP under Criteria A, B, and C and was not evaluated under Criterion D. SHA prepared a DOE form for Myrtle Point House #1, which is provided in Attachment 5.

Myrtle Point House #2 (SM-379) was demolished sometime between being surveyed in 1986 and 1997, when St. Mary's County purchased the site from a development company. The house was demolished to make way for a development that never occurred; today the land is part of a public park. Since the building no longer exists, it is recommended as not eligible for listing in the NRHP under Criteria A, B, and C and was not evaluated under Criterion D. SHA prepared a DOE form for Myrtle Point House #2, which is provided in Attachment 5.

Myrtle Point Barn (SM-377) was demolished sometime between being surveyed in 1986 and 1997 when St. Mary's County purchased the site from a development company. The barn was demolished to make way for a development that never occurred; today the land is part of a public park. Since the building no longer exists, it is recommended as not eligible for listing in the NRHP under Criteria A, B, and C and was not evaluated under Criterion D. SHA prepared a DOE form for Myrtle Point House #2, which is provided in Attachment 5.

Our Lady Star of the Sea Roman Catholic Church (CT-967) is a twentieth century Gothic Revival church. The building has multiple additions and alterations that obscure the original plan and decrease its architectural integrity. There is a large addition which varies between one and two stories to the south and east of the original structure used as a school that has been built recently. This addition is incompatible with the original Gothic structure which was constructed as a place of worship with a school in a separate building. The original school building still exists on the property and has been connected to the church with the sprawling newer addition. The front entrance doors and transom on the church have also been replaced with new wood panel doors and new stained glass; these elements are prominent features on the exterior of the building and the loss of the originals significantly decreases the level of architectural integrity possessed by the structure. Windows at the basement level on the side walls are recent replacements as well.

Generally, religious properties fall under a category of properties in the NRHP that can not normally be considered eligible. However, if the property meets certain requirements it can be considered for listing. For a religious structure to be considered for the NRHP, it must be an integral part of a historic district or must meet Criteria Consideration A standards for Religious Properties which is "a religious property deriving primary significance from architectural or artistic distinction or historical importance." Also, a property may not be considered eligible just because it was the oldest structure used by a religious group in a local area.

Applying those considerations to Our Lady Star of the Sea, the church is a good example of Gothic Revival-style architecture, which was a popular form used in the construction of religious institutions in the 1920s. This church is not a high-style example of Gothic Revival architecture as the details are fairly plain and other better examples of it likely exist in the county. The original building has lost integrity with the large addition, which wraps around the original church building, and with the replacement of the original doors, which were a dominant

architectural feature on the building. So the structure cannot be considered eligible based on architectural or artistic distinction because of the loss of integrity. In terms of historical importance, Our Lady Star of the Sea replaced the first Catholic Church on Solomons Island and is therefore the oldest surviving Catholic Church in Solomons, but according to the NRHP guidelines, being the oldest surviving example of a structure used by a religious group in an area is not enough justification for NRHP status. Since Our Lady Star of the Sea does not meet any of Criterion Consideration A standards for listing of religious properties on the NRHP, it is recommended as not eligible for listing in the NRHP. SHA prepared a DOE form for Our Lady Star of the Sea, which is provided in Attachment 5.

Calvert Marina (CT-800), formerly the Naval Amphibious Training Base, Solomons, was established in 1942 when the Navy purchased 115 acres of the Dowell Peninsula. The Calvert Marina is a multiple-building complex that encompasses the former U.S. Naval Amphibious Training Base. The base operated from 1942-1945, after which the state of Maryland took over ownership before selling it in 1959 for use as a private yacht club and marina. The period of significance for the property is 1942-1945, when the Navy operated a training base there; the Navy was responsible for the WWII-era condemnation of the land and construction of the buildings that make up the complex. Only a small percentage of the original buildings remain and there is new residential development on the east side of the peninsula. Many of the buildings that remain are in ruins and others have been heavily modified. Overall, the site is no longer intact and does not give an accurate representation of the former training base. There are approximately 17 remaining resources from the former naval base. These include the twin brick sentry houses, several single-story brick utility buildings, the Colonial Revival-style wood-frame commanding officer's quarters, several wood-frame warehouses with corrugated metal siding, wood-frame boathouses, a brick brig, several tanks overgrown with vines, a brick boiler house, and the brick ruins of several buildings including the officers' mess. The boiler house was converted to a restaurant.

The U.S. Naval Amphibious Training Base is significant as the first amphibious training facility in the country. The station was constructed as a temporary installation and only operated for three years before being turned over to the state of Maryland and converted into a marina. Most of the original buildings have been demolished and not enough of the original layout of the station remains to give an accurate representation of the activities that occurred here and is therefore recommended as not eligible under Criterion A. No important historical persons were associated with this station and it is recommended as not eligible under Criterion B. The majority of the resources at the training base have been demolished and many of the remaining buildings have been heavily altered or are in ruins. The buildings were most likely built from standard plans developed by the U.S. Navy Bureau of Yards and Docks and there are likely similar buildings at the Patuxent NAS and the Naval Recreation Area, which were also

established around 1942. The complex does not retain enough integrity to be considered eligible as a district and the remaining individual buildings do not possess enough significance to be considered for listing. The Calvert Marina is recommended as not eligible under Criterion C. The property was not evaluated under Criterion D. SHA prepared a DOE form for Calvert Marina, which is provided in Attachment 5.

Resource Not Previously Identified

SHA conducted an intensive survey of the APE and identified sixty-four (64) previously unidentified individual resources that are forty-five years old or older and one previously unidentified district comprised of approximately two-hundred (200) parcels where the majority of the resources are forty-five years old or older. None of these resources are recommended eligible for the NRHP.

Patuxent Beach is a residential community located in eastern St. Mary's County, along MD 4 (Patuxent Beach Road) and the Patuxent River. It is comprised of two landforms; a peninsula located between Kingston Creek and Town Creek, and an island connected to the northeast corner of the peninsula by a causeway. The houses are predominantly frame construction, dating from c. 1930 to the present. The earliest dwellings are single-story cottages and bungalows, and are mostly found along Clarks Road and N. Patuxent Beach Road. Over the decades, many of the cottages have undergone additions, such as garages, and alterations, such as replacement windows and synthetic siding. More significantly, the cottages have been joined by a variety of other housing styles ranging from ranches to townhomes.

The Patuxent Beach Survey District (SM-914) comprises the area within the catchment area of the Patuxent Beach Homeowner's Association accessed via North Patuxent Beach Road, north of MD 4 and including addresses on Bill Dixon Road, Clarks Road, Emerald Lane, St. Clair Lane, Patuxent Lane, and West Patuxent Beach Road, Wild Rose Lane, containing approximately 200 tax parcels. MD 4 (Patuxent Beach Road) bisects the survey district, but the highway is mostly elevated in this section and provides no direct access to any dwellings or businesses. The Governor Thomas Johnson Bridge crosses directly over the island, and an SHA-owned right-of-way bisects the island, punctuated by the tall concrete piers of the bridge.

The Patuxent Beach Survey District is not eligible for inclusion in the National Register under Criteria A, B, or C. The community is not directly associated with events or trends that have made a significant contribution to the broad patterns of our history. The district lacks the ability to convey the history of an early twentieth-century resort community or of a waterman's community; thus it is not eligible under Criterion A. The district is not known to be association with any person of particular importance on a local, state, or national level, and so it is not eligible under Criterion B. None of the individual buildings in Patuxent Beach are architecturally significant. Although patterns reflecting various trends in construction during different periods can be identified, they do not embody distinctive architectural characteristics of

their type, period, or method of construction. None of the buildings are known to be the work of a master, or to possess high artistic value. Because it lacks continuity, with many contemporary dwellings built as in-fill, and with the presence of the existing Thomas Johnson Bridge, Patuxent Beach is not significant as a distinguishable entity whose components lack individual distinction. Therefore, the survey district is not eligible under Criterion C. The archeological potential of the survey district has not been evaluated, so the survey district cannot be determined eligible under Criterion D. SHA prepared a DOE form for Patuxent Beach, which is provided in Attachment 5.

The remaining sixty-four (64) residential and commercial properties include houses, agricultural properties, and small-scale commercial buildings in the project area. These properties are all modest mid-twentieth century structures. They are not associated with historic events (Criterion A) or significant persons (Criterion B), and they are not significant for their design or construction (Criterion C). The above properties do not have historical or architectural significance and are recommended not eligible for the NRHP as documented in the Short Forms for Ineligible Properties included in Attachment 5.

SHA concludes that the:

- **NAS Patuxent River Quarters A (Point Patience)** (CT-69)
- **Avondale/Solomons Island Survey District** (CT-118)
- **J. C. Lore Oyster House** (CT-788) 14430 Solomons Island Road
- **St. Peter's Episcopal Church** (CT-70) 14590 Solomons Island Road
- **William B. Tennison Bugeye** (CT-799) Calvert Marine Museum
- **Drum Point Lighthouse** (CT-68) Calvert Marine Museum
- **Myrtle Point Bed and Breakfast** (SM-474) 24000 Patuxent Boulevard
- **Calvert Marine Museum (Solomons High School)** (CT-887) 14150 Solomons Island Road

are the only NRHP eligible or listed architectural properties within the APE for this project.

Analysis of Impacts to Historic Structures

SHA finds that the MD 4 from MD 2 to MD 235 Transportation Improvement alternatives would not adversely impact historic standing structures. Impacts to individual properties are detailed below.

No-Build Alternative

If the project is not constructed, historic properties would remain intact and undisturbed. Therefore, the No-Build Alternative would have no impact on historic properties.

TSM/TDM Alternatives

Based on the minor scope of the proposed improvements, the TSM/TDM Alternatives will not impact historic standing structures.

Upgrade Alternatives

NAS Patuxent River Quarters A (Point Patience) (CT-69) The Upgrade Alternatives would be located outside of the NRHP boundary for this resource. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge is visible from NAS Patuxent River Quarters A (Point Patience). Both bridge upgrade alternatives would maintain a similar level of visibility for this resource, which is part of a Naval Recreation Center and is a maritime related resource. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining features that make this resource eligible for listing in the NRHP. The proposed improvements would be far enough removed from the resource so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on the NAS Patuxent River Quarters A (Point Patience).

Avondale/Solomons Island Survey District (CT-118) The Upgrade Alternatives would be located outside of the NRHP boundary for this resource. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge is distantly visible from some points in the Avondale/Solomons Island Survey District. Both bridge upgrade alternatives would maintain a similar level of visibility for this resource, which is developed as a waterman's neighborhood and is a maritime related resource. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining features that make this resource eligible for listing in the NRHP. The proposed improvements would be far enough removed from the neighborhood so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on the Avondale/Solomons Island Survey District.

J. C. Lore Oyster House (CT-788) The Upgrade Alternatives would be located outside of the NRHP boundary for this resource. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge is visible from the J. C. Lore Oyster House. Both bridge upgrade alternatives would maintain a similar level of visibility for this resource, which was built as an Oyster Packing House and is now part of the Calvert Marine Museum and is a maritime related resource. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining

features that make this resource eligible for listing in the NRHP. The proposed improvements would be far enough removed from the museum so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on the J. C. Lore Oyster House.

St. Peter's Episcopal Church (CT-70) The Upgrade Alternatives would be located outside of the NRHP boundary for this resource. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge is visible from St. Peter's Episcopal Church. Both bridge upgrade alternatives would maintain a similar level of visibility for this resource, which was built as a waterman's church and is a maritime related resource. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining features that make this resource eligible for listing in the NRHP. The proposed improvements would be far enough removed from the church so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on the St. Peter's Episcopal Church.

William B. Tennison Bugeye (CT-799) The Upgrade Alternatives would be located outside of the NRHP boundary for this resource. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge may be visible from the TENNISON depending on where this movable resource is located. Both bridge upgrade alternatives would maintain a similar level of visibility for this resource, which is a boat that is now part of the Calvert Marine Museum and is a maritime related resource. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining features that make this resource eligible for listing in the NRHP. The proposed improvements would be far enough removed from the museum so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on the William B. Tennison Bugeye.

Drum Point Lighthouse (CT-68) The Upgrade Alternatives would be located outside of the NRHP boundary for this resource. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge may be distantly visible from the Drum Point Lighthouse. Both bridge upgrade alternatives would maintain a similar level of visibility for this resource, which is a lighthouse that is now part of the Calvert Marine Museum and is a maritime

related resource. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining features that make this resource eligible for listing in the NRHP. The proposed improvements would be far enough removed from the museum so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on the Drum Point Lighthouse.

Myrtle Point Bed and Breakfast (SM-474) The Upgrade Alternatives would be located outside of the NRHP boundary for this resource. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge is distantly visible from the Myrtle Point Bed and Breakfast. Both bridge upgrade alternatives would maintain a similar level of visibility for this resource. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining features that make this vernacular nineteenth century farmhouse eligible for listing in the NRHP. The proposed improvements would be far enough removed from the museum so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on the Myrtle Point Bed and Breakfast.

Calvert Marine Museum (Solomons High School) (CT-887) The Upgrade Alternatives would be located outside of the NRHP boundary for this resource. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge is visible from the Calvert Marine Museum (Solomons High School). Both bridge upgrade alternatives would maintain a similar level of visibility for this resource, which was built as the High School for a maritime community, now part of the Calvert Marine Museum, and is a maritime related resource. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining features that make this resource eligible for listing in the NRHP. The proposed improvements would be far enough removed from the museum so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on the Calvert Marine Museum (Solomons High School).

In sum, SHA has determined that the MD 4 from MD 2 to MD 235 Transportation Improvement Project will have no adverse impacts on historic standing structures.

Archeology: SHA Archeologist Carol A. Ebright assessed the archeological potential of the archeological survey area through consultation of the SHA-GIS Cultural Resources Database, aerial photographs, and historic and environmental maps. Several field visits were conducted in May 2009.

Portions of the corridor have been previously surveyed, although not all these investigations meet current survey standards. On the Calvert County side, the MD 2/4 corridor was surveyed by Orr (1974) and Hurry and Kavanagh (1987). Adjoining areas were examined by Wilke and Thompson (1977), Israel (1986), Koski-Karrel (1986), and Harmon et al. (1996). Site 18CV359 is a previously recorded prehistoric site located near the Patuxent Naval Recreation Center and the sewage plant (Harmon et al. 1996), and is within the LOD. Its NRHP eligibility has not been evaluated and further work was recommended by the investigator.

No prior underwater survey was undertaken for the Thomas Johnson Bridge, however, an archival review of shipwrecks in the area was conducted by Shomette (1982). Shomette found that two ships of Barney's flotilla in the War of 1812 were reportedly scuttled to the north of the bridge area. Additional ships, particularly British vessels may have been lost during the War of 1812 in the project area. Two unidentified vessels, an Alexandria schooner and a bay boat, were reportedly sunken in a storm in 1807 near the MD 4 bridge crossing. Marshes near Town Point may also have potential for submerged wharf resources based on historic map data. The project corridor has high potential for submerged resources in areas that have not been subjected to dredging.

On the St. Mary's County side, the MD 4 corridor is crossed by several prior investigations conducted at the reconnaissance level (Conrad 1976) or the Phase I level (Ballweber and Michael 1991, Gibb 1989), but the majority of the corridor has not be examined. Site 18ST620, located in the MD 4 alignment at Patuxent Beach Road by Ballweber and Michael (1991), was determined not eligible for NRHP listing in 1991. The MD 235 corridor south of the MD 4 intersection was previously surveyed by Beauregard and Hinds (1996).

Based on its location straddling the Patuxent River estuary, terraces, and adjoining uplands with ready access to a large diversity of freshwater, estuarine, and wetland floral and faunal resources, including major migratory avian and fish species, the project area was assessed as having high prehistoric archeological potential. Navigable waterways made this area one of the first to be settled by Euroamericans, and sites dating to the 17th century are relatively common in this portion of southern Maryland. MD 235 (Three Notch Road) in St. Mary's County, and MD 2/4 (Solomons Island Road) in Calvert County are two of the oldest inland roads in Maryland. The section of MD 2/4 in the project area to the end of MD 2 is largely on an earlier alignment. MD 4 from this point westward to MD 235 was built on a new alignment in the late 1970s.

SHA contracted with URS Corporation to conduct Phase I archeological survey of undisturbed terrestrial portions of the project area, as well as underwater survey of the Patuxent River crossing. Enclosed for your review and comment is one copy of the draft report ***Thomas Johnson Bridge Replacement Phase I Archeological Survey, St. Mary's and Calvert Counties, Maryland*** by Heather Crowl, Jean B. Pelletier and Mechelle Kerns-Nocerito (Attachment 6). SHA's comments are included as Attachment 7.

Crowl et al. (2009) identified four previously unrecorded archeological terrestrial sites (18ST830, 18ST831, 18ST832, and 18ST833). No underwater sites were located. Site 18ST830 consists of a deeply buried and sealed Late Woodland site located during backhoe testing on the western bank of Town Creek, a tributary of the Patuxent that is also crossed by the Thomas Johnson Memorial Bridge. The site is expected to retain a high degree of integrity and potentially extends across much of the terrace cut by MD 4. SHA agrees with the consultant that 18ST830 is potentially eligible for NHRP listing. Phase 2 investigations will be required if this site is impacted.

Sites 18ST831, 18ST832, and 18ST833 are all historic period domestic sites lacking both integrity and the potential to yield important information. SHA agrees with the consultant that that these sites are ineligible for inclusion in the NRHP. DOE forms for sites 18ST831, 18ST832, and 18ST833 have been submitted to your office electronically.

Two previously recorded sites, 18ST260 and 18CV359 (Ballweber and Michael 1991, Harmon et al. 1996), are also located in the project area. Site 18ST260 was determined ineligible for NRHP listing in 1991. Site 18CV359, located on US Navy property, is considered potentially eligible for NRHP listing. Phase 2 investigations will be required if 18CV359 is impacted.

Review Request

Please examine the attached maps, plans, reports, DOE forms, and Eligibility/Status Table (Attachment 8). We request your concurrence by October 16, 2009 that: NAS Patuxent River Quarters A (Point Patience); Avondale/Solomons Island Survey District; J. C. Lore Oyster House; St. Peter's Episcopal Church; William B. Tennison Bugeye; Drum Point Lighthouse; Myrtle Point Bed and Breakfast; and Calvert Marine Museum (Solomons High School) are the only NRHP eligible or listed architectural resources within the APE and that the project will have no adverse impacts on these properties. By carbon copy, we invite the Patuxent Naval Air Station, the St. Mary's County Department of Land Use and Growth Management, the Calvert County Department of Planning and Zoning, and the Calvert Marine Museum, to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting

parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by October 16, 2009, we will assume that these offices decline to participate. Please call Jennifer Goold at 410-545-2899 (or via email at jgoold@sha.state.md.us) with questions regarding standing structures for this project. Ms. Carol Ebright may be reached at 410-545-2879 (or via email at cebright@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

Melissa Blair for

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: ~~1) Location Map~~
2) Project Plans
3) Area of Potential Effects Map
4) Draft Architecture Compliance Report and Historic Context with SHA Comments
5) Determination of Eligibility Forms and Short Forms for Ineligible Properties
6) Draft Phase I Archeology Report
7) SHA Comments on Draft Archeology Report
8) Eligibility/Status Table

cc: Mr. C. Douglass Alves, Jr., Calvert Marine Museum (w/Attachments)
Mr. Russ Anderson, SHA-PMD
Mr. Derick Berlage, St. Mary's County Department of Land Use and Growth Management (w/Attachments 1-5, 8)
Ms. Carol Ebright, SHA-EPLD (w/Attachments 1, 3, 7 and 8)
Ms. Jennifer Goold, SHA-EPLD
Mr. Kyle Rambo, Conservation Branch, Environmental Division, Patuxent Naval Air Station (w/Attachments)
Dr. Julie Schablitsky, SHA-EPLD
Ms. Kirsti Uunila, Calvert County Department of Planning and Zoning (w/Attachments)
Ms. Alexis Zimmerer, SHA-EPLD (w/Attachments 1, 3 and 8)

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

Project Number: SM351B11 **MHT Log No.**_____
Project Name: MD 4 from MD 2 to MD 235
County: Calvert and St. Mary's
Letter Date: September 16, 2009

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 8]):

[ ] Concur
[ ] Do Not Concur

Effect (as noted in the Effect Table [N/A]):

[ ] No Properties Affected
[ ] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

~~**Agreement with FHWA's Section 4(f) criteria of temporary use** (as detailed in the referenced~~ letter, if applicable):

[ ] Agree

Comments:

_____
_____
_____
_____
_____
_____

By: _____ _____
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Dr. Julie Schablitsky, Assistant Division Chief, Environmental Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5046

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

Project Number: SM351B11 **MHT Log No.** 200903641
Project Name: MD 4 from MD 2 to MD 235
County: Calvert and St. Mary's Counties
Letter Date: September 16, 2009

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 8]):

[ ] Concur
[ ] Do Not Concur
- - See Continuation Sheet

Effect (as noted in the Effects Table [Attachment N/A]):

[ ] No Properties Affected
[ ] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect
- - See Continuation Sheet

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable – N/A):

[ ] Agree

Comments:

SEE ATTACHED CONTINUATION SHEET

By: _____ 3-17-10
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Dr. Julie M. Schablitsky, Assistant Division Chief, Environmental Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5004

cc: C. Douglass Alves, Jr. (Calvert Marine Museum)
Derek Berlage (St. Mary's County Dept. of Land Use and Growth)
Kyle Rambo (Navy - Patuxent River NAS)
Kirsti Uunila (Calvert Co. Dept. of Planning and Zoning)

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

CONTINUATION SHEET #1
Maryland Historical Trust Comments

Project Number: SM351B11 **MHT Log No.** 200903641
Project Name: MD 4 from MD 2 to MD 235
County: Calvert and St. Mary's Counties
Letter Date: September 16, 2009

The Maryland Historical Trust provides the following comments:

Archeology: Trust staff carefully reviewed the archeology DOE forms and following draft report, prepared by URS Corporation and provided with SHA's submittal: *Thomas Johnson Bridge Replacement Phase I Archeological Survey, St. Mary's and Calvert Counties, Maryland* (Crowl et al. 2009).

1. The Trust agrees with SHA's comments on the draft report (Attachment to SHA's letter). We look forward to receiving 2 copies of the final document for our library, when available.
2. The Trust agrees with SHA that the following sites do not meet the criteria for eligibility in the National Register of Historic Places: 18ST831, 18ST832, 18ST833. Further investigation of these sites is not warranted.
3. We agree with SHA that further Phase I/II study of site 18ST830 is warranted if the site is slated for disturbance as part of the current undertaking.
4. Site 18ST620 was previously determined ineligible for the National Register in 1991. It is not necessary to reexamine the site's significance or conduct further investigations for this project.
5. Site 18CV359 is located on Navy property near the north end of the project area. Additional investigation of the site may be needed to assess its National Register eligibility, if the site is slated for impact as part of this project.
6. Further Phase I terrestrial or archeological survey is not needed, unless project plans are modified to include additional areas that have not yet been investigated.

Historic Built Environment: Trust staff has reviewed the following draft report: *MD 4 from MD 2 to MD 235 Project Planning Study* (Hardlines Design Company 2009). The report delineates an area of potential effects (APE), provides historic contexts and assesses the eligibility of properties within the APE for listing in the National Register of Historic Places. The report meets the Trust's *Standards and Guidelines for Architectural and Historical Investigations in Maryland.* We agree that the APE delineated for this undertaking adequately encompasses all areas that may be directly or indirectly affected.

A total of 85 properties were documented and evaluated for listing in the National Register as part of the current planning study. Our comments and opinions regarding the survey results are presented below.

As a result of the historic structure investigations for this undertaking, the following properties were determined ELIGIBLE for listing in the National Register of Historic Places:

- Calvert Marine Museum (Solomons High School) (MIHP No. CT-887)
- Our Lady Star of the Sea Roman Catholic Church (MIHP No. CT-967); this property was identified in 2004 as a contributing resource to the NR-eligible Avondale Historic District (MIHP No. CT-1182).

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

CONTINUATION SHEET #2
Maryland Historical Trust Comments

Project Number: SM351B11 **MHT Log No.** 200903641
Project Name: MD 4 from MD 2 to MD 235
County: Calvert and St. Mary's Counties
Letter Date: September 16, 2009

It is the Trust's opinion that the following properties are NOT ELIGIBLE for listing in the National Register of Historic Places:

- Myrtle Point House #1 (MIHP No. SM-378); no longer extant
- Myrtle Point House #2 (MIHP No. SM-379); no longer extant
- Patuxent Beach Survey District (MIHP No. SM-914)
- U.S. Naval Amphibious Training Base / Calvert Marina (MIHP No. CT-800)
- Dare House (MIHP No. CT-875); no longer extant
- Gross House (MIHP No. CT-878)
- Jefferson House (MIHP No. CT-879)
- Stanton House (MIHP No. CT-880); no longer extant
- Clark-Weems House (MIHP No. CT-881); no longer extant
- Joseph Lore House (MIHP No. CT-884)
- Higgison House (MIHP No. CT-885)
- Calvert Marine Museum, North Annex (MIHP No. CT-886)
- Solomons Methodist Cemetery (MIHP No. CT-888)
- Kenneth Lore House (MIHP No. CT-889)
- Solomons Island Survey District (MIHP No. CT-1315)

We do not concur with SHA regarding the National Register eligibility of the resource listed below. It is the Trust's opinion that the following property is NOT ELIGIBLE for listing in the National Register of Historic Places:

- Myrtle Point Bed and Breakfast (MIHP No. SM-474) - this highly altered resource no longer retains sufficient material integrity to qualify for listing in the National Register.

We concur that the 64 properties documented on DOE Short Forms are NOT ELIGIBLE for listing in the National Register of Historic Places.

We offer the following property-specific comments and request the following revisions in order to complete the historic structure investigations for this undertaking:

- Kingston (MIHP No. SM-131) – Located on the Patuxent River at the end of Kingston Creek Road, Kingston is a previously inventoried resource that appears to be within the APE for this undertaking. We request that SHA prepare a DOE form for this property to assess its eligibility for listing in the National Register.
- Myrtle Point Barn (MIHP No. SM-377) – The DOE form prepared for this resource states that it is no longer extant. However, aerial mapping and field investigations conducted by MHT staff in 2009 confirm that the building still exists. Please prepare a revised DOE form for this property.
- St. Joseph's Manor Site (MIHP No. SM-129) – MHT does not consider this site to be part of the historic built environment. Although it is included in the MIHP, the resource represents an archeological site. The Addendum Form will be accessioned into our library; however the DOE

form will not be processed since the site is outside of the archeology APE and its eligibility as an archeological site was not evaluated.

- Esperanza Site / Greenholly Point (MIHP No. SM-132) - MHT does not consider this site to be part of the historic built environment. Although it is included in the MIHP, the resource represents an archeological site. The Addendum Form will be accessioned into our library; however the DOE form will not be processed since the site is outside of the archeology APE and its eligibility as an archeological site was not evaluated.
- Patuxent Beach Survey District (MIHP No. SM-914) – The documentation does not include a location map. Please submit two copies of a map illustrating the boundaries of the survey district. Also, please revise the formatting of the MIHP form beginning in Section 8.
- Winans Apartments (MIHP No. CT-882) – This previously surveyed resource appears to be within the project APE. We request that SHA prepare a DOE form for this resource to assess its eligibility for listing in the National Register.
- Calvin-Clark House (MIHP No. CT-883) – A Short Form DOE was prepared for this previously surveyed property located at 225 Lore Road. Please prepare a DOE Form.
- Gross House (MIHP No. CT-878) and Jefferson House (MIHP No. CT-879) – MHT concurs that these properties are not individually eligible for listing in the National Register although they could be part of a potential historic district. While we believe that the Dowell community should be investigated as a potential historic district, it appears that this area is outside of the project's APE. If changes to the study require the expansion of the APE in this area, we request that SHA prepare a DOE form for the Dowell community. Please be sure to consult with Kirsti Uunila, Calvert County Historic Preservation Planner, when undertaking survey efforts in Calvert County.
- Please provide our office with a copy of the DOE database on CD once the survey documentation is finalized.

MHT will make minor corrections to the inventory forms to allow the documentation to be accessioned into our library. For future survey efforts, please remember the following:

- Location maps – Please provide two copies of the location map with the MIHP/DOE form. The location map must be black and white and include the MIHP number.
- Color maps and photographs cannot be included with the MIHP/DOE forms.
- Please use side-loading polypropylene photograph sleeves.

Section 106 Review: Once we receive the revised documentation requested above, we will continue consultation with SHA and the other involved parties to assess the project's effects on historic and archeological properties and successfully complete the project's Section 106 review.

If you have questions or need further assistance, please contact Beth Cole (for archeology) at bcole@mdp.state.md.us / 410-514-7631 or Tim Tamburrino at ttamburrino@mdp.state.md.us / 410-514-7637. Thank you for providing us this opportunity to comment.

EJC/TJT/200903641

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

State Highway Administration

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 16, 2010

Re: Project No. SM351C11
MD 4 from MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland
USGS Solomons Island and Hollywood 7.5' Quadrangles

Mr. J. Rodney Little
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Mr. Little:

Introduction and Project Description

This letter serves to provide additional information to the Maryland Historical Trust (MHT) on the Maryland State Highway Administration's (SHA) proposed Project No. SM351C11, consisting of improvements to MD 4 from MD 2 in Calvert County to MD 235 in St. Mary's County, including the Thomas Johnson Memorial Bridge over the Patuxent River (Attachment 1). SHA seeks to revise the project's Limits of Disturbance (LOD), to provide additional information about the National Register of Historic Places (NRHP) eligibility of historic standing structures within the APE, and to provide additional information on the project's impacts on historic standing structures. The results of SHA's supplemental Phase I archeological investigations conducted for Environmental Site Design (ESD) impacts are also provided. A draft Programmatic Agreement for future Phase 2 evaluation of archeological sites and subsequent cultural resources work as needed, is provided for your review.

Since our last correspondence, dated September 16, 2009, implementation of new ESD regulations has added substantial acreage to the proposed limits of disturbance (LOD) of the project. All additions to the LOD are located within the APE for the project coordinated in 2009. Conceptual project plans and/or web links to plan sheets are included as Attachment 2.

Area of Potential Effects

In determining the Area of Potential Effects (APE) for this project, SHA considered direct and indirect impacts to historic properties. In order to consider the area or areas within which the project may directly or indirectly cause impacts to historic properties, the APE was defined in 2009 to encompass the worst case limits of disturbance (LOD) for the project and

extend 250 feet from the outermost edge of the LOD, as well as including areas from which the Thomas Johnson Bridge is plainly visible, as indicated on the attached SHA quadrangle maps for Solomons Island and Hollywood (Attachment 4). Revisions to the LOD delineated with this letter are contained within the 2009 APE. SHA finds that the existing APE is adequate to consider direct and indirect impacts to historic properties. The archeology survey area is defined as the worst case limits of disturbance of the combined alternatives, including new ESD facilities.

Identification Methods and Results

Potentially significant architectural and archeological resources were both researched as part of the historic investigation instigated by the proposed roadway and bridge improvement project.

Architecture: On March 17, 2010 MHT Trust staff provided comments in response to SHA letter dated September 16, 2009. Trust staff reviewed the draft report: ***MD 4 from MD 2 to MD 235 Project Planning Study*** (Hardlines Design Company 2009) and found that the report meets the Trust's *Standards and Guidelines for Architectural and Historical Investigations in Maryland.* The Trust agreed that the APE delineated for this undertaking adequately encompassed all areas that may be directly or indirectly affected.

The Trust found the following properties ELIGIBLE for listing in the National Register of Historic Places:

- Calvert Marine Museum (Solomons High School) (MIHP No. CT-887)
- Our Lady Star of the Sea Roman Catholic Church (MIHP No. CT-967). MHT clarified that this property was found eligible in 2004 as a contributing property in the Avondale Historic District (MIHP No. CT-1182)

MHT found all other properties documented in Determination of Eligibility (DOE) and DOE Short Forms NOT ELIGIBLE, with the exception of the following properties for which the following property-specific comments and requested revisions were requested in order to complete the historic structure investigations for this undertaking:

- **Kingston** (MIHP No. SM-131) – MHT found that Kingston, a previously inventoried resource, appears to be within the APE for this undertaking. MHT requested that SHA prepare a DOE form for this property to assess its eligibility for listing in the National Register.
- **Myrtle Point Barn** (MIHP No. SM-377) – MHT found that the DOE form SHA prepared for this resource states that it is no longer extant. However, MHT confirmed that the building still exists. MHT requested that SHA prepare a revised DOE form for this property.

- **St. Joseph's Manor Site** (MIHP No. SM-129) – MHT does not consider this site to be part of the historic built environment. The Addendum Form will be accessioned into MHT's library; however the DOE form will not be processed.
- **Esperanza Site / Greenholly Point** (MIHP No. SM-132) - MHT does not consider this site to be part of the historic built environment. The Addendum Form will be accessioned into MHT's library; however the DOE form will not be processed.
- **Patuxent Beach Survey District** (MIHP No. SM-914) – MHT found that documentation does not include a location map and requested that SHA submit two copies of a map illustrating the boundaries of the survey district and revise the formatting of the MIHP form beginning in Section 8.
- **Winans Apartments** (MIHP No. CT-882) – MHT found that this previously surveyed resource appears to be within the project APE. They requested that SHA prepare a DOE form for this resource to assess its eligibility for listing in the National Register.
- **Calvin Clark House** (MIHP No. CT-883) – MHT found that a Short Form DOE was prepared for this previously surveyed property located at 225 Lore Road. They requested that SHA prepare a DOE Form.
- **Gross House** (MIHP No. CT-878) and **Jefferson House** (MIHP No. CT-879) – MHT concurred that these properties are not individually eligible for listing in the National Register although they could be part of a potential historic district. While MHT believes that the Dowell community should be investigated as a potential historic district, it appears that this area is outside of the project's APE. They requested that SHA prepare a DOE form for the Dowell community if changes to the study require the expansion of the APE in this area. They noted that SHA should consult with Kirsti Uunila, Calvert County Historic Preservation Planner, when undertaking survey efforts in Calvert County.
- MHT requested that SHA provide their office with a copy of the DOE database on CD once the survey documentation is finalized.

SHA has prepared the following documentation and taken the following actions in order to complete the historic structure investigations for this undertaking:

SHA prepared a DOE form for **Kingston** (SM-131) to assess its eligibility for listing in the NRHP, which is provided in Attachment 5. Kingston is recommended as eligible for listing in the NRHP under Criterion C as a house that embodies the distinctive characteristics of its type, period and method of construction. Kingston is a refined, modestly scaled, Patuxent region example of a 1-story plus attic, 3-bay, Georgian style brick house from the 2nd half of the 18th century. The house is located on the Patuxent River. It is set upon a substantial lot on a point with water views. The house's unusual L-shaped, three room plan demonstrates the individuality or variation of features that occurs within its class. The house is restored and

substantial 20th century additions flank the original structure. Nonetheless, the original component of the house displays integrity of location, design, setting, materials, and workmanship. While the additions detract from the property's integrity of feeling its generous waterfront setting greatly reinforces it.

SHA prepared a revised DOE form for **Myrtle Point Barn** (SM-377) to assess its eligibility for listing in the NRHP, which is provided in Attachment 5. Myrtle Point Barn is recommended as not eligible for the NRHP under Criteria A–C. The barn, although loosely associated with the broad theme of tobacco farming in St. Mary's County, does not have an important association with that historical trend and is recommended as not eligible under Criterion A. No important historical persons were associated with this building and it is recommended as not eligible under Criterion B. The barn is a common, 20th century example of a vernacular tobacco barn and it has lost integrity due to severe deterioration. The structure is therefore recommended as not eligible under Criterion C. The barn was not evaluated under Criterion D.

SHA prepared a DOE form for **Winans Apartments** (CT-882) to assess its eligibility for listing in the National Register, which is provided in Attachment 5. Winans Apartments was demolished sometime between being surveyed in 1986 and the present survey and the property is now an empty lot. Since the building no longer exists, it is not eligible for listing in the National Register under criteria A-C and was not evaluated under Criterion D.

SHA prepared a DOE Form for **Calvin Clark House** (CT-883) to assess its eligibility for listing in the National Register, which is provided in Attachment 5. The house is recommended as not eligible for listing in the NRHP. Located just north of Solomons Island, the Calvin Clark House is a two-story wood-frame American Foursquare dwelling constructed in 1929. The property has multiple frame outbuildings including a front gable frame garage and a wood-frame gambrel roof building with a shed addition that is used as an antique shop. The antique shop sits perpendicular to the road while the house has a far set back and is located along an inlet of Back Creek. The house does not have an important association with significant historical events or trends and is recommended as not eligible under Criterion A. The property is not associated with any persons important in history and is recommended as not eligible under Criterion B. The house is an example of a common twentieth-century house type, and it has been altered. The level of significance is low and it is recommended as not eligible under Criterion C. The property was not surveyed under Criterion D.

SHA deleted the DOE forms for **St. Joseph's Manor Site** (SM-129) and **Esperanza Site / Greenholly Point** (MIHP No. SM-132) from the DOE database.

SHA prepared a location map illustrating the boundaries of the **Patuxent Beach Survey District** (SM-914), two copies of which are provided and revised the formatting of the MIHP form beginning in Section 8, which are provided in Attachment 5.

SHA revised the DOE forms for **Gross House** (CT-878) and **Jefferson House** (CT-879) to note that they could be part of a potential historic district, to provide additional historical information regarding these properties, and to point out their association with the historic African-American community at Dowell / Newtown, which are provided in Attachment 5. Additionally, SHA initiated historical research to direct a DOE for Dowell / Newtown if changes to the study require the expansion of the APE in this area. SHA consulted with Kirsti Uunila, Calvert County Historic Preservation Planner in regards to this work.

During the field work for this documentation, SHA discovered errors on two DOE forms. A revised DOE form for **Clark-Weems House** and a revised DOE Short Form for **235 Lore Road** (previously 205 Lore Road) are provided in Attachment 5.

SHA has enclosed a copy of the DOE database on CD.

As determined in consultation with Tim Tamburrino at the MHT, the revised compliance report ***MD 4 from MD 2 to MD 235 Project Planning Study*** will be submitted to MHT following MHT concurrence in regards to eligibility of historic structures in order to incorporate all revisions.

SHA concludes that the:

- **NAS Patuxent River Quarters A (Point Patience)** (CT-69)
- **Avondale/Solomons Island Survey District** (CT-118)
- **J. C. Lore Oyster House** (CT-788) 14430 Solomons Island Road
- **St. Peter's Episcopal Church** (CT-70) 14590 Solomons Island Road
- **William B. Tennison Bugeye** (CT-799) Calvert Marine Museum
- **Drum Point Lighthouse** (CT-68) Calvert Marine Museum
- **Calvert Marine Museum (Solomons High School)** (CT-887) 14150 Solomons Island Road, and
- **Kingston** (SM-131)

are the only NRHP eligible or listed architectural properties within the APE for this project.

Analysis of Impacts to Historic Structures

SHA finds that the MD 4 from MD 2 to MD 235 Transportation Improvement alternatives would not adversely impact historic standing structures. Impacts to previously identified individual properties are included in the September 16, 2009 letter (Attachment 3). Correspondingly, SHA finds that the MD 4 from MD 2 to MD 235 Transportation Improvement alternatives would not adversely impact **Kingston** (SM-131), the additional historic standing structure SHA has recommended as eligible for the NRHP in response to MHT's March 17, 2010 letter.

No-Build Alternative

If the project is not constructed, Kingston would remain intact and undisturbed. Therefore, the No-Build Alternative would have no impact on the historic property.

TSM/TDM Alternatives

The TSM/TDM Alternatives would be located outside of the NRHP boundary for Kingston. The TSM/TDM Alternatives would have no impact on the historic property.

Upgrade Alternatives

The Upgrade Alternatives would be located outside of the NRHP boundary for Kingston. The improvements would require no right-of-way acquisition from the historic property and no contributing elements would be displaced. The existing, modern, Thomas Johnson Bridge is visible from the property. Both bridge upgrade alternatives would maintain a similar level of visibility for this resource, which was built as a home in the 18th century and continues in the same use. Visibility of a new modern bridge, of similar or lower height, in approximately the same location as the existing modern bridge will not impact character-defining features that make this resource eligible for listing in the NRHP. The proposed improvements would be far enough removed from the house so that the noise levels created by the construction of the upgrade to MD 4 and the Thomas Johnson Bridge would not be an adverse impact. This new construction does not meet the Criteria of Adverse Effects (36 CFR §800.5) and upgrades at this location would have no adverse impacts on Kingston.

In sum, SHA has determined that the MD 4 from MD 2 to MD 235 Transportation Improvement Project will have no adverse impacts on historic standing structures.

Archeology: Supplemental Phase I archeological survey was conducted for new ESD facilities which increased the acreage within the project LOD by approximately one third. Additional backhoe testing was also completed on the Town Creek peninsula to address issues with the previous Phase I fieldwork. The results of the supplemental survey have been incorporated into

the Phase I survey report previously reviewed by your office. The retitled and revised draft, ***MD 4 from MD 2 to MD 235 and Replacement of the Thomas Johnson Bridge Phase I Archeological Survey, St. Mary's and Calvert Counties, Maryland*** by Heather Crowl, Jean B. Pelletier and Mechelle Kerns-Nocerito, is enclosed for your review and comment (Attachment 6). SHA's minor comments are also enclosed. (Attachment 7).

Your office concurred on March 17, 2010 that archeological sites 18CV359 and 18ST830 are potentially significant and would require Phase 2 investigations to determine NRHP eligibility if impacted by this project. You also concurred that sites 18ST620, 18ST831, 18ST832, and 18ST833 are ineligible for NRHP listing.

Supplementary Phase I survey located six additional sites (18ST836, 18ST837, 18ST838, 18ST839, 18ST840, and 18ST841) and identified an extension of 18ST620 with a prehistoric component. SHA agrees with the consultant that 18ST839, 18ST840, 18ST841 and the extension of 18ST620 lack sufficient integrity and research potential to be considered significant under NRHP criteria, and are ineligible for NRHP listing.

SHA agrees with the consultant that 18ST836, a multi-component prehistoric Archaic and mid-18th to late 19th century site with intact spatial patterning and probable sub-plowzone features, is potentially significant under NRHP Criterion D. The site is expected to yield important information on both prehistoric and historic settlement, land-use, and lifeways, as well as 18th century site layout in an interior setting. Phase 2 testing is recommended if the site cannot be avoided.

SHA agrees with the consultant that 18ST837, a small, unplowed, Early Archaic, lithic scatter, is potentially significant under NRHP Criterion D. The site has potential to yield important information on settlement patterns, seasonal movements, and upland interior resource utilization. Intact, dateable, single component, limited-use sites of this type are rare, as are sites of this time period. Phase 2 testing is recommended if the site cannot be avoided.

For similar reasons, SHA believes that 18ST838, a small, Late/Terminal Archaic, lithic scatter with shell that appears to have never been plowed, is potentially significant under NRHP Criterion D. Intact, dateable, single component, limited-use sites are rare, and have been poorly studied in Southern Maryland where most prehistoric sites subjected to further study are close to major water sources. Located on a relatively level bench, the site has potential to yield important information on settlement patterns, seasonal movements, and upland interior resource utilization. We disagree with the consultant's recommendation that this site is ineligible for NRHP listing.

The eligibility table in Attachment 8 summarizes the findings of the combined Phase I surveys. DOE forms for the newly discovered ineligible sites 18ST839, 18ST840, and 18ST841 have been submitted to your office electronically. Complex access issues, particularly on sites 18CV359 and 18ST830, have cause SHA to defer Phase 2 investigations on other sites until the design phase of this project. The enclosed draft PA (Attachment 9) outlines how potentially significant archeological sites will be addressed during design.

Review Request

Please examine the attached maps, plans, reports, draft Programmatic Agreement, DOE forms, and Eligibility/Status Table (Attachment 8). We request your concurrence by August 16, 2010 that: NAS Patuxent River Quarters A (Point Patience); Avondale/Solomons Island Survey District; J. C. Lore Oyster House; St. Peter's Episcopal Church; William B. Tennison Bugeye; Drum Point Lighthouse; Calvert Marine Museum (Solomons High School); and Kingston are the only NRHP eligible or listed architectural resources within the APE and that the project will have no adverse impacts on these properties. We also request your concurrence on the eligibility findings of the combined Phase I archeological surveys. By carbon copy, we invite the Patuxent Naval Air Station, the St. Mary's County Department of Land Use and Growth Management, the Calvert County Department of Planning and Zoning, and the Calvert Marine Museum, to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SHA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(c)(3) and (5), and §800.3(f) for information regarding the identification and participation of consulting parties, and §800.4, and §800.5 regarding the identification of historic properties and assessment of effects). For additional information regarding the Section 106 regulations, see the Advisory Council on Historic Preservation's website, www.achp.gov, or contact the Maryland State Highway Administration or the Maryland Historical Trust. If no response is received by August 16, 2010, we will assume that these offices decline to participate. Please call Jennifer Goold at 410-545-2899 (or via email at jgoold@sha.state.md.us) with questions regarding standing structures for this project. Ms. Carol Ebright may be reached at 410-545-2879 (or via email at cebright@sha.state.md.us) with concerns regarding archeology.

Very truly yours,

April Feher

for Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments:
1) Location Map
2) Project Plans or Project Plan Weblinks
3) September 16, 2009 SHA Letter
4) Area of Potential Effects Map
5) Determination of Eligibility Forms and Short Forms for Ineligible Properties
6) Draft Revised Phase I Archeology Report
7) SHA Comments on Draft Archeology Report
8) Eligibility/Status Table
9) Draft Programmatic Agreement

cc: Mr. C. Douglass Alves, Jr., Calvert Marine Museum (w/Attachments)
Mr. Russ Anderson, SHA-PMD
Mr. Derick Berlage, St. Mary's County Department of Land Use and Growth Management (w/Attachments 1-5, 8)
Ms. Carol Ebright, SHA-EPLD (w/Attachments 1, 4, 7 and 8)
Ms. Jennifer Goold, SHA-EPLD
Mr. Kyle Rambo, Conservation Branch, Environmental Division, Patuxent Naval Air Station (w/Attachments)
Dr. Julie Schablitsky, SHA-EPLD
Ms. Kirsti Uunila, Calvert County Department of Planning and Zoning (w/Attachments)
Ms. Alexis Zimmerer, SHA-EPLD (w/Attachments 1, 4 and 8)

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

Project Number: SM351B11 **MHT Log No.**_____
Project Name: MD 4 from MD 2 to MD 235
County: Calvert and St. Mary's
Letter Date: July 16, 2010

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 8]):

[ ] Concur
[ ] Do Not Concur

Effect (as noted in the Effect Table [N/A]):

[ ] No Properties Affected
[ ] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable):

[ ] Agree

Comments:

_____
_____
_____
_____
_____
_____

By: _____ _____
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Dr. Julie Schablitsky, Assistant Division Chief, Environmental Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5046

Project Name: MD 4 from MD 2 to MD 235 **July 16, 2010**

Resource	Type	SHA NR Det.	SHPO Opinion	No-build Alternatives		TSM/TDM Alternatives		Upgrade Alternatives		Att.	Remarks
				Impact	SHPO Concur	Impact	SHPO Concur	Impact	SHPO Concur		
18ST620	A	X	1/29/1991							6	
18ST830	A	ND	3/17/2010							6	Phase 2 recommended if impacted (Crowl et al. 2009)
18ST831	A	X	3/17/2010							6	
18ST832	A	X	3/17/2010							6	
18ST833	A	X	3/17/2010							6	
18CV359	A	ND	7/24/2001								Phase 2 recommended if impacted (Harmon et al. 1996)
18ST836	**A**	**ND**	**Requested 7/16/2010**							**6**	Phase 2 recommended if impacted (Crowl et al. 2010)
18ST837	**A**	**ND**	**Requested 7/16/2010**							**6**	Phase 2 recommended if impacted (Crowl et al. 2010)
18ST838	**A**	**ND**	**Requested 7/16/2010**							**6**	Phase 2 recommended if impacted (Crowl et al. 2010)
18ST839	**A**	**X**	**Requested 7/16/2010**							**6**	
18ST840	**A**	**X**	**Requested 7/16/2010**							**6**	
18ST841	**A**	**X**	**Requested 7/16/2010**							**6**	
23264 Three Notch Road (SM-671)	S	X	1998								
23230 Three Notch Road (SM-672)	S	X	1998								
23218 Three Notch Road (SM-673)	S	X	1998								
23206 Three Notch Road (SM-674)	S	X	1998								
East side of Three Notch Road (SM-675)	S	X	1998								
23182 Three Notch Road (SM-676)	S	X	1998								
23176 Three Notch Road (SM-677)	S	X	1998								

23148 Three Notch Road (SM-678)	S	X	1998								
East side Three Notch Road (SM-679)	S	X	1998								
23134 Three Notch Road (SM-680)	S	X	1998								
132 Three Notch Road (SM-681)	S	X	1998								
23112 Three Notch Road (SM-682)	S	X	1998								
128 Three Notch Road (SM-683)	S	X	1998								
22268 Three Notch Road (SM-684)	S	X	1998								
23092 Three Notch Road (SM-685)	S	X	1998								
23088 Three Notch Road (SM-686)	S	X	1998								
23119 Three Notch Road (SM-687)	S	X	1998								
23038 Three Notch Road (SM-690)	S	X	2001								
Solomons Island Survey District (CT-1315)	D	X	3/17/2010								
Patuxent Beach Survey District (CT-914)	D	X	3/17/2010								
Myrtle Point Bed and Breakfast (SM-474)	S	X	3/17/2010								SHA recommended eligible 9/16/2009. MHT found not eligible 3/17/2010.
Calvert Marina/Naval Amphibious Training Base (CT-800)	D	X	3/17/2010								
Dare House (CT-875)	S	X	3/17/2010								
Stanton House (CT-880)	S	X	3/17/2010								
Joseph Lore House (CT-884)	S	X	3/17/2010								
Higgison House (CT-885)	S	X	3/17/2010								
Calvert Marine Museum, north annex (CT-886)	S	X	3/17/2010								
Solomons Methodist Cemetery (CT-888)	S	X	3/17/2010								
Kenneth Lore House	S	X	3/17/2010								

(CT-889											
Our Lady Star of the Sea (CT-967)	S	NR	3/17/2010								Contributing resource in Avondale Historic District (CT-1182)
St. Joseph's Manor House Site (SM-129)	S		3/17/2010								MHT does not consider this resource part of the historic built environment.
Esperanza Site (SM-132)	S		3/17/2010								MHT does not consider this resource part of the historic built environment.
Myrtle Point Barn (SM-377)	S	X	3/17/2010								
Myrtle Point House #1 (SM-378)	S	X	3/17/2010								
Myrtle Point House #2 (SM-379)	S	X	3/17/2010								
60 Creston Lane	S	X	3/17/2010								
50 Creston Lane	S	X	3/17/2010								
40 Creston Lane	S	X	3/17/2010								
30 Creston Lane	S	X	3/17/2010								
10 Creston Lane	S	X	3/17/2010								
121 Newtown Road	S	X	3/17/2010								
111 Newtown Road	S	X	3/17/2010								
105 Newtown Road	S	X	3/17/2010								
95 Newtown Road	S	X	3/17/2010								
13750 Solomons Island Road	S	X	3/17/2010								
13810 Solomons Island Road	S	X	3/17/2010								
13814 Solomons Island Road	S	X	3/17/2010								
13862 Solomons Island Road	S	X	3/17/2010								
13880 Solomons Island Road	S	X	3/17/2010								
13840 Hospitality Lane	S	X	3/17/2010								
20 Lore Road	S	X	3/17/2010								
115 Lore Road	S	X	3/17/2010								
255 Alexander Lane	S	X	3/17/2010								
Strathmore Farm 11430 Solomons Island Road	S	X	3/17/2010								
235 Lore Road	S	X	3/17/2010								
100 Lore Road	S	X	3/17/2010								
210 Lore Road	S	X	3/17/2010								

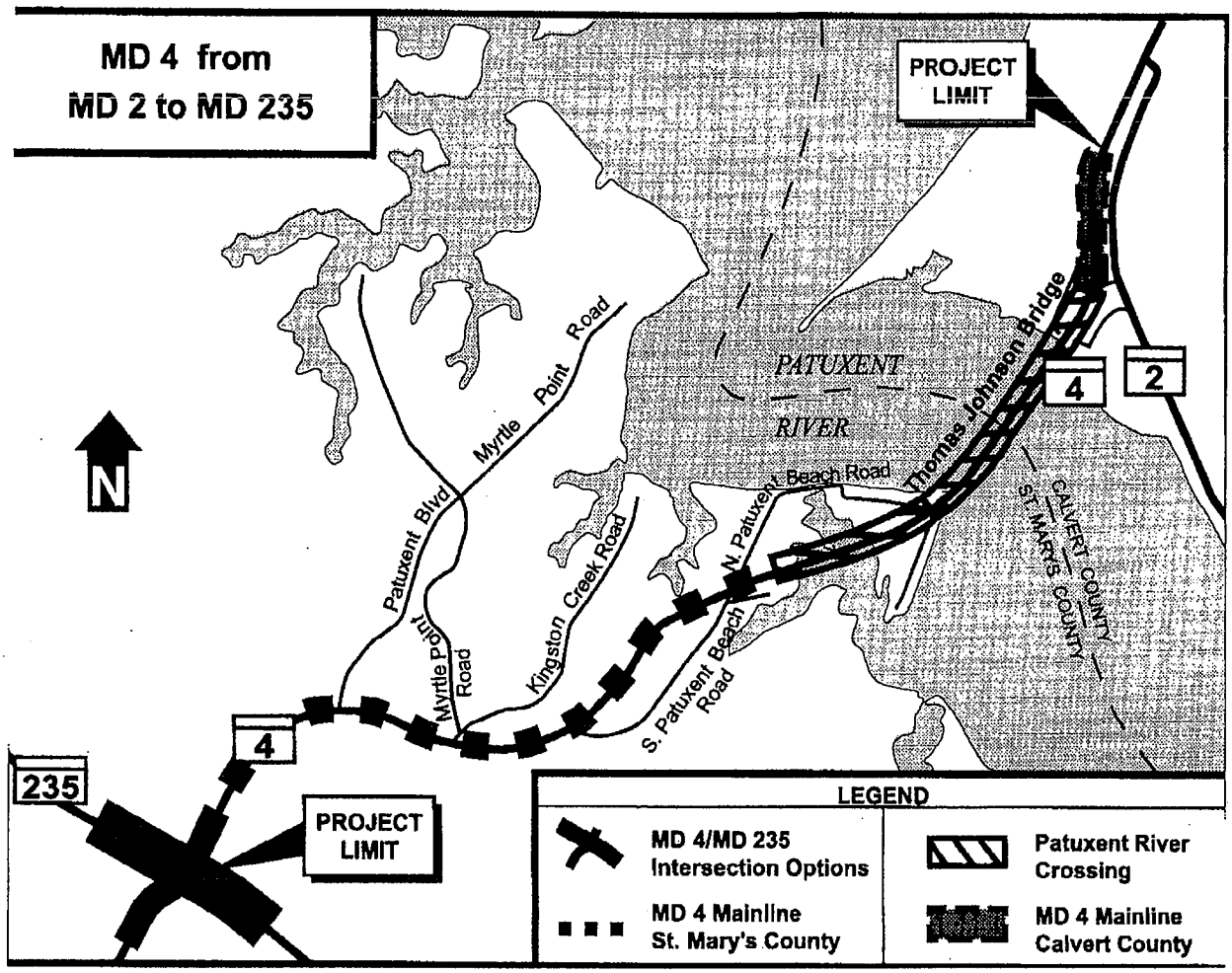
13834 Solomons Island Road	S	X	3/17/2010								
13816 Solomons Island Road	S	X	3/17/2010								
13820 Solomons Island Road	S	X	3/17/2010								
13800 Solomons Island Road	S	X	3/17/2010								
13836 Solomons Island Road	S	X	3/17/2010								
13838 Solomons Island Road	S	X	3/17/2010								
14261 Solomons Island Road	S	X	3/17/2010								
205 Holiday	S	X	3/17/2010								
14120 Solomons Island Road	S	X	3/17/2010								
13955 Solomons Island Road	S	X	3/17/2010								
Tarleton Property	S	X	3/17/2010								
23338 Kingston Creek Road	S	X	3/17/2010								
23442 Myrtle Point Road	S	X	3/17/2010								
23350 Kingston Creek Lane	S	X	3/17/2010								
23364 Kingston Creek Lane	S	X	3/17/2010								
23396 Kingston Creek Lane	S	X	3/17/2010								
23424 Kingston Creek Lane	S	X	3/17/2010								
45531 Seven Gables Lane	S	X	3/17/2010								
23455 S Patuxent Beach Road	S	X	3/17/2010								
23539 S Patuxent Beach Road	S	X	3/17/2010								
23549 S Patuxent Beach Road	S	X	3/17/2010								
23585 S Patuxent Beach Road	S	X	3/17/2010								
23629 A Town Creek Drive	S	X	3/17/2010								
23629 B Town Creek	S	X	3/17/2010								

Drive											
23630 Town Creek Drive	S	X	3/17/2010								
23639 Town Creek Drive	S	X	3/17/2010								
44930 St. Andrew's Church Road	S	X	3/17/2010								
23290 Three Notch Road	S	X	3/17/2010								
23278 Three Notch Road	S	X	3/17/2010								
23270 Three Notch Road	S	X	3/17/2010								
23263 By The Mill Road	S	X	3/17/2010								
23286 By The Mill Road	S	X	3/17/2010								
23296 By The Mill Road	S	X	3/17/2010								
23190 Woodland Acres Road	S	X	3/17/2010								
23046 Three Notch Road	S	X	3/17/2010								
44930 St. Andrew's Church Road (SHA)	S	X	3/17/2010								
445885 Town Shop Road	S	X	3/17/2010								
23622 Kingston Shores Lane	S	X	3/17/2010								
23410 S Patuxent Beach Road	S	X	3/17/2010								
2400 Patuxent Blvd.	S	X	3/17/2010								
Avondale Historic District (CT-1182)	**D**	**NR**	**1975**	**None**		**None**		**No Adverse**			
Drum Point Lighthouse (CT-68)	**S**	**NR**	**2000**	**None**		**None**		**No Adverse**			
Point Patience/NAS Patuxent River Quarters A (CT-69)	**S**	**NR**	**1993**	**None**		**None**		**No Adverse**			
St. Peter's Episcopal Church (CT-70)	**S**	**NR**	**1984**	**None**		**None**		**No Adverse**			
J.C. Lore Oyster House (CT-788)	**S**	**NHL**	**1993**	**None**		**None**		**No Adverse**			
William B. Tennison Bugeye (CT-899)	**S**	**NR**	**1998**	**None**		**None**		**No Adverse**			
Calvert Marine Museum (Solomons High School)	**S**	**NR**	**3/17/2010**	**None**		**None**		**No Adverse**			

(CT-887)											
Kingston (SM-131)	**S**	**NR**	**Requested 7/16/2010**	**None**		**None**		**No Adverse**		**5**	
Myrtle Point Barn (SM-377)	**S**	**X**	**Requested 7/16/2010**							**5**	
Winans Apartments (CT-882)	**S**	**X**	**Requested 7/16/2010**							**5**	
Calvin Clark House (CT-883)	**S**	**X**	**Requested 7/16/2010**							**5**	**DOE Short form was submitted for 225 Lore Road 9/16/2009. DOE Form for Calvin Clark House at 225 Lore Road submitted 7/16/2010.**
Clark-Weems House (CT-881)	**S**	**X**	**Requested 7/16/2010**							**5**	**Revised photo and text submitted 7/16/2010.**
235 Lore Road	**S**	**X**	**Requested 7/16/2010**							**5**	**This property was documented in 2009 as 205 Lore Road. A survey form with a revised address submitted 7/16/2010.**
Gross House (CT-878)	**S**	**X**	**Requested 7/16/2010**							**5**	**Revised text submitted 7/16/2010.**
Jefferson House (CT-879)	**S**	**X**	**Requested 7/16/2010**							**5**	**Revised text submitted 7/16/2010.**

Codes:

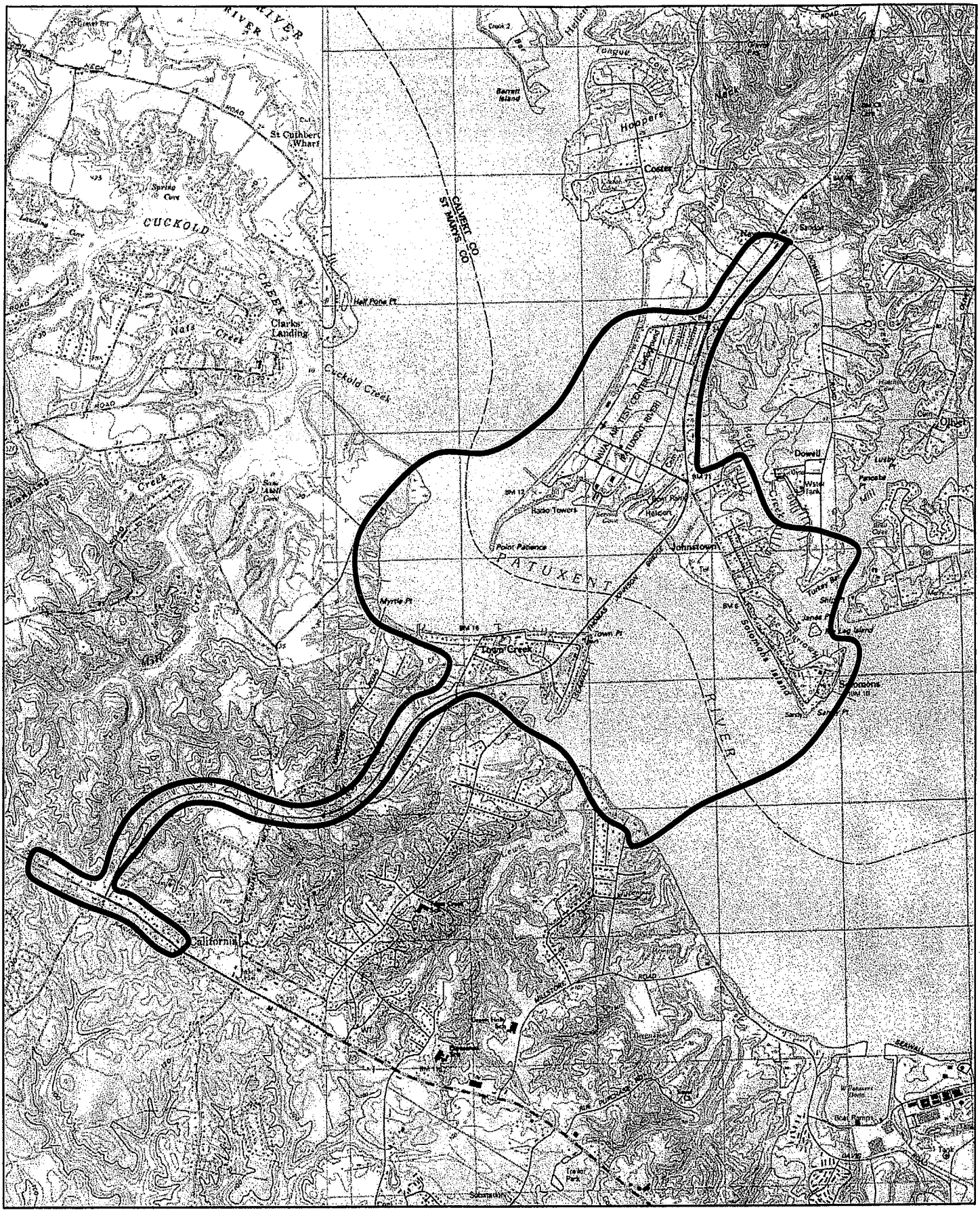
Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)
NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)
SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion
Impact: None, No Adverse, Adverse
Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)
Bold rows indicate review action requested



Attachment 1 - Location Map

MD 4 from MD 2 to MD 235 - Thomas Johnson Bridge

Calvert and St. Mary's Counties



Attachment 4 - APE Map

MD 4 from MD 2 to MD 235 - Thomas Johnson Bridge

Calvert and St. Mary's Counties

0 0.125 0.25 0.5 Miles

Solomons and Hollywood Quads

N

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

Project Number: SM351B11 **MHT Log No.** 201003435
Project Name: MD 4 from MD 2 to MD235
County: Calvert and St. Mary's Counties
Letter Date: July 16, 2010

The Maryland Historical Trust has reviewed the documentation attached to the referenced letter and concurs with the MD State Highway Administration's determinations as follows:

Eligibility (as noted in the Eligibility Table [Attachment 8]): See Continuation Sheet

[ ] Concur
[ ] Do Not Concur

Effect (as noted in the Effects Table [Attachment N/A]): See Continuation Sheet

[ ] No Properties Affected
[ ] No Adverse Effect
[ ] Conditioned upon the following action(s) (see comments below)
[ ] Adverse Effect

Agreement with FHWA's Section 4(f) criteria of temporary use (as detailed in the referenced letter, if applicable – N/A):

[ ] Agree

Comments:

SEE ATTACHED CONTINUATION SHEET

By: _____ 7-23-10
MD State Historic Preservation Office/ Date
Maryland Historical Trust

Return by U.S. Mail or Facsimile to:
Dr. Julie M. Schablitsky, Assistant Division Chief, Environmental Planning Division,
MD State Highway Administration, P.O. Box 717, Baltimore, MD 21203-0717
Telephone: 410-545-8870 and Facsimile: 410-209-5004

cc: C. Douglass Alves, Jr. (Calvert Marine Museum)
Derek Berlage (St. Mary's County Dept. of Land Use and Growth)
Kyle Rambo/Mike Smolek (Navy - Patuxent River NAS)
Kirsti Uunila (Calvert Co. Dept. of Planning and Zoning)
Becky Morehouse (MHT/JPPM)

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

CONTINUATION SHEET #1
Maryland Historical Trust Comments

Project Number: SM351B11 **MHT Log No.** 201003435
Project Name: MD 4 from MD 2 to MD235
County: Calvert and St. Mary's Counties
Letter Date: July 16, 2010

The Maryland Historical Trust provides the following comments in addition to the concurrence indicated on the previous page:

MHT notes the potential for adverse effects, pending completion of identification efforts once SHA obtains access to properties; thus, development of a Programmatic Agreement is warranted for this undertaking.

Archeology: Trust staff reviewed the new archeology DOE forms and following revised draft report, prepared by URS Corporation and provided with SHA's submittal: *MD 4 from MD 2 to MD 235 and Replacement of the Thomas Johnson Bridge, Phase I Archeological Survey, St. Mary's and Calvert Counties, Maryland* (Crowl et al. 2010). The revised report includes the results of supplemental Phase I survey conducted within the recently proposed areas for Environmental Site Design (ESD) facilities, resulting in the identification of six newly recorded archeological sites.

1. The Trust agrees with SHA's comments on the draft report (Attachment 7 to SHA's letter). In addition to SHA's remarks, the consultant should address the following items in the final report:
   - The final report should accurately reflect all of SHA's determinations for the sites examined. Thus, it should state that Phase II archeological evaluation of 18ST838 is warranted.
   - It is not necessary to include copies of the site inventory forms for the newly recorded sites in an appendix, as those forms are already on file in the Trust's records and databases.
   - The consultant should complete a site update form for 18ST620 to reflect the results of the recent testing efforts at the site and submit it to Jenny Cosham at the Trust.

2. We look forward to receiving 2 copies of the final document for our library, when available.

3. The Trust agrees with SHA that the following newly identified sites do not meet the criteria for eligibility in the National Register of Historic Places: 18ST839, 18ST840, 18ST841, and extension of 18ST620. Further investigation of these sites is not warranted.

4. We agree with SHA that further Phase I/II study of the following newly identified sites is warranted if the sites are slated for disturbance as part of the undertaking: 18ST836, 18ST837, and 18ST838.

5. Further Phase I terrestrial and underwater archeological survey is not needed, unless project plans are modified to include additional areas that have not yet been investigated.

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

CONTINUATION SHEET #2
Maryland Historical Trust Comments

Project Number: SM351B11 **MHT Log No.** 200903641
Project Name: MD 4 from MD 2 to MD235
County: Calvert and St. Mary's Counties
Letter Date: September 16, 2009

Historic Built Environment: The Trust staff reviewed the additional and revised DOE Forms provided by SHA as requested in our comment letter dated March 17, 2010.

1. We concur with SHA that the following resources are not eligible for listing in the National Register of Historic Places:
   - Myrtle Point Barn (MIHP No. SM-377);
   - Winans Apartments (MIHP No. CT-882);
   - Calvin Clark House (MIHP No. CT-883).

2. We do not concur with SHA regarding the National Register eligibility of Kingston (MIHP No. SM-131). It is the Trust's opinion that the overwhelming additions to the original house have compromised the resource to such an extent that it does not retain sufficient integrity to meet the criteria for listing in the National Register of Historic Places.

3. We confirm that the following resources are the only National Register eligible or listed properties within the area of potential effects for this undertaking:
   - NAS Patuxent River Quarters A (Point Patience) (MIHP No. CT-69);
   - Avondale (MIHP No. CT-1182);
   - Our Lady Star of the Sea Roman Catholic Church, a contributing resource within the National Register eligible Avondale Historic District (MIHP CT-967);
   - J.C. Lore Oyster House (MIHP No. CT-788);
   - St. Peter's Episcopal Church (MIHP No. CT-70);
   - William B. Tennison Bugeye (MIHP No. CT-799);
   - Drum Point Lighthouse (MIHP No. CT-68);
   - Calvert Marine Museum (MIHP No. CT-997).

4. The Trust agrees that the undertaking as discussed in SHA's September 16, 2009 letter will have no adverse effect on historic properties.

Section 106 Review: Since SHA was unable to complete its identification of historic properties, due to access denial issues, and fully assess the project's effects on historic properties – SHA has developed a draft Programmatic Agreement (PA) for the undertaking. The PA establishes a process for completing Phase II archeological site evaluations, assessing effects on resources subsequently determined eligible for the National Register, and resolving any adverse effects through consultation with all relevant parties. Trust staff carefully reviewed the draft PA and made modifications to the agreement (see attachment). Our suggested revisions provide additional clarification to the consultation process stipulated in the PA, but do not change the scope or intent of the document. To facilitate finalization of the PA, we have forwarded an electronic copy of the document to SHA staff. We look forward to continued consultation with SHA and the other involved parties to ensure the successful execution of the PA and implementation of its stipulations, as project planning proceeds.

Concurrence with the MD State Highway Administration's Determination(s) of Eligibility and/or Effects

CONTINUATION SHEET #3
Maryland Historical Trust Comments

Project Number:	SM351B11	**MHT Log No.**	200903641
Project Name:	MD 4 from MD 2 to MD235		
County:	Calvert and St. Mary's Counties		
Letter Date:	September 16, 2009		

If you have questions or need further assistance, please contact Beth Cole (for archeology) at 410-514-7631 / bcole@mdp.state.md.us or Tim Tamburrino at 410-514-7637 / ttamburrino@mdp.state.md.us. Thank you for providing us this opportunity to comment.

EJC/TJT/201003435
Attachment – Revised Draft Programmatic Agreement (PA)

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

State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

November 14, 2007

Captain Glean Ives
Commanding Officer
NAS Patuxent River
22268 Cedar Point Road
Bldg 409, ICO Suite
Patuxent River MD 20670-1154

Dear Captain Ives:

As you know, the Maryland State Highway Administration (SHA) is currently conducting the MD 4 Thomas Johnson Memorial Bridge Planning Study. The project team is currently evaluating the potential of lowering the elevation for the replacement structure or a new bridge span.

As you may be aware, the vertical clearance under the existing structure crossing the Patuxent River was established in the 1970s to accommodate national defense and military activities. At this point in the study, SHA would like your opinion on the minimum vertical clearance needed for the replacement bridge. The project team is also coordinating this issue with the local marinas and the United States Coast Guard.

Thank you for your cooperation. If you should have any questions or comments, please feel free to contact Ms. Felicia Alexander, the Project Manager at 410-545-8511, falexander@sha.state.md.us, or toll free at 1-800-548-5026.

Sincerely,

Raja Veeramachaneni
Director of Office of Planning and
Preliminary Engineering

cc: Ms. Felicia Alexander, Project Manager, SHA-PPD
Mr. Bruce Grey, Deputy Director, SHA-OPPE
Ms. Heather Murphy, Assistant Division Chief, SHA-PPD
Mr. John Narer, Bridge Engineer, SHA-OBD

My telephone number/toll-free number is 410-545-0412 or 1-888-204-4828
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.marylandroads.com

To: Felicia Alexander

DEPARTMENT OF THE NAVY

NAVAL AIR STATION
22268 CEDAR POINT ROAD
PATUXENT RIVER, MARYLAND 20670-1154

11010
Ser N00/2065
26 Dec 07

Mr. Raja Veeramachaneni
Director of Office of
Planning and Preliminary Engineering
707 North Calvert Street
Baltimore, Maryland 21202

Dear Mr. Veeramachaneni:

SUBJECT: REQUEST FOR MINIMUM VERTICAL CLEARANCE FOR THE REPLACEMENT OF THE MD 4 THOMAS JOHNSON MEMORIAL BRIDGE

In response to your recent inquiry dated 14 November 2007, regarding the vertical clearance under the MD 4 Thomas Johnson Memorial Bridge, the Naval Air Station Patuxent River does not have any operational restrictions that would require a minimum vertical clearance need.

I would recommend further investigation on recreational requirements, with local fishermen, marina's and the United States Coast Guard.

If you have any questions or need additional information, please contact my Executive Director, Mr. Mike Quigley at (301) 342-1081 or michael.quigley@navy.mil.

Sincerely,

GLEN IVES

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

Beverley K. Swaim-Staley
Acting Secretary

June 23, 2009

General Victor E. Renuart Jr., USAF
Commander
United States Northern Command
Suite B-016
250 Vandenberg Street
Peterson AFB CO 80914-3808

Dear General Renuart:

The Maryland State Highway Administration (SHA) is conducting the MD 4 – Thomas Johnson Memorial Bridge Planning Study, between MD 2 on Solomons Island in Calvert County, and MD 235 in St. Mary's County. The purpose of this study 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.

The project team is currently within Stage II of the project planning process and is evaluating alternatives to construct a new bridge span approximately 75 to 100 feet south of the existing structure. The navigational clearance under the existing structure that crosses the Patuxent River is 140 feet and was established in the 1970s for the purposes of national defense and military activities. At this point in the study, SHA would like to make a formal request to the United States Northern Command regarding the required minimum navigational clearance over the Patuxent River to be incorporated into the alternatives. The project team is also coordinating such issues with local marinas, the United States Navy, and the United States Coast Guard. We have been informed by the United States Navy that it does not have a requirement for a high-level bridge at this location.

Thank you for your consideration of this matter. If we may be of further assistance, or if you require additional information, please do not hesitate to contact me or Mr. Neil J. Pedersen, Administrator, SHA, at 410-545-0400, toll-free 800-206-0770, or via email at npedersen@sha.state.md.us.

Sincerely,

Beverley K. Swaim-Staley
Acting Secretary

cc: Mr. Neil J. Pedersen, Administrator, SHA

bcc: Ms. Felicia Alexander, Assistant Division Chief, SHA-PMD
Mr. Russell Anderson, Project Manager, SHA-PMD
Mr. Bruce Grey, Deputy Director, SHA-OPPE
Mr. John Narer, Bridge Engineer, SHA-OBD
Mr. Andy Scott, Special Assistant to the Secretary for Economic Development, MDOT
Mr. Douglas H. Simmons, Deputy Administrator/Chief Engineer for Planning, Engineering, Real Estate and Environment, SHA
Mr. Gregory I. Slater, Director, Office of Planning and Preliminary Engineering, SHA
Mr. Lee Starkloff, District Engineer, SHA

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 1, 2008

Re: Project No: SM351A11
MD 4 – Thomas Johnson Bridge Study
Saint Mary's and Calvert Counties, Maryland

Dr. J. Kenneth Horsman
Superintendent
Calvert County Public Schools
1305 Dares Beach Road
Prince Frederick, MD 20678

Dear Dr. Horsman:

The State Highway Administration (SHA) has initiated Project Planning studies for MD 4 – Thomas Johnson Bridge in St. Mary's and Calvert Counties. The purpose of this 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. MD 4 provides commuters in the area with access to points north, including the District of Columbia (DC), as well as points south, including the Patuxent Naval Air Station. MD 4 is also the main evacuation route for the Calvert Cliffs Nuclear Power Station. The enhancements to MD 4 would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles.

We have developed a study area (see attached map) in which we will explore any feasible alternatives to improve traffic operations and safety along this stretch of roadway. Review of our mapping has indicated Town Creek Elementary School lies within the study area.

We are requesting your assistance in determining if any existing or proposed public schools and associated publicly owned recreational facilities are located within the study area. Please provide us with the following information concerning any existing or proposed schools identified as a result of your review:

- Mapping and/or CADD files showing the school boundaries (existing and proposed) and outdoor recreation facilities (e.g., ball field, tennis court, track, etc.);
- Types of outdoor recreational facilities (existing and proposed) within the school property;
- Frequency of public use of these facilities;

- Your determination whether these facilities serve a "significant" function in providing for the overall recreational needs of the communities in the park area. The Federal Highway Administration defines "significant" as: "In comparing the availability and use of recreation and park facilities with the needs of a community, the land in question plays an important role in meeting these needs." If it is found that these parks are not significant, SHA would need a written determination of this from the official with jurisdiction over the park, in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

Thank you for your attention to this matter, we would like to have this information by April 25, 2008. Should you have any questions or need additional information, please feel free to contact the Environmental Manager, Ms. Alexis Zimmerer at 40-545-8471 or via e-mail, azimmerer@sha.state.md.us.

Very truly yours,

Bruce Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: Allison E Grooms for
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosure
cc: Ms. Alexis Zimmerer, SHA-PPD (w/enclosure)
Ms. Allison Grooms, SHA-PPD
Ms. Felicia Alexander, SHA-PPD
Mr. Joseph Kresslein, SHA-PPD

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 1, 2008

Re: Project No: SM351A11
MD 4 – Thomas Johnson Bridge Study
Saint Mary's and Calvert Counties, Maryland

Ms. Patricia M. Richardson
Superintendent
St. Mary's County Public Schools
23160 Moakley Street
PO Box 641
Leonardtown, MD 20650

Dear Ms. Richardson:

The State Highway Administration (SHA) has initiated Project Planning studies for MD 4 – Thomas Johnson Bridge in St. Mary's and Calvert Counties. The purpose of this 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. MD 4 provides commuters in the area with access to points north, including the District of Columbia (DC), as well as points south, including the Patuxent Naval Air Station. MD 4 is also the main evacuation route for the Calvert Cliffs Nuclear Power Station. The enhancements to MD 4 would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles.

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- Types of outdoor recreational facilities (existing and proposed) within the school property;
- Frequency of public use of these facilities;

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.marylandroads.com

- Your determination whether these facilities serve a "significant" function in providing for the overall recreational needs of the communities in the park area. The Federal Highway Administration defines "significant" as: "In comparing the availability and use of recreation and park facilities with the needs of a community, the land in question plays an important role in meeting these needs." If it is found that these parks are not significant, SHA would need a written determination of this from the official with jurisdiction over the park, in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

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Very truly yours,

Bruce Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: Allison E. Grooms for
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosure
cc: Ms. Alexis Zimmerer, SHA-PPD (w/enclosure)
Ms. Allison Grooms, SHA-PPD
Ms. Felicia Alexander, SHA-PPD
Mr. Joseph Kresslein, SHA-PPD

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 1, 2008

Re: Project No: SM351A11
MD 4 – Thomas Johnson Bridge Study
Saint Mary's and Calvert Counties, Maryland

Mr. Paul D. Meadows, Division Chief
Calvert County
Recreation Division
175 Main Street
Prince Frederick, MD 20678

Dear Mr. Meadows:

The State Highway Administration (SHA) has initiated Project Planning studies for MD 4 – Thomas Johnson Bridge in St. Mary's and Calvert Counties. The purpose of this 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. MD 4 provides commuters in the area with access to points north, including the District of Columbia (DC), as well as points south, including the Patuxent Naval Air Station. MD 4 is also the main evacuation route for the Calvert Cliffs Nuclear Power Station. The enhancements to MD 4 would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles.

We have developed a study area (see attached map) in which we will explore any feasible alternatives to improve traffic operations and safety along this stretch of roadway. Review of our mapping has indicated that there is one park, Myrtle Point Park, within the study area.

We are requesting your assistance in determining if any existing or proposed publicly owned parks or recreational facilities available for public use are located within the study area. Please provide us with the following information concerning any existing or proposed publicly owned parks or recreational facilities identified as a result of your review:

- The name of the official with jurisdiction over the parks;
- Mapping and/or CADD files showing the park boundaries;
- Funding sources: Were Program Open Space and/or Land and Water Conservation (Section 6(f) funds used to acquire or develop these parks?

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.marylandroads.com

- Types of facilities within the parks;
- Frequency with which the public uses these facilities;
- Park Master Plans;
- Your determination whether the parks serve a "significant" function in providing for the overall recreational needs of communities in the park area. The Federal Highway Administration defines "significant" as: "In comparing the availability and use of recreation and park facilities with the needs of a community, the land in question plays an important role in meeting these needs." If it is found that these parks are not significant, SHA would need a written determination of this from the official with jurisdiction over the park, in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

Thank you for your attention to this matter, we would like to have this information by April 25, 2008. Should you have any questions or need additional information, please feel free to contact the Environmental Manager, Ms. Alexis Zimmerer at 410-545-8471 or via email at azimmerer@sha.state.md.us.

Very truly yours,

Bruce Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: Allison E. Grooms for
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosure
cc: Ms. Alexis Zimmerer, SHA-PPD (w/enclosure)
Ms. Allison Grooms, SHA-PPD
Ms. Felicia Alexander, SHA-PPD
Mr. Joseph Kresslein, SHA-PPD

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 1, 2008

Re: Project No: SM351A11
MD 4 – Thomas Johnson Bridge Study
Saint Mary's and Calvert Counties, Maryland

Mr. Phillip D. Rollins, Director
St. Mary's County
Department of Recreation and Parks
23150 Leonard Hall Drive
PO Box 653
Leonardtown, MD 20650

Dear Mr. Rollins:

The State Highway Administration (SHA) has initiated Project Planning studies for MD 4 – Thomas Johnson Bridge in St. Mary's and Calvert Counties. The purpose of this 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. MD 4 provides commuters in the area with access to points north, including the District of Columbia (DC), as well as points south, including the Patuxent Naval Air Station. MD 4 is also the main evacuation route for the Calvert Cliffs Nuclear Power Station. The enhancements to MD 4 would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles.

We have developed a study area (see attached map) in which we will explore any feasible alternatives to improve traffic operations and safety along this stretch of roadway. Review of our mapping has indicated that there is one park, Myrtle Point Park, within the study area.

We are requesting your assistance in determining if any existing or proposed publicly owned parks or recreational facilities available for public use are located within the study area. Please provide us with the following information concerning any existing or proposed publicly owned parks or recreational facilities identified as a result of your review:

- The name of the official with jurisdiction over the parks;
- Mapping and/or CADD files showing the park boundaries;
- Funding sources: Were Program Open Space and/or Land and Water Conservation (Section 6(f) funds used to acquire or develop these parks?
- Types of facilities within the parks;

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.marylandroads.com

- Frequency with which the public uses these facilities;
- Park Master Plans;
- Your determination whether the parks serve a "significant" function in providing for the overall recreational needs of communities in the park area. The Federal Highway Administration defines "significant" as: "In comparing the availability and use of recreation and park facilities with the needs of a community, the land in question plays an important role in meeting these needs." If it is found that these parks are not significant, SHA would need a written determination of this from the official with jurisdiction over the park, in order to support a determination of the non-applicability of Section 4(f) of the U.S. DOT Act.

Thank you for your attention to this matter, we would like to have this information by April 25, 2008. Should you have any questions or need additional information, please feel free to contact the Environmental Manager, Ms. Alexis Zimmerer at 410-545-8471 or via email at azimmerer@sha.state.md.us.

Very truly yours,

Bruce Grey
Deputy Director
Office of Planning and
Preliminary Engineering

by: Allison E. Grooms for
Joseph R. Kresslein
Assistant Division Chief
Project Planning Division

Enclosure

cc:	Ms. Felicia Alexander, SHA-PPD	(w/enclosure)
	Ms. Allison Grooms, SHA-PPD	"
	Mr. Joseph Kresslein, SHA-PPD	"
	Ms. Alexis Zimmerer, SHA-PPD	"

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
55 Great Republic Drive
Gloucester, MA 01930-2276

MAY 21 2009

Nelson J. Castellanos
U.S. Department of Transportation
Federal Highway Administration
Delmar Division-Maryland
10 S. Howard St., Suite 2450
Baltimore, Maryland 21201

Re: HDA-MD

Dear Mr. Castellanos,

This is in response to your letter dated May 15, 2009 regarding the Federal Highway Administration (FHWA), in cooperation with Maryland State Highway, Project Planning study to expand or upgrade MD 4 and the Thomas Johnson Memorial Beidge over the Patuxent River in Calvert and St. Mary's Counties, Maryland. While several species of listed sea turtles and the endangered shortnose sturgeon (*Acipenser brevirostrum*) are known to be present in the Chesapeake Bay and several of its tidal tributaries, no species listed under the jurisdiction of NOAA's National Marine Fisheries Service (NMFS) are known to occur in the vicinity of your proposed project. As such, NMFS Protected Resources Division does not intend to offer additional comments on this proposal and no further consultation pursuant to Section 7 is required. Should project plans change or new information become available that changes the basis for this determination, further coordination should be pursued. If you have any questions regarding these comments, please contact Danielle Palmer at (978) 282-6468.

Sincerely,

Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

File Code: Sec 7 No Species Present 2009

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

State Highway Administration

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

September 3, 2009

Re: Project No. SM351A11
MD 4 from Patuxent Point Parkway to MD 235
Calvert and St. Mary's Counties, Maryland
Request for Essential Fish
Habitat Assessment Review

Mr. John Nichols
U.S. Department of Commerce
NOAA/NMFS
Habitat Conservation Division
Chesapeake Bay Program Office
410 Severn Ave., Suite 107A
Annapolis, MD 21403

Dear Mr. Nichols:

The Maryland State Highway Administration (SHA), in cooperation with the Federal Highway Administration (FHWA), is requesting your review of the attached Essential Fish Habitat (EFH) Assessment for the proposed Project Planning study to expand or upgrade MD 4 and the Thomas Johnson Memorial Bridge over the Patuxent River in Calvert and St. Mary's Counties, Maryland (Figure 1). 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. Three alternatives are currently under consideration. The alternatives include a no-build alternative (Alternative 1) and a Transportation Systems Management alternative (Alternative 2) that would not involve improvements to the Thomas Johnson Memorial Bridge, and two build alternatives that would involve the construction of a new bridge. Alternative 3 includes the maintenance of the existing bridge structure with the construction of a parallel structure providing for the movement of northbound traffic. Alternative 4 includes the construction of a 4-lane parallel structure and closure of the existing structure. The SHA is preparing an Environmental Assessment (EA) for the study and anticipates public release in winter 2009. The Public Hearing is tentatively scheduled for January 2010.

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.sha.maryland.gov

No in-water activity would occur under Alternatives 1 or 2, other than what might be required for general maintenance of the existing structure. Alternatives 3 and 4 would involve the installation of additional bridge structures and in-water construction. Waterway impacts of these alternatives would be predominantly short-term construction impacts. Dredging may be necessary to mobilize construction equipment on site and bottom excavation would be required in order to set the new bridge footings. Footing placement excavation would be up to approximately 40,500 square feet. Excavation would involve re-suspension of bottom sediments, which would increase turbidity in the project area. Construction would also involve activities such as pile driving that would create noise and pressure wave disturbances in the waterway and would temporarily increase turbidity in the water column. All construction impacts would be temporary and would end when construction activities are complete. Some shoreline on either side of the Patuxent River would require riprap or other forms of bank hardening, which would constitute a loss of natural shoreline in areas that have not been previously hardened. Additional spans would shade a larger area of the waterway. The bridge footings would add substrate and cover for structure-oriented fish species and epibenthic organisms.

Underwater blasting would be used only under Alternative 4, which would involve the demolition of the existing span after the new bridge is constructed. Underwater blasting would send a pressure/shock wave through the water column that may adversely affect aquatic life. The blast would result in a temporary increase in turbidity within the water column as sediment is re-suspended. Material from the bridge would fall into the water, burying some benthic organisms and temporarily changing the natural substrate within the area until the debris is removed.

In May 2009, the FHWA designated SHA as the non-federal representative for purposes of delegating informal Section 7 consultations. FHWA also delegated preparation of the Essential Fish Habitat (EFH) assessment to SHA. On May 21, 2009, the NOAA Fisheries Assistant Regional Administrator (Mary Colligan) indicated the no species listed under the jurisdiction of NOAA's National Marine Fisheries Service (NMFS) are known to occur in the vicinity of the proposed project and that no further consultation pursuant to Section 7 is required.

SHA has prepared an EFH assessment for all of the alternatives currently under study. The EFH assessment was conducted in accordance with requirements of the Magnuson-Stevens Fishery Conservation and Management Act. Based upon consultations with NMFS, construction activity that may require mitigation would include the driving of hollow steel piles. During this activity, pressure waves below four pounds per square inch (psi) would need to be maintained during pile driving in order to protect fish. In addition, pile driving of hollow steel piles less than 4-foot in diameter may also have adverse effects on fish populations, and turbidity curtains may be required to prevent fish from entering an area that may cause fish mortality as a result of pressure waves.

Based on the EFH finding, SHA has concluded that habitat impacts caused by the proposed bridge construction project would not reduce the carrying capacity of the coastal bays for finfish. Consequently, the proposed project complies with the provisions of the Magnuson-Stevens Act, as amended. The SHA is requesting your concurrence that the proposed project complies with the provisions of the Magnuson-Stevens Fishery Conservation and Management Act, as amended, and as such will not have any adverse effect on essential fish habitat for Federally-managed species. Please review the enclosed EFH assessment and provide your agency's concurrence or comments within 30 days of the date of this letter

If you have any questions or would like to discuss the project in more detail, please contact Ms. Alexis Zimmerer, the SHA Environmental Manager, at 443-632-3066 (azimmerer@sha.state.md.us), or Mr. Russell Anderson, the SHA Project Manager, at 410-545-8839 (randerson2@sha.state.md.us).

Very truly yours,

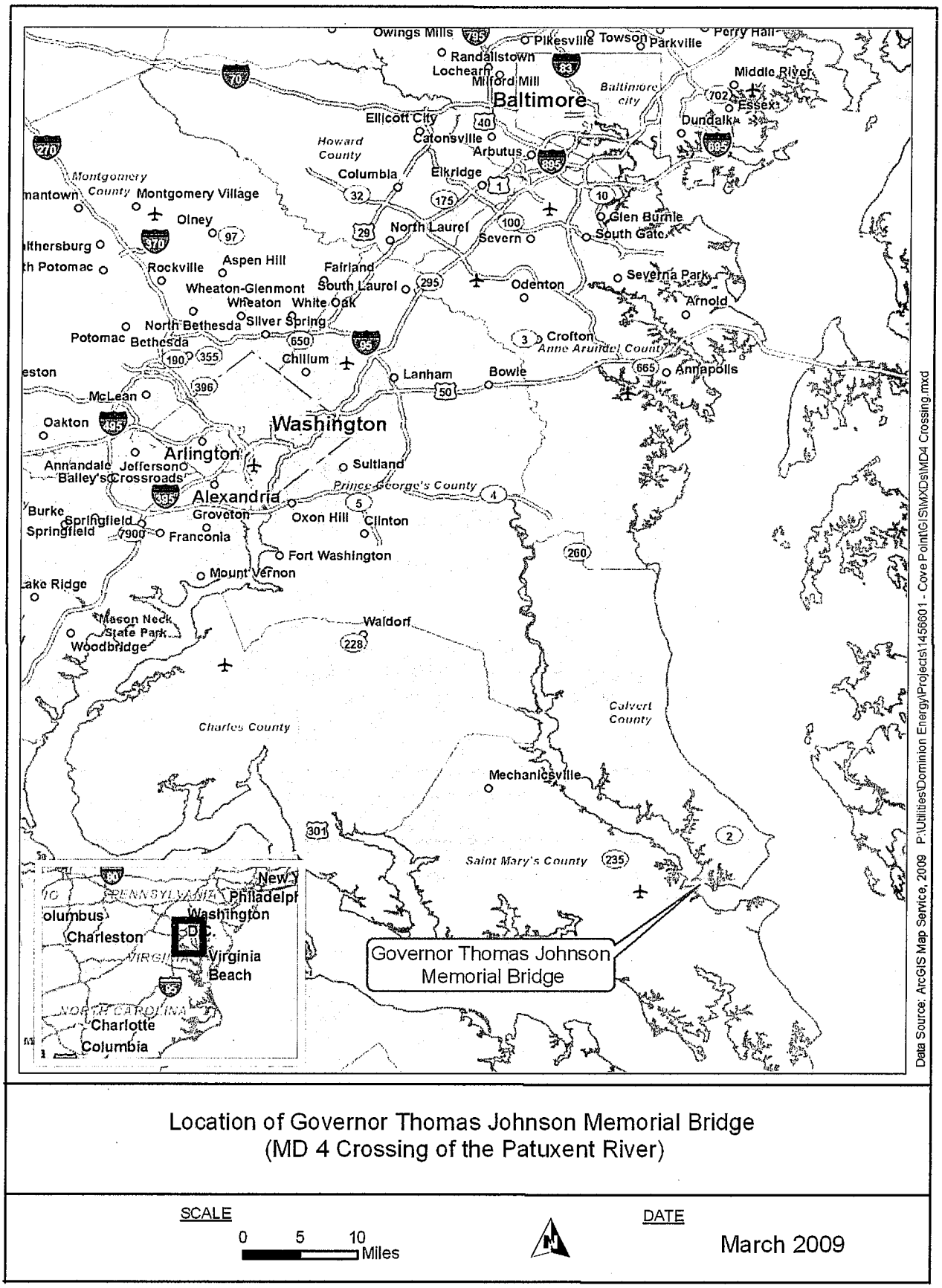
Donald H. Sparklin
Division Chief
Environment Planning Division

by: _____
Joseph Kresslein
Assistant Division Chief
Environment Planning Division

Concurrence:

_____ _____
National Marine Fisheries Service Date

Attachments
cc: Ms. Felicia Alexander, Assistant Division Chief, Project Planning Division, SHA
Mr. Russell Anderson, Project Manager, Project Planning Division, SHA
Mr. Joseph R. Kresslein, Assistant Division Chief, Environmental Planning Division, SHA
Ms. Heather Lowe, Team Leader, Environmental Planning Division, SHA
Mr. Donald H. Sparklin, Division Chief, Environmental Planning Division, SHA
Ms. Alexis Zimmerer, Environmental Manager, Environmental Planning Division, SHA



Location of Governor Thomas Johnson Memorial Bridge
(MD 4 Crossing of the Patuxent River)

SCALE

0 5 10 Miles

DATE

March 2009

Figure 1. Location of Governor Thomas Johnson Memorial Bridge (MD 4 Crossing of the Patuxent River)

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Northeast Region
Habitat Conservation Division
410 Severn Avenue, Suite 107A
Annapolis, MD 21403
Commercial Phone: (410) 267-5675
FAX#: ~~(410) 267-5666~~ (410) 295-3153

FAX TRANSMITTAL

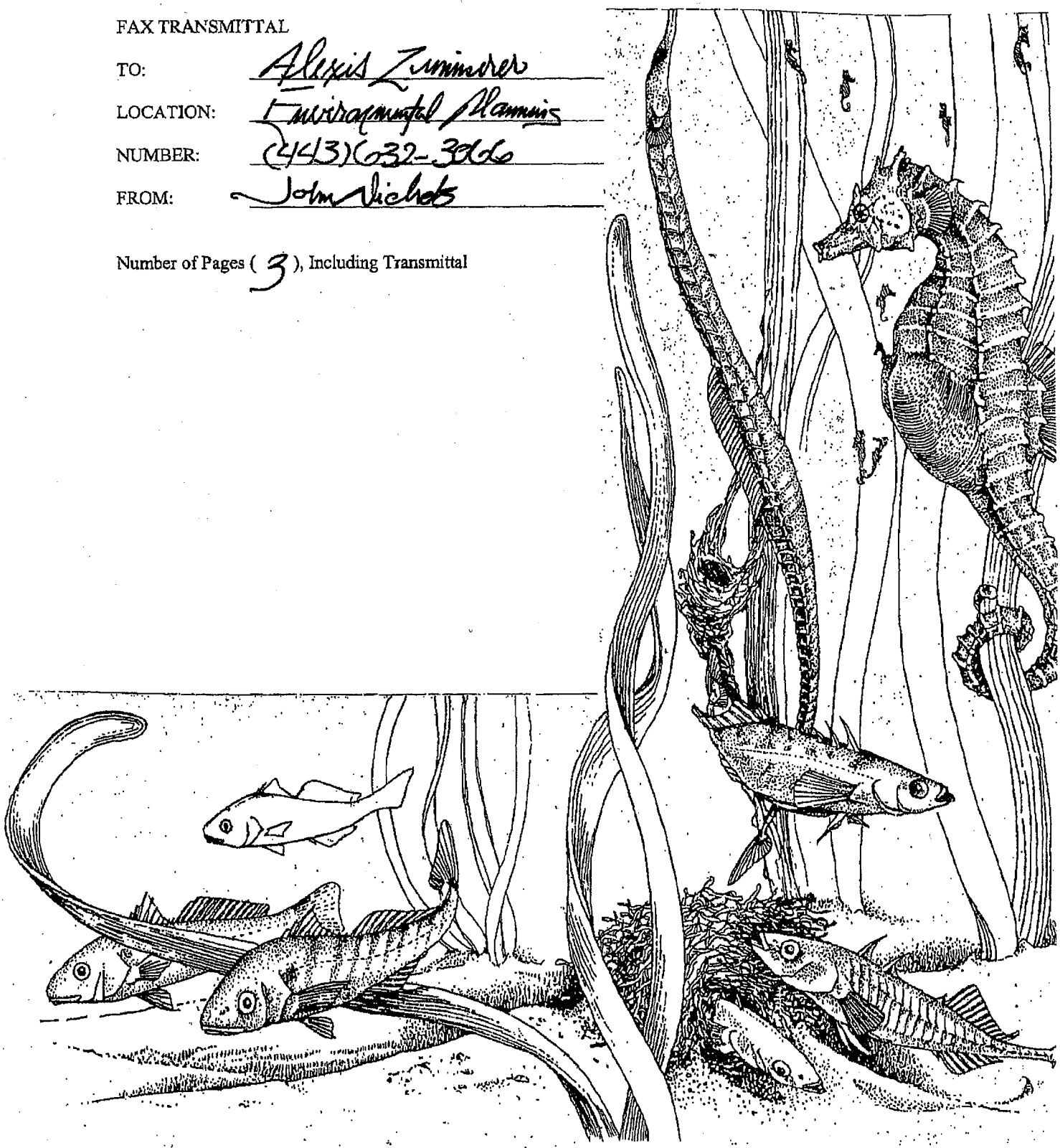
TO: Alexis Zumwalder

LOCATION: Environmental Planning

NUMBER: (413) 632-3066

FROM: John Vickers

Number of Pages (3), Including Transmittal



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
Chesapeake Bay Program Office
410 Severn Ave., Suite 107A
Annapolis, Maryland 21403

October 20, 2009

MEMORANDUM TO: Alexis Zimmerer
Maryland State Highway Administration
Environmental Planning Division

FROM: John Nichols

SUBJECT: MD 4 (Patuxent Point Parkway to MD 235), Thomas Johnson Bridge

National Marine Fisheries Service (NMFS) has reviewed the Essential Fish Habitat (EFH) Assessment, dated September 3, 2009, for the MD 4 and Thomas Johnson Bridge upgrade in Calvert and St. Mary's Counties. We provide the following comments and recommendations regarding potential project impacts to federally managed fish resources.

CONSTRUCTION IMPACTS AND MITIGATIVE MEASURES

The assessment covers potential construction impacts from Alternatives 3 and 4 that may adversely affect federal and prey species, including power driving of 48-inch+ hollow steel piles, dredging, and subaqueous blasting for demolition of the existing bridge structure. However, it is not too early in the planning process, as suggested by the applicant, to identify preferred mitigation measures that may be deployed to protect fish resources from such impacts and construction methods ultimately be selected that threaten them.

Several recently conducted project reviews in the Chesapeake Bay and Maryland coastal bays have provided detailed discussions on measures that can be used for protecting fish from shock waves generated by power-driving of large hollow steel piles, and subaqueous blasting. We recommend referencing the following regulatory documents and literature cited below. Also, your agency should identify in the NEPA document **preferred** measures that may be used for protecting fish and during power-driving of large hollow piles and subaqueous blasting.

Federal Energy Regulatory Commission. May 2009. Dominion Cove Point LNG Pier Reinforcement Project (Docket No. CP09-60-000), Essential Fish Habitat Assessment; *In*: Environmental Assessment, Appendix C.

U.S. Federal Highway Administration. March 2000. Shortnose Sturgeon Biological Assessment for Woodrow Wilson Bridge Project.

U.S. Federal Highway Administration. January 2003. Supplemental Shortnose Sturgeon Biological Assessment for Woodrow Wilson Bridge Project.

U.S. Federal Highway Administration. August 2007. Essential Fish Habitat Assessment for U.S. 50 Bridge Crossing over Sinepuxent Bay Study.

Hardyniec, Sara, and Sarsh Skeen. 2005. Pile Driving and Barotrauma Effects. Transportation Research Report: Journal of the Transportation Research Board, No. 1941. Transportation Research Board of the National Academies, Washington D.C.

Longmuir, Craig, and Tom Lively. Summer 2001. Bubble Curtain Systems Help Protect the Marine Environment. Piledrivers.org, or, Fraser River Pile and Dredge Ltd., (604) 522-7971.

Pile driving requirements for this proposal will have to be located within deeper portions of the Patuxent River. We, therefore, recommend the shock-wave protective measures selected by Dominion Cove Point LNG for their terminal upgrade, and a bubble curtain type covered in Longmuir & Lively, be identified by your agency as preferred measures for mitigating shock waves from power-driving of 48-inch+ hollow steel piles, if required for this project. Additionally, your agency should retain flexibility that allows for adoption of new technologies for shock-wave protection that may be developed in the future and prior to construction of this project.

NEPA ISSUES

Dredging, if required, will occur within 500 yards of several Natural Oyster Bars in the project vicinity. NMFS recommends that the following time-of-year restrictions be adopted by your agency to protect oyster spawning and winter quiescence during dredging operations.

Mechanical dredging: June 1 – September 30, December 15 – March 15
Hydraulic dredging: June 1 – September 30

If you have any questions, please contact me at (410) 267-5675, or, John.Nichols@NOAA.GOV.

MESSAGE CONFIRMATION OCT-22-2009 10:17 AM THU

FAX NUMBER :
NAME :

NAME/NUMBER	:	64102095000
PAGE	:	1
START TIME	:	OCT-22-2009 10:17AM THU
ELAPSED TIME	:	00'12"
MODE	:	STD ECM
RESULTS	:	[O.K]

Supply Requisition Form
Central Supply Room
707 N. Calvert Street, Baltimore (C-LL-3)
Fax (410) 209-5000

Requestor Full Name: Renee Hickman
**Requestor and Authorized can not be the same

Phone Number: 410-545-8521 **Date:** 10/22/2009

Location: Project Management Division **Mail Stop:** C-301

FMIS Index: 05032 **PCA#:** 85000
*Can Substitute Project # for PCA

Authorized:* Bruce McGrey (Signature) / Bruce McGrey (Printed)

*Authorized Signature can not be the same as Requestor

Quantity Ordered	**Quantity Issued	Stock Number	Description
2		61056-0035	Cartridge, Printer, HP LaserJet, Black - 4250DTN (Q5942X-42X) 232.97 x 2 = 465.94

Order Filled By: _____
Supply Room Clerk Date

I have returned these items because: _____

Page 1 of 1

Meeting Summary – MD 4 Major Stakeholders August 25, 2009

Name: Briefing to MD 4 Stakeholders
Topic: MD 4 – Thomas Johnson Bridge Study Presentation and Update
Location: Leonardtown Campus, Patuxent Hall – 1st Floor

The presentation began at about 1:00 p.m. on Tuesday, August 25, 2009 and adjourned at approximately 2:30 p.m. The briefing was organized – and opened – by Zane Rettstatt of the St. Mary's County Department of Public Works.

Russ Anderson, Michael Rothenheber (JMT), and Alexis Zimmerer presented on behalf of SHA. The audience included representatives from the Tri-County Council of Southern Maryland, St. Mary's County Metropolitan Commission (METCOM), Southern Maryland Electrical Cooperative (SMECO), St. Mary's County Department of Public Works, and St. Mary's County Parks and Recreation.

The team prepared a Powerpoint presentation of roughly 30 slides, and JMT also provided large-scale mapping of the alternatives and intersection options. Russ Anderson opened the presentation with a summary of the project area, the purpose and need, and an update of the recent tasks completed. Michael Rothenheber then reviewed the various roadway alternatives, typical sections, and potential impacts for each. In reviewing the alternatives, the team also explained that Alternative 5 – Myrtle Point Crossing and Option C for the MD 4/MD 235 intersection have not been retained for further study, and cited the reasons why. For Alternative 5, additional environmental impacts, community opposition against it, and additional cost while providing no additional transportation benefit over the other alternatives were the major factors. Intersection Option C directly conflicted with a proposed development that is under site plan review, and was removed at the request of St. Mary's County Department of Public Works. Michael also explained the operation of all of the proposed intersection options at MD 4 and MD 235, as well as an overview of the mobility benefits of the options compared to the no-build condition and the impacts of each. After the presentation of the alternatives, Alexis Zimmerer provided an overview of the potential environmental and socio-economic impacts of the build alternatives. Russ then provided an update of the short-term intersection improvements, and that the team is recommending modifications to the MD 4/MD 235 intersection and the potential relocation of the ramp at the base of the bridge heading northbound in Calvert County. Russ then concluded the presentation with the upcoming schedule for the project, the public involvement strategy, and the "next steps" for the project team. One item of note was that the public hearings are currently anticipated for January 2010, and that the team will be gathering feedback about the draft environmental document, the short-term intersection improvements, the study as a whole, and input regarding the bridge height at the hearings. The newsletter and brochure will be distributed to waterfront properties throughout the navigable portion of the Patuxent River in order to solicit feedback from recreational boat users and businesses that could be impacted by a lower bridge height. The team is currently proposing a 140-foot option (high bridge) and a 70-foot option.

Some of the questions/comments from the attendees included the following:

One member of the Tri-County Council knows of a resident near Broomes' Island that owns a sailboat with a mast that is approximately 120 feet. He asked if he has been contacted regarding the bridge height. Mike replied that at this stage, the major stakeholders have been contacted as well as the upstream marinas. The next step for the team is to gather feedback from the individual property owners along the navigable portion of the river.

SMECO advised that their 230kV line will be installed near the intersection work that is anticipated near North Patuxent Beach Road. The teams should coordinate now to minimize potential conflicts later. Mike advised that the utility designation is currently underway, and will be complete in the coming weeks. He asked for a copy of the proposed location of the 230kV line, so that the team could avoid it if possible.

METCOM advised of a sewer main that runs along MD 235, and that the interchange proposed with Option D would definitely impact it, and that Option B has potential to impact it depending on the location of the piers and retaining walls for the flyover. Mike advised that the utility designation will provide the estimated location of the sewer line, and that the team may need to look at relocating it if Options "B" or "D" are ultimately chosen.

A member of the Tri-County Council asked about the short-term improvements. Russ noted that the short-term improvements, based on GPS speed calculations and traffic forecasts, should focus on the relocation of the ramp at the base of the bridge in Calvert County northward and improving operations of the MD 4/MD 235 intersection. Russ noted that the team is looking at a triple left from southbound MD 4 to southbound MD 235 and the extension of the second lane on MD 4 northbound to allow a smoother transition of vehicles to the single lane.

A member of the Tri-County Council advised that the local congressional delegation is looking to have $750,000 in funds allocated to the MD 4 study, and asked what it should go toward funding. Russ advised that the short-term construction would likely be in the $2 million to $4 million range, and John Groeger of St. Mary's County DPW recommended that the $750,000 could go toward the design of the short-term improvements.

Meeting Summary – St. Mary's Board of County Commissioners August 25, 2009

Name: Briefing to St. Mary's County Commissioners
Topic: MD 4 – Thomas Johnson Bridge Study Presentation and Update
Location: Leonardtown Campus, Chesapeake Hall – 1st Floor

The presentation began at about 11:00 a.m. on Tuesday, August 25, 2009 and adjourned at approximately 12:00 noon. The team remained afterward for about 10 minutes to answer questions from the press (Southern Maryland News/Independent/Enterprise) and from Mr. Oliver Kangas, a resident near Myrtle Point. The briefing was organized – and opened – by Zane Rettstatt of the St. Mary's County Department of Public Works.

Russ Anderson, Michael Rothenheber (JMT), and Alexis Zimmerer presented on behalf of SHA. The audience consisted of a combination of business leaders, residents and community leaders, and a few members of the press.

The team prepared a Powerpoint presentation of roughly 36 slides, and JMT also provided large-scale mapping of the alternatives and intersection options. Russ Anderson opened the presentation with a summary of the project area, the purpose and need, and an update of the recent tasks completed. Michael Rothenheber then reviewed the various roadway alternatives, typical sections, and potential impacts for each. In reviewing the alternatives, the team also explained that Alternative 5 – Myrtle Point Crossing and Option C for the MD 4/MD 235 intersection have not been retained for further study, and cited the reasons why. For Alternative 5, additional environmental impacts, community opposition against it, and additional cost while providing no additional transportation benefit over the other alternatives were the major factors. Intersection Option C directly conflicted with a proposed development that is under site plan review, and was removed at the request of St. Mary's County Department of Public Works. Michael also explained the operation of all of the proposed intersection options at MD 4 and MD 235, as well as an overview of the mobility benefits of the options compared to the no-build condition and the impacts of each. After the presentation of the alternatives, Alexis Zimmerer provided an overview of the potential environmental and socio-economic impacts of the build alternatives. Russ then provided an update of the short-term intersection improvements, and that the team is recommending modifications to the MD 4/MD 235 intersection and the potential relocation of the ramp at the base of the bridge heading northbound in Calvert County. Russ then concluded the presentation with the upcoming schedule for the project, the public involvement strategy, and the "next steps" for the project team. One item of note was that the public hearings are currently anticipated for January 2010, and that the team will be gathering feedback about the draft environmental document, the short-term intersection improvements, the study as a whole, and input regarding the bridge height at the hearings. The newsletter and brochure will be distributed to waterfront properties throughout the navigable portion of the Patuxent River in order to solicit feedback from recreational boat users and businesses that could be impacted by a lower bridge height. The team is currently proposing a 140-foot option (high bridge) and a 70-foot option.

Some of the questions from the Commissioners included the following:

Commissioner Mattingly: Would lowering the bridge height impact operations at the Naval Recreation Center, or any kind of redevelopment that would occur upstream? Russ answered that the team has currently coordinated with the U.S. Navy, U.S. Northern Command, and NAS Patuxent and all three entities did not have a maximum navigational clearance requirement, but they did recommend coordinating with the U.S. Coast Guard. Mike also added that the team has completed a preliminary mast height survey of marinas in the watershed, and there were very few masts that were above 70 feet. Russ added that the team will continue to solicit feedback from upstream landowners and business entities in preparation of the upcoming public meeting.

Commissioner Raley: So looking at your schedule, it would appear that the planning would be complete in the spring of 2011. How is the funding currently looking, and are there funds in place to move the project to the next stage? The team's response was that there is currently enough funding in place to complete the entire planning stage, and that there are currently no funds programmed for design, right-of-way acquisition, or construction. To keep the project moving forward, it is recommended that design funding ultimately be established for a portion of FY12 and FY13.

Commissioner Raley: If the response at the public hearing in January is favorable for the short term improvements, how long would it take them to get designed and into construction? Russ noted that if design funding is available for the short-term improvements after the public hearings, the design could likely take 12 to 18 months depending on the complexity of the improvements and whether the project would require right-of-way acquisition. Russ advised that he would forward copies of the proposed plans once the SHA review is completed. The Commissioners recommended discussing the short-term improvements at the upcoming CTP tour meetings.

A copy of the Powerpoint presentation is on Projectwise at this location:

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
July 18, 2007

GENERAL

Mr. John Wiser (G&O) welcomed everyone to the meeting and introductions were made. There were no agency requests for presentations.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

There were no outstanding concurrences noted, and no field review meetings scheduled at this time.

OTHER

Mr. Wiser gave a brief demonstration of ProjectWise, which will contain Interagency Review Meeting agendas, meeting minutes, handouts, a calendar, and concurrence forms, for agency representatives' use. Mr. Wiser informed the agencies that they should have received an e-mail from SHA with information including a password on how to access the site. If any of the agencies have difficulty with accessing information or using ProjectWise, they can contact Julia Dietz, SHA at 410-545-8535.

HANDOUTS

The US 301: Mt Oaks Road to US 50 team distributed the Preferred Alternate/Conceptual Mitigation package.

Mr. Alan Straus (SHA) of the University of Maryland Connector team handed out the Draft Purpose and Need. Mr. Straus noted that the project was re-named as the UM Access Study.

The MD 175 Alternatives Retained for Detailed Study package will be mailed.

PROJECT PRESENTATIONS

US 1/MD 201 from Cherrywood Lane to Cherry Lane
Prince George's County, Maryland
Project Number: PG949B11
Presentation Focus: Alternatives Retained for Detailed Study
Project Manager: Kameel Holmes (410-545-8542)
Environmental Manager: Jennifer Rohrer (410-545-8509)

Presentation Summary

Ms. Kameel Holmes (SHA) introduced the project team, and Mr. Todd Lang (WBCM) began the presentation, stating that the purpose was to reintroduce the project to the agencies, and to present the Alternatives Retained for Detailed Study (ARDS).

Mr. Lang reviewed the project history, stating that in 2003 there were approximately 15 alternatives, which were confusing to follow. At the time, the planning study was put on hold due to the ICC and I-95/Contee Road planning studies, and resumed in 2006. When the project resumed the team, in conjunction with FHWA, reconfigured the alternatives to their current state.

Mr. Lang described the 7-mile project corridor, and noted that the Konterra Development, which is currently underway, will add more traffic to the already congested corridor. Mr. Lang then presented the Purpose and Need, which includes the following:

- determine feasibility of congestion relief;
- improve safety;
- enhance mobility;
- preserve unique community character and environmental features; and
- support planned, orderly development.

Mr. Lang also went over the project schedule, noting that the alternates he would be presenting today are the same as those presented at the May 2007 field review. He also noted, before proceeding to the alternates, that Prince George's County is updating the subregion's Master Plan, including the alignment of US 1/MD 201. As a result, the study team has also dropped the previous Master Plan alignment.

Challenges that the planning team faces in the project corridor include coordinating their study with existing USDA improvements along MD 201 south of Sunnyside Avenue, coordination with the ICC and I-95/Contee Road projects, and avoiding and minimizing impacts to Indian Creek.

Ms. Allysha Nelson-Lorber (WBCM) presented environmental considerations which include:

- Indian Creek and associated floodplains and wetlands;
- woodlands, FIDS habitat, and rare, threatened and endangered species considerations;
- developed properties throughout the US 1 corridor;
- Beltsville Agricultural Research Center (BARC);
- Section 4(f) resources;
- Environmental justice community in the Vansville area.

After the environmental features were presented, Mr. Jim Wynn (WBCM) presented the proposed alternatives retained for detailed study (ARDS) and the typical roadway sections. Alternatives under consideration are as follows:

- Alternative 1 – No-Build Alternative
- Alternative 2 – TSM Improvements would be a consistent 4-5 lane US 1, with US 1 and MD 201 intersection improvements. Alternative 2 improvements are common to all build alternatives.
- Alternative 3 – US 1 widening to six lanes.
- Alternative 4 East – MD 201 widening on new alignment to Old Baltimore Pike.
- Alternative 4 West – MD 201 widening on new alignment and new connection across US 1 to western Laurel.
- Alternative 5 East – US 1 widening to six lanes and MD 201 widening on new alignment to Old Baltimore Pike.
- Alternative 5 West – US 1 widening to six lanes and MD 201 widening on new alignment and new connection across US 1 to western Laurel.

Alternatives 5 East/West are combinations of Alternatives 3 and 4.

Discussion

Mr. Kiman Choi (MDP) asked that in consideration of the currently failing intersections, if access management will be incorporated into the design. Mr. Lang replied that an access management study will take place, and Mr. Wynn added that in the TSM alternative, medians may be introduced where feasible, and that further details would be worked out upon ARDS concurrence and with coordination with local businesses regarding access and parking issues.

Mr. Kevin Magerr (EPA) asked if there is any impairment to Indian Creek including impervious structures in the streambed, and whether the project was entirely within the Indian Creek watershed. He also inquired about stormwater management plans. Ms. Nelson-Lorber replied that the project was within the Indian Creek and Patuxent watersheds, and that a full stormwater management study would take place, including examining the potential for joint stormwater management with area developments. Ms.

Nelson-Lorber also stated that Indian Creek does include potential restoration areas, and some of these areas may be available for improvement in conjunction with this project.

Ms. Bill Schultz (USFWS) asked if it could be considered that the Alternative 4 West alignment be moved to the other side of the stream. Mr. Lang stated that there is an existing junkyard encroaching onto the stream buffer. He also stated that with more detailed study, it is possible that some alternatives may be rerouted to avoid stream impacts.

Mr. Schultz also stated that he was not aware an ARDS concurrence package had been distributed, and Mr. Lang stated that copies were mailed within the last 2 weeks, and he would get Mr. Schultz a copy.

Mr. Canfield (MDE) asked if the team could break down the wetlands of special state concern from the overall wetland impact table, and said an email with this information would suffice. Ms. Nelson-Lorber said the information could be separated, and that they would send it to Mr. Canfield.

Mr. Joe DaVia (USACE) asked about the connection of the ICC and US 1 in Alternative 5, in the vicinity of an old brickyard. Mr. Lang explained the location of the brickyard to the group, stated that it was now the location of a proposed development, and that the connection could help avoid impacts with some of the western options. Mr. Wynn stated that this would be studied prior to the release of the environmental document.

Mr. DaVia also asked how BARC was receiving the potential impacts to the property. Mr. Lang stated that they were receptive to the proposed alignments as there are no studies scheduled for the impacted areas of the property. Mr. Lang also stated that it takes an act of Congress for approval on any right-of-way takes/impacts to BARC property, and that any improvements to MD 201 would impact the property. Ms. Nelson-Lorber stated that the team was looking into an easement, as was done for the US 1 IKEA, but that the MD 201 improvements would impact a larger area, so they were not certain this would be feasible.

Mr. DaVia also asked about the project area extension and the potential for additional wetland impacts in the Sunnyside area. Ms. Nelson-Lorber confirmed that the project area had been extended, and that wetland delineations have been conducted, but a jurisdictional determination has not yet been made on those wetlands. Mr. DaVia said that he will follow up on coordination regarding the additional wetlands in the study area. He noted that the USACE jurisdictional determination documentation requirements have changed and he would provide information to the project team.

Mr. Schultz asked about the possibility of Alternative 4 East connections with the new Contee Road interchange and with the ICC. The team was not clear on the locations the connections Mr. Schultz was proposing, and Mr. Schultz said he would provide them with a sketch.

Mr. Greg Golden (DNR) asked about the location of a new park surrounding an area where dinosaur bones have been identified. Ms. Nelson-Lorber stated that M-NCPPC would be opening a park surrounding the boundary of the dinosaur bones, but mentioned that they are located outside of the impact area for the project.

Mr. DaVia complimented the project team on narrowing down the significant number of alternatives in 2003 to the current alternatives.

Mr. Wiser then asked the agencies if they had any additional comments or would like to provide a verbal concurrence on the ARDS.

Mr. Schultz said that he was concerned about the impacts of Alternative 4 West, stating that he believe it could be shifted. Although this may cause further impacts, he said he believes it could improve pollution to Indian Creek. He also stated that he would not concur on ARDS as they are currently.

Mr. Canfield requested information on future improvements north of the study area, as discussed at the May 3 field review.

Ms. Susan Hinton (NPS) stated that the NPS would support an expanded park boundary around the dinosaur bones as part of mitigation for the project.

Mr. Golden stated that water quality was an issue in this area, and that he is aware of at least one rare plant species within the study area.

Mr. DaVia asked if the Alternative 4 West alignment would fill the existing wetland at that location, or include a large structure to cross it. Mr. Wynn said a large structure would be included. A height of 26' above the railroad tracks is required, and so the structure would be long as well.

Mr. DaVia also said that if the study goes to PACM, he encourages the removal of concrete trapezoidal channels from the stream as mitigation for the project. Mr. Schultz stated he would be concerned about damage to built areas if concrete was removed, and that some areas for concrete removal were considered for ICC mitigation.

Mr. DaVia said the USACE would not want to reject improvements to the brickyard area.

Ms. Denise King (FHWA) told the team to make sure they continue project coordination with the Vansville Environmental Justice community.

Action Items

Mr. DaVia will coordinate with project team on requirements for additional areas needing a wetland jurisdictional determination from the USACE.

Mr. Schultz will provide a sketch to the planning team with a proposed connection to the ICC and the new Contee Road under Alternative 4 East.

Ms. Nelson-Lorber will provide impact areas to wetlands of special state concern to Mr. Canfield.

The project team will provide Mr. Canfield with information on future improvements located north of the study area.

MD 4 – Thomas Johnson Bridge Planning Study
Calvert and St. Mary's Counties, Maryland
Project Number: SM351A11
Presentation Focus: Purpose and Need
Project Manager: Felicia Alexander (410-545-8511)
Environmental Manager: Sheila Mahoney (410-545-8471)

Presentation Summary
Ms. Felicia Alexander (SHA) introduced the project, reviewing the project location in Calvert and St. Mary's Counties, and the existing conditions of MD 4 within the study area. Currently, MD 4 is a four-lane facility throughout most of Calvert County, and becomes a two-lane facility at the MD 2 junction, which is the northern limit of the project area. MD 4 then remains two lanes until the MD 235 intersection at the southern limit of the project study area. Ms. Alexander also presented typicals of the roadway and the Thomas Johnson Bridge. The bridge is also a two-lane facility with 12-foot travels lanes and 2-foot shoulders. The existing structure will not allow for widening.

Ms. Alexander also reviewed the purpose of the project, which includes the following:

- To improve existing capacity and traffic operations;
- To increase vehicular and pedestrian safety; and
- To support existing and planned development.

The need for the project was also presented as follows.

- Existing and projected traffic volumes generated by the rapid growth of the area due to 1990's Base Realignment and Closure, which brought thousands of jobs to the Naval Air Station Patuxent River, located south of the project area on MD 235.
- Thomas Johnson Bridge presently carries one lane in each direction and becomes a major bottleneck when maintenance or accidents occur.
- The bridge has no pedestrian or bicycle lane.
- Average Daily Traffic (ADT) volumes have increased from 12,900 in 1990 to 27,000 at present.

Ms. Chanel Torsell (SHA) presented the traffic analysis, including the ADTs and the Level of Service on the mainline and intersections, pointing out that they are all at failing AM levels currently, and will be failing at AM and PM peak hours in 2030. She also pointed out that crash rates for several types of crashes along the corridor were significantly above the statewide average for similar roadways, including a fatal injury in the last three years at the MD 2/MD 4 junction.

Ms. Sheila Mahoney (SHA) presented land use, which is mostly residential with commercial use at the northern and southern ends of the project area. The area has grown rapidly since the BRAC of the 1990's.

Environmental features in the study area include community recreational facilities, residences which would be impacted with any build alternatives, potential terrestrial and underwater archeology, a potential historic district at Solomons Island, tidal and forested wetlands, Chesapeake Critical Area, and the potential for breeding peregrine falcons (listed as In Need of Conservation in MD) under the bridge.

Ms. Alexander presented related projects, including the Lusby Connector, MD 760/MD765, and MD 2 Solomon's Museum Ramp in Calvert County, and MD 327 from MD 235 to Pegg Road.

Key issues that will be focused on during the planning study include the following:

- minimization of residential impacts;
- maintenance of traffic;
- improving pedestrian/bicycle access;
- natural environmental impacts;
- minimizing noise;
- Patuxent River is navigable water, bridge height being coordinated with U.S. Coast Guard.

Ms. Alexander also reviewed the schedule, with Location/Design Approval anticipated in Winter 2011.

Discussion

Mr. Schultz asked for a review of major comments received from agencies at the July 10th field review. The team recounted the major comments focused on traffic, specifically whether there would be another influx of people to the area that would impact the accuracy of traffic projections, and minimization of residential impacts. The team also pointed out that as far as current plans, only about 78 new jobs are expected at the Naval Air Station, and Calvert County is in the processes of slowing its growth rate.

Mr. Golden asked if the team knew the location of any oyster bars in the Patuxent River. Ms. Mahoney said the team is not to that point yet, and Mr. Golden offered to provide the information.

Ms. King asked if the Coast Guard was asked to be invited as a Cooperating Agency, and Ms. Mahoney replied that they will be invited as a Cooperating Agency and the invitation letters are currently under review by FHWA.

Action Items

Ms. Mahoney will follow up with Mr. Golden to acquire the mapping of the oyster bars within the project area.

ATTENDANCE

Agency Attendees	Organization	Phone	Email
Bill Schultz	USFWS	410-573-4586	bill_schultz@fws.gov
Denise King	FHWA	410-779-7145	denise.king@fhwa.dot.gov
Greg Golden	MD DNR	410-260-8334	ggolden@dnr.state.md.us
Kiman Choi	MDP	410-767-8876	kchoi@mdp.state.md.us
Joseph DaVia	USACE	410-962-4527	joseph.davia@usace.army.mil
Kevin Magerr	EPA	215-814-5724	Magerr.kevin@epa.gov
Steve Hurt	MDE	410-662-7400	smhurt@mtmail.biz
Susan Hinton	NPS	202-619-7106	susan_hinton@nps.gov
Phillip Bello	FHWA	410-779-7156	phillip.bello@fhwa.dot.gov
Donna Buscemi	SHA-PPD	410-545-8558	dbuscemi@sha.state.md.us
Sheila Mahoney	SHA-PPD	410-545-8471	smahoney@sha.state.md.us
Joe Kresslein	SHA-PPD	410-545-8550	jkresslein@sha.state.md.us
Eric Tombs	SHA-PPD	410-545-8571	etombs@sha.state.md.us
Harry Canfield	MDE	410-316-2225	hcanfield@jmt.com
Felicia Alexander	SHA-PPD	410-545-8511	falexander@sha.state.md.us
Todd Lang	WBCM	410-512-4625	tlang@wbcm.com
Sarah Sebald	SHA-PPD	410-545-8519	ssebald@sha.state.md.us
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Erica McNeill	WBCM	410-512-4574	emcneill@wbcm.com
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Lauren Bowman	SHA	410-545-2879	lbowman@sha.state.md.us
Kameel Holmes	SHA-PPD	410-545-8542	kholmes@sha.state.md.us
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John Wiser	G&O	410-583-6700	jwiser@g-and-o.com
Steve Swarr	JMT		sswarr@jmt.com
Natalie Latham	JMT		nlatham@jmt.com
Eric Harp	JMT		eharp@jmt.com

Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
May 21, 2008

GENERAL

John Wiser (Greenhorne & O'Mara) opened the meeting and introductions were made.

There were no agency requests for project presentations.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

There were no outstanding agency concurrences.

Field meetings scheduled:

- I-70 Purpose and Need – May 30
- MD 223 Purpose and Need – June dates being proposed

HANDOUTS

Ms. Sue Rajan distributed the MD 223: Steed Road to MD 5 Draft Purpose and Need.

Ms. Sheila Mahoney (G&O) distributed the I-81 Selected Alternate/Conceptual Mitigation (SA/CM) concurrence package. Mr. Wiser explained this was the final SA/CM package, which incorporated changes in response to NPS comments, and that SHA was seeking agency concurrences.

PROJECT PRESENTATIONS

MD 295: MD 100 to I-95 and Hanover Road
Anne Arundel County, Maryland
Project Number: AA372A11
Presentation Focus: Recommended Alternative
SHA Project Manager: Carmeletta Harris (410-545-8522 or charris@sha.state.md.us)
SHA Environmental Manager: Theresa Christian (410-545-8697 or tchristian@sha.state.md.us)

Presentation Summary

Carmeletta Harris (SHA) introduced the project and team. She stated that a Recommended Alternative has been selected, and was concurred upon by Raja Veeramachaneni, Director of the Office of Planning and Preliminary Engineering (OPPE), in December 2007. The Recommended Alternative will be presented to the Administrator on June 10 for approval. Following, the public will be notified and the SA/CM will be prepared.

Brett Ripkin (Jacobs) then presented the alternatives that were presented at the Public Hearing in September. The alternatives included:

- MD 295 widening will be common to all alternatives – inside widening from 2 lanes to 3 lanes throughout the corridor.
- Hanover Road Interchange Options
    - Alternative 3 – Diamond interchange, Hanover Road remains on current alignment
    - Alternative 3a – Diamond interchange, Hanover Road shifted to the south to minimize environmental impacts
    - Alternative 4 – Single point urban interchange (SPUI) on current Hanover Road Alignment
    - Alternative – 4a – SPUI interchange, Hanover Road shifted to the south to minimize environmental impacts
    - Alternative 7 – Half diamond and loop interchange, Hanover Road shifted to the south to minimize environmental impacts
    - Alternative 8 – Divergent diamond interchange, Hanover Road shifted to the south to minimize environmental impacts

Mr. Ripkin explained that when determining the Recommended Alternative, several factors were taken into consideration. Alternatives 3 and 4 did not shift the Hanover Road alignment to the south, and would result in a higher number of residential displacements and environmental impacts. As a result, these alternatives were eliminated. Alternatives 4a and 8 were also eliminated due to driver expectation concerns. Because the interchange is in close proximity to the Baltimore Washington International airport and several rental car facilities, a high number of drivers would be unfamiliar with the area and also unfamiliar with the SPUI and divergent diamond interchanges.

After eliminating all but Alternatives 3 and 7, it was determined that the half diamond and loop interchange would provide better traffic movement, and Alternative 7 was selected as the Recommended Alternative.

To date, Alternative 7 has been approved by Anne Arundel and Howard Counties, as well as Mr. Veeramachaneni.

Theresa Christian (SHA) provided an environmental overview of the Recommended Alternative, which was summarized on a handout table. Impacts associated with Alternative 7 would include:

- 3 residential displacements
- 4.12 acres of wetland impacts
- 14,436 linear feet of waterway impacts
- 34.47 acres of woodlands
- 2.90 acres of impacts to Patapsco Valley Park
- 0.15 acres of impacts to BWI trail

Ms. Christian stated that the mitigation site field review took place on March 12, and the PA/CM package will be handed out in July and presented in August.
A meeting between SHA and DNR is scheduled in June. Because the area impacted in Patapsco Valley Park is not used for recreation, SHA plans to request a finding of *de minimus* from FHWA following the DNR meeting. Ms. Christian also noted that the impacts to the park have already been presented to public. Lastly, Anne Arundel County has approved the temporary construction impacts to BWI trail. The trail may be relocated 40 feet to the north during construction.

Ms. Harris noted that public involvement conducted throughout the planning process included regular meetings with stakeholder groups. She also confirmed that a public newsletter will be developed after a Preferred Alternative is selected.

Discussion
Steve Elinsky (USACE) asked what type of structure would cross Deep Run. Mr. Ripkin responded that it would remain a bridge structure, which would likely be widened.

Prakash Dave (SHA) asked who currently maintains the bridge over Deep Run. Mr. Ripkin replied that Anne Arundel County currently maintains it, and Ms. Harris added that a decision on who will maintain the bridge after improvements will be made by upper management and coordination with the County.

Mr. Elinsky also asked if utilities would be relocated, and have impacts due to utility relocation been considered. Mr. Ripkin replied that there likely would be some utility relocation, and that he would follow up with Mr. Elinsky.

Steve Hurt (MDE) stated that a Jurisdictional Determination (JD) agency field review will be required upon selection of the Preferred Alternative. Joe Kresslein (SHA) confirmed that a meeting will take place.

Action Item
SHA will follow up with Mr. Elinsky regarding potential impacts due to utilities relocation.

MD 4: Thomas Johnson Bridge
Calvert and St. Mary's Counties, Maryland
Project Number: SM351A11
Presentation Focus: Alternatives Workshop
SHA Project Manager: Mike Perrotta (410-545-8511 or mperrotta@sha.state.md.us)
SHA Environmental Manager: Alexis Zimmerer (410-545-8471 or azimmerer@sha.state.md.us)

Presentation Summary

Ms. Felicia Alexander (SHA) introduced the project and the purpose of the presentation, which was to review the alternatives which will be presented at the June Alternatives Public Workshops. Ms. Alexander restated the Purpose and Need, which is to improve existing capacity and operations, improve vehicular and pedestrian safety, and to support existing and planned development in the area.

MD 4 is currently a four lane roadway through Calvert County, and narrows to two lanes at the junction with MD 2. It continues as a two-lane facility over the Thomas Johnson Memorial Bridge into St. Mary's County and to the MD 235 intersection. It is classified by SHA as a Rural Arterial road.

Ms. Alexander then reviewed the mainline alternatives and the MD 4/MD 235 alternatives that will be presented to the public in June. The Mainline Alternatives include the following:

- No-Build
- Alternative 2 Transportation System Management/Travel Demand Management – would include low-cost improvements such as traffic signal and intersection improvements and minor roadway widening. This alternative also includes improvements such as enhanced transit service, telecommuting and car-pooling
- Alternative 3 Parallel Structure – would include converting the existing structure to a one-way 2-lane bridge. The parallel structure would include a one-way, 2-lane bridge with 10 and 2-foot shoulders and a 10 foot shared use path.
- Alternative 4 Replacement Structure – would be a new 4-lane bridge (2 lanes in each direction) with 10-foot shoulders and a 10-foot shared use path. The height of the bridge has not yet been determined. Alternative 4 includes two alignment options:
    - Town Point Option – the replacement structure would be shifted slightly to the north of the existing structure.
    - Myrtle Point Option – MD 4 would follow an alignment through the Naval Recreation Center, and would cross the Patuxent River just south of Myrtle Point Park. (It was noted that this option was designed at the request of residents, particularly those who live in Town Point and would be the most effected by an additional or replacement span in their community.)

Eric Harp (JMT) presented the four alternatives proposed for the MD 4/MD 235 intersection, which include:

- Continuous flow intersection
- 1-Directional flyover (It was noted that this is the preferred option of many residents, but that it would not address afternoon peak traffic conditions.
- Partial cloverleaf (Mr. Harp noted that there is proposed development in the southwest quadrant of the intersection, but it is not clear what will be built there.)
- SPUI – this option will decrease the footprint of the interchange.

Alexis Zimmerer (SHA) reviewed the environmental conditions taken into consideration while developing alternatives, and summarized the range of impacts for each alternative (an impact table was included in the presentation handout). Environmental features in the study area include a free Calvert County operated boat ramp within the SHA right of way, residences, potential terrestrial and underwater archeology, a potential historic district at Solomon's Island, tidal and forested wetlands, Chesapeake Critical Area, and the potential for breeding peregrine falcons (listed as In Need of Conservation in MD) under the bridge. Ms. Zimmerer also stated that the boat ramp on SHA right of way was leased to DNR and subleased to Calvert County. Impacts to the boat ramp are unknown at this time, but would potentially be mitigated.

The Alternatives Public Workshops will be held on June 16 in Calvert County, and June 17 in St. Mary's County. The Location/Design Public Hearing is scheduled for Fall 2009, and Location/Design Approval in Winter 2010/2011.

Discussion

John Nichols (NMFS) asked if SHA had received the guidance package regarding essential fish habitat surveys. Ms. Zimmerer acknowledged receipt of the package and stated that she would follow up with Mr. Nichols following the meeting.

Mr. Nichols also noted that due to the known oyster bars in the Patuxent River, the NMFS would be on alert with any of the new structure alternatives.

Dan Johnson (FHWA) asked the team to check on the Naval Recreational Center as a Section 4(f) resource. Ms. Zimmerer stated that the facility is not open to the public; therefore SHA does not believe it is a 4(f) resource. Mr. Johnson asked that SHA send FHWA a statement to that effect.

Mr. Johnson also recommended that a simulation of the interchanges be available at the public meetings, as some of the less familiar configurations may be confusing to people. Mr. Harp stated that JMT is developing a simulation for use at the workshops.

Mr. Nichols asked what would happen to the existing bridge if the Myrtle Point option is selected, and Mr. Harp replied that the existing structure would likely be demolished. Mr. Nichols stated that this would be a concern of the NMFS with regards to habitat, as would any pile driving associated with a new or parallel structure.

Action Items

Ms. Zimmerer will follow up with NMFS regarding the essential fish habitat survey.

SHA will look into the Naval Recreational Center as a Section 4(f) resource, and will provide FHWA a statement of the findings.

MD 198: West of MD 295 to MD 32
Anne Arundel County, Maryland
Project Number: AA510M11
Presentation Focus: Alternatives Workshop
SHA Project Manager: Alvaro Sifuentes (410-837-5840 or alvaro.sifuentes@jacobs.com)
SHA Environmental Manager: Elizabeth Habic (410-545-8697 or ehabic@sha.state.md.us)

Presentation Summary
Ms. Jennifer Ray (JMT) introduced the project and the purpose of the presentation, which was to provide a project update and to introduce the alternatives to the agencies prior to the June 24th Alternatives Public Workshop.

The purpose and need of the project is to improve existing capacity and traffic operations, enhance access to Fort Meade, increase vehicular, bicycle and pedestrian safety, and to support existing and planned development in the area.

The project area is approximately 3.5 miles long, located midway between Baltimore City and Washington, DC in northwestern Anne Arundel County.

Current MD 198 in the study area is a two lane open section with ten-foot shoulders and no access control. There is a partial interchange at MD 295 at the western limit, and a diamond interchange with roundabouts at MD 32 at the eastern limit. The bridge over the Baltimore Washington Parkway is owned and maintained by the National Park Service (NPS).

Ms. Ray then played a video of the drive from the western to eastern study area limits.

The project is consistent with the Anne Arundel County General Development Plans and the local Small Area Plans, and is located entirely within a Priority Funding Area (PFA). Parks include the Baltimore Washington Parkway (NPS) and baseball field parking near the Patuxent Wildlife Research Center. Although it did not show up as such on the 2000 census data, the Welch's Trailer Park will be treated as an environmental justice community. There are wetlands, waters of the US and forested areas within the project limits. There are known occurrences of the state threatened glassy darter in the Little Patuxent River, as well as anadromous fish species (white perch and herring).

There is also a fish ladder at the Patuxent River crossing, and the bridge is also tied into a dam. The bridge will need to be rebuilt under any action alternatives, and so a hydrology and hydraulics study will take place and be presented following the upcoming public workshop.

Ms. Ray presented the following main line alternatives, which will be presented to the public at the workshop:

- Alternative 1: No Build
- Alternative 2: Transportation Systems Management (TSM)
- Alternative 3: Divided Roadway with Off-Road Shared-Use Facility
- Alternative 4: Divided Roadway with Off-Road Shared-Use Facility and a Sidewalk

In addition to the mainline alternatives, there are several Options proposed for the interchange with MD 32 at Fort Meade:

- Option A: Flyover Ramp – this improves access to Patuxent Wildlife Research Center and improves parking at the ball fields. It would also raise the bridge out of the floodplain, and take into consideration Fort Meade security requirements, i.e., keeping truck traffic separate from other vehicles at the entrance.
- Option B: Loop Ramp
- Option C: Diamond Interchange at Existing Bridge – this option would remove the roundabouts. Would require a triple left turn lane, and the bridge would
- Option D: Two Bridges – one bridge would travel to MD 32 and one to Fort Meade
- Option E: Diamond Interchange with New Bridge – would travel straight into Fort Meade, but would also provide a circuitous queue (which is consistent with current security measures) after the Fort Meade entrance.

Discussion

Mr. Elinsky expressed concerns that SHA recently built the bridge and roundabouts at MD 198/MD 32 interchange, and the USACE authorized impacts to wetlands as part of that project. He cited examples where roundabouts are failing at other locations, and discouraged their use. He stated that SHA would have to provide good justification to support changing the new improvements for the USACE to authorize additional wetland impacts as part of this project. He recommended that SHA hold off on going to the public with alternatives. He also asked what has changed since the planning of the MD 32 interchange.

Mr. Kresslein said that as a result of recent Base Realignment and Closure (BRAC) activities, Fort Meade is now gaining employees. The traffic projections made during the initial MD 198/MD 32 planning study did not include increases due to BRAC because at the time SHA was not aware that BRAC would occur at Fort Meade.

Ms. Alexander said that while she understands Mr. Elinsky's concern, all reasonable alternatives must be presented to the public.

Mr. Kresslein also stated that at this point, SHA would present all reasonable alternatives and gauge the public reaction. Perhaps the public would be opposed to the alternatives and options. He also stated that SHA was in a reactive mode due to the recent BRAC activities that have occurred since the last planning study.

Mr. Hurt asked how Option A would improve access to Fort Meade. Ms. Ray said that it would improve movement for vehicles traveling to Laurel, which currently are blocked by vehicles entering Fort Meade. She stated that Option B provide the same improvement of movement.

Action Items
There were no action items associated with this presentation.

Mr. John Wiser thanked everyone for their attendance and closed the meeting.

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Maryland Department of Transportation
State Highway Administration
Interagency Review Meeting
Meeting Summary
May 20, 2009

GENERAL

John Wiser (G&O) opened the meeting and introductions were made. There were no agency requests for project presentations.

STATUS OF AGENCY CONCURRENCE/COMMENTS AND CALENDAR

Agency concurrence is due on the following projects:

- The MD 3: from US 50 to MD 32 SACM was recently distributed to the agencies. MDP and FHWA have submitted concurrence.

HANDOUTS

The MD 295 PACM package will be mailed to the agencies.

OTHER

Dennis Atkins (SHA-EPLD) updated the group about the upcoming Interagency Manager's Meeting, currently schedule on June 2. The USACE may not be able to attend, and the meeting may be rescheduled. The scheduling will be worked out with the USACE and an agenda will be sent out shortly. He asked the agencies to hold the date.

PROJECT PRESENTATIONS

US 50: Bridge Over Sinepuxent Bay

Worcester County, Maryland
Project Number: WO419A11
Presentation Focus: Mitigation Strategy Follow-Up
SHA Project Manager: Jamaica Kennon (410-545-8512 or jkennon@sha.state.md.us)
SHA Environmental Manager: Elizabeth Habic (410-545-8563 or ehabic@sha.state.md.us) or Heather Lowe (410-545-8526 or hlowe@sha.state.md.us)

Presentation Summary

Mike Mussomeli (SHA Environmental Programs Division) presented the US 50 conceptual wetland mitigation. SHA has identified partnerships to help meet mitigation goals. The DNR Coastal Wetland Initiative (CWI) goal is to plug grid-ditch wetlands that were Depression-era projects intended for mosquito control. An SHA collaboration with NPS-Assateague National Seashore and the CWI program would help to reestablish hydrology to altered salt marshes, stabilize water levels for aquatic biota, increase quantity and quality of food sources for water dependent birds, and control phragmites. A number of CWI and NPS example projects with these intended outcomes were cited.

The SHA contribution to the CWI Program would be based on in-lieu fee, or cost to restore a specified number of acres dependent on impact of the preferred alternative. A 4:1 wetland mitigation ratio was proposed.

Mr. Mussomeli handed out a summary of the proposed marsh restoration monitoring program, and asked if the agencies found the conceptual mitigation acceptable.

Discussion
Jennifer Ottenburg (MDE) said that the MDE reviewer requested to see the monitoring plan, which Mr. Mussomeli had just handed out to the agencies.

Barbara Rudnick (EPA) said that she was okay with the concept, and that USACE and USFWS would need to review.

Mary Frazier (USACE) said Jack Dinne (USACE, not present) would need to review the wetland mitigation concept. Joe Kresslein (SHA) asked Mr. Mussomeli to provide a copy to Mr. Dinne.

Action Items
- SHA will send a copy of the monitoring plan to the MDE reviewer, and/or follow up with Ms. Ottenburg.
- SHA will send a copy of the mitigation/monitoring plan to Jack Dinne (USACE).

MD 4: from Patuxent Point Parkway to MD 235
St. Mary's and Calvert Counties, Maryland
Project Number: SM351B11
Presentation Focus: Alternatives Retained for Detailed Study
SHA Project Manager: Russell Anderson (410-545-8839 or randerson2@sha.state.md.us)
SHA Environmental Manager: Alexis Zimmerer (410-545-8471 or azimmerer@sha.state.md.us)

Presentation Summary
Russ Anderson (SHA Project Manager) stated the purpose of the presentation is to summarize the results of the ARDS analysis and recommended alternatives, as well as discuss potential impacts of the proposed improvements to MD 4. He reviewed the project area and existing conditions. The existing MD 4 consists of two 12-foot lanes with 10-foot shoulders, and the Thomas Johnson Bridge consists of two 12-foot lanes with 2-foot shoulders. The bridge has a vertical clearance of 140 feet at its highest point, and a bridge structure rating in the "satisfactory" range. A new bridge survey is scheduled to be conducted this fall.

The purpose of the study is to improve existing capacity and traffic operations, increase vehicular and pedestrian safety, and support existing and planned development in St. Mary's and Calvert Counties. The project is needed because of current and future congestion problems generated by recent and planned growth, bottleneck conditions

when crashes or maintenance occurs, and the absence of a pedestrian/bicycle lane on the bridge. Traffic volumes across the bridge were 12,900 ADT in 1990, and 27,000 ADT in 2007. Throughout the study area, traffic volumes are anticipated to further increase by 9% - 22% by Design Year 2030. Current AM and PM peak hour traffic operates at Levels of Service E and F. By 2030 it is projected that traffic will operate at LOS F in both the AM and PM peak hours with extended delays.

Crash data collected from 2003-2007 indicate that several types of crashes in the study area are higher to significantly higher than the statewide average.

Alternates Public Workshops were held in June of 2008, one in Calvert County and one in St. Mary's County. A total of 343 people attended the meetings. A summary of comments was provided to the agencies. Of the preliminary alternatives presented, comments received most favored Alternative 4 and Option D (see below for descriptions). Alternative 5 was the least favored.

Following the public workshops, these preliminary alternatives were not recommended by the project team for detailed study for the following reasons:

Patuxent River Crossings (MD 4 Build Alternatives)

- Alternative 5 – Four-Lane Myrtle Point Crossing: lack of support from public and elected officials, costs, environmental impacts

MD 4/MD 235 Intersection Options

- Option C – Partial Cloverleaf Interchange: this option would impact a proposed development, and St. Mary's County requested it be dropped

Alternatives recommended for detailed study include the following:

- Alternative 1 – No Build: does not address Purpose and Need, but serves as a baseline for comparison.
- Alternative 2 – Transportation System Management/Transportation Demand Management (TSM/TDM): also does not meet the Purpose and Need as a stand-alone alternative, but several short-term improvements that are favored by the Counties could be constructed at a relatively low cost.

Patuxent River Crossings (MD 4 Build Alternatives)

- Alternative 3 – Two-Lane Parallel Span: New span will be built and used for northbound traffic and the existing bridge will be converted to southbound traffic. Pedestrian/bicycle access will be provided. The new span will be located from 25 - 75 feet away from the existing bridge, but may be built with a lower vertical clearance.
- Alternative 4 – Four-Lane Parallel Span: The new, 2-directional bridge would be built and the existing bridge removed. Pedestrian/bicycle access will be provided. The new span will be located from 25 - 75 feet away from the existing bridge. Proposed vertical clearance is 75 feet, but final height would be determined in coordination with the US Navy, Coast Guard, and upstream marinas.

MD 4 Mainline Widening Alternative

- 4-lane Section with open median

MD 4/MD 235 Intersection Options

- Option A – Continuous Flow Intersection (CFI): Allows traffic to move through intersection without conflicts with turning movements, traffic would be dispersed with 5 traffic signals.
- Option B – At-Grade Intersection with One-Directional Flyover: From southbound MD 4 to southbound MD 235, traffic signal would remain for all other movements.
- Option D – Single Pont Urban Interchange (SPUI): A grade separated interchange. Through traffic would continue without signals on MD 235, left turns will be directed with signals.

Based on feedback following the public workshops, a few other options for MD 235/MD 4 intersection will also be evaluated:

- Option A: two legs on CFI instead of four
- Option B: flyover tying into median
- Option C: MD 4 crosses under MD 235

Alexis Zimmerer (SHA) presented the environmental overview and potential impacts of the alternatives recommended for detailed study:

Land Use/Socio-Economic

- Up to 22 acres of ROW impacts
- 4-7 commercial displacements
- Up to 3 residential displacements
- Temporary impacts to a public boat ramp located under the bridge

Cultural Resources

- No direct impacts to standing structures
- SHA in coordination with MHT to determine if Solomon's Island is eligible as a historic district
- A Phase I archeological survey is being conducted for terrestrial and submerged resources

Natural Resources

- 4,000-6,000 linear feet of stream impacts
- Up to 3 acres of 100-year floodplain
- 1-2 acres of wetland impacts
- Up to 23 acres of woodland impacts
- 40-47 acres of Critical Area impacts with Alternatives 3 and 4
- DNR coordination will occur regarding a pair of Peregrine falcons known to have nested on the bridge in 2005. Construction restrictions will be in effect if the pair returns.
- An essential fish habitat assessment will be conducted during Stage II of the planning study

Mr. Anderson reviewed the schedule. The Environmental Assessment is anticipated to be complete in October 2009, with Location/Design Approval in March 2011.

Discussion
Bethaney Bacher-Gresock (FHWA) asked if the new Executive Order (EO) regarding the Chesapeake Bay would have any effect on the Critical Area impacts. Ms. Alexander said she believed the new EO mostly addressed Bay cleanup, and Mitch Keiler (USFWS) agreed. He further stated that the EO essentially encourages the existing coordination and assessment efforts already in effect for Bay cleanup.

Bihui Xu (MDP) asked about the TSM/TDM alternative, and what systems currently exist for the Naval Air Station. Mr. Anderson said that a shuttle currently provides service from existing Park & Ride facilities to the Naval Air Station, and the TDM/TSM Alternative will accommodate that. In addition, the Naval Air Station already incorporates staggered work hours, and telecommuting options.

Ms. Xu also asked about the complexity of some of the MD 4/MD 235 interchange options for bicycles and pedestrians. Mr. Anderson agreed that Option B would work best to safely accommodate bicycle and pedestrians, and agreed that C and D would be complicated for bicycles and pedestrians. Ms. Xu commented that it would not make sense to provide bicycle and pedestrian access over the bridge, just to have to stop at the interchange. Mr. Anderson agreed, and said more options for the safest access will be studied in the detailed engineering stage.

I-270/US 15/CCT Multi Modal Corridor Study
Frederick County, Maryland
Project Number: FR192B11
Presentation Focus: Project Update – Pre-EA Distribution
SHA Project Manager: Russell Anderson (410-545-8839 or randerson2@sha.state.md.us)
SHA Environmental Manager: Anne Elrays (410-545-8562 or aelrays@sha.state.md.us)

Presentation Summary
Mr. Anderson (SHA) reviewed the presentation agenda, followed by a study area overview. The project is a multi-modal study by SHA and MTA for MDOT, with the Counties and Cities on the team. It includes 31 miles of limited access highway, 1.5 miles of new alignment highway (MD 75) and 14 miles of Corridor Cities Transitway.

In June 2002, a Location/Design Public Hearings were held. In 2003, MDOT requested managed lanes evaluation, and Express Toll Lanes (ETLs) have since been studied. A Public Hearing on the present Alternatives Analysis/Environmental Assessment (AA/EA) will be held in June.

In addition to the evaluation of ETLs, FHWA/FTA also recommended adding an Alternatives Analysis, and a change in the NEPA documentation level. A number of

changes were also made to the alternatives themselves. Impact analysis for the AA/EA includes: air; noise; communities; cultural resources; natural resources; traffic; and CCT operations and maintenance sites.

The purpose of the EA is to compliment the DEIS, and introduce the effects of Alternatives 6A/B and 7A/B. It also updates corridor changes since the DEIS, and includes the AA for a range of transit alternatives.

After the agencies' initial review of the AA/EA document, changes were incorporated; the revised version will be distributed on May 29th.

Mr. Anderson presented the alternatives as analyzed in the 2002 DEIS, followed by the managed lanes alternatives analyzed in the EA. The I-270/US 15 Multi-Modal Study and ETL alternatives are part of a current and planned managed lanes network including the Virginia HOT Lanes (under construction), the West Side Mobility Study (feasibility study), and the ICC (under construction). Details of the access to and from the ETL lanes at the northern and southern termini of the project were discussed.

Rick Kiegel (MTA) presented an overview of the AA, which was prepared in accordance with FTA requirements. The proposed CCT alignment is located entirely within Montgomery County. The transitway has one proposed alignment, and compliments a large bus network proposed within the study area. Stations will include Crown Farm, Shady Grove Life Sciences Center/Belward Farm, and Kentlands.

AA Alternatives include:

- Alternative 1: No-Build
- Alternative 6.1: No-Build Transit (The highway would be built with no transit improvements.)
- Alternative 6.2: Transit TSM
- Alternative 6A/B: Master Plan ETL with Light Rail Transit (LRT) or Bus Rapid Transit (BRT)
- Alternative 7A/B: Enhanced Master Plan with LRT or BRT

Montgomery County and the City of Gaithersburg requested a side study to look into options to better serve the planned redevelopment in Kentlands. The results of these separate studies could be folded into the existing document AA/EA at a later date.

Mr. Anderson reviewed the environmental impacts table and then discussed the Section 106 and Section 4(f) Coordination. Five consulting party meetings have been held since July 2008. The Department of Energy has been added as a consulting party since 2002. Mitigation meetings will continue with MHT, property owners, and consulting parties, and will be finalized in the FEIS.
A cost comparison was presented and the differences are the result of transit.

Public Hearings will be held on June 16th and 18th. The Locally Preferred Alternative will be selected in late 2009. Public outreach is ongoing. The communities within the study area are well organized, and individual meetings will be held prior to the Public Hearings, including EJ and non-English speaking communities.

Discussion

Mr. Keiler asked if the agency comments had been incorporated into the AA/EA document. Mr. Anderson affirmed that they had been included in the document to be distributed on May 29th.

Mr. Wiser thanked everyone for their attendance and adjourned the meeting.

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MEMORANDUM

TO: Mr. Todd Nichols, Chief
Environmental Programs Division

FROM: Allison Townshend
Environmental Programs Division

DATE: September 22, 2009

PROJECT: Project No. SM351A11
MD 4 from Patuxent Point Parkway to MD 235 (Three Notch Road)
Calvert and St. Mary's Counties

SUBJECT: Field Tour Meeting Minutes

On July 7, 2009, a field tour of delineated resources was conducted for the subject project. The delineation was completed by Johnson, Mirmiran & Thompson, Inc. (JMT). Please note that although the field tour was not considered a jurisdictional determination, agency representatives offered guidance regarding the regulatory nature of the resources reviewed. The individuals and organizations represented at the field tour included:

Name	Representing
Jack Dinne	USACE
Jennifer Hannum	MDE
Mitch Keiler	USFWS
Rob Hurly	CAC
Allison Townshend	SHA-EPD
Nora Bucke	SHA-EPD
Alexis Zimmerer	SHA-EPLD
Carl Brudin III	JMT

INTRODUCTION/PURPOSE OF MEETING:

The purpose of the meeting was to field evaluate and verify the wetland identification and delineation completed for the study area of the MD 4 Project. Copies of the MD 4 Wetland Identification and Delineation report were mailed to the agencies prior to the meeting for review. Additional copies were handed out the day of the meeting to those who did not receive one or requested one. The report contained a description of all the wetlands and Waters of the US

(WUS) delineated and a key map (Figure 6) of the wetlands and WUS with individual sheets at a higher scale (1"=100 feet) labeled as Figures 6-1 through 6-14.

The group met at the SHA Leonardtown Shop, 27345 Point Lookout Road, Leonardtown, MD at 9:00 am. Alexis Zimmerer (SHA) gave a brief overview of the project and of the Alternatives Retained for Detail Study (ARDS). Carl Brudin (JMT) gave an overview of the wetland delineation findings for the 21 wetlands and 30 WUS. The group caravanned to the MD 235/MD 4 interchange and met at the most southern portion of the project area in St. Mary's County.

The field review started with Figure 6-14, and the group agreed to work in a northward direction along the eastern side (northbound lanes) of the MD 4 highway and then review the western side (southbound lanes) coming back. Please note that comments for each resource are listed below by the wetland report Figure, not the order in which they were visited.

WETLAND DELINEATION MAP FIGURE 6-14 COMMENTS:

WET-18: The group walked WET-18. It was labeled as a PEM wetland in the report, but it has been re-classified as PFO wetland as a majority of the wetland boundary is within the tree line. The wetland is located directly behind the mobile park area with noted problems concerning drainage in the leach field. Based on the field review, the outside wetland boundary has been extended. It was reported as an isolated system which was investigated by the agencies and confirmed. The USACE will not take jurisdiction of this system; however, MDE considers the system jurisdictional under state regulations.

WET-22 (Formerly SWM-2): This area was flagged and surveyed during the initial delineation and labeled as SWM-2. Possibly an old borrow pit, the area in question had the three criteria for the determination of a wetland. Based upon the field review, the area is jurisdictional as a PFO wetland and it has been relabeled as WET-22 on the environmental features mapping. Hydrology from this system leads into a drainage culvert inlet.

WETLAND DELINEATION MAP FIGURE 6-13 COMMENTS:

There were no WUS/WET located within the study area of Figure 6-13.

WETLAND DELINEATION MAP FIGURE 6-12 COMMENTS:

WUS-22: The group did not review this area because it is located outside of the study area. It remains on the environmental features mapping as surveyed.

SWM-1: This area was surveyed and mapped as a manmade area for the sole purpose of retaining storm water runoff. A riprap lined channel borders the MD 4 right-of-way

(ROW) and a private church which funnels surface runoff into this area. A man-made earth berm was observed which retains this surface water runoff within the basin. The mapped soil in this area is Evesboro-Westphalia Series, (EwD2), which is not hydric and described as an excessively well drained soil. The agencies did not take jurisdiction of this area. It has been removed from the environmental features mapping.

WETLAND DELINEATION MAP FIGURE 6-11 COMMENTS:

WUS-20: This channel was determined to be a roadside ditch and not jurisdictional. It has been removed from the environmental features mapping.

WUS-18: This channel contained perennial flow with a defined bed and bank. A side channel was also discovered and has been added as WUS-18 A on the environmental features mapping. The channel flows northward into a culvert inlet and under MD 4 which is picked up on the other side and mapped as WUS-18 continued. The stream is jurisdictional as mapped.

WETLAND DELINEATION MAP FIGURE 6-10 COMMENTS:

WUS-28/WUS-21/WET-19: WUS-28 is a perennial stream which flows northward until it joins into WUS-21 which is also a perennial stream. WET-19, a small PEM adjacent to WUS-28 was also reviewed. All three systems are jurisdictional as mapped.

WET-21/WUS-21: WUS-21, a 5-foot wide perennial channel, was reviewed and confirmed as jurisdictional. WET-21 is also jurisdictional as mapped.

WETLAND DELINEATION MAP FIGURE 6-9 COMMENTS:

WUS-16: This channel was mapped as ephemeral which turns into an intermittent stream when it receives input from groundwater. The portion of this channel above the break of ephemeral/intermittent is not jurisdictional. The portion below the intermittent section down to its confluence into WUS-27 is jurisdictional.

WET-16: This wetland was reviewed and verified to be jurisdictional as mapped.

WUS-27: This channel was mapped as a perennial stream. It is jurisdictional as mapped.

WET-7: The agencies reviewed the wetland line and verified it to be jurisdictional as mapped. It buffers WUS-27. During the field review, a small 10-foot wide area between WUS-27 and WUS-16 was noted as an additional wetland system. It was field delineated and added as part of WET-7 on the environmental features mapping.

WUS-12: This channel was mapped as ephemeral and connects to WUS-19. USACE indicated it is a roadside ditch and not jurisdictional. It has been removed from the environmental features mapping.

WUS-19: This channel was mapped as a perennial stream, which exits from a culvert outlet under MD 4. It is jurisdictional as mapped. It is suspected the other side connection point is WUS-25.

WET-15: No comments were received from the agencies on this wetland. It was not field reviewed because of time constraints. It remains on the environmental features mapping as surveyed.

WUS-23/WUS-24/WUS-25: No comments were received from the agencies on these streams. They were not field reviewed because of time constraints. They remain on the environmental features mapping as surveyed.

WETLAND DELINEATION MAP FIGURE 6-8 COMMENTS:

WET-17: This is a PSS/PEM wetland located under the bridge crossing of Kinston Creek. During the field review, it was noted that the wetland needs to be extended further upstream as it parallels near the MD 4 ROW. This has been field delineated and added to the revised environmental features mapping.

WUS-19: This is a tidal/non-tidal perennial channel that flows through WET-17 and is essentially the headwaters of Kingston Creek. The tidal limits of Kingston Creek were discussed and tentatively set at the downstream edge of the bridge crossing. The exact tidal limits will be confirmed during another field meeting with the Chesapeake Bay Critical Area Commission.

WETLAND DELINEATION MAP FIGURE 6-7 COMMENTS:

WUS-17: The group reviewed WUS-17, which consists of the tidal waters of Town Creek. The mean high tide line was surveyed. It is jurisdictional as mapped.

WET-12: The group field reviewed the area of WET-12. It was mapped as a non-tidal PEM but has been relabeled as an estuarine intertidal scrub-shrub wetland on the environmental features mapping. The wetland delineation line is jurisdictional as mapped.

WUS-10: This channel was mapped as ephemeral and is only jurisdictional within WET-12 and up to the culvert outlet at Flag 10-7.

WUS-14: This channel was reviewed and determined to be a roadside ditch and not jurisdictional. It has been removed from the environmental features mapping.

WET-14: This system is a linear, excavated ditch located in upland soils. It was determined to be a roadside ditch and not jurisdictional. It has been removed from the environmental features mapping.

WETLAND DELINEATION MAP FIGURE 6-6 COMMENTS:

WUS-17. The group reviewed WUS-17, which consists of the tidal waters of Town Creek. The mean high tide line was surveyed. It is jurisdictional as mapped.

WETLAND DELINEATION MAP FIGURE 6-5 COMMENTS:

WUS-8: The group reviewed WUS-8, which is the western bank of the Patuxent River through the study area. The mean high tide line on the shore was surveyed. It is jurisdictional as mapped.

WET-20: This area is a linear strip of shoreline wetland which was flagged on the northern edge of the study area. It was not field reviewed because of time constraints. It remains on the environmental features mapping as surveyed.

WETLAND DELINEATION MAP FIGURE 6-4 COMMENTS:

WUS-13: No comments were received from the agencies on this ephemeral channel, which drains to WET-13. It remains on the environmental features mapping as surveyed.

WET-13: The wetland border of this area was reviewed closest to the project area. The history of this site was mentioned as being a wetland enhancement project from the U.S. Navy Depot. It is jurisdictional as mapped.

WET-10: This area is a PEM wetland adjacent to the parking lot for the public boat ramp. It is jurisdictional as mapped.

WUS-15: This channel is jurisdictional as an ephemeral conveyance which connects WET-10 hydrology to the Patuxent River.

WUS-8: The group reviewed WUS-8, which is the east bank of the Patuxent River. The banks of the river in this area were either bulk headed or lined by riprap through the study area. This area contains the Langley Fishing Pier and Boat launching facility. It is jurisdictional as mapped.

WETLAND DELINEATION MAP FIGURE 6-3 COMMENTS:

WET-9/WUS-9: No comments were received from the agencies on this wetland or stream. They were not field reviewed because of time constraints. They remain on the environmental features mapping as surveyed.

WET-11/WUS-11: No comments were received from the agencies on this wetland or stream. They were not field reviewed because of time constraints. They remain on the environmental features mapping as surveyed.

WET-8: WET-8 was observed by a windshield drive by and verified as a PEMx. It is jurisdictional as mapped.

WETLAND DELINEATION MAP SHEET FIGURE 6-2 COMMENTS:

WET-3: This system is a small PEM wetland. It connects into a culvert inlet under MD 4 and outlets into WUS-6. It is jurisdictional as mapped.

WUS-6: This channel was mapped as a perennial stream flowing in an easterly direction out of the study area. WUS-6 is jurisdictional as mapped.

WET-6: WET-6 was surveyed and identified as a manmade storm water basin. It was confirmed as such and is not jurisdictional as a wetland. It has been removed from the environmental features mapping.

WUS-7: At the time of the field review, this channel contained no flow. The channel goes into a culvert inlet under MD 4 and exits along the other side of the roadway, outside of the study area boundary. It has been mapped as an ephemeral jurisdictional WUS.

WETLAND DELINEATION MAP SHEET FIGURE 6-1 COMMENTS:

WET-1: The wetland line of WET-1 was acknowledged as a PEMx and is jurisdictional as mapped.

WUS-1: This feature did not contain an observed high-water mark or any sign of significant flow. It has been relabeled as an ephemeral conveyance for WET-1 on the environmental features mapping, but it is not jurisdictional as a WUS.

WUS-1a/WET-1a: WUS-1a is a riprap conduit and is jurisdictional as an ephemeral channel. From the point where WUS-1 and WUS-1a combine, the WUS channel has been changed to a jurisdictional PEMx wetland and labeled as WET-1a on the environmental features mapping.

WET-1b (formerly WUS-1b): This channel was mapped as a WUS, but has been changed to a jurisdictional PEMx wetland and labeled as WET-1b on the environmental features mapping.

WET -2: WET-2 was field reviewed. It was determined that this is a man-made drainage ditch with check dams. The soil was dry with no evidence of consistent hydrology or a dominance of hydrophytic vegetation. This mapped feature is not jurisdictional. It has been removed from the environmental features mapping.

WET-4: This PSS wetland was field reviewed. It is jurisdictional as mapped.

WUS-2: This perennial channel is undergoing severe head cutting, and was noted. Hydrology comes from WET-4 and has a surface connection to other WUS. It is jurisdictional as mapped.

WUS-4: This perennial channel exits from a culvert outlet from MD 4. The stream continues outside of the study area and connects to other mapped WUS. It is jurisdictional as mapped.

WET-5: This system is a small inundated area in front of a culvert inlet. No vegetative layer was present. It is within the maintained ROW of the highway. No hydric vegetation layer was identified. This mapped feature is not jurisdictional. It has been removed from the environmental features mapping.

This ends the study area mapped environmental features.

OTHER COMMENTS NOTED:

The USACE noted that any jurisdictional ephemeral WUS and PEMx systems that will be impacted should be replaced in-kind. Rob Hurley of CAC requested the 1,000 foot Critical Area and 100 foot buffers be shown on the environmental features mapping. Once a Preferred Alternative is selected for the MD 4 Project, the agencies may request to view specific resources again if need be. Once the additional wetland areas are resurveyed and updated, an updated report will be submitted.

The above is an account of the events that took place on July 7, 2009. Should your understanding differ from those presented here or if you detect omissions, please contact Ms. Allison Townshend at (410) 545-8593 or at atownshend@sha.state.md.us and the text will be amended.

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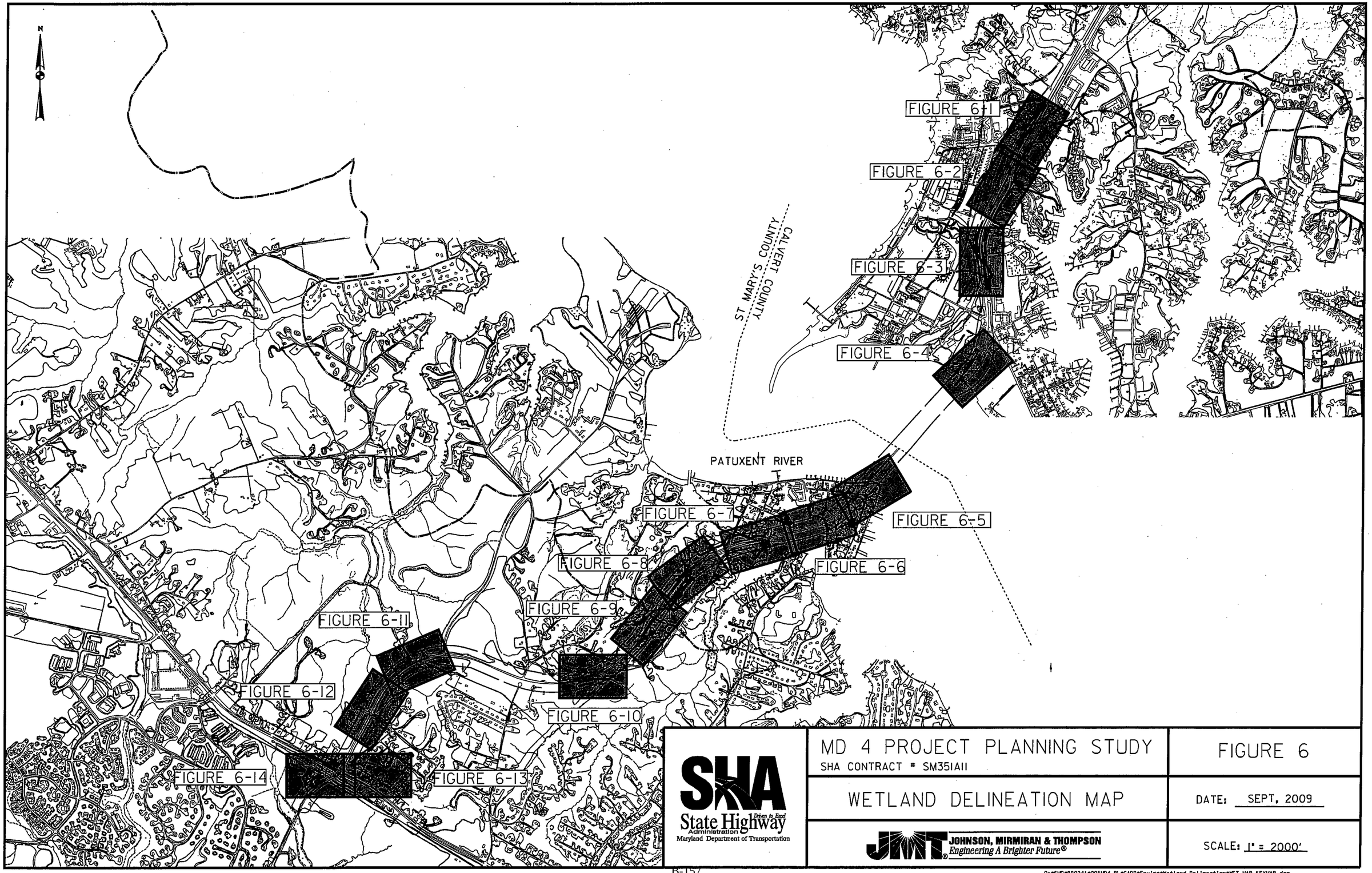
cc: Attendees



SHA State Highway Administration Maryland Department of Transportation

MD 4 PROJECT PLANNING STUDY SHA CONTRACT # SM351A11	FIGURE 6
WETLAND DELINEATION MAP	DATE: SEPT. 2009
JOHNSON, MIRMIRAN & THOMPSON Engineering A Brighter Future®	SCALE: 1" = 2000'

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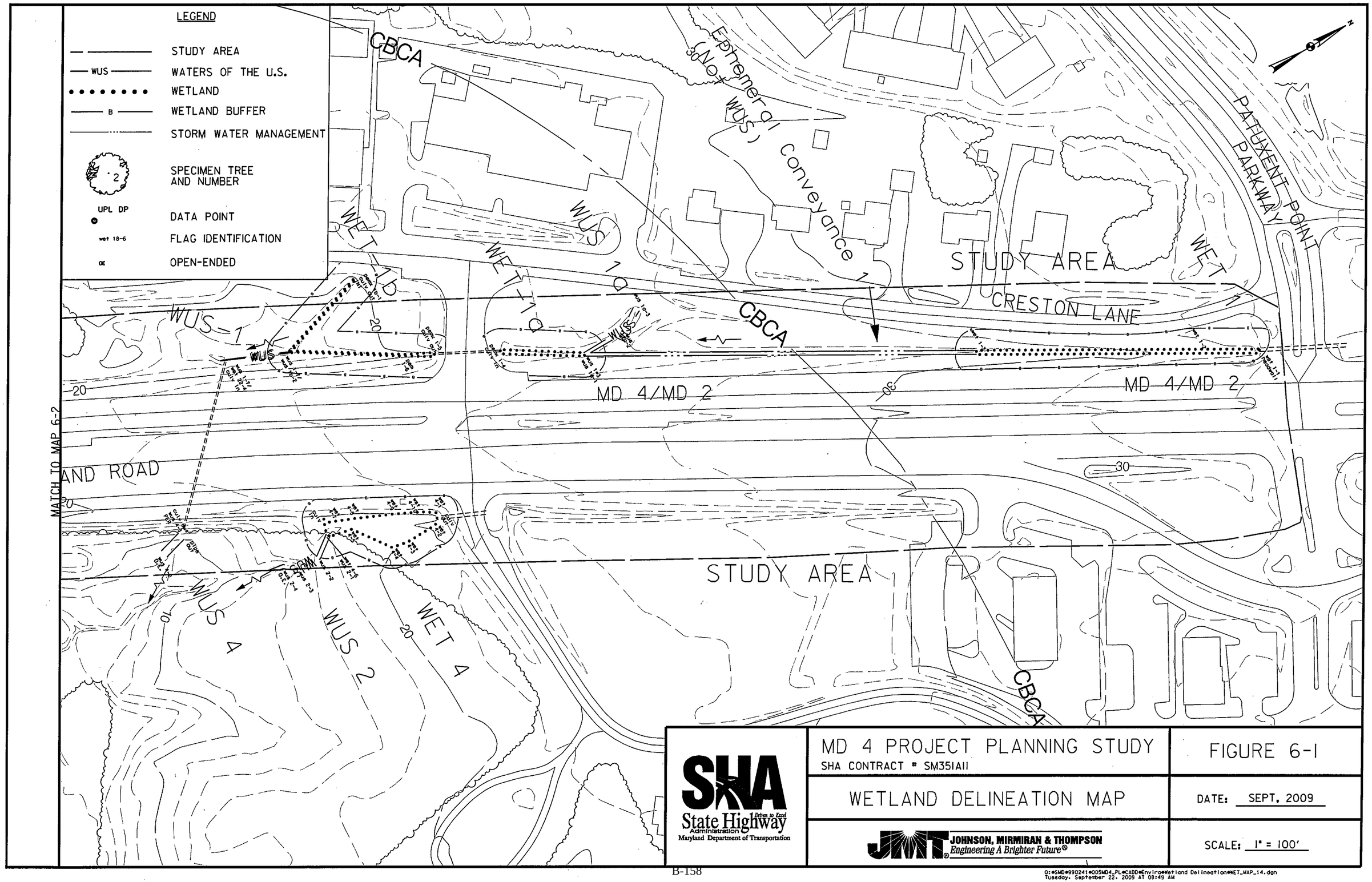

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MD 4 PROJECT PLANNING STUDY SHA CONTRACT # SM351A11	FIGURE 6-1
WETLAND DELINEATION MAP	DATE: SEPT. 2009
JOHNSON, MIRMIRAN & THOMPSON Engineering A Brighter Future®	SCALE: 1" = 100'

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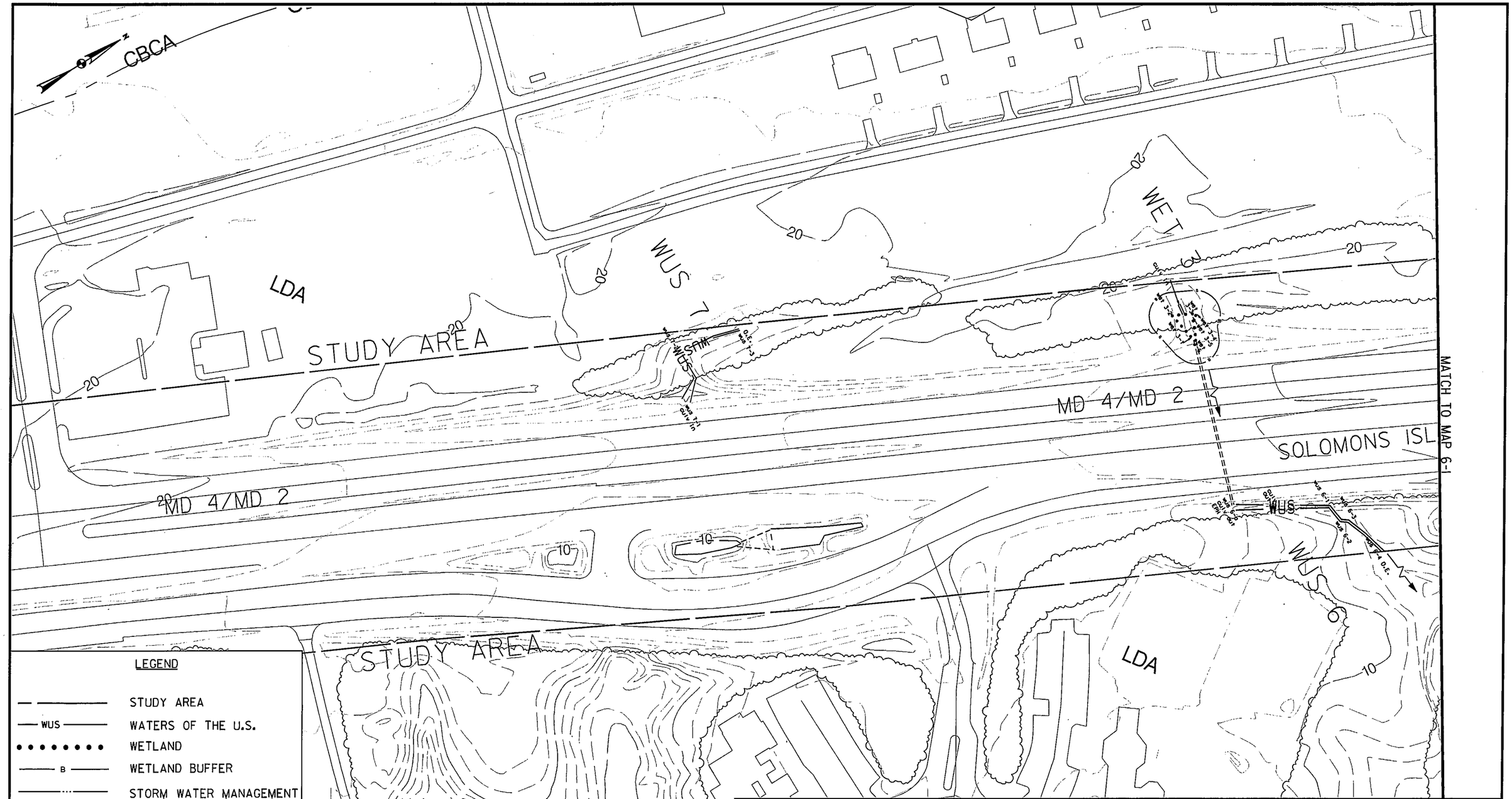

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- B — WETLAND BUFFER
- STORM WATER MANAGEMENT
- 2 — SPECIMEN TREE AND NUMBER
- UPL DP — DATA POINT
- wet 18-6 — FLAG IDENTIFICATION
- OE — OPEN-ENDED

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®

FIGURE 6-2

DATE: SEPT. 2009

SCALE: 1" = 100'

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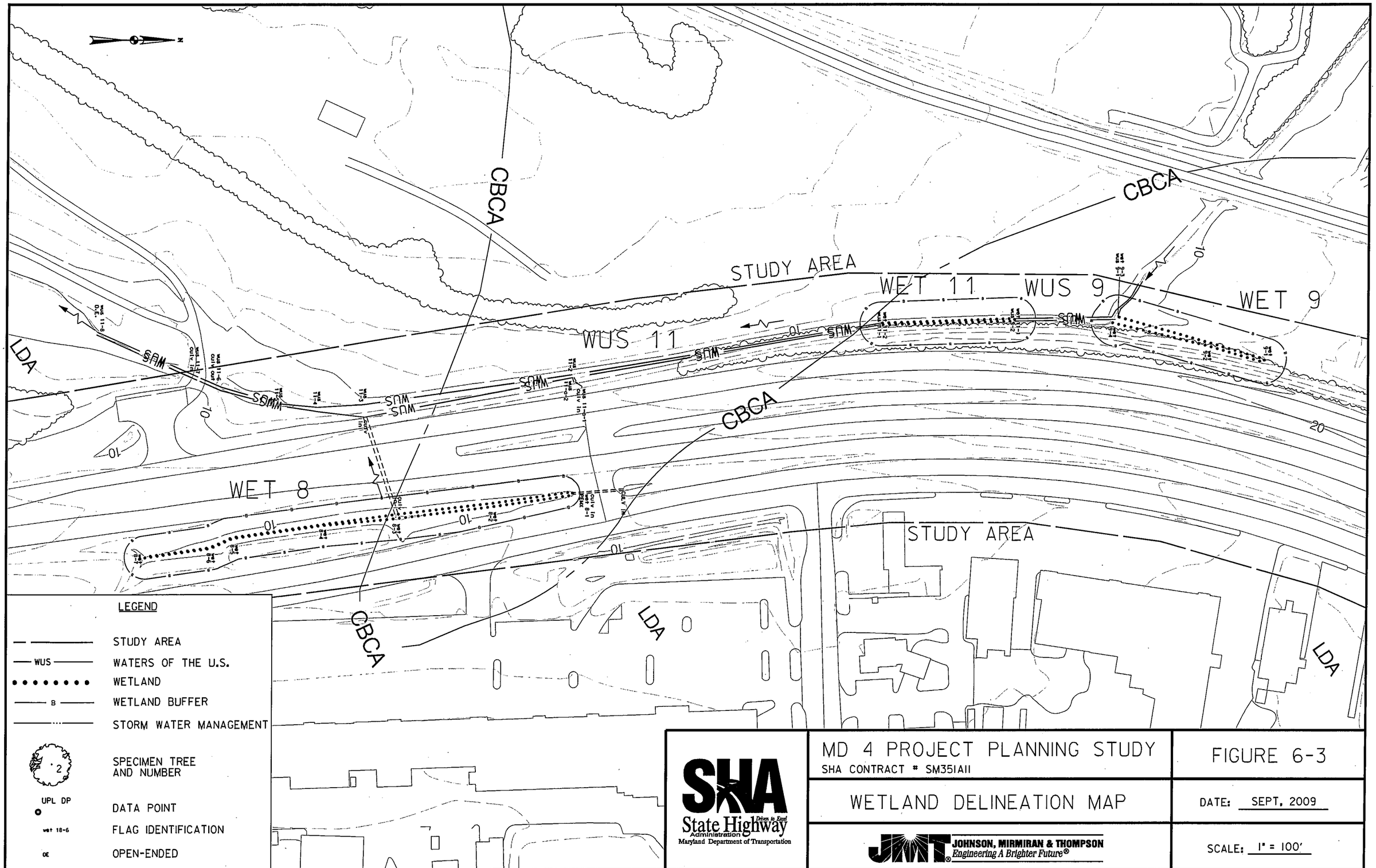

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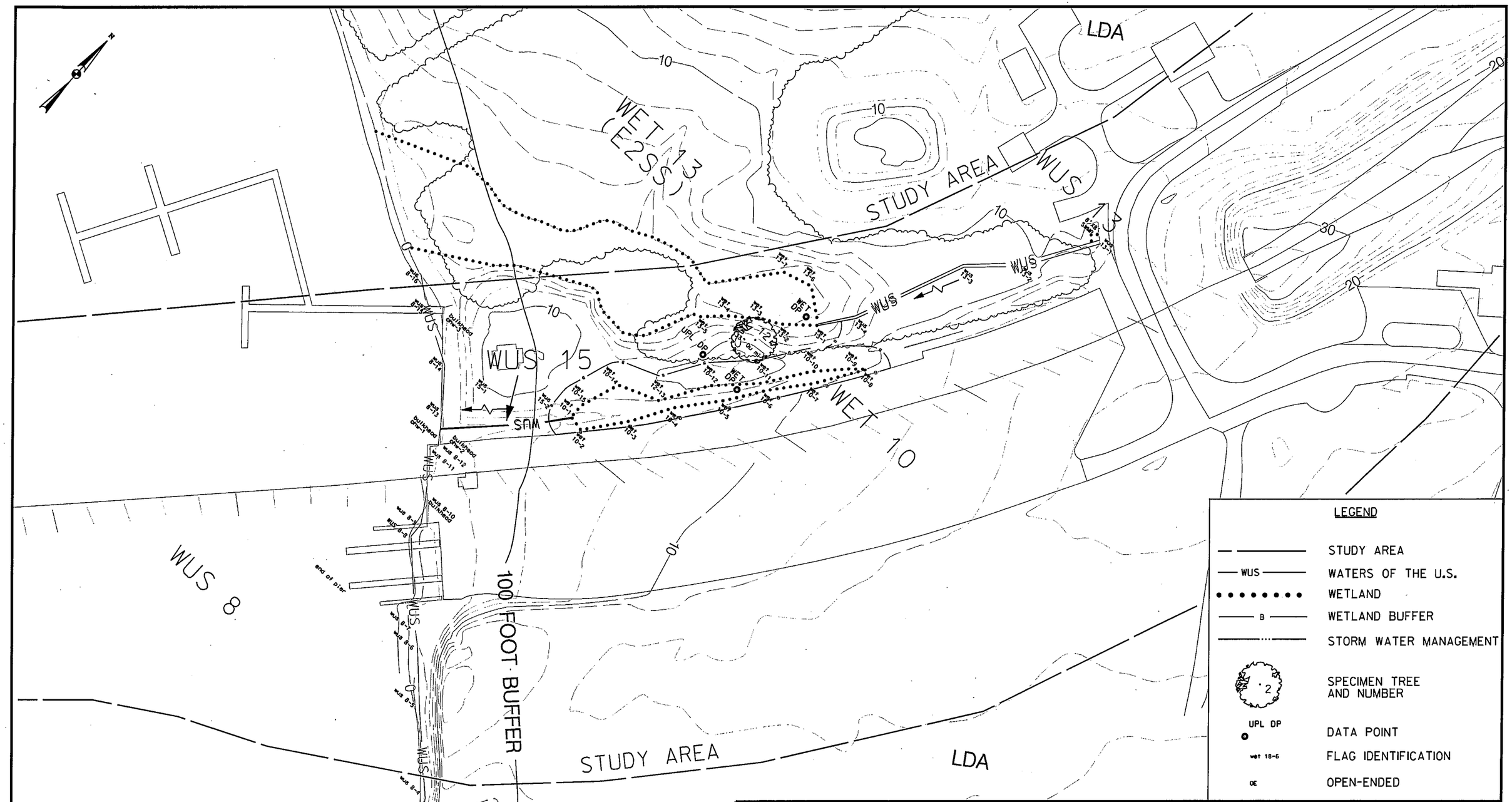

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

FIGURE 6-4

WETLAND DELINEATION MAP

DATE: SEPT, 2009

JOHNSON, MIRMIRAN & THOMPSON
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SCALE: 1" = 100'

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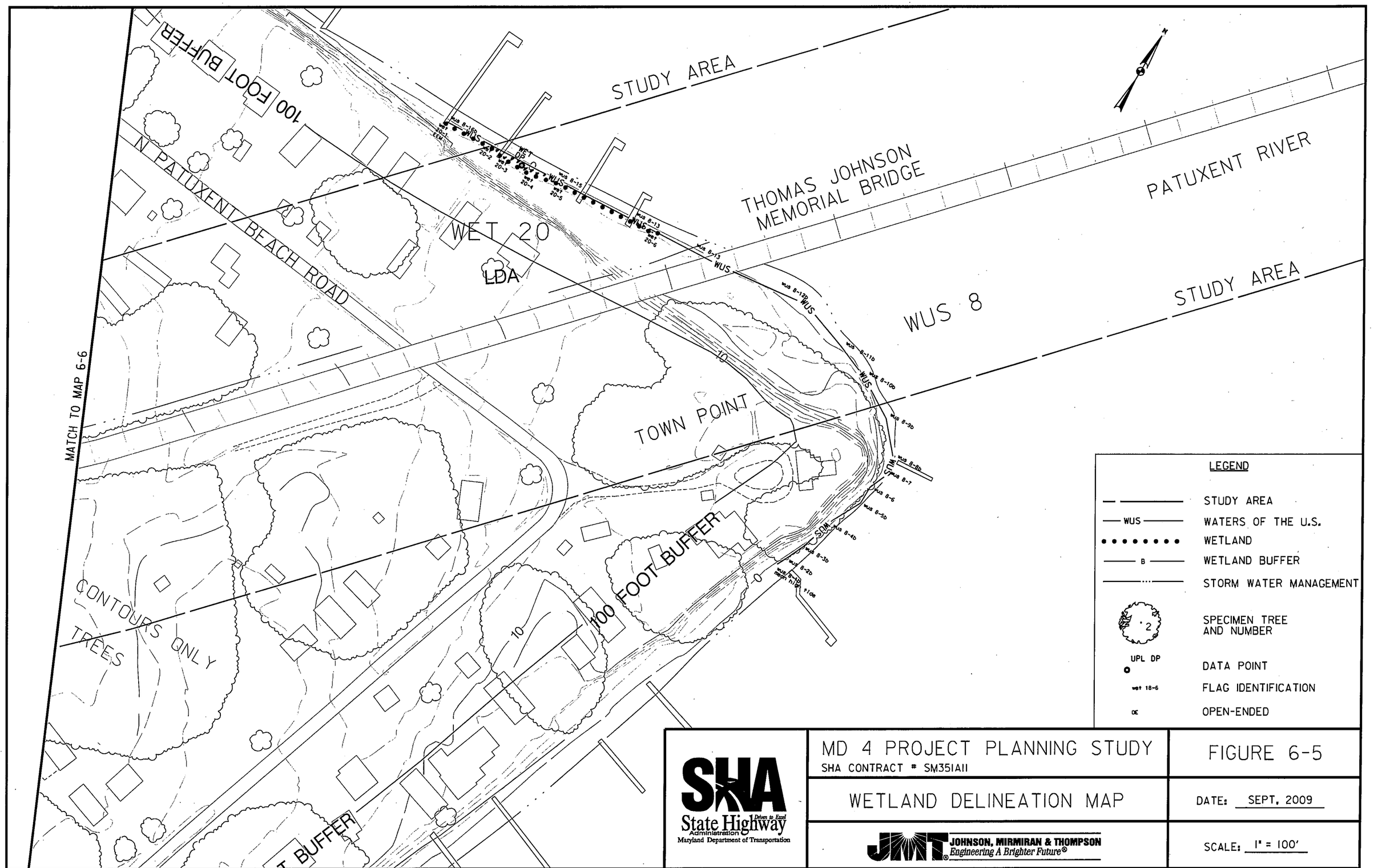

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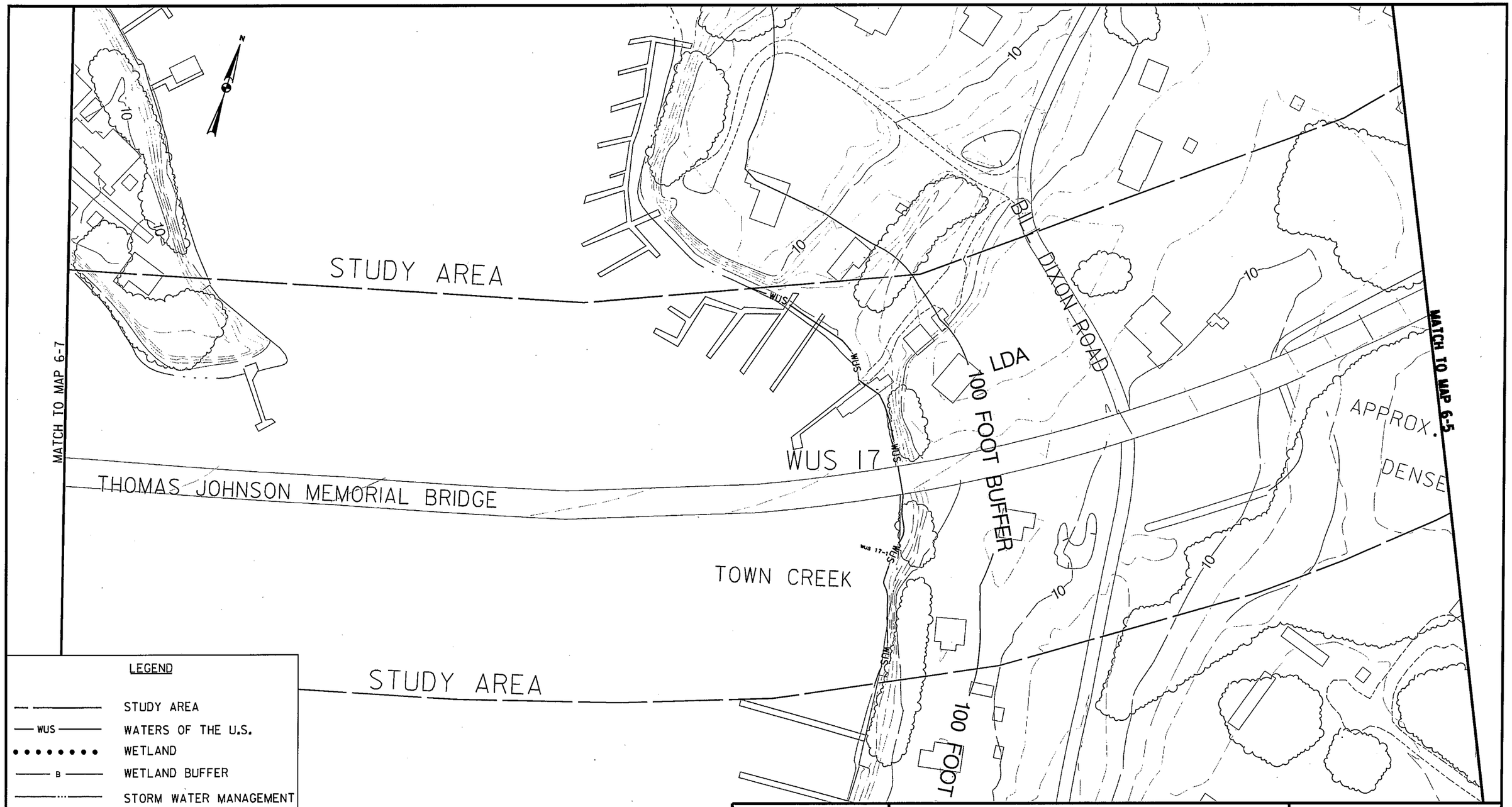

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- B — WETLAND BUFFER
- STORM WATER MANAGEMENT
- 2 — SPECIMEN TREE AND NUMBER
- UPL DP — DATA POINT
- wet 18-6 — FLAG IDENTIFICATION
- OE — OPEN-ENDED

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

JOHNSON, MIRMIRAN & THOMPSON
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FIGURE 6-6

DATE: SEPT. 2009

SCALE: 1" = 100'

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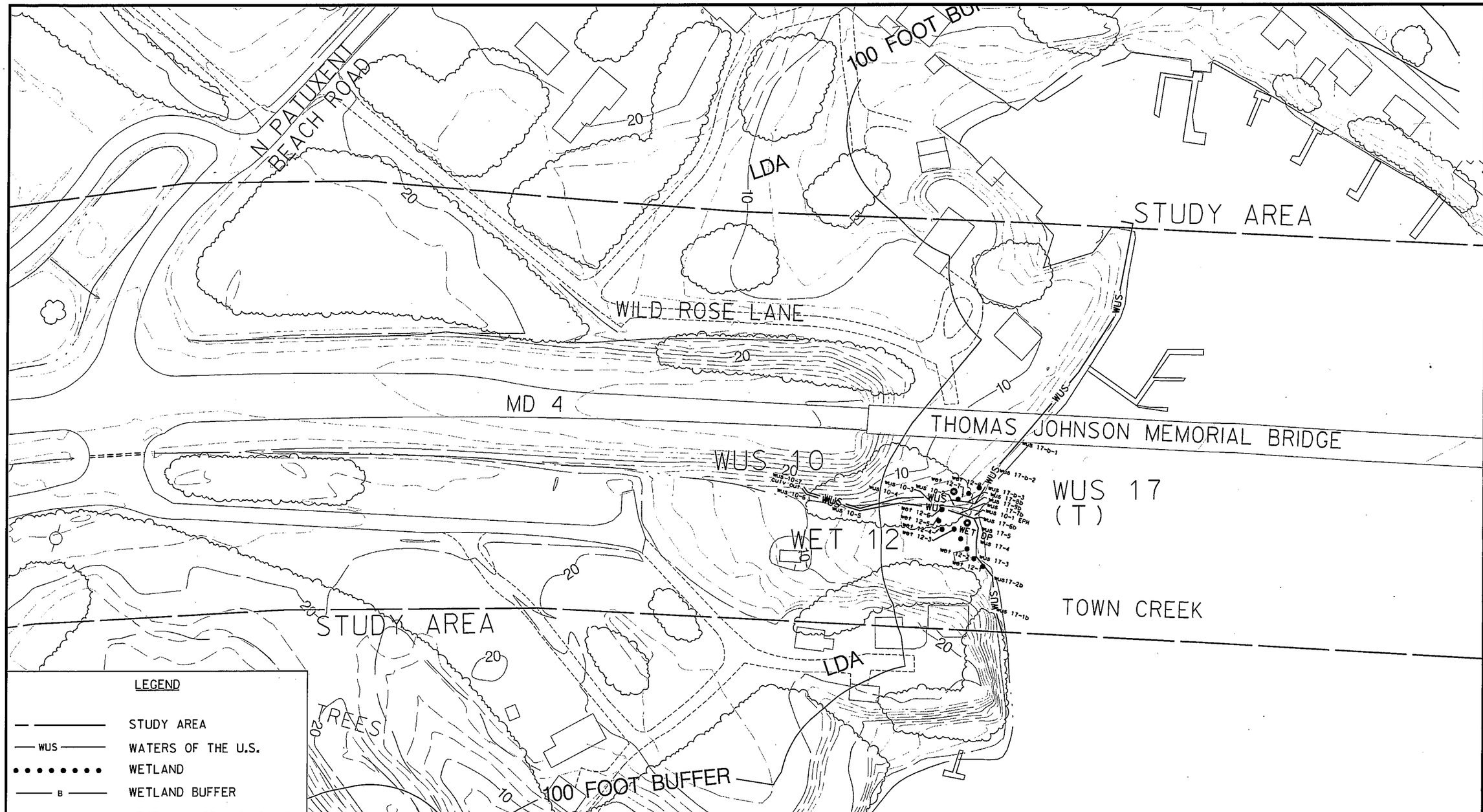

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- B — WETLAND BUFFER
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- wet 18-6 — FLAG IDENTIFICATION
- OE — OPEN-ENDED

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®

FIGURE 6-7

DATE: SEPT. 2009

SCALE: 1" = 100'

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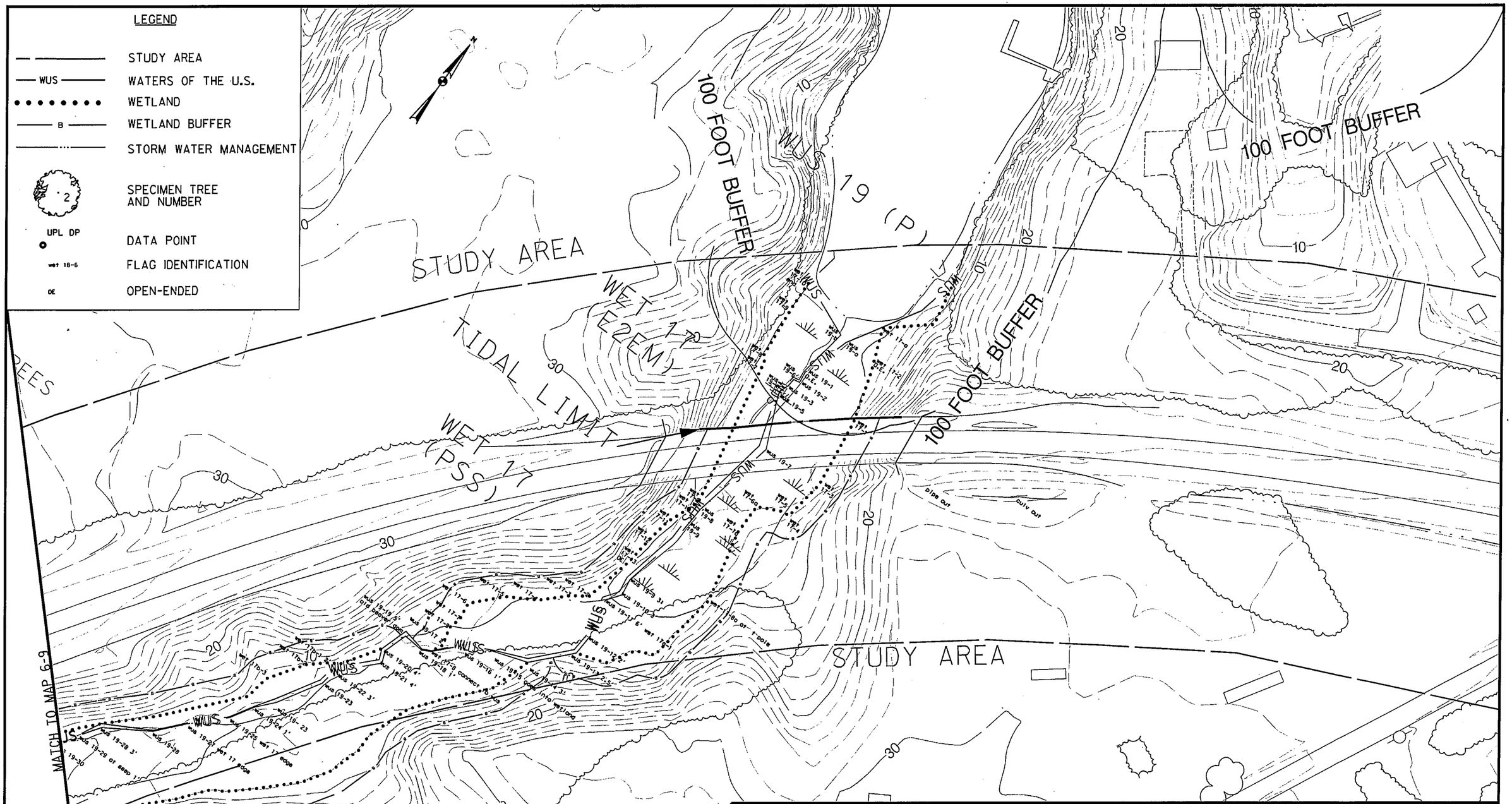

SHA State Highway Administration, Maryland Department of Transportation	MD 4 PROJECT PLANNING STUDY SHA CONTRACT # SM351A11	FIGURE 6-8
	WETLAND DELINEATION MAP	DATE: SEPT. 2009
	JOHNSON, MIRMIRAN & THOMPSON Engineering A Brighter Future®	SCALE: 1" = 100'

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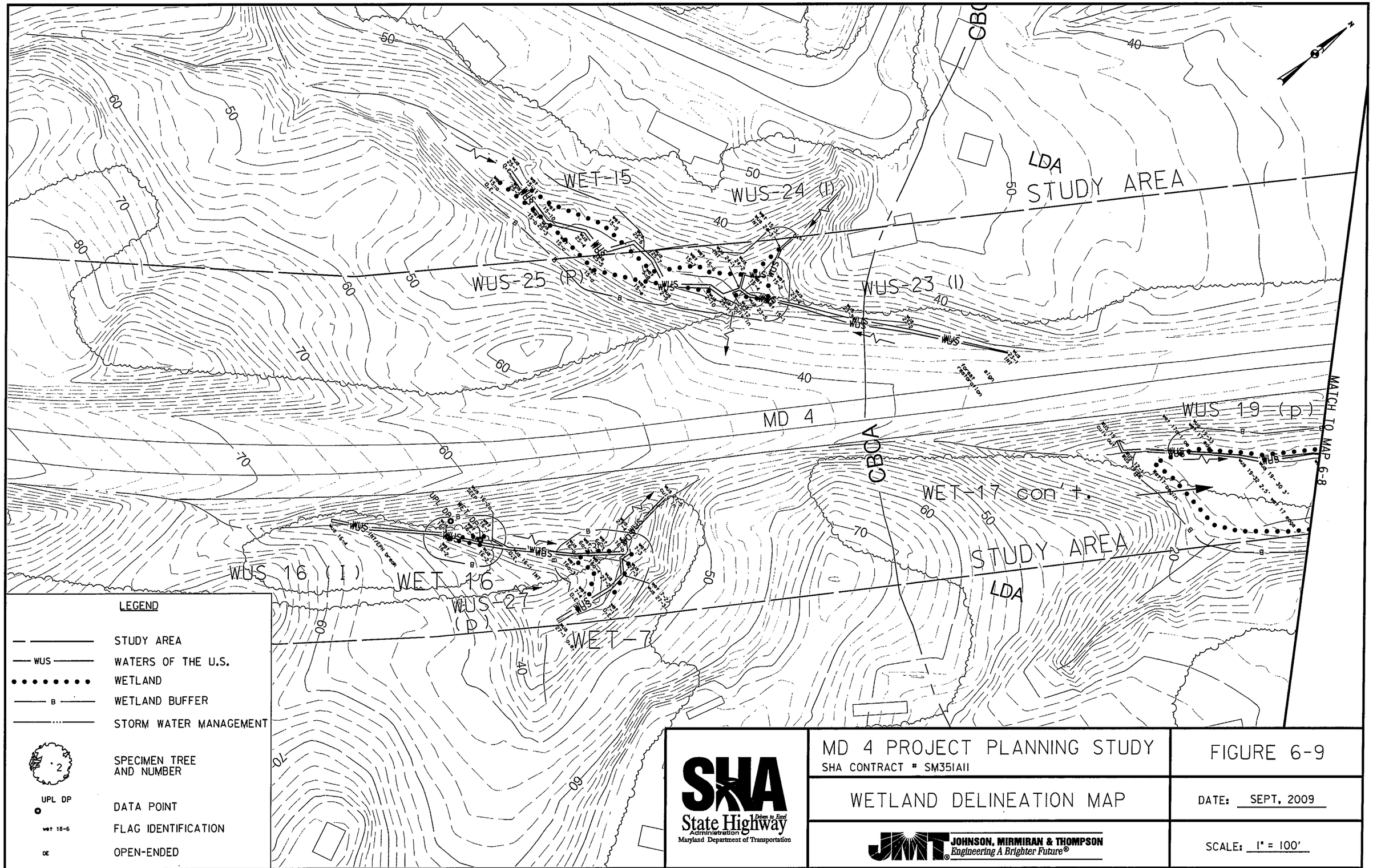

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

JOHNSON, MIRMIRAN & THOMPSON
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FIGURE 6-9

DATE: SEPT. 2009

SCALE: 1" = 100'

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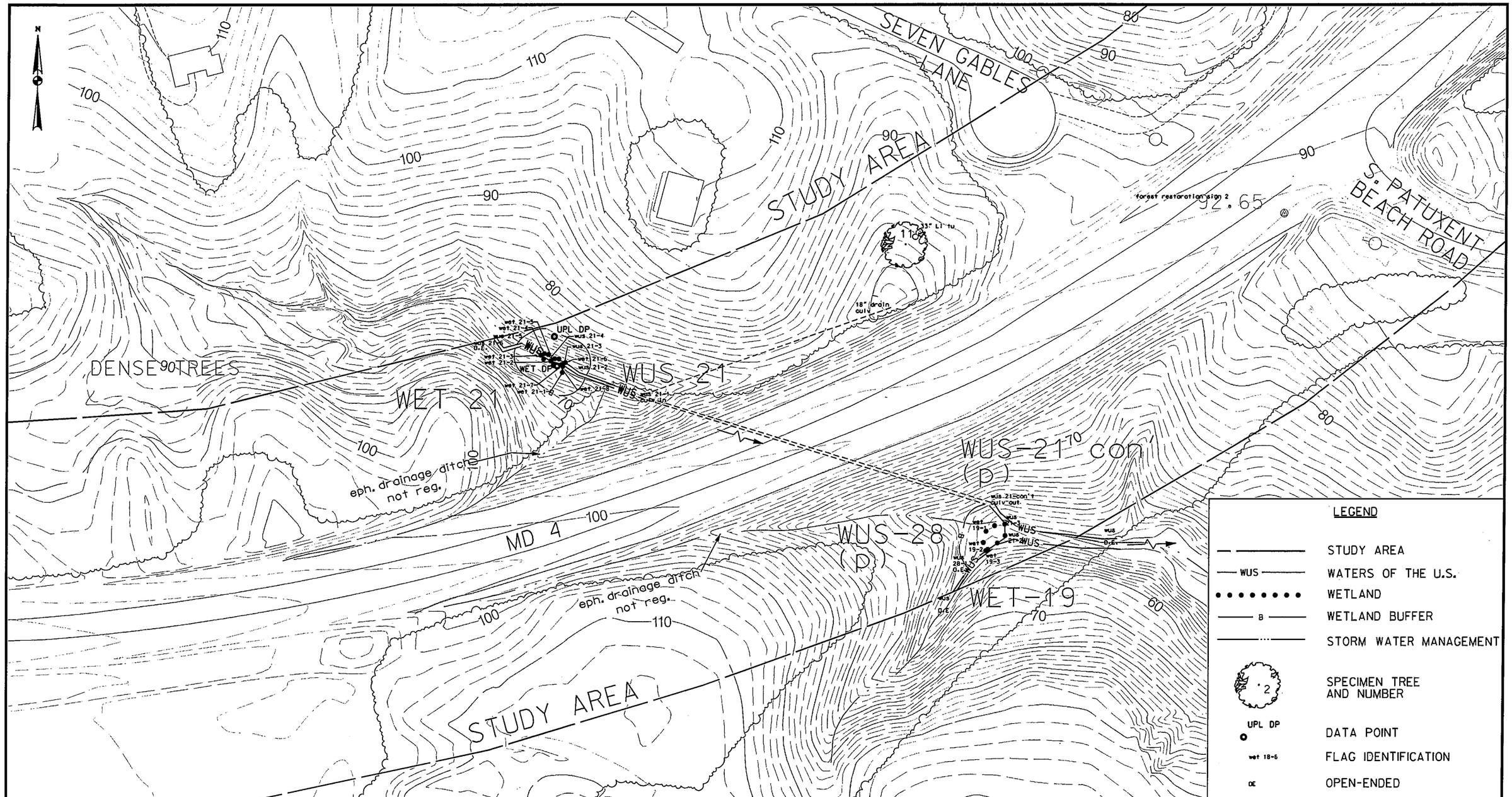

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MD 4 PROJECT PLANNING STUDY

SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

FIGURE 6-10

DATE: SEPT. 2009

SCALE: 1" = 100'

JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®

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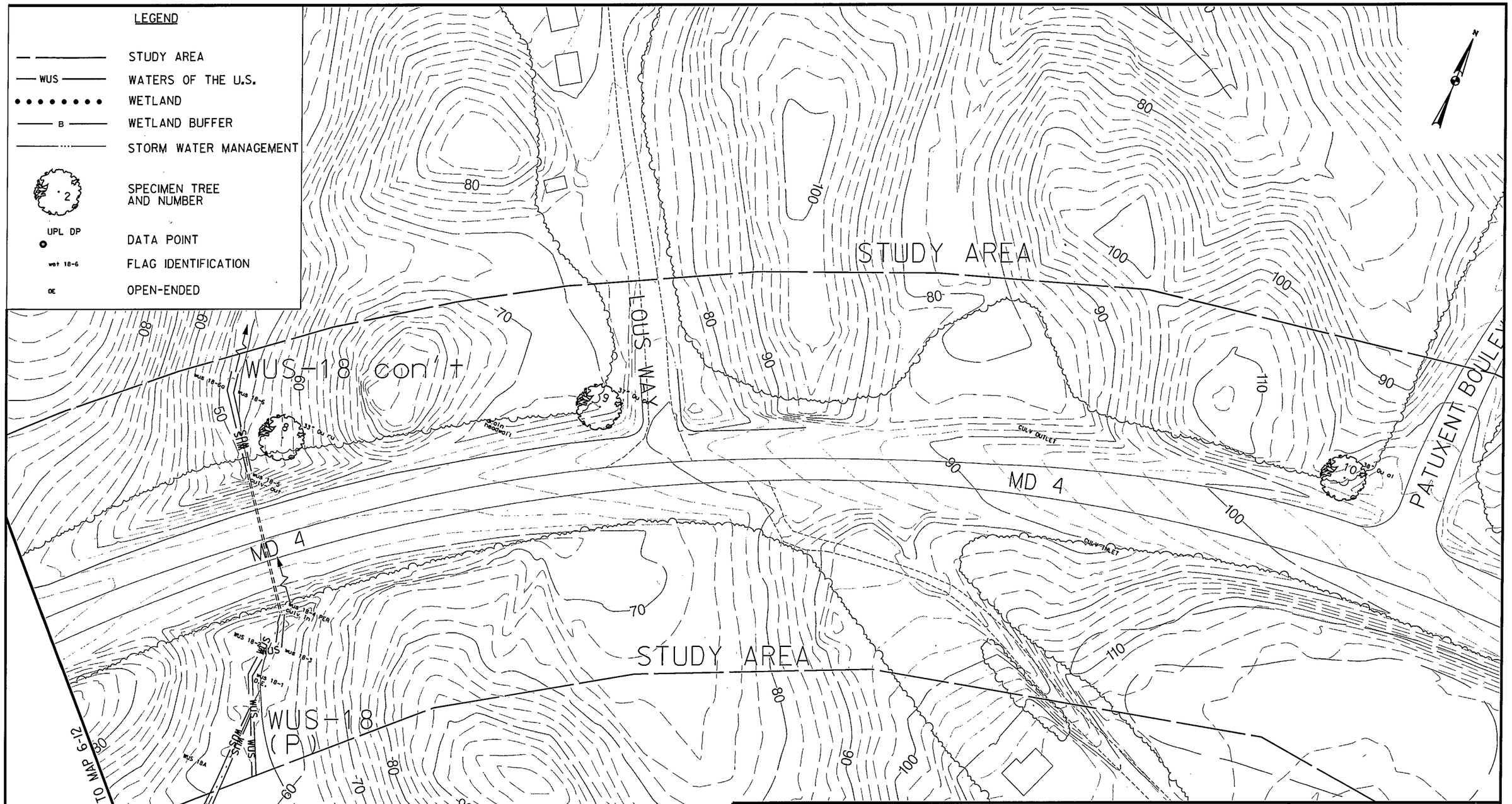

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

FIGURE 6-11

WETLAND DELINEATION MAP

DATE: SEPT. 2009

JOHNSON, MIRMIRAN & THOMPSON
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SCALE: 1" = 100'

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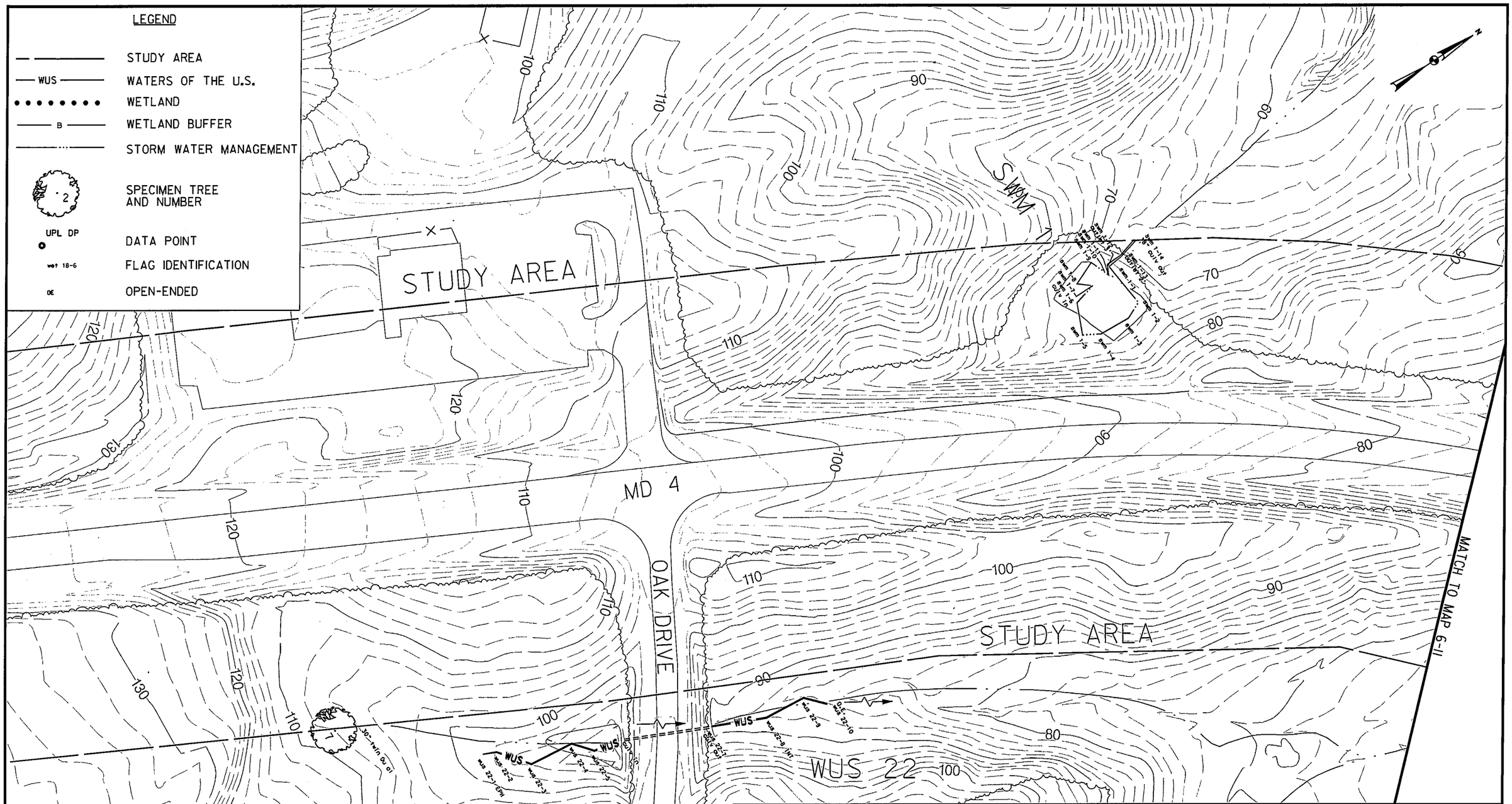

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

JOHNSON, MIRMIRAN & THOMPSON
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FIGURE 6-12

DATE: SEPT. 2009

SCALE: 1" = 100'

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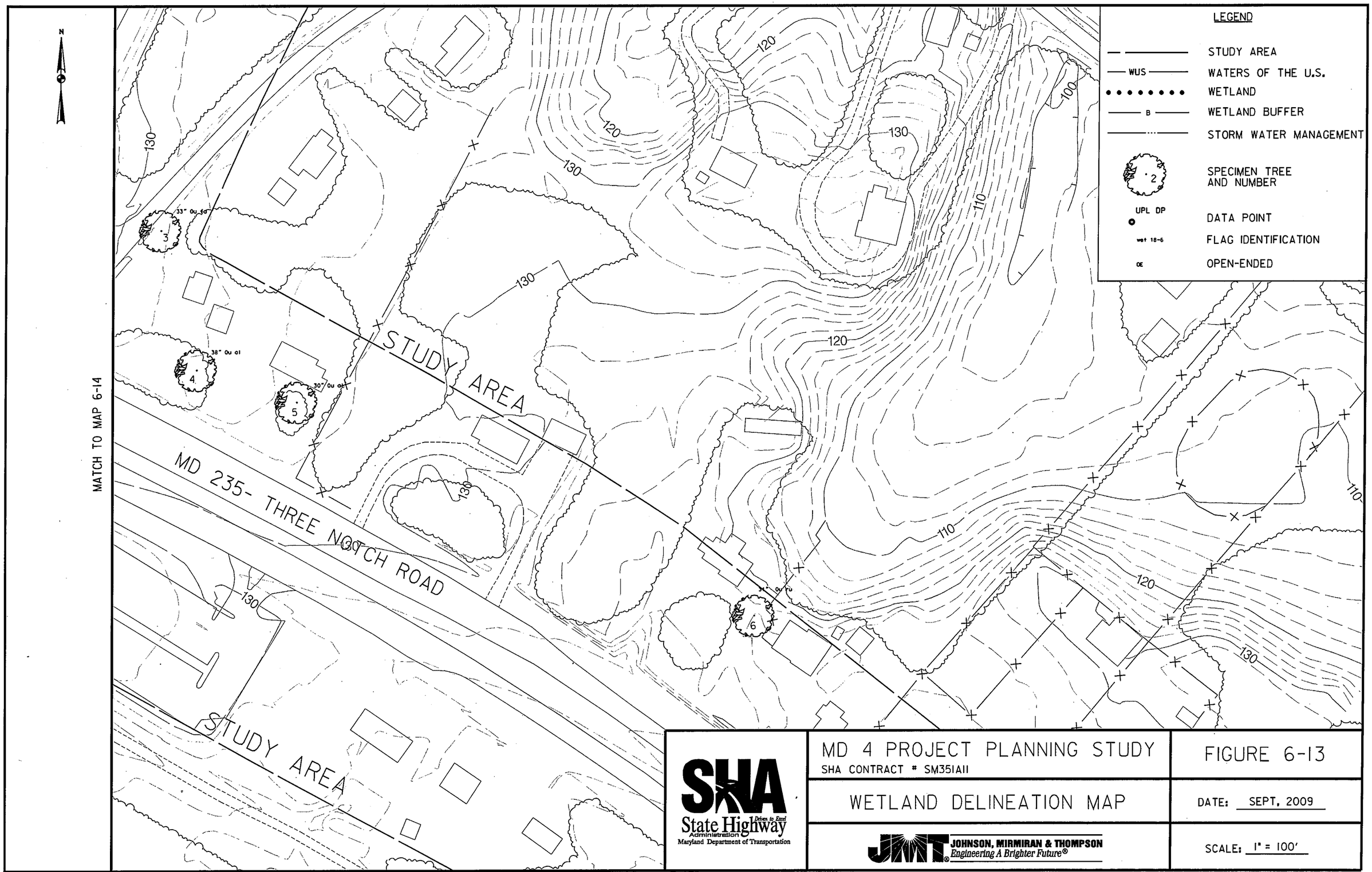

MD 4 PROJECT PLANNING STUDY

SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

FIGURE 6-13

DATE: SEPT. 2009

SCALE: 1" = 100'

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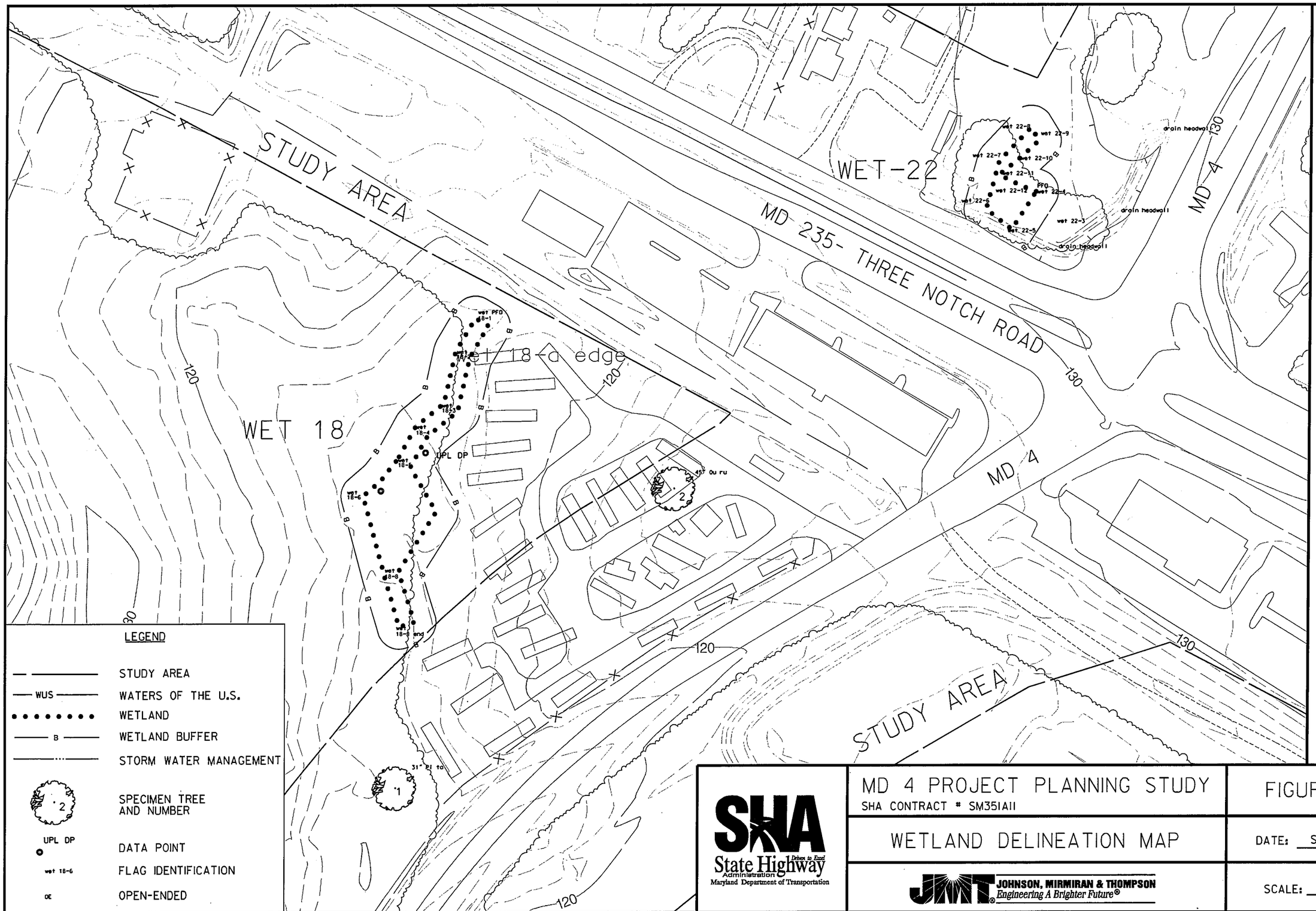

MATCH TO MAP 6-13

SHA State Highway Administration Maryland Department of Transportation

MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

JOHNSON, MIRMIRAN & THOMPSON Engineering A Brighter Future®

FIGURE 6-14

DATE: SEPT. 2009

SCALE: 1" = 100'

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Tuesday, September 22, 2009 AT 08:22 AM

From: Doug Simmons
Sent: Friday, February 01, 2008 10:56 AM
To: Neil Pedersen; Caitlin Rayman, H.
Cc: Linda Singer; Martin Harris; Richard Woo; Bruce Gartner; Felicia Alexander; Patrick Fleming; Gregory Welker; Raja Veeramachaneni
Subject: Meeting with Southern MD Delegation

This morning's meeting went well. SHA (Felicia Alexander and I) presented the MD 4/Thomas Johnson Bridge Project. MdTA reviewed their US 301/Nice Bridge Project.

Several points raised during and after the meeting included:

- Sen. Middleton is very concerned that the tolls have not been raised on the Bay Bridge in a long time. He noted in an aside to me on his way out that "this needs to be addressed.....as it is sucking money away from the rest of the system."
- Del. O'Donnell is interested in additional suicide prevention measures for both bridges, noting that the small signs erected to date are helpful but not everything that is needed.

For the MD 4/TJ project, much of the questioning centered on what can be done in the interim to improve safety and operations including:

- improvements to MD 235 to reduce the queuing that occurs during the evening peak hours for those turning right onto MD 4 to go to the bridge (Bohanan; Dyson);
- improvements at local intersections to make it easier/safer for those looking to enter/exit their communities (Bohanan, Dyson);
- shoulder use along MD 4 on the approach to the bridge (O'Donnell);
- potential removal of the exit ramp from MD 4 to Solomon's at the base of the bridge (O'Donnell, Jamison)

Senator Dyson asked about tunnel options. Felicia was able to deftly explain why this was not reasonable and would not be carried further.

Senator Dyson also noted a pothole on MD 2 near the Lothian roundabout - message forwarded to District 5 for follow-up.

To address the MD 4 suggestions, I have asked Felicia to work closely with her team; especially with our District 5 representatives to develop a detaild TSM alternative to identify safety and operational improvements that could be delivered prior to the construction of a new bridge. Once identified, these improvements will be looked at individually to see how they compete through our system preservation program, and through future funding in the CTP. Our goal will be to have a detailed TSM alternative for review at the Alts. Workshop this summer. It was the consensus of the entire delegation that this strategy needs to move forward while waiting for the longer term bridge improvement. In addition, the delegation recognizes that that the new bridge should not be anticipated prior to 2020.
Felicia: Please feel free to add if I did not fully cover.

The following is a list of stakeholders identified for the MD 4 – Thomas Johnson Bridge Planning Study who were sent the public involvement letter on July 31, 2007.

LIST OF STAKEHOLDERS

OWNER'S NAME	OWNER'S ADDRESS	CITY	STATE	ZIP CODE
ANNMARIE GARDEN	P.O. BOX 99	DOWELL	MD	20629
CARMEN'S GALLERY, LTD	P.O. BOX 466	SOLOMON'S	MD	20699
CALVERT CO. CHAMBER OF COMMERCE	P.O. BOX 99	PRINCE FREDERICK	MD	20678
BUNCKY'S CHARTER BOATS	P.O. BOX 379	SOLOMON'S	MD	20688
HOSPITAL HARBOR MARINA	205 HOLIDAY	SOLOMON'S	MD	20688
BAILEYWICK SAILBOAT CHARTERS	P.O. BOX 710	SOLOMON'S	MD	20688
SAIL SOLOMONS	P.O. BOX 441	SOLOMON'S	MD	20688
BOOMERANGS	13820 SOLOMON'S ISLAND RD	SOLOMON'S	MD	20688
CD CAFÉ’	14350 SOLOMON'S ISLAND S. RD	SOLOMON'S	MD	20688
DIGIOVANNI'S DOCK OF THE BAY	14556 SOLOMON'S ISLAND ROAD	SOLOMON'S	MD	20688
KIM'S KEY LIME PIES	14618 SOLOMON'S ISLAND S. RD	SOLOMON'S	MD	20688
LIGHTHOUSE INN	14636 SOLOMON'S ISLAND S. RD	SOLOMON'S	MD	20688
NAUGHTY GULL	450 LORE ROAD	SOLOMON'S	MD	20688
STONEY'S KINGFISHERS	14442 SOLOMON'S ISLAND S. RD	SOLOMON'S	MD	20688
THE CAPTAINS TABLE	275 LORE ROAD	SOLOMON'S	MD	20688
VINCENZO'S MEDITERRANEAN GRILL	14415 DOWELL ROAD	SOLOMON'S	MD	20629
ZAHNISER'S DRY DOCK RESTAURANT	251 C STREET	SOLOMON'S	MD	20688
CHESAPEAKE BIOLOGICAL LABORATORY	P.O. BOX 38	SOLOMON'S	MD	20688
SOLOMONS MEDICAL CENTER	14090 H. G. TRUEMAN ROAD	SOLOMON'S	MD	20688
HEARING PROFESSIONALS	14090 H. G. TRUEMAN ROAD	SOLOMON'S	MD	20688
BACK CREEK INN	210 ALEXANDER LANE	SOLOMON'S	MD	20688
BLUE HERON BED & BREAKFAST	14614 SLOMON'S ISLAND ROAD	SOLOMON'S	MD	20688
HOLIDAY INN SELECT SOLOMONS	P.O. BOX 1099	SOLOMON'S	MD	20688
SOLOMONS VICTORIAN INN	125 CHARLES STREET	SOLOMON'S	MD	20688
RIKER'S CUSTOM MARINE, INC	620 ROLLING HILLS ROAD	DOWELL	MD	20629
SOLOMONS YACHTING CENTER	255 ALEXANDER LANE	SOLOMON'S	MD	20688
SPRING COVE MARINA	P.O. BOX 160	SOLOMON'S	MD	20688
TOW BOAT US SOLOMONS	546 MARYLAND AVENUE	LUSBY	MD	20657
ZAHNISER'S YACHTING CENTER	P.O. BOX 760	SOLOMON'S	MD	20657
CALVERT MARINE MUSEUM	P.O. BOX 97	SOLOMON'S	MD	20688
CENTURY 21 NEW MILLENNIUM	13350 H. G. TRUEMAN ROAD	SOLOMON'S	MD	20688
LAURA ZURL - CENTURY 21	13351 H. G. TRUEMAN ROAD	SOLOMON'S	MD	20688
THE MCNELIS GROUP	14532 SOLOMONS ISLAND RD	SOLOMON'S	MD	20688
O'BRIAN REALTY COMMERCIAL DIVISION	13970 H. G. TRUEMAN ROAD	SOLOMON'S	MD	20688
ASBURY SOLOMONS ISLAND	11100 ASBURY CIRCLE	SOLOMON'S	MD	20688
BEACHCOMBER'S GIFTS	14538 S. SOLOMONS ISLAND RD	SOLOMON'S	MD	20688
BEAR BY THE BAY	14560 SOLOMONS ISLAND SOUTH	SOLOMON'S	MD	20688
EMBROID ME	13338 H. G. TRUEMAN ROAD	SOLOMON'S	MD	20688
GRANDMOTHER'S STORE	14538 S. SOLOMONS ISLAND RD	SOLOMON'S	MD	20688
GRANDMOTHER'S TOO	13892 DOWELL ROAD	SOLOMON'S	MD	20629
ISLAND TRADER ANTIQUES	225 LORE ROAD	SOLOMON'S	MD	20688
MAERTENS FINE JEWELRY & GIFTS	13342 H. G. TRUEMAN ROAD	SOLOMON'S	MD	20688
PORT OF CALL LIQUORS	14090 H. G. TRUEMAN ROAD	SOLOMON'S	MD	20688
SEA GULL COVE GIFTS	P.O. BOX 656	SOLOMON'S	MD	20688

SOLOMONS TRUE VALUE	20 CRESTON LANE	SOLOMON'S	MD	20688
ISLAND TIME RENTAL	10 CHARLES STREET	SOLOMON'S	MD	20688
PATUXENT ADVENTURE CENTER	13860 S. SOLOMONS ISLAND ROAD	SOLOMON'S	MD	20688
CALVERT COUNTY VISITOR CENTER	14175 S. SOLOMONS ISLAND RD	SOLOMON'S	MD	20688
ST. MARY'S COUNTY WASTEWATER PUMPING STATION	43990 COMMERCE AVENUE	HOLLYWOOD	MD	20636
SAINT ANDREWS LANDFILL AND TRANSFER STATION	P.O. BOX 508	CALIFORNIA	MD	20619
COVE POINT LNG	175 MAIN STREET	PRINCE FREDERICK	MD	20678
CALVERT CLIFF NUCLEAR POWER	1650 CALVERT CLIFF PARKWAY	LUSBY	MD	20657
MYRTLE POINT PARK	P.O. BOX 653	LEONARDTOWN	MD	20650
PATUXENT VELO	21029 WEAVER’S COURT	LEONARDTOWN	MD	20650
PATUXENT HIGH SCHOOL	12485 ROUSBY HALL ROAD	LUSBY	MD	20657
UNIVERSITY OF MARYLAND CENTER	P.O. BOX 38	SOLOMON'S	MD	20688
OUR LADY STAR OF SEA CHURCH	50 ALEXANDER LANE	SOLOMON'S	MD	20688
OUR LADY STAR - THE SEA SCHOOL	90 ALEXANDER LANE	SOLOMON'S	MD	20688
HONEY MAC CALLUM CHRISTIAN	23421 KINGSTON CREEK RD	CALIFORNIA	MD	20619
JOHNS HOPKINS UNIVERSITY	44427 AIRPORT ROAD	CALIFORNIA	MD	20619
OAKVILLE ELEMENTARY SCHOOL	44345 JOY CHAPEL ROAD	HOLLYWOOD	MD	20636
SOUTHERN MARYLAND HIGHER EDUCATION	44219 AIRPORT ROAD	CALIFORNIA	MD	20619
STARMAKER LEARNING CENTER	23443 COTTOWOOD PARKWAY	CALIFORNIA	MD	20619
SAINT ANDREW PRE-SCHOOL	44078 SAINT ANDREW CHURCH RD	CALIFORNIA	MD	20619
SOLOMONS ISLAND	14544 SOLOMONS ISLAND RD S	SOLOMON'S	MD	20685
OLIVET UNITED METHODIST CHURCH	13570 OLIVET ROAD	LUSBY	MD	20657
PATUXENT PRESBBYTERIAN CHURCH	23421 KINGSTON CREEK ROAD	CALIFORNIA	MD	20619
PATUXENT FRIENDS MEETING	12220 H. G. TRUEMAN ROAD	LUSBY	MD	20657
CHURCH OF JESUS CHRIST OF LDS	22747 OLD ROLLING ROAD	CALIFORNIA	MD	20619
ST. MARY'S COUNTY CHURCH – CHRIST	44850 ST ANDREWS CHURCH RD	CALIFORNIA	MD	20619
CALVERT COUNTY BAPTIST CHURCH	230 W. DARES BEACH ROAD	PRINCE FREDERICK	MD	20678
TIKI BAR, INC	85 CHARLES STREET	SOLOMON'S	MD	20688
SOLOMONS MARYLAND SAILING ASSOC.	P.O. BOX 262	SOLOMON'S	MD	20688

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 31, 2007

Annmarie Garden
P.O. Box 99
Dowell MD 20629

To Whom It May Concern:

The State Highway Administration (SHA) invites you to become an active participant in the MD 4 – Thomas Johnson Bridge Planning Study. The project is looking into bridge and roadway improvements from MD 2 to MD 235 in Calvert and St. Mary's Counties.

The study is now in Stage I of the Project Planning Process, during which the Study Team is developing the Purpose and Need Statement and determining preliminary alternatives. Current activities include performing an environmental assessment, conducting traffic and safety analyses, and investigating the existing and planned development within the study area.

One of SHA's goals is to keep the public informed and involved during the Project Planning process. To help us reach that goal we are asking whether you as an interested party or "stakeholder" would be willing to help represent your local affiliation by serving as a liaison between community interests and the Study Team. Your responsibilities would include receiving correspondence regarding this project and acting as a point of contact for the Study Team. You may also request a meeting between the Study Team and your group at any time during the planning process in order to become better acquainted with the project. We have enclosed a copy of our most recent newsletter for your review. To keep you up to date on the project's status, SHA will mail you additional information as it is developed for the study. If you believe another person would be more appropriate in this role, please let us know.

Throughout the study the Team will also hold public meetings to provide updates and receive input. The next scheduled meetings are: October 2, 2007 in Calvert County at Dowell Elementary School and October 9, 2007 in St. Mary's County at Town Creek Elementary School. Both meetings will be held from 5 pm to 8 pm.

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.marylandroads.com

If you have any questions or comments, please do not hesitate to contact Ms. Felicia Alexander, Project Manager, State Highway Administration at 410-545-8511, toll-free 1-800-548-5026, or via email at falexander@sha.state.md.us. We look forward to working with you in the future.

Very truly yours,

Bruce Grey
Deputy Director
Office of Planning and
Preliminary Engineering

By: _____
Felicia Alexander
Project Manager
Project Planning Division

cc: File
Core Team

Summary of MD 4-TJ Bridge Alternates Public Workshops (6/16/08, 6/17/08)

Overall, the citizens were pleased at the amount of effort going into the study. We also talked to many who said the info was detailed and clear.

A total of 343 citizens attended [164 on Monday (Calvert), 179 on Tuesday (St. Mary's)]

Citizen concerns though verbal discussion:

<u>TJ Bridge / Patuxent River Crossing</u>

- More citizens were if favor of removing the existing bridge IF the height of the new bridge could be lower, otherwise – Alt. 3 (new parallel span) seemed the most popular
- Several citizens were aware of the 65-foot Intercoastal Waterway clearance height requirement, and suggested SHA use this as the height.
- Consider expanding the existing footings to accommodate more lanes on the existing bridge
- The off-ramp at the end of the bridge in Calvert County causes traffic to slow down. Closing this ramp in the short term will improve traffic flow considerably.
- Why aren't you considering a drawbridge?
- How close does the bridge need to be to a home before you will purchase it?
- What happens if you crack the foundations or cause damage to homes during construction? How do you document any damages? Is it up to the homeowner to protect themselves?
- How will you handle the noise as a result of the additional traffic on the bridge? Can something be done about trucks using "jake" brakes?
- Have you coordinated with the Navy about the Alternate 5 alignment? *Raja suggestion: coordinate with cultural resources staff regarding features on Naval Rec. Center.*
- What is the expected life span of the existing bridge?
- What is the average BSR for structures in the state?
- What BSR do bridges typically start at?
- How can we use the current BSR to determine when the bridge will reach a BSR of 50? Do you know when you expect the bridge to reach a BSR of 50?
- What is the annual suicide rate?
- Instead of building an entirely new bridge to the south for the four lane option, can you build the two lane structure shown in Alternate 3, demolish the bridge, and then re-build the new bridge on the existing alignment… similar to the Wilson Bridge?
- Allow for lanes to be converted to all one-way for emergency evacuation
- Why the existing bridge has to be demolished if Alt. 4 (4-lane replacement) is constructed? Citizens felt it should remain to allow for up to 6 travel lanes for evacuation or remain solely as a bike/ped facility

- Consider constructing the new bridge on the north side to avoid impacts on the Calvert Co. side, and so that the bridge could be placed within the shadow of the existing bridge, especially during the winter time.
- A tunnel option was dismissed too soon. Why not consider a tunnel a few miles north, where the depths are shallower. (*There were a few vocal citizens with this concern, both citing their relationship with Senator Dyson as well*)
- One citizen opposed Alternative 5 (Myrtle Point) because they stated that the water depth near the St. Mary's County side is nearly 190-feet deep, the largest river depth in North America.

<u>Mainline MD 4 - Prelim. Engr.</u>

- Where are the signals going to be located along this corridor? Will any be added in the short term?
- At least a dozen residents along Patuxent Blvd and near Myrtle Point Park expressed their opposition to Alt. 5 (Myrtle Point Option), primarily based on noise and property home value concerns
- Are you impacting the church on the corner of Kingston?
- What is the dashed line outside of the roadway?
- For Alternate 2, will the signalized intersections look like the ones on MD 4 in Calvert County? (Modified T's)
- Will the additional traffic create more noise? What are you going to do about it?
- Can you reconnect Sandy Hill Road to the new MD 4?

<u>MD 4 / MD 235 Interchange - Prelim. Engr.</u>

- Several of the business owners near the MD 4/MD 235 Intersection were present and expressed concern regarding the potential displacements, suggesting choosing the options that avoid them or suggesting the fly-over ramp option tie-down in the median instead to minimize impacts to the businesses south of MD 4
- We met with the representative (Eric Markowski) from the proposed redevelopment in the northwest corner of the MD 4/MD 235 intersection (St. Mary's Marketplace), who expressed desire to meet with SHA and expressed his displeasure to see Option B (partial cloverleaf), which impacts their site plan the most.
- Desire to further develop an access mgmt plan to try and save some businesses from being displaced from the MD 235 interchange options.
- Would it be more beneficial to put MD 235 over MD 4 for Options C and D?
- The continuous flow intersection looks very confusing and unsafe for pedestrians.
- How are properties along MD 4 and MD 235 accessed using the continuous flow intersection?
- Can the CFI be reduced to two legs of the intersection only?
- Which alternate works best for snow removal?

- Will the flyover ramp be subject to icing in the winter? (Requestor referenced the mixing bowl in Virginia)

Utilities

- SMECO's Public and Media Relations Director spoke in length about their plans for a 230kv crossing by 2015, and expressed a desire to work with SHA to look at utilizing our structure, or to at least coordinate regarding potential impacts for each party.

Environmental

- Concern towards potential impacts to Myrtle Point Park since the alignment will be adjacent to the south of it.
- Many concerns were expressed for the Myrtle Point Crossing and it's notably higher impact figures.
- Many citizens asked where the idea of the Myrtle Point Crossing came from, one cited developer interest in the area.
- Citizens commented on the presence of submerged marine vessels in the project vicinity.
- One citizen asked if the impacts to the Naval Recreation Facility would be considered a 4(f) impact.

Misc.

- Complaints about the mailing list, as several homeowners did not receive brochures and notifications while their neighbors did, especially near the Myrtle Point area
- How much Federal funding will be used for construction?
- Could you explain TSM / TDM better?

Potential Solutions to these issues are currently being drafted by the team

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Alan Newhouse **DATE** 6/17

ADDRESS 24670 Greenview Dr

CITY Hollywood **STATE** MD **ZIP** 20636

I/We wish to comment or inquire about the following aspects of this project:

Alt. 5 why tear down old bridge
make it no trucks 2nd
local access

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

* **Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 25, 2008

Mr. Alan Newhouse
24670 Greenview Drive
Hollywood MD 20696

Dear Mr. Newhouse:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked why the project team is not considering keeping the existing span and converting it to a truck-restricted local use only route. Each build alternative would allow the existing bridge to remain initially. SHA would monitor the existing bridge for safety and structural integrity while the new span is being constructed. Maintenance of a major bridge such as the Thomas Johnson Memorial Bridge is expensive and requires extensive manpower. The team will investigate the costs and benefits of removing the existing bridge versus keeping the bridge open for local traffic as the study progresses.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
Mr. John Narer, Bridge Engineer, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Adam R. Scherer **DATE** 6/17/08

ADDRESS 45880 Dent Dr.

CITY Lexington Park **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

All the studies/proposals are well thought out. One thing I did not see thought was the ~~possibly~~ possibility of a draw bridge, high enough for sole boats to go under and have set times of the day the the bridge be raised, sort of like what is done at Ocean City, MD. Just a thought.

[Signature]

☑ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

August 25, 2008

Mr. Adam Scherer
45880 Dent Drive
Lexington Park MD 20653

Dear Mr. Scherer:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked whether the team had considered a drawbridge alternative. A drawbridge was considered early in the project planning process, but was dropped from consideration based on anticipated traffic delays on MD 4 caused by frequent drawbridge openings due to high marine traffic. High long-term maintenance and personnel costs, along with drawbridge operation failure risks are all issues as well.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Alan Shick **DATE** 6-17-8

ADDRESS 45230 Cove Manor Rd

CITY Ca. **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Putting a highway down Patuxent Blvd. would be environmentally damaging and would disrupt a resident neighborhood where MS enhancing Rt 4 and building a 2 lane or 4 four lane span next to existing bridge would impact the least amount of people. The bridge is already there and to go down Patuxent Blvd. is not the way to go.

May we have the plan in color -
BB580@Hotmail.com

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

*** Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

6 '08JUL 02 PM

45230 Cove Manor Road
California, MD 20619
301-862-2122

June 23, 2008

Mr. Mike Perrotta, Project Manager
Project Planning Division
Maryland State Highway Administration
Mailstop C-301
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Perrotta,

I am writing regarding the Thomas Johnson Bridge Project Planning Study. Alternative 3 should be implemented, maintaining the existing bridge and adding a new two lane span parallel to it, keeping the vertical profile the same. This is the most cost effective alternative with the least amount of displacements and woodlands destruction.

Alternative 5, a four lane Myrtle Point crossing is the most expensive and most destructive, it should be eliminated from consideration immediately. The citizens for Maryland should not be spending between $50-$230 million more for the same result.

St. Mary's County is a rural county and the state should be helping the county protect the woodlands, not destroying it. Myrtle Point Park is a natural park that is convenient to the local population, the natural beauty of this park would be diminished if a bridge were built parallel to it. It is important to the citizens of St. Mary's that the existing park be maintained and protected.

Alternative 2 should be implemented immediately to alleviate some of the traffic flow problems until Rt. 4 is widened. Removing the off-ramp to Solomons and converting the existing shoulders to travel lanes between Rt. 235 and the bridge would make the Rt.4/Rt. 235 intersection flow more smoothly. Other techniques we could try include an "alternate merge" at the point where two lanes merge back to one. This could be accomplished by signs posted both on the street and road signs with flashing lights. Currently people merge way back close to Rt. 235 making two lanes into one way befor the single lane begins. This "alternate merge" would especially be beneficial when there are backups and stop the "cheater" from going up to the last car before the end of the merge lane. Another traffic mover is used in Florida and has a through right lane that does not stop at red lights at "T" intersections. Another requirement would be to have all the new buildings on Rt. 235 north from the base to Rt. 4 be required to put in a right turn lane, keeping the existing "right "turn lane as

right before the bridge

a "thru" lane. And finally all of the shopping centers from Rt. 4 and Rt. 235 on the south bound lanes should be required to finish FDR Blvd. at least past their shopping centers.

Thank you for your consideration in this matter.

Sincerely,

Alan M. Shick

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 7, 2008

Mr. Alan M. Shick
45230 Cove Manor Road
California MD 20619

Dear Mr. Shick:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 3 - Two-Lane Parallel Span has been noted, along with your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing. In response to your request for color mapping, a set of maps is included with this letter. Larger scale mapping can be found at http://www.marylandroads.com.

Your concern for the protection of Myrtle Point Park has been noted. No physical impacts to the Park are anticipated with any of the alternatives currently being considered, including Alternative 5 – Four-Lane Myrtle Point Crossing. However, viewshed, air, and noise studies will be conducted during later phases of the study to determine impacts for all alternatives retained for detailed study.

As the project moves forward, the project team will look to identify short-term improvements such as those shown in Alternative 2 which can be completed independently of the project. Additionally, your suggestions for an "alternate merge," modified Tee intersections, and installation of right turn lanes have been noted and will be studied further as the project progresses.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Mr. Frank Coxon, Engineering Access Permits Division, SHA
File
Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME BRUCE SUNDERMANN **DATE** 6/17/08

ADDRESS 24219 N. PATUXENT BEACH RD.

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

ON PRELIMINARY COST CONSIDERATIONS SHEET IT ISN'T CLEAR IF THE PROJECTED COSTS FOR ALTERNATIVES 4 AND 5 INCLUDE COST OF REMOVING EXISTING BRIDGE.

ON ALTERNATIVE 3, WHAT IS EXPECTED LIFE REMAINING IN EXISTING BRIDGE? WHAT WILL BE ANNUAL MAINT. COSTS OF ALTERNATIVE 2 (CONSIDERING AGE OF EXISTING BRIDGE VS. ALTERNATIVES 4 AND 5?

CAN ALTERNATIVE 2 BE ACCELERATED (PARTICULARLY CLOSING FIRST 2 RAMPS ON CALVERT CO. SIDE NORTHBOUND) TO ALLEVIATE TRAFFIC WHILE THE MORE CAPITAL INTENSIVE PROJECTS ARE GOING THROUGH STUDY/DESIGN PHASES?

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

*** Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 29, 2008

Mr. Bruce Sundermann
24219 N. Patuxent Beach Road
California MD 20619

Dear Mr. Sundermann:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked if the costs presented for Alternatives 4 and 5 include the cost of removing the existing span. This cost is included in Alternatives 4 and 5, and is estimated in our calculations to be between $20 million and $25 million.

Your concern regarding the existing bridge and its continued use has been noted. The existing bridge is not structurally deficient, and has received a satisfactory rating when it was last inspected in September 2007. The remaining design life of the bridge, with regular inspection and maintenance, is estimated to be 40 to 60 years. In order to maintain structural integrity without addressing other needs, the next major bridge work that is anticipated would be a replacement of the concrete deck, possibly in the next 10 to 20 years. The team will continue to receive input regarding the structural condition of the existing bridge as the study progresses. The study considers many other needs, including functional capacity, in addition to the structural condition of the bridge.

You also asked whether elements of Alternative 2 – TSM/TDM could be put into place in the near future. As the project moves forward, the project team will look to identify short-term improvements which can be completed independently of the project, depending upon funding of the improvements.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Mr. John Narer, Bridge Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME CAPT. L. WAYNE SMITH **DATE** 17 JUNE 2008

ADDRESS 23985 ANN LANE

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Alt. "5" 1. The gas pipe lines that come from Solomons under the River up in Myrtle Pt. and thence along Patuxent Blvd. need be addressed.
2. This alternative reduces the height requirements associated with large Naval vessels. However, there still must be sufficient height to accommodate the many tall masted sailing ships that transit this part of the Patuxent River.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 11, 2008

Capt. L. Wayne Smith
23985 Ann Lane
California MD 20619

Dear Capt. Smith:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern regarding the gas pipe lines & the impact of Alternative 5 – Four-Lane Myrtle Point Crossing on bridge height requirements have been noted. As the project planning study progresses, the project team will further evaluate the potential effects of all of the proposed bridge alternatives on underwater resources, as well as coordinate with the Navy and the United States Coast Guard regarding bridge height.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

Sarah Fowler

From: Perrotta, Michael [Michael.Perrotta@dmjmharris.com]
Sent: Monday, August 04, 2008 8:26 AM
To: Sarah Fowler
Subject: Fw: Thomas Johnson bridge upgrade

An email needed response. Thanks
Mike
Sent from my BlackBerry Wireless

----- Original Message -----
From: Michael Perrotta (SHA) <MPerrotta@sha.state.md.us>
To: Perrotta, Michael
Sent: Mon Aug 04 04:36:00 2008
Subject: FW: Thomas Johnson bridge upgrade

From: cruddy[SMTP:CRUDDY@CHESAPEAKE.NET]
Sent: Monday, August 04, 2008 7:35:27 AM
To: Michael Perrotta (SHA)
Subject: Thomas Johnson bridge upgrade
Auto forwarded by a Rule

Mr. Perrotta,

I strongly oppose the proposed new Patuxent River bridge crossing called Alternative 5, Myrtle Point Crossing. I live at 45655 Swanfall Way, California, MD. I will be directly and profoundly affected in a negative way by this Alternative.

My objections are:

1. It is the most expensive alternative. As a taxpayer, I can see no advantage to be accrued by spending a lot of my hard-earned contributions to the state budget on an unnecessary white elephant. Be wise in your expenditures of OUR money. There are things this state needs far worse for its citizens that can be paid for by the savings we would accrue by exercising the other perfectly satisfactory alternatives over this horribly flawed Alternative 5.

2. It is the most disruptive alternative to local people and natural habitats. Creating new heavy traffic patterns down across the Myrtle Point area will destroy the entire environment and character of our neighborhood. It will produce harsh changes for the wildlife that thrives here now. It will harm the popular nature park at Myrtle Point. It will mess up yet another neighborhood - for no particular advantage to the state, county, or local populace.

3. It creates new and vexing distributions of real estate value for my wife and me and our neighbors. The real estate equity in our home at the address above is a large part of our nest egg (net worth) as we approach retirement in a year or two. My wife and I have worked hard for many years to produce enough wealth to make it through our retirement years. Between the other recent ravages to the real estate market and the doubt you have created by just mentioning that this Alternative 5 was under your consideration, our property value is currently down almost 50% over a year ago. If that bridge approach actually goes across our property access, essentially in our front yard, we will be severely injured financially. Now I understand that if the bridge is moved from its current location and relocated to Alternative 5, the folks in the Town Point will accrue a windfall in

their property values. So, in effect, you will have shifted significant wealth from us to them. However, we bought our home here over 15 years ago with some reasonable confidence that my property would be protected from such a state-sponsored rape by the zoning regs. Those Town Point folks bought their properties at market values over the past 30 years because the bridge then was just another fact of life for them in that area.

4. It places undue and harmful pressure on the US Navy to provide you access to the Government property at Solomons, and the Navy may reject your request. Of course the Navy has an interest in providing reasonable transportation for their employees who cross the River to work in St Mary's County. But the Navy also has a mission at Solomons itself. Additionally, the Solomons Recreation Center is a very valuable facility for military people in the Mid-Atlantic area. It provides a very nice, inexpensive facility for rest and relaxation for our nation's military people. Alternative 5 would destroy those values.

5. It is a poorly thought-out and hasty attempt to offer up an alternative that may have political and real estate value for some few people, but it produces so much cost and angst to a lot of other citizens that it can only be considered for what it is – pure folly.

Please discard Alternative 5 for the replacement of the Thomas Johnson Bridge!

Chip Dudderar

301-863-5520

301-904-5196 (cell)

The information contained in this communication (including any attachments) may be confidential and legally privileged. This email may not serve as a contractual agreement unless explicit written agreement for this purpose has been made. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender indicating that it was received in error and delete the original message and any copy of it from your computer system.

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 15, 2008

Mr. Chip Dudderar
cruddy@chesapeake.net

Dear Mr. Dudderar:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing has been noted.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

P. O. Box 2084
Lusby, MD 20657
June 18, 2008

Mr. Michael Perrotta, Project Manager
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Patuxent River Crossing @ Lusby/
Solomons.

Dear Mr. Perrotta,

We all appreciate your efforts and display work for the Public Workshop, Monday, June 16, 2008 at Dowell E. S.

I believe I expressed my disappointment in the range of alternatives presented at that time. I write now to be sure the record reveals that disappointment and registers a firm committment to alternatives other than super-structures, namely, bridges.

Our discussion revealed that Baltimore itself is weighing underground options for its mass transit system. I firmly contend that is also an option that needs evaluation and costing for this proposed Patuxent River Crossing at Lusby/Solomons.

Why do I cite Lusby, repeatedly? Because the vast number of Patuxent crossings by Calvert Countians is Lusby residents! Lusby is the major population center of Calvert County, not Solomons, or Prince Frederick. Our workers are the major crossing residents!

Many Calvert County leaders still have the 1920s and 1930s concept that major roads should go through their town centers so that their business will be increased! Citizens who are going to Solomons will go there! To jam all traffic into Solomons is erroneous thinking and planners know that in the 21st century. Let us expand that boundary line into Lusby and do a careful evaluation of a tunnel option!

Most sincerely,

Culver S. Ladd

Culver S. Ladd, Ph.D.
Secretary, Chesapeake Water Association

Since 1940
Calvert Independent

424 Solomons Island Rd., North, Prince Frederick, Maryland

Edward T. Hall and William L. (Billy) Weems
Founders, October 24, 1940
410-535-1575 or 301-855-1000
Fax: 410-535-3426 or 301-855-9070

"The Calvert Independent is a Calvert County Paper for the People, by the People, and WITH the People."
– Calvert Independent, Oct. 24, 1940
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'Let's do a careful evaluation of a tunnel option'

Editor's Note: The following is an open letter to Michael Perrotta, project manager, Maryland State Highway Administration, 707 North Calvert Street, Baltimore, MD 21202.

Dear Mr. Perrotta:

We all appreciate your efforts and display work for the public workshop held Monday, June 16 at Dowell Elementary School.

I believe I expressed my disappointment in the range of alternatives presented at that time.

I write now to be sure the record reveals that disappointment and registers a firm commitment to alternatives other than super structures, namely bridges.

Our discussion revealed that Baltimore is weighing underground options for its mass-transit system. I firmly contend that is also an option that needs evaluation and costing for this proposed Patuxent River crossing at Lusby/Solomons.

Prince Frederick. Our pilots, engineers and workers are major crossing residents.

Many Calvert County leaders still have the 1920s and '30s concept that major roads should go through their town centers so that their business will be increased.

Citizens who are going to Solomons will go there. To jam all traffic into Solomons is erroneous thinking and planners know that in the 21st century.

Let us expand that boundary line into Lusby and do a careful evaluation of a tunnel option.

Culver S. Ladd, Ph.D.
Lusby

'Thanks to everyone'

To the Editor:

We would like to take this opportunity to thank all our friends and relatives for all their kindness to us in our time of sorrow.

Thanks to everyone who called, sent flowers and food.

Also, a speical thanks to Dickie Pitcher, Elsie Reenes, Betty L. Buckler, the Rev. Linwood Benton, the Rev. D. Montague and Rausch Fu-

Send us your thoughts

We welcome your opinions, suggestions and comments. All Letters to the Editor are subject to editing for length, libel and style. **Letters submitted will not be published unless signed by the author and accompanied by a verifiable phone number.** You can send your letters, comments and suggestions to: *Calvert Independent*, P.O. Box 910, Prince

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 7, 2008

Dr. Culver S. Ladd, Ph.D.
P.O. Box 2084
Lusby MD 20657

Dear Dr. Ladd:

Thank you for your two letters and the article regarding future improvements associated with the MD 4 Thomas Johnson Bridge Planning Study from MD 2 in Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your continued interest and input into our highway planning study. Your suggestions regarding tunneling under the Patuxent River have been investigated for feasibility, and based on the results, cannot be considered as part of the alternatives to be retained for detailed study.

Originally, our study team had preliminarily investigated a tunnel option at the current crossing location, to help ease costs of the connecting road segments. This option was found to require grades that were too steep to reach the channel bed, and consequently leading to unsafe travel conditions and exorbitant construction costs.

After the Alternates Public Workshop, the team performed a feasibility study of two crossings to the north of the existing structure, where the river channel depth is approximately 55 feet, near Lusby. One crossing was proposed approximately 6 miles to the north, crossing the Patuxent just south of Broomes Island, and the other crossed approximately 2.5 miles north of the existing bridge. In both cases, the required tunnel length was approximately 10,000 linear feet, or 1.9 miles.

The cost of the tunnel only – not including any of the additional costs of constructing the approach roadways that would connect to MD 4 and MD 235 on either side of the Patuxent River – is approximately $750 million to $800 million using the unit costs from a similar project that you mentioned, the I-664 Monitor-Merrimack Memorial Bridge and Tunnel (MMMBT) project in Virginia. The anticipated construction cost for either tunnel option, including the approach roadways, would be greater than $1.2 billion. The cost of acquiring the numerous properties needed for constructing new approach roadways and relocating the residents who own the properties will increase that estimate. The new approach roadways and tunnel construction will also increase the environmental impacts when compared to a bridge on existing alignment; acres of prime farmlands, several streams, and wetland areas will be impacted. From both a cost and an environmental standpoint, a tunnel alternative is not feasible when compared to the bridge alternatives utilizing the existing MD 4 roadway alignment.

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Furthermore, a tunnel to the north of the existing location is not consistent with the master plans and growth policies of St. Mary's County and Calvert County. Long-range plans have been developed with the Patuxent crossing in its current position. It is important to note that the project team is investigating the possibility of reducing the bridge height through collaboration with the Navy, the United States Coast Guard, and upstream marinas. A lower bridge height will move traffic more smoothly, reduce the project cost, and will also allow the team to use flatter grades on the structure to better accommodate bicyclists and pedestrians.

Thank you again for your interest in the study. If we may be of further assistance, please do not hesitate to contact me at 410-545-8839, toll-free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Sincerely

Russell Anderson, P.E.
Project Manager

cc: Ms. Felicia Alexander, Acting Assistant Division Chief, SHA
Mr. John Narer
Mr. Michael Perrotta
File
Ms. Alexis Zimmerer, Environmental Manager, SHA

To: Mr. Mike Perotta, Project Manager
Project Planning Division
Maryland State Highway Administration
Mail Stop C-301
701 North Calvert Street
Baltimore, MD 21202

June 24, 2008

Subject: MD 4- Thomas Johnson Bridge (aka Project No. SM351A11)

1. Thank you for your outreach efforts that include your advance mailing and the Public Workshop held in St Mary's County on June 17, 2008.

2. We would like to take this opportunity to comment on the following aspects of this project:

A. We currently live within 500 feet of the bridge. Over the past 25 years we have adjusted to the noise and automobile exhaust. The biggest negative impact is simply interfacing with all the traffic on Rt. 4. Turning left onto Rt 4 to go to Solomons or points north is unsafe most of the time. Turning right onto Rt 4 usually requires the driver to floor it and hope for the best. The commute home from work at NAS Patuxent River takes at least 30 minutes on a good day and has been as long as 90 minutes. Turning left from Rt. 4 when traffic is heavy both ways and drivers are stressed is scary.

B. The fundamental flaw with the existing bridge is not the poor construction or the outrageous height - **it is the design failure to separate local traffic from through traffic (i.e. commuters to NAS Patuxent River)**.

C. Alternate# 5 begins to address the need to separate local traffic from through traffic but it can be improved. We recommend that you attempt to not have any local ingress/egress from the Rt 4 and Rt 235 intersection till the traffic light at the Solomons Food Lion. This is easily accommodated on the Calvert side. On the St. Mary's side, it would require re-opening the Shady Mile Rd onto Rt. 4 and building an elevated road at landfall in the Myrtle Point area such that all local traffic would be forced to use Shady Mile Dr. to access Rt. 235. No direct access to Rt. 4 would minimize accidents and increase throughput over the bridge.

D. None of the alternatives for the intersection seem to successfully separate through traffic from local traffic. Option D seems to do the best job of getting cars onto Rt. 4 towards the bridge at the end of the day however.

3. One of the handouts listed the costs of the various proposed alternatives but failed to list the associated benefits. We believe that Alternate 5 is the best long term solution (especially if comments above are incorporated) from a safety, aesthetic and pedestrian/bicycle access perspective.

Sincerely,

Claude F. Martin & Stephanie L. Stevens
24263 N. Patuxent Beach Road
California, MD 20619

2 '08JUN26 PM 1:14 PP

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 4, 2008

Mr. Claude Martin
Ms. Stephanie Stevens
24263 N. Patuxent Beach Road
California MD 20619

Dear Mr. Martin and Ms. Stevens:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 5 – Four-Lane Myrtle Point Crossing with Option D – Single Point Urban Interchange has been noted.

Your concern for access to and from the Patuxent Beach neighborhood has been noted, as has your suggestion to separate local and commuter traffic by limiting access along MD 4 between MD 235 and Patuxent Parkway, in Calvert County. As the build alternatives are refined, the project team will be taking a more detailed look at access management options and traffic operations.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME CURTIS OTT **DATE** 08 Sep 08

ADDRESS P.O. Box 329

CITY SOLOMONS **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

THE IMPACT OF THE PROJECT ON THE SOLOMONS UNITED METHODIST CHURCH CEMETARY

☑ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

October 1, 2008

Mr. Curtis Ott
P.O. Box 329
Solomons MD 20688

Dear Mr. Ott:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern about impacts to the Solomons United Methodist cemetery has been noted. No impacts to the cemetery are anticipated at this time. As the project planning study progresses, the project team will further assess impacts to the cemetery and coordinate with the Solomons United Methodist Church to avoid or mitigate any impacts.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
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MD 4 - THOMAS JOHNSON BRIDGE
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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

PLEASE PRINT

NAME CRAIG TALLMAN **DATE** 19 June 08

ADDRESS 1075 PICTURE DR

CITY ST LEONARD **STATE** MD **ZIP** 20685

I/We wish to comment or inquire about the following aspects of this project:

strongly support Alternative 3 (2 lane parallel span) or side 4 lane span. Strongly support option D.
- Must have a bike lane - grow tourism in So MD.
- I question the requirement for such a tall bridge. I have never seen a Navy or cargo ship require this much clearance. It adds to construction costs and is a contributing factor in two fatal accidents - it causes traffic to slow down as they ascend the steep slope.
- This is a great document. Thank you - well done.
- Build Bridge as soon as possible.

☒ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

* **Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 20, 2008

Mr. Craig Tallman
1075 Picture Drive
St. Leonard MD 20685

Dear Mr. Tallman:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 3 – Two-Lane Parallel Span and Alternative 4 – Four-Lane Parallel Span with intersection Option D – Single Point Urban Interchange has been noted, as has your support of bicycle facilities.

In your letter, you asked about the height requirements of the bridge. As the project planning study progresses, the project team will look to coordinate with the Navy, United States Coast Guard, and upstream marinas to determine if the height requirements for a new bridge can be reduced. The alternatives will be adjusted accordingly depending upon the outcome of the coordination.

Thank you again for your comments. You have been added to the project mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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STATE HIGHWAY ADMINISTRATION
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SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME David Barrett DATE 16 June 2008

ADDRESS PO Box 1053

CITY Solomons STATE MD ZIP 20688-1053

I/We wish to comment or inquire about the following aspects of this project:

What measures are being taken to ensure that the Johnson Bridge will remain viable for the next fifteen years?

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

*** Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 29, 2008

Mr. David Barrett
P.O. Box 1053
Solomons MD 20685-1053

Dear Mr. Barrett:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked what measures are being taken to ensure that the Thomas Johnson Bridge will remain viable for the next fifteen years. Your concern regarding the existing bridge and its continued use has been noted. The existing bridge is not structurally deficient, and has received a satisfactory rating when it was last inspected in September 2007. The remaining design life of the bridge, with regular inspection and maintenance, is estimated to be 40 to 60 years. In order to maintain structural integrity without addressing other needs, the next major bridge work that is anticipated would be a replacement of the concrete deck, possibly in the next 10 to 20 years. The team will continue to receive input regarding the structural condition of the existing bridge as the study progresses. The study considers many other needs, including functional capacity, in addition to the structural condition of the bridge.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Mr. John Narer, Bridge Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

Daniel Gabriel
PO Box 1474
Solomons, MD 20688
410-394-3827

Subject: Comments on the Thomas Johnson Bridge Project Planning Study.

1. I believe Alternative 4 is the best choice.
    a. This presents the best purposed alignment.
    b. The present bridge is too narrow and unsafe and should be removed as soon as possible.
    c. The present bridge will run out of service life and need replacement at much greater cost in the future.
2. I agree with closing the first four exits and entrance points on northbound 4 just past the bridge. This will improve safety on 4 and the parallel service road (highway 2).
3. The entrance and acceleration lane onto the Thomas Johnson Bridge from Solomons (next to the Treatment Plant) is unsafe.
    a. Presently the ramp is uphill and some cars cannot accelerate quickly enough to merge safely with traffic (many of which travel above the 45 MPH speed limit). Poor weather makes the problem worse.
    b. The new bridge will have more traffic at higher average speeds during peek rush hour and will make the merge less safe than today.
4. The intersection at the light at highway 4/2 and the parallel service road (next to the Foodlion shopping center) needs to be improved to handle the additional traffic caused by closing the exits and access points on northbound 4/2 just past the bridge.
5. I believe Option D is the best choice for the Interchange at MD 4 and MD 235. However, additional study on the length of the turning lanes needs to be done to make sure the rush hour traffic will not back up into the non turning lanes while waiting for traffic lights.

General comments:

1. The rush hour traffic does not flow at a smooth rate per hour. There are several periods (about 15 minutes each) of high volume followed by a period low volume (maybe 10 minutes) that can create unforeseen traffic congestion if not taken into account.
2. Everyone of the team at the meeting was knowledgeable and friendly and I appreciate all of their hard work.

Sincerely,

Dan Gabriel

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 14, 2008

Mr. Daniel Gabriel
P.O. Box 1474
Solomons MD 20688

Dear Mr. Gabriel:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support for Alternative 4 – Four-Lane Parallel Span, with Option D – Single Point Urban Interchange has been noted. We also appreciate your suggestions to close the first four access points on MD 4 northbound north of the bridge, improve the existing access ramp from MD 2 to the southbound Thomas Johnson Bridge, and to improve the intersection at MD 4 and Patuxent Point Parkway. These recommendations will be evaluated as the study progresses into more detailed design.

As requested you have been added to the project mailing list. 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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME Douglas Stiefvater **DATE** 6-17-08

ADDRESS 23309 Shearwater #805

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

- THE OPENING OF FREE FLOWING TRAFFIC AT THE INTERSECTION OF RT 235 & RT 4 WILL CAUSE A BOTTLE NECK AT the Lights OF 1ST colony & RT 235. NO MATTER WHICH OPTION. ADDITIONAL Housing & BUSINESSES ARE TO BE BUILT BETWEEN 1ST colony BLVD & LAUREL glen Housing.

- DO NOT DECORATE ROAD WAY WHICH BLOCKS DRIVING VIEW OF Signs, BUSINESSES, ETC...

- LOW MAINTENENCE OF ROAD WAYS
- ALTERNATE ROUTES FOR HEAVY TRAFFIC OPTIONS

☒ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 11, 2008

Mr. Douglas Steifvater
23309 Sugarmaple #805
California MD 20619

Dear Mr. Steifvater:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern over traffic bottlenecks at MD 235 and First Colony Boulevard has been noted, as has your concern over roadway aesthetics and maintenance. These concerns will be investigated further as the study progresses.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME Dawn Weber **DATE** 6/3/08

ADDRESS 23275 Christy Ct.

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

It is difficult to turn (L) from Oak Drive onto 4S South out of Woodland Acres. Please consider either a light at Oak Drive/4I or an alternative entrance/exit to the subdivision. Currently this is the only entrance/exit from the entire subdivision. If the projected plan goes forward, this will adversely affect the homes in Woodland Acres. (?) Open shady mile?

☒ **Please add my/our name(s) to the mailing list.** Δ of owner

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 25, 2008

Ms. Dawn Weber
23275 Christy Court
California MD 20619

Dear Ms. Weber:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your comments from the MD 4 Alternates Public Workshop, you inquired about a traffic signal at the intersection of MD 4 and Oak Drive. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. The team has not yet studied the MD 4 at Oak Drive intersection to determine whether a traffic signal would be appropriate. As the Project Planning Study progresses, the team will study this intersection and continue to evaluate traffic patterns in the area, refining the design to serve the Woodland Acres community as well as all roadway users

As requested you have been added to the project mailing list. 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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Brian C. Getty **DATE** June 17, 2008

ADDRESS 23050 Rocky Way

CITY California **STATE** Md **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

1) Doing nothing is not a viable option.

2) Regarding the bridge, either a second 2 lane or a new 4 lane bridge is desired. The choice depends on the life expectancy and maintenance costs of the existing bridge.

3) Regarding the Hwy 4 & 235 intersection, option D may serve to cause the least impact to the traffic flow.

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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MD 4 - THOMAS JOHNSON BRIDGE
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TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Brian C Getty **DATE** 6-21-08

ADDRESS 23050 Rocky Way

CITY California **STATE** Md **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

1) I thought the public Forum on June 17 was done very well.

2) Regarding the intersection of highways 4 and 235, none of the options presented was a classic cloverleaf overpass, which would remove the need for any stop lights. Is there some reason that this was not considered? A reply would be appreciated.

Brian C Getty

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 4, 2008

Mr. Brian C. Getty
23050 Rocky Way
California MD 20619

Dear Mr. Getty:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked whether a cloverleaf interchange was considered at the intersection of MD 4 and MD 235. A traditional cloverleaf is appropriate when traffic movements are somewhat equally split and the goal is free flowing movement between the two roadways with no traffic signals. Many current cloverleaf interchanges are experiencing traffic concerns with the weaving maneuvers between loop ramps that also offset the mainline operations. A traditional cloverleaf interchange at MD 4/MD 235 was not presented because the traffic movements are not evenly split and the roadways are not without traffic signals. Additionally, a traditional cloverleaf interchange requires more space and would have been more impactive to the existing developments and residences within the vicinity of the intersection.

Thank you again for your interests. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Kimberly Tran, Assistant District Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

Sarah Fowler

From: Perrotta, Michael [Michael.Perrotta@dmjmharris.com]
Sent: Monday, June 30, 2008 8:33 AM
To: Sarah Fowler
Subject: email response needed - green folder review

Sarah – Here is an email comment from the SHA MD4 website that needs a reviewed response. Just print and put in the ever growing pile of 'to-do's' It was through the PLC, so I may have to check it off. Not sure. I'll be in the office tomorrow

From: brooks@millcoveharbor.com[SMTP:BROOKS@MILLCOVEHARBOR.COM]
Sent: Sunday, June 29, 2008 10:00:10 PM
To: Michael Perrotta (SHA)
Subject: PLC - Project SM351_11 - Web user comments
Auto forwarded by a Rule

---- Automated Web Project Life Cycle Notice(PLC.PROD.SHA) ----

A) Communication address :-

Mr.Brook Jackson
45336 Mill Cove Harbor Road
California MD, 20619

B) Mailing list options :-

Please ADD me to your mailing list
C) Other information :-

I am impacted by this project I am a resident of Maryland

D) Comments/Inquiries :-

My wife and I live at 45336 Mill Cove Harbor Road. The 'alternate' location from Point Patience to Myrtle Point would be a major intrusion for those of use who live around Mill Cove Harbor, and Cuckold Creek. What is now a pastoral and mostly peaceful and quiet setting would become subject to incessant traffic noise, and the view would be dominated by a bridge. Naturally, we hope you will reject this 'alternate' route in favor of doubling the current span in its present location. This would have the added benefit of getting rid of an unsightly junkyard, without spoiling what is now one of the most lovely portions of the Cheapeake Bay. I would have attended one of your recent meetings, but unfortunately both were scheduled on days when both Beverly and I were out of town celebrating the birth of a grandchild. The bridge location is important to us - but there are higher priorities. Brooks Jackson 45336 Mill Cove Harbor Road California, MD 20619 301 866-0040

Michael A. Perrotta, PE
Planning Market Sector
DMJM HARRIS | AECOM
7 Saint Paul Street, 17th Floor
Baltimore, MD 21202

ph: 410-637-1747; cell: 410-412-4204
fx: 410-576-1305
email: michael.perrotta@dmjmharris.com

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 12, 2008

Mr. Brook Jackson
45336 Mill Cove Harbor Road
California MD 20619

Dear Mr. Jackson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing and support for Alternative 4-Four lane Parallel Span have been noted, and you have been added to the project mailing list.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

Sarah Fowler

From: Perrotta, Michael [Michael.Perrotta@dmjmharris.com]
Sent: Tuesday, July 15, 2008 8:01 AM
To: Sarah Fowler
Cc: Russell Anderson
Subject: FW: MD 4 - Thomas Johnson Bridge Project Planning Study - Comments
Follow Up Flag: Follow up
Flag Status: Red

Sarah, An email response to put in the pile.

From: brandisimpson@mac.com on behalf of Brandi Simpson[SMTP:BRANDISIMPSON@MAC.COM]
Sent: Tuesday, July 15, 2008 2:50:34 AM
To: Michael Perrotta (SHA)
Cc: brandisimpson@mac.com
Subject: MD 4 - Thomas Johnson Bridge Project Planning Study - Comments
Auto forwarded by a Rule

47310 Silver Slate Dr.
Lexington Park, MD 20653

Mr. Perrotta,

I am writing in regards to the MD 4 - Thomas Johnson Bridge Project Planning Study.

I strongly oppose ***Alternative 5 – Four-Lane Myrtle Point Crossing.*** This Alternative proposes 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.

As a military spouse, I appreciate and enjoy the solitude and recreation that Solomons Recreation Center affords to the brave men and women (and their families) who serve(d) their country. Military families make huge sacrifices for their nation such as long separations (especially during times of war) and frequent relocations. Providing a peaceful recreation area for them is a small price to pay provided daily sacrifices they endure. Building a four-lane bridge from the Naval Recreation Center in Calvert will severely impact sailors, soldiers, and marines (and their families) quality of life by disrupting this peaceful setting that's often used for rest and relaxation, which is necessary to help alleviate stress from their highly stressful jobs. Camping, fishing, boating, and other outdoor leisure activities will be severely impacted by bridge noise if alternative 5 is selected.

The Naval Recreation Center also has a historic home (Quarters A) on the point that needs to be taken into consideration. Quarters A Solomons was formally evaluated and determined "eligible" for the National Register of Historic Places. Vibrations from road noise could cause sever impacts to this historic home. There are laws that protect historic structures that need to be considered.

In addition, it's my understanding that Quarters A is housing occupied by an Admiral. By locating a bridge so close to an Admirals house, this posses an unnecessary security threat to top level Naval personnel who could be considered a target of opportunity. Post-911, this risk

has to be taken seriously. In addition, there is a security threat in general by having a bridge so close to a Naval property. The bridge would provide a means to attack Navy property.

Aside from the significant impacts to military personnel, their families, and Navy property, this alternative "takes" the highest number of homes away from homeowners. And, it destroys the highest acreage compared to the other alternatives. Therefore, considering the overall impacts of alternative 5, this is the least desirable alternative and it should be dropped from consideration.

I appreciate the opportunity to comment. If it's not too much to ask, would you please reply a confirmation to this e-mail so I'll know you received it.

V/R,
Brandi

Brandi Simpson
240-298-2757

The information contained in this communication (including any attachments) may be confidential and legally privileged. This email may not serve as a contractual agreement unless explicit written agreement for this purpose has been made. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender indicating that it was received in error and delete the original message and any copy of it from your computer system.

Phone call
7/15 - would also like
cost estimate info.

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

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

July 25, 2008

Ms. Brandi Simpson
47310 Silver Slate Drive
Lexington Park MD 20653

Dear Ms. Simpson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your concerns regarding Solomons Naval Recreation Center, base security, historical preservation, and your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing have been noted.

The project team is aware of the mission of this facility to provide recreation facilities for members of the military community, as well as the potentially historic nature of some of its structures. As the study progresses, SHA will coordinate with the Navy to further assess impacts and potential mitigation. During Stage II of the planning process, various environmental studies will be conducted including viewshed, air, and noise studies.

You indicated on the phone that you would like information comparing the cost of each alternative. Attached to this letter is a copy of the Preliminary Cost Considerations sheet, which was handed out at the Alternates Public Workshops held in June 2008.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME ED HARVEY **DATE** 6-16-08

ADDRESS P.O. Box 1270

CITY LUSBY **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

The keeping of the new Thomas Johnson Bridge with an addition of a parallel two lane bridge appears to be the most feasable way to go.

Do we have to have the bike lanes by law or are they there for vicety. Don't get me wrong, I like it but I don't know the extra cost!

Already signed up.

☑ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

* **Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 15, 2008

Mr. Ed Harvey
P.O. Box 1270
Lusby MD 20657

Dear Mr. Harvey,

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest and your support for Alternative 3 - Two-Lane Parallel Span has been noted.

In response to your question regarding the purpose of the shared use bicycle/pedestrian path, it is SHA policy to make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations, and maintenance activities as appropriate. In accordance with this policy, the project team has included a shared use bicycle/pedestrian path into the build alternatives.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Stephanie Yanovitz, Acting Statewide Bicycle and Pedestrian Program Coordinator, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Eileen O'Hara **DATE** 6/16/2008

ADDRESS 24075 Ann Lane

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

It appears to me that the state is selling its soul to get people to work on time and not paying enough attention to the impact on the community & the environment. My vote is alternative 1- and put a commuter lot on the calvert county side. Force people to use public transportation. The federal government subsidizes it - they will save money on gas & it will not impact the environment negatively. This area used to have ferry - maybe that could get people to the base. It works in Staten Island. I vote for anything that will not destroy the environment any more than has already happened.

☑ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

July 22, 2008

Ms. Eileen OHara
24075 Ann Lane
California MD 20619

Dear Ms. OHara

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support for Alternative 1 and your suggestion for improved public transportation, including a ferry system, has been noted. We will continue to coordinate with the local governments, state agencies and other project stakeholders regarding public transportation improvements, and rideshare/carpool opportunities through park and ride lots and other travel demand management solutions. For the build alternatives that are chosen to be carried forward, the SHA will continue to work to minimize the potential social and natural environmental impacts throughout the planning process, while developing and adjusting those alternatives accordingly.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

SHA · A Century of Progress 100 years 1908 · 2008

8 '08JUL02 PM 2:37 MPP

21978 Brook Drive
California, MD 20619

June 23, 2008

Mr. Mike Perrotta, Project Manager
Project Planning Division
Maryland State Highway Administration
Mailstop C-301
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Perrotta,

There is no question that the Thomas Johnson Bridge needs to be widened. It should be widened using Alternative 3, adding a two-lane parallel span. This makes the most sense for many reasons. The Thomas Johnson Bridge is a beautiful bridge and is a southern Maryland landmark which should be maintained. Alternative 3 is the most cost effective, it also involves the least number of displacements. The state should not be changing the lay-out of the county unnecessarily, the state already has most of the right-of-way required for alternative 3.

Alternative 5 costs between $50-$230 million more than Alternatives 3 and 4. From a cost stand point alone Alternative 5 should be eliminated from consideration immediately. Alternative 5 also displaces more homes and destroys more woodlands.

Implement Alternative 3 and if the state really wants to build a brand new bridge implement Alternative 4. The state should not spend any more money investigating Alternative 5.

Alternative 2 should be implemented now!

Thank you for your consideration in this matter.

Sincerely,

Erica A. Samuel

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 15, 2008

Ms. Erica A. Samuel
21978 Brook Drive
California MD 20619

Dear Ms. Samuel,

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support for Alternative 3 - Two-Lane Parallel Span has been noted, along with your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing. As the planning study moves forward, SHA will also continue to investigate how to safely implement some of the elements shown in Alternative 2 as short-term improvements.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

Pg 22

Thank you for this opportunity to comment on this important project. As a retiree who keeps a small powerboat in Solomons, I have the following comments:

① Alternatives 2, 3, and 4 apparently close the northbound Route 4 exit to Solomons. This exit is very important to residents, visitors, and boaters who go to Solomons Island from St Mary's County or parts of Virginia!

② Alternative 3 & 4, in particular, due to the potential for high crosswinds can create problems for bicyles and pedestrians. Also the fencing required to keep people from "jumping" could ruin the spectacular views from the bridge of the surrounding countryside and River.

③ I think the best alternative is number 4! (Due to Senator Roy Dyson's concerns about the existing bridge, I think Alternative 3 is a bad idea)

④ I think the worst alternative is 5!! Please do not go through an historic site (Pt. Patience) and build a lower and more problematic bridge for boaters at the most magnificent spot on the lower River! Also a pre-WW II submarine is scuttled nearby and could be also affected by this bridge and the underwater currents it creates.

Thank you,

Fred Dettinger

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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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

PLEASE PRINT

NAME FREDRIC N. DELLINGER **DATE** 6/26/08

ADDRESS 6033 Hillside Road

CITY St Leonard **STATE** MD **ZIP** 20685

I/We wish to comment or inquire about the following aspects of this project:

see attached!

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 31, 2008

Mr. Fredric N. Dellinger
6033 Hillside Road
St. Leonard MD 20685

Dear Mr. Dellinger:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 4 - Four-Lane Parallel Span has been noted.

Your comments regarding removal of the off-ramp from northbound MD 4 to Solomons Island has been noted. As the Project Planning process moves forward, the project team will continue to refine alternatives to provide improvements to both travel and safety. SHA has heard the community concerns and is currently investigating other solutions regarding this off-ramp.

Your concern for the safety of bicycle and pedestrian traffic has been noted. The team will continue to refine the design of the bridge alternatives to safely accommodate all users. The mission of the Maryland State Highway Administration is to efficiently provide mobility for our customers through a safe, well-maintained, and attractive highway system that enhances Maryland's communities, economy, and environment. As part of our alternative development we will be evaluating ways to improve the mobility and safety of all roadway users, including pedestrian and bicycle traffic.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Mr. Greg Welker, District Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME J A Allinson **DATE** 6/16/08

ADDRESS 11314 Bay Front Ave

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

I do not want alternative 5. My children need our park - the only public access waterfront w/in 30 minutes of our home. You will destroy the silence, disrupt wildlife habitat

Alternative 1 is not a viable option. We need more emergency evacuation route access & we need pedestrian/cycle/horse access across the river

Alternative 3 is OK
Alternative 4 is too expensive (weak!)

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

*** Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 25, 2008

Ms. J. A. Allinson
11314 Bay Front Avenue
Lusby MD 20657

Dear Ms. Allinson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support for Alternative 3 and comments regarding the other alternatives has been noted. SHA takes into account potential impacts to the surrounding community and continues to work to minimize the potential social and natural environmental impacts throughout the planning process.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD

I wish to offer the following comments on the new proposed route to a new river crossing at Myrtle Point to Navy Recreational Center.

This is the most expensive proposal shown at the public viewing. The water depth at this point is one of the deepest points in the river. Unless a suspension bridge is drafted/proposes some of the piers would be 100' plus in addition to footers for the piers. This doesn't sound like a reasonable way to spend taxpayer money.

Why take more land from the County tax base? Why not utilize the existing footprint of the Thomas Johnson Bridge? Use the existing road net, existing bridge structure etc for this intended widening. The data for the first bridge has not changed significantly to warrant another study for the additional costs. Water depth, bottom conditions etc are already known. Why go through the cost for this information again? On bridge has already been built and water conditions, pier footings etc have held up very well.

Respectfully:
Joseph H. Cullison
Joseph H. Cullison

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 25, 2008

Mr. Joseph H. Cullison
45382 Sypher Road
California MD 20619-3586

Dear Mr. Cullison:

Thank you for your comments regarding future improvements associated with the MD 4 – Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing has been noted.

In your letter, you suggested that the project team should consider widening the existing bridge. The potential for this alternative was considered early in the project planning process; however, the pier configuration of the existing bridge was not constructed to allow for additional lanes to be added in the future. Because of this limitation, any increased capacity would require building a new span.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME JOSEPH R. DUNN **DATE** 6/17/08

ADDRESS P.O. BOX 686

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

WHAT HAPPENS TO THE EXISTING MD 4 ROADWAY FROM PATUXENT BLVD BLVD TO THE EXISTING BRIDGE IF ALTERNATIVE 5 IS SELECTED MYRTLE PT TO PT PATIANCE

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 4, 2008

Mr. Joseph R. Dunn
P.O. Box 686
California MD 20619

Dear Mr. Dunn:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked what would happen to existing MD 4 if Alternative 5 – Myrtle Point Crossing is selected. If this alternative is selected, the existing bridge would be demolished and existing MD 4 north of Patuxent Boulevard would become a local access road. Currently the study is in Stage I of the planning process, as the project moves forward more detailed study will be conducted regarding future access all the corridors.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

Owner Planning 2009 Dwgs and Hunter 30 10/11

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

PLEASE PRINT

NAME Joan Holmes **DATE** _____

ADDRESS 11450 Ashbury Circle # 434

CITY Solomons **STATE** Md **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

Existing bridge ① Will last 30 yrs. - If kept in use will have to be replaced before new structure. ② High cost to raze. Suggest - Keep and use as bike/ped passage. This usage should extend life of structure. ~~and~~ Also cost of raze - none. And make bike/ped passage much safer. * Your ~~[illegible]~~ views of alternatives 3 & 4 do not show area on back side of town creek. There is one large brick house - 45969 Town Creek Shop Lane assessed by the state for $1,124,400 that would definitely be impacted. Alter. #5 might be the most economical after all!

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 11, 2008

Ms. Joan Holmes
11450 Asbury Circle #434
Solomons MD 20688

Dear Ms. Holmes:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern over the lifespan of the existing bridge and suggestion to convert it to a bicycle and pedestrian facility have been noted. In addition, your concern over impacts to 45969 Town Creek Shop Lane has also been noted. SHA has made note of this property and does not expect to displace this residence; however, as the study progresses, the team will coordinate with the owner of the property.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Joe Roberts **DATE** 6/17/08

ADDRESS 23451 Audrey Way

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I like Alternative 4 for the Bridge, option D for the Rt 4/235 intersection, and widening Rt 4

Do not build Alternative 5!

Why not build a tunnel under the River?

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 7, 2008

Mr. Joe Roberts
23451 Audrey Way
California MD 20619

Dear Mr. Roberts:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 4 – Four-Lane Parallel Span with Option D – Single Point Urban Interchange has been noted.

You asked about building a tunnel under the Patuxent River. The project team has performed preliminary studies of the potential for a tunnel. The cost to build a tunnel was found to be considerably higher than any of the build alternatives currently under consideration.

As requested, you have been added to the project mailing list. 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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME John Simpson **DATE** 6/16/08

ADDRESS 14558 Solomons Isle Rd.

CITY Solomons **STATE** MD. **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

ACCESS TO SOLOMONS, PATUXENT PLAZA, ETC.
MUST BE ADDRESSED. NOT HAVING EASY
ACCESS OF 2-4 NORTH OF BRIDGE WILL
SEVERELY IMPACT LOCAL BUSINESS.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 15, 2008

Mr. John Simpson
14558 Solomons Isle Road
Solomons MD 20688

Dear Mr. Simpson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern about access to Solomons Island and the businesses located just north of the Thomas Johnson Bridge has been noted. As the project planning study progresses, the project team will look to coordinate with local businesses to minimize any negative effects the project may cause.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, 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.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME JOHN K. SOBOLA **DATE** 06/17/08

ADDRESS 23978 IRIS DRIVE

CITY CALIFORNIA **STATE** MD. **ZIP** 20619

I/~~We~~ wish to comment or inquire about the following aspects of this project:

I SAY NO TO PROPOSAL #5, IT HAS A HUGE IMPACT ON OUR family residence/neighborhood.. I.E. WALKING, RUNNING, BIKE RIDING, family WALKS TO THE PARKS. WILD LIFE THROUGHOUT THE EXISISTING AREA..

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

July 25, 2008

Mr. John K. Sobola
23978 Iris Drive
California MD 20619

Dear Mr. Sobola:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your opposition for Alternative 5 has been noted. SHA continues to develop and adjust these alternatives accordingly, taking into account potential impacts to the surrounding community, and working to minimize the potential social and natural environmental impacts throughout the planning process.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME JAMES K. SWIFT **DATE** 17 JUNE 08

ADDRESS 23308 HOLLY HILL LANE

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

1. NO BUILD
2. USE 2 LANES ONEWAY (SW) IN AM RUSHHOUR
AND " " (NE) IN PM "
3 MAKE RT4 3 LANES WITH 2 LANES REVERSIBLE
TO ACCOMODATE #2 ABOVE.
4. METER / CALM TRAFFIC WITH TRAFFIC LIGHTS
ETC TO MAINTAIN A SLOW PACE (35MPH)
5. LEAVE INTX 235/4 the SAME. THE NEW PDR
WILL EASE SOME OF THE TRAFFIC.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

* **Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

I've received a copy of the brochure

Revised 16 June 2008

Thomas Johnson Bridge

Problem: TJ Bridge jammed with commuter traffic during morning and evening rush hours. OK at other times.

Cause: Calvert County residents commuting to jobs in St. Mary's County mainly at NAS Patuxent River or other offices supporting NAVAIRSYSCOM.

Solution:

1. Convert the two-lane two-way traffic on the bridge to two-lane one way. Southwest-bound 6:00 to 8:00AM, northeast-bound 4:00PM to 6:00PM. Restrictions to apply on weekdays only except for federal holidays.
2. Convert MD Rt 4 from two lanes to three. Center lane converts to SW from 6 to 8:00 AM and NE from 4 to 6:00PM to accommodate commuter traffic.
3. Add traffic lights on the approaches to the bridge and at Oak Drive and at Patuxent Blvd. In order to calm and meter traffic
4. Reduce speed to 35mph
5. No large trucks during rush hours or better yet; ban large trucks from the bridge altogether.
6. Have NAVAIRSYSCOM encourage carpooling by charging for parking at their offices at NAS Patuxent River.

Jim Swift

(301) 862-1695

jks36@verizon.net

I'm on your mailing list

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 25, 2008

Mr. James Swift
23308 Holly Hill Lane
California MD 20619

Dear Mr. Swift:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 2 - No Build has been noted.

Your suggestion to limit bridge traffic to southbound in the morning and northbound in the evening has been noted. However, although the flow of traffic is primarily southbound in the morning and northbound in the evening, there are still enough users who move in the opposite direction to prohibit a lane closure. Without the use of the Thomas Johnson Bridge, there is no other option available for these users.

Your suggestions to add a third lane to MD 4; install traffic lights at the bridge approaches, Oak Drive, and Patuxent Boulevard; reduce the speed limit to 35 mph; ban large trucks; and encourage carpooling have been noted. As the Project Planning Study progresses, the project team will evaluate these suggestions to determine whether they can be implemented as part of the project.

Thank you again for your interest. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME James Test **DATE** 6/16/8

ADDRESS PO Box 415

CITY Solomons **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

1. This Bridge is the only Escape Route for Emergency at the Nuclear Plant (& Gas Plant). The T.J. Bridge must Be replaced before The New reactor goes on line.

2. The Planning Document did not Address the faults of the exhisting Bridge even-though it is considered in Three of the Alternatives.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 11, 2008

Mr. James Test
P.O. Box 415
Solomons MD 20688

Dear Mr. Test:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern over the use of the bridge as the main evacuation route in the event of an emergency at Calvert Cliffs or Cove Point has been noted. The project team is collaborating with staff from both sites, and will continue to do so as the study progresses.

On your comment card, you also mentioned concern regarding the faults of the existing bridge and its continued use. The existing bridge is neither structurally deficient nor functionally obsolete, and received a satisfactory rating when it was last inspected in September 2007. The team will continue to receive input regarding the state of the existing bridge as the study progresses.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Jimmy Yurko **DATE** 6/17/08

ADDRESS PO BOX 259

CITY DOWELL **STATE** MD **ZIP** 20629

I/We wish to comment or inquire about the following aspects of this project:

I would like to see expansion of the recreational facilities under the bridge project. The current bridge has a fishing pier & boat ramp which is excellent for the community. I feel that opening the space under the new span would be a great value to the community at virtually no cost.

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

SHA
State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

August 11, 2008

Mr. Jimmy Yurko
P.O. Box 259
Dowell MD 20629

Dear Mr. Yurko:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your suggestion to expand the boating facility under the northern end of the bridge has been noted, and will be investigated further as the study progresses. The team will also investigate methods to minimize impacts to the boating facility and pier during construction.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME Kenneth E. Atkins **DATE** 6-2-08
ADDRESS 23252 Woodland Acres Rd.
CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I would like to see a (STOP) TRIP TRAFFIC LIGHT INSTALLED AT OAK DRIVE ON RT. 4 ON ST. MARYS SIDE. THERE ARE (52) FIFTY TWO HOMES IN THE WOODLAND ACRES AREA WITH THE AVERAGE OF TWO PLUS VEHICLES PER HOME. IT'S A REAL THOUGHT TIME GETTING OUT ONTO RT. 4 AT TIMES, ESPECIALLY AT RUSH HOUR, MORNING OR EVENING AND HOLIDAYS. MAKE RT. 4, 4 LANE TO THE T.J. BRIDGE WITH A TWO LANE SPAN FOR NORTH BOUND TRAFFIC, ELIMATING THE OFF RAMP ON CALVERT END OF BRIDGE. THANK YOU.
LEAVE THE SOUTH & NORTH BOUND BRIDGE INTACT

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

SHA
State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 25, 2008

Mr. Kenneth E. Atkins
23252 Woodland Acres Road
California MD 20619

Dear Mr. Atkins:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 3 - Two-Lane Parallel Span has been noted, along with your suggestion to eliminate the off-ramp from MD 4 leading to Solomons Island.

In your comments from the MD 4 Alternates Public Workshop, you inquired about a traffic signal at the intersection of MD 4 and Oak Drive. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. The team has not yet studied the MD 4 at Oak Drive intersection to determine whether a traffic signal would be appropriate. As the study progresses, the team will study this intersection and continue to evaluate traffic patterns in the area, refining the design to serve the Woodland Acres community as well as all roadway users

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Kimberly Tran, Assistant District Engineer-Traffic, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME KATHY BURNES **DATE** 06.16.08

ADDRESS 1095 CHESAPEAKE DRIVE

CITY LUSBY **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

AT WHAT POINT WILL THERE BE A MEETING TO DISCUSS W/ REPRESENTATIVES THE OPTIONS THAT RECEIVE THE HIGHEST VOTES?

- WHAT IS THE TIME FRAME FOR THE ABOVE QUESTION
- I VOTE FOR ALT 3
- WILL OUR TAXES INCREASE BECAUSE OF THIS?

VERY SIMILAR

I THOUGHT THAT WE HAVE ALREADY HAD THE MEETINGS LIKE TODAY + TOMORROW FOR INPUT SO, HOW MUCH MORE TIME WILL BE SPENT COMING TO CONCLUSIONS ETC.?

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

✓ *** Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 14, 2008

Ms. Kathy Barnes
10952 Chesapeake Drive
Lusby MD 20657

Dear Ms. Barnes:

Thank you for your interest regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. Your support for Alternative 3 – Two-Lane Parallel Span has been noted.

Currently the project is progressing forward, Stage II of the planning process. The project team will meet to determine which alternatives will be retained for detailed study based on comments received from the public and collaborating agencies. The retained alternatives, and an explanation as to why others were dropped, will be posted on the project website and a newsletter will be distributed to the project mailing list. The following is the schedule for the remainder of the Project Planning study:

- 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)

The Location/Design Public Hearing in Fall 2009 will be the next formal public meeting in which the project team presents its findings to the public. The project team will distribute newsletters periodically to provide project updates. Project updates will also be posted on the State Highway Administration website, www.marylandroads.com. Also, during the course of the study, the project team will be available for smaller-scale presentations to any group that makes a request for a separate meeting.

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.marylandroads.com

Thank you again for your interest. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Kathleen Darnall **DATE** 6-16-08

ADDRESS 24009 N. Patuxent Beach Rd

CITY Calif **STATE** Md **ZIP** 20619.

I/We wish to comment or inquire about the following aspects of this project:

It is currently very difficult to make a left turn out of my development between 6 am + 9 am + 3 pm + 6:30 p.m.

When the base lets out at 3:30 – 6:30 RT 235 N is backed up for miles. Cars are stacked up at Rt 4 + Rt 235. Emergency vehicles can not respond to emergencies in a timely fashion.

When there is an accident on the bridge traffic is a nightmare – Should have a tow truck at bridge base for quicker response.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME Kathleen Darnall **DATE** 6-16-08

ADDRESS 24009 N. Patuxent Beach Rd.

CITY California **STATE** Md **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I believe that Alternate 5 - Myrtle Point is the best option for the following:

1. Shorter bridge span → shallower water.
2. Construction would have minimal effect on existing traffic on Rt 4 - existing bridge.
3. Bridge would be further North of Solomons Island minimizing traffic congestion on Island.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 14, 2008

Ms. Kathleen Darnall
24009 N. Patuxent Beach Road
California MD 20619

Dear Ms. Darnall:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support of Alternative 5 – Four-Lane Myrtle Point Crossing has been noted, as well as your concern about public safety response times and access to the Patuxent Beach Community. SHA continues to develop and adjust the alternatives accordingly taking into account potential impacts to the surrounding community and working to minimize the potential social and natural environmental impacts throughout the planning process.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Lynne Roschetz **DATE** 6/16/08

ADDRESS 24170 N. Patuxent Beach Rd

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Would like to see a better breakout of cost i.e., is Alt 3 + 4 so expensive because of the teardown of the current structure? If build parallel span, ~~alt~~ alternative 2, how long do you expect original bridge to last due to structural deficiencies?

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 29, 2008

Ms. Lynne Roschetz
24170 N. Patuxent Beach Road
California MD 20619

Dear Ms. Roschetz:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked for information regarding the cost differences between the alternatives, specifically the cost of demolishing the existing Thomas Johnson Bridge. In our calculations, this cost is estimated to be between $20 million and $25 million. The difference in the widths of the build alternatives is approximately 50 feet between the 2-lane span and the 4-lane span, which presents a significant cost difference. Additionally, Alternative 5 – Myrtle Point Crossing is 1000 feet longer than Alternative 4 – Four-lane Parallel Span, which presents a $50 million cost difference.

Your concern regarding the existing bridge and its continued use has been noted. The existing bridge is not structurally deficient, and has received a satisfactory rating when it was last inspected in September 2007. The remaining design life of the bridge, with regular inspection and maintenance, is estimated to be 40 to 60 years. In order to maintain structural integrity without addressing other needs, the next major bridge work that is anticipated would be a replacement of the concrete deck, possibly in the next 10 to 20 years. The team will continue to receive input regarding the structural condition of the existing bridge as the study progresses. The study considers many other needs, including functional capacity, in addition to the structural condition of the bridge.

Thank you again for your comments. You have been added to the project mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Mr. John Narer, Bridge Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
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MD 4 - THOMAS JOHNSON BRIDGE
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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

PLEASE PRINT

NAME Maya Huber **DATE** June 17, 2008

ADDRESS 12124 Preston Dr

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

1. New bridge alignment - Alt. 5. Strongly - NO. Reason: Noise + air pollution impact on rare public access beaches near Solomons. A. the newly created Naval Rec. Facility enjoyable beach N of + along Point Patience & B. The public-accessible beaches along + next to Myrtle Point Park. River access for the public MUST be protected. Keep bridge within present alignment.

2. Ped/Bike facility - One 10' wide lane for both and serving both directions poorly serves the recent upswing of biking in So. MD. Provide 2nd 10' lane, one in each direction. 3. 235/4 Intersection. Continuous flow (Option A) is way to go.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 31, 2008

Ms. Maya Huber
12124 Preston Drive
Lusby MD 20657

Dear Ms. Huber:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing has been noted, as well as your support of Option A – Continuous Flow Intersection.

It is SHA policy to make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations, and maintenance activities as appropriate. In accordance with this policy, the project team has included a shared use bicycle/pedestrian path into the build alternatives. In response to your concern regarding the capacity of a single shared use path, the design of this facility conforms to guidelines set forth for two-directional shared use paths by the American Association of State Highway and Transportation Officials (AASHTO). This path will also complement the existing shared-use paths located throughout Southern Maryland.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Stephanie Yanovitz, Assistant Regional Planner, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Oliver Knogas **DATE** _____

ADDRESS 45660 Swanfall way

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

COMMENTS ATTACHED

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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July 16, 2008

To: Maryland State Highway Administration
Attn: Mr. Michael Perrotta

From Oliver and Catherine Kangas
45660 Swanfall Way
California, MD 20619

RE: Alternative D – Proposed Bridge through Myrtle Point

It has been 6 weeks since we first heard of this alternative proposal which would drive Route 4 and the new bridge across the Patuxent River through our quite neighborhood and we still can't believe it. Changing route 4 to come through Patuxent Blvd and across the Patuxent would be a sacrilege to the Patuxent and to each of us within its shores. This is a pristine area ecologically and the SHA proposal to change its present location from Town Creek Pt to Myrtle Point would only enhance the damage that's already occurred. The deepest part of any river in the U.S. (maybe even North America) is at the juncture where the proposed bridge is supposed to span. This would silt in and the Patuxent would lose its place in geography highlights.

Additionally, we are retirees who purchased our property here on Myrtle Point in 1984 and never expected the advent of this bridge. It was criminal – like a shot in the dark! We found out on June 4th when we opened our newspaper and discovered the news on the front page. Since then our lives and property are in suspension. This is not how we expected to retire. The property next to us dates to 1851 and would (if Alt D is accepted) be practically under the roadway – a desecration to an historic home.

I understand that the community under the current bridge has proposed that the bridge be changed to our area, but they purchased their homes with the full knowledge that the residence would be under a bridge. WE DID NOT. We paid full price for a quiet neighborhood. The noise and pollution factors would cut our property values in half. It would destroy the peace and beauty of Myrtle Point.

Please do not accept Alternative D – through Myrtle Point – for the new bridge location.

Sincerely,

Oliver and Catherine Kangas
301-862-3348
kangas@somdwireless.com

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 15, 2008

Mr. Oliver Kangas and Mrs. Catherine Kangas
45660 Swanfall Way
California MD 20619

Dear Mr. and Mrs. Kangas:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your strong opposition to Alternative 5 – Four-Lane Myrtle Point Crossing has been noted.

In your letter, you expressed concern about a potentially historic house in your neighborhood that will be impacted by Alternative 5. The project team is aware of this house and will study any potential impacts as the project planning study progresses. During the next phase of the planning process, the team will conduct various environmental studies to measure impacts to the air quality, noise, and viewsheds along the proposed alignments. The team will also coordinate with the residents of the communities along Patuxent Boulevard and the Navy Recreational Center regarding the proposed Alternative 5.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. April Fehr, Architectional Historian, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____
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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME Paul & Laura Appleby **DATE** 7-1-08

ADDRESS 23189 Old Pine Ct.

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Our concerns regard the Woodland Acres community off of Rt 4 / Oak Dr. We don't see how all these improvements will help us get in / out of our neighborhood easier. The maps showed no traffic lights at this intersection but additional lanes will be coming making it even more difficult to exit on to Rt 4.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 25, 2008

Mr. Paul Appleby
Ms. Laura Appleby
23189 Old Pine Court
California MD 20619

Dear Mr. and Ms. Appleby:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your comments from the MD 4 Alternates Public Workshop, you expressed concerns regarding the intersection of MD 4 and Oak Drive. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. The team has not yet studied the MD 4 at Oak Drive intersection to determine whether a traffic signal would be appropriate. As the study progresses, the team will study this intersection and continue to evaluate traffic patterns in the area, refining the design to serve the Woodland Acres community as well as all roadway users

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Dr. Phil Christie **DATE** 6/17/08

ADDRESS 23192 Three Notch Rd.

CITY Calif. **STATE** Md **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I own the dental office & misnamed CHRISTINE + ASSOC. & it should read CHRISTIE + ASSOC. on North bound 235. I operate a Dental OFFICE There since 1999. I will produce approx. 1.5 million dollars there this year and obviously am worried about access issues into my office.

Thank you.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 8, 2008

Dr. Phil Christie
23192 Three Notch Road
California MD 20619

Dear Dr. Christie:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you expressed concern over access to your dental office. Due to the proximity of your office to the MD 4/MD 235 intersection, it may not be possible to maintain direct access to MD 235; however, if an intersection option is chosen that does not allow direct access, SHA will coordinate with businesses in the area as well as yours to determine the appropriate solution to provide an alternative access solution.

Additionally, you informed us that the name of your office was misspelled on brochure mapping. We apologize for this mistake and the name has been corrected for future displays.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____
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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME PERRY RAPP **DATE** 2008-06-17

ADDRESS 45278 KEEL

CITY LEX PAR **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

WOULD LIKE TO KNOW ABOUT PLANS TO SUPPORT BICYCLING IN GLADMONDS + ACROSS BRIDGE

BICYCLE LANE IN CENTRAL 235 IS QUITE DANGEROUS INTERESTED IF ANY IMPROVEMENTS PLANNED TO IT

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 31, 2008

Mr. Perry Rapp
48278 Keel Drive
Lexington Park MD 20653

Dear Mr. Rapp:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

The scope of this project is limited to improvements to MD 4 between MD 2 in Calvert County and MD 235 in St. Mary's County. While improvements related to this project will tie in with existing conditions, this project does not look to improve bicycle and pedestrian facilities along mainline MD 235 or in Solomons. It is SHA policy to make accommodations for bicycling and walking a routine and integral element of planning, design, construction, operations, and maintenance activities as appropriate. In accordance with this policy, the project team has included a shared use bicycle/pedestrian path into the build alternatives.

Thank you again for your comments. You have been added to the mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Stephanie Yanovitz, Assistant Regional Planner, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
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PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME PHILIP C. RIEHL ANDERSON PROP. CNT **DATE** 6/17/08

ADDRESS 23131, 23127 THREE NOTCH RD.

CITY CALIFORNIA **STATE** MD. **ZIP** 20619

philc@philriehlinsurance.com

I/We wish to comment or inquire about the following aspects of this project:

PREFER C. w/ Modifications

Have one access point now to 235 - PROBLEM - Need Access to BJs.
Don't want to be bypassed w/ no access off 235
Access from EYE care cnt will be major concern due to width of their lot & major congestion already.
Value of X Cul. land is South of Rt. 4 - St ANDREWS

FDR will greatly MINIMIZE N-235 to West St. ANDREWS in evening Rush hour.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

* **Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 14, 2008

Mr. Philip C. Riehl
Anderson Professional Center
23131, 23127 Three Notch Road
California MD 20619

Dear Mr. Riehl:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest and your preference for Intersection Option C, with modifications, has been noted.

In your letter, you expressed concern over access to your property located at 23131 and 23127 Three Notch Road, as well as access to the surrounding properties. Due to the proximity of your property to the MD 4/MD 235 intersection, it may be necessary to adjust or eliminate your access to MD 235. If access is eliminated, SHA would be required to purchase the property. At this time, there are no new access points planned for your property; however, this matter will be investigated further as the project planning study progresses. The project team will keep you informed as to which alternatives will be retained for further study and how the alternatives will impact access to 23131 and 23127 Three Notch Road.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME ROBERT D JONES **DATE** 17 JUN 08

ADDRESS 23299 CHRISTY COURT

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

OF ALL THE OPTIONS FOR THE INTERSECTION OF 4+235, OPTION D LOOKS THE BEST FROM MY PERSPECTIVE. HOWEVER, I SUGGEST MAKING 235 THE 'BRIDGE OVER' AND KEEP ALL THE TRAFFIC CONTROL + DIRECTION CHANGES AT GROUND LEVEL. REDUCES COSTS AND MAKES TRAVEL EASIER.

MY CHIEF CONCERN - HOW WILL I BE ABLE TO EXIT WOODLAND ACRES (OAK DRIVE) TOWARD LEX PARK/THE BASE DURING HEAVY TRAFFIC PERIODS? CAN AN ALTERNATE EXIT TO SHADY MILE BE MADE AVAILABLE? WILL THERE BE A TRAFFIC LIGHT AT OAK DR/PRAG INTERSECTION?

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 7, 2008

Mr. Robert D. Jones
23299 Christy Court
California, MD 20619

Dear Mr. Jones:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Intersection Option D – Single Point Urban Interchange has been noted, as has your suggestion to having MD 235 bridge over MD 4.

As the Project Planning Study progresses, the project team will evaluate yours and other suggestions to determine their feasibility and will further refine the design of the alternatives and options as necessary. In your comments from the MD 4 Alternates Public Workshop, you asked how you could exit the Woodland Acres community to travel toward Lexington Park and the Navy base. An opening in the median of MD 4 will be available for left turns from Oak Drive onto MD 4.

You also inquired about a traffic signal at the intersection of MD 4 and Oak Drive. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. The team has not yet studied the MD 4 at Oak Drive intersection to determine whether a traffic signal would be appropriate. As the Project Planning Study progresses, the team will study this intersection and continue to evaluate traffic patterns in the area, refining the design to serve the Woodland Acres community as well as all roadway users.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Kimberly Tran, Assistant District Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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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

PLEASE PRINT

NAME Richard Kinney **DATE** 6/13/08
ADDRESS 12120 H. G. Trueman Rd
CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

Which of the bridge proposal best fulfill the long term requirements?

All growth should take into account the demand for public transportation routes.

I like your effort at this point

☒ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 29, 2008

Mr. Richard Kinney
12120 H.G. Trueman Road
Lusby MD 20657

Dear Mr. Kinney:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern for the project supporting long-term planned growth in the region has been noted. The MD 4 project is consistent with the goals and objectives of state, regional, and local planning documents. Improvements to MD 4 within the study area are included in SHA's long range plan, the Highway Needs Inventory (HNI), the 2004 Comprehensive Plan for Calvert County, the St. Mary's County Growth Management Plan, and the 2006 St. Mary's County Transportation Plan. Because these plans identify the need for improved capacity and safety along this section of MD 4, all three build alternatives would satisfy long-term planned growth.

Currently the project is progressing forward into Stage II of the planning process. The project team will meet to determine which alternatives will be retained for detailed study based on comments received from the public and collaborating agencies. The retained alternatives and an explanation as to why others were dropped, will be posted on the project website and a newsletter will be distributed to the project mailing list. The following is the schedule for the remainder of the Project Planning study:

- 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)

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.marylandroads.com

The Location/Design Public Hearing in Fall 2009 will be the next formal public meeting in which the project team presents its findings to the public. The project team will distribute newsletters periodically to provide project updates. Project updates will also be posted on the State Highway Administration website, www.marylandroads.com. Also, during the course of the study, the project team will be available for smaller-scale presentations to any group that makes a request for a separate meeting.

Your suggestion for the incorporation of public transportation options into this project has also been noted, and will be studied further as the Project Planning Study progresses. We will continue to coordinate with the local governments, state agencies, and other project stakeholders regarding public transportation improvements, and rideshare/carpool opportunities through park and ride lots, and other travel demand management solutions. For the build alternatives that are chosen to be carried forward, the SHA will continue to work to minimize the potential social and natural environmental impacts throughout the planning process, while developing and adjusting those alternatives accordingly.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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MONDAY, JUNE 16, 2008, 5:00 P.M. - 8:00 P.M.
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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

PLEASE PRINT

NAME RANDALL LEFLER / LISA MAENZA **DATE** 6/5/08

ADDRESS 3814 ENVISION TERRACE

CITY BOWIE **STATE** MD **ZIP** 20716

I/We wish to comment or inquire about the following aspects of this project:

WE USE THIS BRIDGE DAILY FOR OUR COMMUTE TO/FROM WORK IN ST. MARY'S COUNTY.
WE HAVE EXPERIENCED THE TRAFFIC CONGESTION / GRIDLOCK GETTING ON THE BRIDGE COMING HOME, AND BACKUPS GOING TO WORK DUE TO ACCIDENTS ON THE BRIDGE, CARS WITH FLAT TIRES ON THE BRIDGE, ETC. ONE OF US IS FROM A MAJOR U.S. CITY WHICH HAS SUSPENSION BRIDGES WITH MULTIPLE LANES FOR TRAFFIC IN BOTH DIRECTIONS (AND TUNNELS).. WE ARE INTERESTED IN ANY PROPOSED IMPROVEMENTS TO BE MADE - WHICH ARE OVERDUE. A COWORKER SHOWED ME THE BROCHURE - PLEASE MAIL US ONE WITH PROPOSED OPTIONS. THANK YOU.

☑ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 31, 2008

Mr. Randall Lefler
Ms. Lisa Maenza
3814 Envision Terrace
Bowie MD 20716

Dear Mr. Lefler and Ms. Maenza

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for this project and your request for an Alternates Public Workshop brochure have been noted and a brochure is included with this letter.

Thank you again for your comments. As requested you have been added to the mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME RICHARD SIMCSAK **DATE** 18 JUNE 08

ADDRESS 23565 GROSS DRIVE

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

ATTACHED.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

N/A ON The List!

* **Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

18 June 2008

Dear MD State Highway Administration,

The following are some comments/recommendations I have for the Thomas Johnson Bridge replacement and RT 235/RT 4 Intersection study.

1. Camera/Video coverage of the Bridge.
    a. In preparation for any changes to the Thomas Johnson Bridge and the approaches, I would like to make the recommendation of adding a camera/video system at key locations on the bridge and the approaches.
    b. This system could be initially tied into by the St Marys and Calvert County Sheriff departments and the Leonardtown and Prince Frederick State Trooper barracks for traffic surveillance. Response time to this congestion prone area could be shortened and appropriate assets could be mobilized when an accident has occurred. At a later time the local Fire departments and rescue Squads could be networked in also to shorten their response time. In coordination with the camera view of the slowing/stopped traffic, electronic message signs could be placed along the RT235 and RT4 corridors to warn drivers of an accident or major slowdown.
    c. Suicide attempts from the bridge could be captured on film and with an addition of a two-way communication system incorporated, a life could be saved from an attempted suicide.
    d. In addition to the road management view of the cameras, additional cameras could be used to assist in critical area inspections of the bridge at areas that require a more frequent inspection cycle.

2. Restrict left turns at traffic lights only.
    a. Institute the "U-Turn for Left turn" practice used on the Eastern Shore section of RT 301. Direct the driver to do a right turn, then 75-100 yards later, offer the U-turn lane to make the "left turn". This will avoid crossing traffic from a intersecting side road. Do not know if there would be enough real estate available for this type of feature in this area.

3. Close off the bridge entrance and exit from/to RT 2 South at Solomon's Island.
    a. At the foot of the northern portion of the Thomas Johnson Bridge is a right turn off for RT 2 South taking traffic to Solomon's Island. Recommend the state close this exit off and require the traffic to use the access road exit approx 100 yds north of that exit located in front of the strip shopping area. This will pull all turning traffic away from the bridge vice having the traffic turning onto RT 2 South from blocking the immediate bridge traffic. Also divert all traffic that would use the on ramp from RT2 at the foot of the bridge down the access road away from the bridge. The traffic merging at the foot of the bridge is used as a "short-cut" in high traffic volume times and can be indusive to accidents/road rage for those "aggressive" drivers attempting to beat traffic across the bridge. This can be done

immediately to minimize accidents and speed the flow of traffic on the Northern side of the Thomas Johnson Bridge.

4. Continuous Intersection
    a. This traffic pattern may be "too" complex for Southern Maryland. There has been frequent power outages tat would require County Sheriffs or State Troopers to control the traffic pattern. The use of solar power energy would lessen the impact to power losses if so equipped.
    b. The simulation needs to add reality situations (drivers delaying, running the red light, accident simulation – how traffic could be diverted with a "simple fender bender) to assist in the study for this traffic pattern. The simulation was too precise and was not "real world". I am not sure, but I do not remember seeing any "truck traffic" in the simulation. Trucks/ Tractor Trailers will change the traffic pattern of any intersection.
    c. I personally would not favor this intersection.

Personal choice – Alternate 5 for the Bridge and Option C or D for the RT4/235 intersection.

The Alternate 5 bridge construction has minimal impact to the present communities along RT 4 that could be locked into their community with the expansion of the highway in its present location. This bridge has the best features for those drivers that have a paranoia of crossing the Thomas Johnson Bridge. With it's height and narrowness, the bridge gives some drivers a claustiphobic feeling they choose to avoid the bridge. The concept of a lower four lane bridge with a walkway/bike way will have an "open" feeling that drivers will find more comfort/ease in transiting.

The Option C and D intersections are common approaches to interchanges that many drivers will be comfortable transversing. The flyover approach for traffic traveling from RT 4 South to RT 235 South may have the same effect as the Thomas Johnson Bridge (tall and narrow) on drivers.

Forum on 17 June 2008

The Forum at Town Creek Elementary was outstanding. Displays were excellent in giving the overall concept that could occur to the neighborhoods. Most helpful was the simulation of the "Continuous Intersection" to visualize the traffic movement/flow. Personnel at hand were outstanding in their knowledge and resourcefulness in finding the right person if they did not have the answer.

Thank you for planning an excellent avenue for the community to see and hear the possible changes to the county.

v/r

Rich Simcsak
23565 Gross Drive
California, MD 20619
301-737-0680

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 25, 2008

Mr. Rich Simcsak
23565 Gross Drive
California MD 20619

Dear Mr. Simcsak:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest, and your support for Alternative 5 – Four-Lane Myrtle Point Crossing with Option C – Partial Cloverleaf Interchange or Option D – Single Point Urban Interchange has been noted.

Your suggestion to add a video camera system and networked variable signage signs to the bridge will be investigated. Closing the exit from the Thomas Johnson Bridge northbound into Solomons Island and the entrance to the Thomas Johnson Bridge southbound at the foot of the bridge will also be studied further as the Project Planning Study progresses.

Your concern about the operation of Option A – Continuous Flow Intersection has been noted. This option, along with your suggestion to restrict left turns at traffic signals, will be studied further as the Project Planning Study progresses to determine the impacts to the traffic flow.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Ron Thompson **DATE** 4/16/8

ADDRESS 1202 Back Creek Loop

CITY Solomons **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

I think Alternative 4 would be the best but I have concerns about all side road traffic from Patuxent Pt. Rd to Solomons not being able to access 2/4 except at Solomons & Patuxent Pt. Rd. I think Lane is too much traffic for existing conditions to change.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

*** Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

August 5, 2008

Mr. Ron Thompson
1202 Back Creek Loop
Solomons MD 20688

Dear Mr. Thompson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support of Alternative 4 – Four-Lane Parallel Span has been noted. SHA continues to develop and adjust the alternatives accordingly taking into account potential impacts to the surrounding community and working to minimize the potential social and natural environmental impacts throughout the planning process. Your concern about the limited access to Solomons Island and the businesses located just north of the Thomas Johnson Bridge has been noted. As the project planning study progresses, the project team will further evaluate traffic and access impacts to Solomons Island Road South.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 15, 2008

Mr. Ron Thompson
1202 Back Creek Loop
Solomons MD 20688

Dear Mr. Thompson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support of Alternative 4 – Four-Lane Parallel Span has been noted. SHA continues to develop and adjust the alternatives accordingly taking into account potential impacts to the surrounding community and working to minimize the potential social and natural environmental impacts throughout the planning process. Your concern about the limited access to Solomons Island and the businesses located just north of the Thomas Johnson Bridge has been noted. As the project planning study progresses, the project team will further evaluate traffic and access impacts to Solomons Island Road South.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

STATE HIGHWAY ADMINISTRATION
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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Rich Young **DATE** 6-16-08

ADDRESS 21882 Ronald Drive

CITY Lexington Park **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

Patuxent Baptist church owns several acres of property on Route four just north of oak street. Since we fall in the project path of development. would we be able to seek consideration for an access from route four to our property. We have been denied in the past but with the up coming enormous (possible) changes could we be reconsidered in this matter?
If you could please contact either my self Richard Young (Assistant pastor) or my pastor, Richard Conner 301-481-6080
we would be greatful

301 481-2262

☑ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

* **Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

Patuxent Baptist Church
PO Box 687
Hollywood
MD
20636

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 25, 2008

Mr. Richard Young
21882 Ronald Drive
Lexington Park MD 20653

Dear Mr. Young:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked whether access could be provided to the Patuxent Baptist Church property from MD 4. The original site plan review response from the SHA Engineering Access Permits Division in February 2000 noted that access to the proposed church site would need to be from Woodland Acres Road. Due to the volume of traffic on MD 4, as part of this study SHA is looking to either maintain or reduce the number of direct access points onto the roadway. As the project planning study progresses, the project team will continue to assess access concerns along MD 4.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Scott Belanger **DATE** June 16, 2008

ADDRESS 24170 N. PATUXENT BEACH RD

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Further insight into the cost estimating of the alternatives. It is difficult to fully understand where the cost drivers are for Alternative 5. Our family is highly in favor of Alt. 5

V/R, Scott Belanger

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

August 29, 2008

Mr. Scott Belanger
24170 N. Patuxent Beach Road
California MD 20619

Dear Mr. Belanger:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest and your support for Alternative 5 – Four-Lane Myrtle Point Crossing has been noted.

In your letter, you asked for further insight into the cost estimating of the alternatives, specifically for Alternative 5. The length of the bridge for the Myrtle Point Crossing is almost one thousand feet longer than the bridge for the span parallel to the existing Thomas Johnson Bridge, which adds additional cost. In addition to the bridge cost, it will take a larger amount of roadway construction to create the new connections from existing MD 4 to the new bridge because MD 4 would be on different alignment. The team will continue to assess the cost of each alternative as the study progresses.

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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Mr. John Narer, Bridge Design, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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.marylandroads.com

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME SHARON GRAHAM **DATE** 6-16-08

ADDRESS 1420 CRABHOUSE Rd

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

NO Pedestrian / BIKE WALKWAY. YOUR making it to easy FOR JUMPERS.

CURRENT BRIDGE NEEDS torn DOWN. TAKE A BOAT under + look up - LOOK AT ALL the CRACKS IN the pillars.

Prefer # 5 ALTERNATIVE

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

*** Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 15, 2008

Ms. Sharon Graham
1420 Crabhouse Road
Lusby MD 20657

Dear Ms. Graham,

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 5 – Four-Lane Myrtle Point Crossing has been noted, along with your concern about the condition of the existing bridge.

Your opposition to the shared use bicycle/pedestrian path has also been noted. It is SHA policy to not prohibit bicycle and pedestrian movements while developing improvement alternatives. In accordance with this policy, the project team has included a shared-use bicycle/pedestrian path into each of the build alternatives. A more detailed look at the safety and operations of this path will occur during the next phase of the study.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Stephanie Yanovitz, Acting Statewide Bicycle and Pedestrian Program Coordinator, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

SHA State Highway Administration
Maryland Department of Transportation

We'd Like Your Feedback

To help us improve our public involvement program, we would appreciate your comments on the meeting.

How did you find out about our meeting? ☒ Mailing ☐ Website ☐ Newspaper (which?)_____ ☐ Other

Please circle one

	Poor			Excellent
Overall, was the meeting useful and informative?	1	2	(3)	4
Was the staff courteous, knowledgeable and professional?	1	2	3	(4)
Were the displays & maps easily understood and informative?	1	2	3	(4)
Did the video presentation (if applicable) provide a useful overview of the project and process?	1	2	3	4
Was the meeting held in a convenient location?	1	2	(3)	4
Was the building and parking appropriate for the meeting?	1	2	3	(4)

PENCILS (1)

Do you have any additional suggestions to improve our public meetings? If you have comments about the project study, please use the designated comment card.

1. The purpose & need does not address the original purpose of the build - evacuation of Southern Cal. out County in event of an accident at Calvert Cliffs Nuclear Power Plant. How much traffic flow to evacuate the southern portion of the county. Does Route 4/235 now become the new bottleneck?
2. The Myrtle Point Bridge option does not address how much lower the bridge will be. There are a lot of tall masted sailboats north of Patuxent. What is the new clearance right? The ICW is 65' above MHW.

3. Does not address the probability of the ~~the~~ existing bridge being closed for refurbishment after a two lane parallel is built. How much re-furbishment? How long?

4. How often do accidents which block two lanes happen on four lane ~~and~~ roads? Is it frequent enough to warrant cross over lanes ~~at~~ each bridge and so some traffic may continue to flow (one lane each way) until the accident is cleared?

5. One of the purposes ~~is~~ needs, perhaps a derived one, is maintain the Patuxent River as a major ~~rec~~ recreational boating area.

Stephen C. Jonesjr
STEPHEN C. JONES JR.
2035 CROOS WEST LN.
SAINT LEONARD, MD.
20685
scjjr@comcast.net

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME STEPHEN C. JONES **DATE** 16 JUN 08

ADDRESS 2005 CROWS NEST LANE

CITY ST LEONARD **STATE** MD **ZIP** 20685

I/We wish to comment or inquire about the following aspects of this project:

(1) I MADE NUMEROUS COMMENTS ON A WRONG FORM BUT MY NAME + ADDRESS ARE INCLUDED.

(2) I PREFER A NEW FOUR LANE BRIDGE PARALLEL TO THE EXISTING BRIDGE.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

September 4, 2008

Mr. Stephen C. Jones Jr.
2025 Crows Nest Lane
St. Leonard MD 20685

Dear Mr. Jones:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your comments and your support of Alternative 4 – Four-Lane Parallel Span has been noted.

In your letter, you expressed concern over the use of the Thomas Johnson Bridge as an evacuation route in the event of an emergency at Calvert Cliffs. SHA is committed to coordinating with all agencies regarding safety and evacuation of those who reside within Calvert County during emergency situations. Currently, SHA is coordinating with officials at Calvert Cliffs regarding the current facility. Regarding the intersection at MD 4/MD 235, SHA is investigating improvements at this location.

You also expressed concern over the height requirements of the bridge. As the project planning study progresses, the project team will coordinate with the Navy, United States Coast Guard, and upstream marinas to determine if the height requirements for a new bridge can be reduced. Alternatives will be modified depending upon the results of this coordination.

Your concern regarding the existing bridge and its continued use has been noted. The existing bridge is not structurally deficient, and has received a satisfactory rating when it was last inspected in September 2007. The remaining design life of the bridge, with regular inspection and maintenance, is estimated to be 40 to 60 years. In order to maintain structural integrity without addressing other needs, the next major bridge work that is anticipated would be a replacement of the concrete deck, possibly in the next 10 to 20 years. The team will continue to receive input regarding the structural condition of the existing bridge as the study progresses. The study considers many other needs, including functional capacity, in addition to the structural condition of the bridge.

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In your letter, you asked about the frequency of crashes which block two lanes along four-lane roadways. SHA does not have any specific data regarding this frequency. Your suggestion that the bridge design incorporate the possibility of shifting traffic to two-way operation on the bridge in the event of an accident has been noted, and will be studied further as the project planning study progresses. Crossover points will be provided along MD 4 on either side of the Thomas Johnson Bridge, according to American Association of State Highway and Transportation Officials (AASHTO) guidelines.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Susan Laird **DATE** 6-16-2008

ADDRESS 12679 Cheyenne CT

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

- Need to consider peak times
- Simulations that include driver behavior including but not limited to following too close, inattentive driving, Swerving should be considered
- May wish to consider movable traffic barriers at choke point intersections (Cove Point & Solomons) so that traffic during peak demand can be channeled w/o affecting local business
- Need to present the 3 lanes to 1 merge at 235-4 intersection

☑ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration
Maryland Department of Transportation

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

August 11, 2008

Ms. Susan Laird
12679 Cheyenne Court
Lusby MD 20657

Dear Ms. Laird:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern about traffic simulations taking into account peak times and driver behavior has been noted. SHA considered these factors when determining the existing and future vehicle capacity and Level of Service (LOS) for this project. Your concern about the merge from three lanes to one lane at the MD 4/MD 235 intersection has been noted, as has your suggestion to install movable barriers to prevent certain turning movements during peak travel times. These suggestions will be studied further as the project planning study progresses.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Solomons UM Church **DATE** _____

ADDRESS P.O. Box 423

CITY Solomons **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

impact on Solomons UM cemetery

☒ **Please add my/our name(s) to the Mailing List.** Church

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 15, 2008

Solomons UM Church
P.O. Box 403
Solomons MD 20688

To Whom It May Concern:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern about impact to the Solomons United Methodist cemetery has been noted. No impacts to the cemetery are anticipated at this time. As the project planning study progresses, the project team will further assess impacts to the cemetery and coordinate with the Solomons United Methodist Church to avoid or mitigate any impacts.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Steve Hall **DATE** 6/16/08

ADDRESS 24313 N. Patuxent Beach Rd.

CITY California **STATE** Md **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Alternates 3 & 4 - widening Rt 4
How will traffic from N. Patuxent Beach Rd. safely enter Rt 4 - in particular left turn?

Will there be a light?
OR
How about a service road to enter farther down Rt 4 towards Kingston Creek Rd.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 17, 2008

Mr. Steve Hall
14313 N. Patuxent Beach Road
California MD 20619

Dear Mr. Hall:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your comments from the MD 4 Alternates Public Workshop, you indicated concern about the safety of access to N. Patuxent Beach Road off of MD 4. At this time, plans for the intersection include closing the access to S. Patuxent Beach Road. This will help to reduce the number of conflict points at the intersection. Your suggestion to build a service road between N. Patuxent Beach Road and Kingston Creek Road has been noted, and will be studied further as the Project Planning Study progresses.

You also inquired about the possibility of a traffic signal at the MD 4 and N. Patuxent Beach Road intersection. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. The team has not yet studied the MD 4 at N. Patuxent Beach Road intersection to determine whether a traffic signal would be appropriate. As the Project Planning Study progresses, the team will study this intersection and continue to evaluate traffic patterns in the area, refining the design to serve the Patuxent Beach community as well as all roadway users.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Trisha Brown **DATE** 6/16/08

ADDRESS 45328 Mill Cove Harbor Rd

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Alternative 5 will desimnate the entire neighborhood along Pax Blvd. The Murtle Pt Park will be majorly affected even though the highway skirts the Park. Less people will be impacted by Alt 1-4 than alternative 5. 7 houses displaced versus 3. An entire way of life for the woods at Myrtle Point, Mill Cove, and Mill Cove Harbor. Through your own numbers price Alternate 5 is less cost effective.

[X] **Please add my/our name(s) to the Mailing List.**

[ ] **Please delete my/our name(s) to the Mailing List.**

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

SHA
State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 25, 2008

Ms. Trisha Brow
45328 Mill Cove Harbor Road
California MD 20619

Dear Ms. Brow:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your opposition to Alternative 5 has been noted. SHA continues to develop and adjust the alternatives accordingly taking into account potential impacts to the surrounding community and working to minimize the potential social and natural environmental impacts throughout the planning process.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

for

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Thomas F. Widmer **DATE** 6/17/08

ADDRESS 45924 Wild Rose Lane

CITY Calif **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

(1) What is the separate cost of tearing down the existing span?
(2) Why not keep this span for local traffic only, and build the new span at Myrtle Point — Money saved by not removing old span would bring down total cost of New Myrtle Point Route to somewhere between that of Alt. 3 & Alt. 4 -

☐ **Please add my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 29, 2008

Mr. Thomas F. Widmer
45924 Wild Rose Lane
California MD 20619

Dear Mr. Widmer:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked about the cost of removing the existing span of the Thomas Johnson Bridge. This cost is estimated to be between $20 million and $25 million. You also asked why the project team is not considering keeping the existing span and converting it to local use only. Both four-lane alternatives would allow the existing bridge to remain initially. SHA would monitor the existing bridge for safety and structural integrity while the new span is being constructed. Maintenance of a major bridge such as the Thomas Johnson Memorial Bridge is expensive and requires extensive manpower. The team will investigate the costs and benefits of removing the existing bridge versus keeping the bridge open for local traffic as the study progresses.

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 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Mr. John Narer, Bridge Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____
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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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MD 4 - THOMAS JOHNSON BRIDGE
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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

PLEASE PRINT

NAME WILLIAM J CLEMENTS **DATE** 6-3-08

ADDRESS 23230 THREE NOTCH RD, CALIFORNIA STM

CITY _____ **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

OPTION A OPTION D

OPTION B OPTION C

We would not like to have any more of our property taken because we would lose our new septic systems. Our homes are paid for and this is all that we have. We have already had encroachment from the first Rt. 235 widening. We are on a fixed income.

☑ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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STATE HIGHWAY ADMINISTRATION
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MD 4 - THOMAS JOHNSON BRIDGE
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5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME WILLIAM J CLEMENTS **DATE** 6-17-08

ADDRESS 23230 THREE NOTCH RD

CITY CALIFORNIA STM MD **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

OPTION A, C, D,

IS NOT GOOD FOR US IT WILL GO IN BACK OF OUR HOUSE AND TAKE MORE LAND. YOU HAVE DONE THIS ALL REDYE. BEFOR.

CAN YOU CALL US OR HELP US

HOME THIS IS ALL WE HAVE

☑ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

August 25, 2008

Mr. William J. Clements
23230 Three Notch Road
California MD 20619

Dear Mr. Clements:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you expressed concern over impact to your property and its septic system, located at 23230 Three Notch Road. Although making improvements to MD 4 is the main focus of our study, we are concerned with potential impacts to the surrounding community and the environment. SHA will work to minimize impacts to the surrounding community and the environment (including residents, businesses, wetlands, streams, forested areas, etc.) throughout the planning process, while developing and adjusting the alternatives. Due to the proximity of your property to the MD 4/MD 235 intersection, it may be necessary to impact your property or eliminate your direct access to MD 235; however, if an intersection option is chosen that does not allow direct access, an access road will be provided from By The Mill Road to your property. If it becomes necessary to acquire any of your property, SHA will coordinate with you regarding just compensation. Enclosed with this letter is a copy of SHA's "Your Land and Your Highways" brochure, which will give you more information about the acquisition process. The project team will keep you informed as to which alternatives will be retained for further study, and how the alternatives will impact your home at 23230 Three Notch Road.

As requested, you have been added to the project mailing list. 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 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

Enclosure
cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
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MD 4 - THOMAS JOHNSON BRIDGE
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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Robert Willey **DATE** 6-17-08

ADDRESS 23919 Mill Cove Rd

CITY Calif. **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Very disappointed to read about the Myrtle Point Option. It seems a shame to ruin a quiet neighborhood and put the Navy at a security risk

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Carolyn Huff **DATE** 6/17/08

ADDRESS 24107 Mill Cove Rd.

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I prefer Alternative 4 but Alternative 3 is also good. It depends on how good the old bridge is in 15 years.
Alternative 5 is way too expensive and is a bad idea to go in a total different direction.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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QUESTIONS AND/OR COMMENTS

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45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Bob Motehouse **DATE** 6-17-2008

ADDRESS 23785 Bill Dixon Rd.,

CITY Calif **STATE** Md **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

please build Alternative #5
Myrtle Point Option
It would improve Everyones
Quality of Life + Safety.

240 925-3809

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME KAREN HAMILTON **DATE** 6/17/08

ADDRESS 45939 [illegible] RD

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

USE PLAN ALTERNATIVE 5 AS THE BEST PLAN!

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
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SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME KEVIN SMITH **DATE** 6/17/08

ADDRESS 45157 WOODHAVEN DR

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I DONT LIKE ALTERNATIVE 5, 2, OR 1.

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME _____ **DATE** _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

I/We wish to comment or inquire about the following aspects of this project:

I favor Alternative 4 for the bridge replacement and option D for MD 4/235 intersection

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
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MD 4 - THOMAS JOHNSON BRIDGE
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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME RODGER HAMILTON **DATE** 6/16/08

ADDRESS P.O. BOX 1114

CITY SOLOMONS **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

SUGGEST ALTERNATIVE 5 AS THE BEST OPTION TO DO

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
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SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Dana Sylier **DATE** 6-16-08

ADDRESS 13137 Windjammer Ave

CITY Solomons **STATE** Md **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

Impressed with 3rd alternative. I love the existing bridge. The pearl of So. Calvert County.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME CAROL LIGHTSTONE **DATE** 6/16/08

ADDRESS PO Box 558

CITY SOLOMONS **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

AT THIS POINT I PREFER ALTERNATIVE #3 OR #4

☒ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
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SM351A11
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MD 4 - THOMAS JOHNSON BRIDGE
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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Carolyn McHugh **DATE** 6-16-08

ADDRESS 2620 Aspen Pl

CITY Port Republic **STATE** MD **ZIP** 20676

I/We wish to comment or inquire about the following aspects of this project:

I think Alternate Plan 3 seems most reasonable.

☐ Please add my/our name(s) to the Mailing List.

☐ Please delete my/our name(s) to the Mailing List.

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STATE HIGHWAY ADMINISTRATION
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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Norma Powers **DATE** 6/16/08

ADDRESS 558 Rolling Hills Rd.

CITY Dowell **STATE** MD **ZIP** 20629

I/We wish to comment or inquire about the following aspects of this project:

We ~~to~~ encourage you to ~~to~~ seriously consider Alt. No 4.

☒ **Please add my/our name(s) to the Mailing List.**

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Thomas E. Baldwin **DATE** 6/16/08

ADDRESS 44640 Shallow Ford Ct

CITY Tall Timbers **STATE** MD **ZIP** 20690

I/We wish to comment or inquire about the following aspects of this project:

We like Alternative 4

☒ **Please add my/our name(s) to the Mailing List.**

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Sandra Clow **DATE** 6/16/08

ADDRESS P.O. Box 1344

CITY Solomons **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

Alternative 3 or 4 is my choice out of the 5. Alternative 5 is too costly and will tear up another critical area.

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STATE HIGHWAY ADMINISTRATION
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MD 4 - THOMAS JOHNSON BRIDGE
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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

PLEASE PRINT

NAME Judith A. Tucker **DATE** 6/16/08

ADDRESS 13138 Patuxent Dr.

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

Strongly favor alternative 4.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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SHA State Highway Administration
Maryland Department of Transportation

We'd Like Your Feedback

To help us improve our public involvement program, we would appreciate your comments on the meeting.

How did you find out about our meeting? ☒ Mailing ☐ Website ☐ Newspaper (which?) _____ ☐ Other

Please circle one

	Poor			Excellent
Overall, was the meeting useful and informative?	1	2	3	(4)
Was the staff courteous, knowledgeable and professional?	1	2	3	(4)
Were the displays & maps easily understood and informative?	1	2	3	(4)
Did the video presentation (if applicable) provide a useful overview of the project and process?	1	2	3	4 *
Was the meeting held in a convenient location?	1	2	3	(4)
Was the building and parking appropriate for the meeting?	1	2	3	(4)

Do you have any additional suggestions to improve our public meetings? If you have comments about the project study, please use the designated comment card.

* Did not watch video. Thought meeting was very informative + well done. Staff was excellent. Feel alternative 4 is most reasonable option. By the time this is done, the present bridge will need replacement anyway. Very strongly favor alternative 4.

MD 4 - Thomas Johnson Bridge Project - SM351A11

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME ANN BIGNELL **DATE** JUNE 3 2008

ADDRESS 2371 PARK CHESAPEAKE DR

CITY LUSBY **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

* WE THINK ALTERNATIVE 4 - the four lane parallel span with bicycle pedestrian lane and demolition of existing bridge the most fractional. Option A Continuous flow intersection appears fractional & less disruptive

* We believe the alternative 4 would be a better alternative should an emergency requires existing Calvert from the southern end of the County and the existing bridge would be better removed it has had too many repairs and is in bad shape

☐ **Please add my/our name(s) to the mailing list.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008, 5:00 P.M. - 8:00 P.M.
DOWELL ELEMENTARY SCHOOL - GYMNASIUM
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

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TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Monica Smith **DATE** 6/20/08

ADDRESS 23722 Bill Dixon Rd

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

The Patuxent Beach Community would like to see Alternative 5 implemented. This proposal would greatly improve the traffic backups for residence trying to access North & South Patuxent from Rt 4. ~~[illegible]~~ ~~would~~. It would also eliminate rain water run off and trash in our community from existing bridge -- not to mention the noise.

☐ **Please add my/our name(s) to the mailing list.**

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STATE HIGHWAY ADMINISTRATION
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SM351A11
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MD 4 - THOMAS JOHNSON BRIDGE
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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Bill Wagoner **DATE** 6/16/08

ADDRESS 24055 Ann Lane

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I have just spent about 1 hour reviewing and discussing all 5 options. I conclude that either option 3 or 4 would best serve the community. - the Rd exists, the right of way would be very reasonable to buy w/o any disruption of homes. Option 5 is a non-starter. It would impact many homes, decrease property values + destroy a lovely calm community

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STATE HIGHWAY ADMINISTRATION
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MD 4 - THOMAS JOHNSON BRIDGE
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MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME STEPHEN KEEFE **DATE** 6/15/08

ADDRESS 5000 TURTLE CREEK DRIVE

CITY PORT REPUBLIC **STATE** MD **ZIP** 20676

I/We wish to comment or inquire about the following aspects of this project:

AFTER SEEING THE PRESENTATIONS, I PREFER ALTERNATIVE #5 (MYRTLE POINT CROSSING) BECAUSE IT WOULD BE THE BEST OPTION TO STREAMLINE THE ROAD, IMPROVE FLOW, AND MINIMIZE IMPACT ON EXISTING HOUSING. SECOND CHOICE WOULD BE OPTION #4. I DON'T BELIEVE OPTIONS 2 OR 3 (TSM/TDM OR 2 LANE SPAN) WOULD MEET THE NEED NOW OR IN 2030.

FOR THE MD4/235 INTERSECTION, NO-BUILD IS NOT AN OPTION. CONTINUOUS FLOW, PARTIAL CLOVERLEAF, AND SINGLE-POINT URBAN INTERCHANGES WOULD ALL MEET THE NEED. I DON'T THINK →

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ALREADY ON MAILING LIST.

NO POSTAGE
NECESSARY
IF MAILED
IN THE
UNITED STATES

BUSINESS REPLY MAIL
FIRST-CLASS MAIL PERMIT NO. 17715 BALTIMORE MD

POSTAGE WILL BE PAID BY ADDRESSEE

ATTN: Michael Perrotta - Project Manager
MAIL STOP C-301
PROJECT PLANNING DIVISION
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINSTRATION
PO BOX 717
BALTIMORE MD 21298-8317

THE ONE-DIRECTIONAL FLYOVER WILL WORK WELL (MAY BECOME OVERLOADED BY 2030.).

STATE HIGHWAY ADMINISTRATION
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MD 4 - THOMAS JOHNSON BRIDGE
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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

PLEASE PRINT

NAME Gerald A. Tucker **DATE** 6/16/08

ADDRESS 13138 Patuxent Dr.

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

I feel that alternative 4 is most reasonable since the present bridge is woefully inadequate + will need replacement by the time the project is done (if it ever is).

☐ **Please add my/our name(s) to the mailing list.**

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STATE HIGHWAY ADMINISTRATION
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MD 4 - THOMAS JOHNSON BRIDGE
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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME J. Sobola **DATE** 6/17/08

ADDRESS 23978 Iris Dr.

CITY Calif **STATE** Md. **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

No!! to option 5 -
re: cost, environmental impact,
community impact

☑ **Please add my/our name(s) to the Mailing List.**

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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Alice Wagoner **DATE** Monday June 16

ADDRESS 24055 Ann Lane

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I do not like alternative 5. The bridge's current location has already damaged enough land in St. Mary's county. To come another way completely seems counter productive to me. I would much prefer another alternative, 3 or 4.

Also, I think the current bridge is very attractive to look at from Solomon's Island and from the river and land mass.

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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Iris Hall Willey **DATE** 6-18-08

ADDRESS 23919 Mill Cove

CITY Calif **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Alternative #2 will not make more traffic more.

Alternative 5 is too expensive & disturbs Chesterwood homes, farms, and the Naval Base. Bad Idea!

* Alternative 3 seems best choice.

Alternative 4 leaves down existing bridge which is not safe!!!

Amen your list.

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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Paula Coxon **DATE** 6/17/08

ADDRESS 23140 Town Creek Dr.

CITY Lex.Pk. **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

Seems like a better idea to add a 2 lane bridge instead of building a new 4 lane due to the much higher cost.

Fly-over option seems like it should be 2 ways not just one.

☒ **Please add my/our name(s) to the Mailing List.**

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Jake Layer **DATE** 6/17/08

ADDRESS 44731 Smiths Nursery Rd.

CITY Hollywood **STATE** MD **ZIP** 20636

I/We wish to comment or inquire about the following aspects of this project:

(1) I don't like Alternative 5. My family + friends visit Myrtle Pt. often. Please keep the highway changes as far away from MP as possible.

(2) I'd prefer Alternative 3 or 4.

(3) I'd prefer Option C for the 235/4 intersection.

☒ **Please add my/our name(s) to the Mailing List.**

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME R.A. DUDDERAR **DATE** 6/16/08

ADDRESS 45655 SWANFALL WAY

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

ALTERNATIVE 5 IS TERRIBLE!

NEGATIVE ISSUES: COST, ADVERSE PROPERTY VALUES, CRAZY NEW TRAFFIC PATTERNS, NAVY INTERESTS, RIGHT OF WAY CONFLICTS

POSITIVE ISSUE: BOTH LANES ARE BRAND NEW!

DO ALT 4!

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Elizabeth Hawes Unangst **DATE** 17 June 2008

ADDRESS 23051 Turnberry Lane

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I was a little worried about what might happen to my church [Patuxent Presbyterian], but the displays eased my fears. I think Alternate Plan #5 (Kingston Creek [illegible] Pee Creek) would be robbing Peter ([illegible] neighborhood, snarling the Kingston Creek intersection) to pay Paul! (even MORE backups at the MD 4/MD 235 intersection.).

I say build the 4-lane span, then knock down the old one.

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME CARL F CIOFFI **DATE** 6-16-2008

ADDRESS 8303-BOPLAN ROAD

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

THERE IS TOMANY CARS CROSS THAT BRIDGE AND THEY NEED MORE LANES FOR PROJECT. TO TAK IS TRAFFIC OFF THE ROAD. THERE ARE ALOT WRECKS AT NIGHTS NEED LIGHT ON BRIDGE

☒ **Please add my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Bernita Thompson **DATE** 6/16/08

ADDRESS 1202 Brick Creek Loop

CITY Solomons **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

I feel we should go ahead and build a new bridge due to the age of the current bridge. All the alternatives are going to be expensive, so we may as well go ahead and be progressive and rebuild. One of the problems with our commissioners is that they do not think ahead to the growth of our counties and keep [illegible] building to [illegible].

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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Dorothy A. Jenkins **DATE** 6/17/08

ADDRESS 23690 West Patuxent Beach Road

CITY California **STATE** MD **ZIP** 20619-3428

I/We wish to comment or inquire about the following aspects of this project:

Regardless of any decisions the existing Bridge must be replaced. The Concrete Pillars have Cracked and are being held together by "metal straps". Traffic is hazardous — a steady pounding of the daily traffic is weakening the bridge. Use the same location but replace the present one with a new bridge. Impossible to repair to 100%. Put another bridge adjacent to present bridge location, One Northbound — other Southbound. State already owns land on each side of Rte 4 for widening roadway. will cost more to repair than to replace existing bridge.

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MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME ROBERT ZWISSLER **DATE** 6/18/08

ADDRESS 5801 EUCALYPTUS DRIVE

CITY ST. LEONARD **STATE** MD **ZIP** 20685

I/We wish to comment or inquire about the following aspects of this project:

FOR MD 4/235 INTERSECTION, I AM NOT IN FAVOR OF OPTION C. AS A COMMUTER FROM CALVERT TO NAS PAX, I WOULD NOT LIKE TO POSSIBLY SIT THROUGH 2 LIGHTS & GO UNDER. OPTION B (W/FLYOVER RAMP) IS MY #1 CHOICE ~~&~~ OPTION D IS #2.

FOR BRIDGE, I'D PREFER ~~OPTIONS~~ ALTERNATIVE 5*, WITH #4 AS 2ND CHOICE. WOULD NOT WANT A 40-YEAR DIFFERENCE IN SPAN AGE. ALSO, DON'T MAKE IT IMPOSSIBLE TO GET FROM ST. MARY'S TO SOLOMONS ISLAND.

IF NAVY WILL LET YOU GO THAT WAY.

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TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

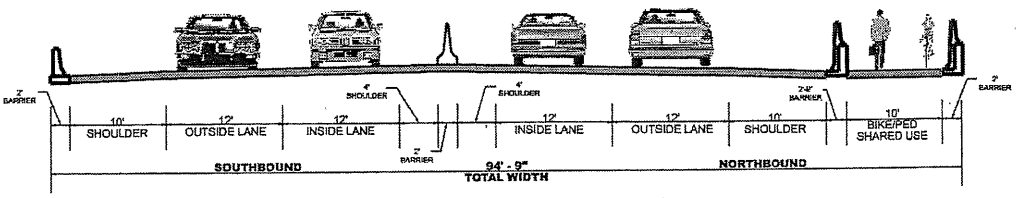
NAME Adeniji N. Akinladeny **DATE** 08/02/08

ADDRESS 11821 Poplar Ct.

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

As attached, I think the best of these projected MD 4 Planning study is the attached one. It will be flexible to response time of police, fire and other emergency services providers. ① Accessibility, just cross the median at any section on that bridge. The old bridge is too high. New bridge should be lowered so it will be easy for accessibility by every body.



PROPOSED CONDITIONS

☑ **Please add m**

☐ **Please delet**

* **Persons who h mail are alrea**

THE BEST ★

4-LANE BRIDGE REPLACEMENT

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME CHRISTINE MORGAN **DATE** 6-17-08

ADDRESS 45630 LEGERTON LANE

CITY LEXINGTON PK **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

I would like to be considered on some of the boards.

Thank you.

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TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME JOCELYN GREENBAUM **DATE** 6-5-08

ADDRESS P.O. BOX 837

CITY SOLOMONS **STATE** MD. **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

I prefer the 4-Lane Bridge replacement. I do not like the antiquated present bridge span to be left in place. I do not like a median strip - it is irrelevant & to me not cost effective. I like the bike-walking lane. As far as the MD Rt 4-235 improvement, I prefer Option A - it seems the most practical & least urbanized of the other options. I feel that the most simple - & not fly-overs & cloverleaf present the least urbanized design. If we all wanted to live in the city we would have moved to one. The present span has long out-lived it's usefulness.

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Robert Willy **DATE** 7-18-08

ADDRESS 23919 Mill Cove Rd

CITY Calif. **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Please do not consider the bridge option using Patuxent Blvd. It's the most expensive, disruptive, and poses the greatest environmental impact.

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Tim Cundiff Shannon Tucker **DATE** 7/16/2008

ADDRESS 45255 Cove Manor Road

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

We are against the New bridge to be built thru Patuxent Blvd. We believe it will have a negative impact on our community. Too much traffic, noise and not to mention the negative affects it will have on our park (Myrtle Point). That will cause many wild animals no longer to have a nice and quiet home! We ask that you take all of this into consideration, and think about the final decision and impact this could have on many others! Thank you

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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME KEN BERRY **DATE** 7-16-2008

ADDRESS 23989 MILL COVE RD.

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I AM AGAINST RELOCATING THE PATUXENT RIVER (THOMAS JOHNSON) BRIDGE. THE PRESENT ROUTE IS PLENTY WIDE TO ALLOW WIDENING TO FOUR LANES. THE EXISTING ROUTE WOULD SEEM LEAST EXPENSIVE AND AS A MARYLAND TAXPAYER, I DO NOT NOT LIKE TO SEE MY TAX MONEY WASTED. IF ANOTHER MORE EXPENSIVE ROUTE IS USED I WILL REMEMBER THOSE OFFICIALS RESPONSIBLE WHEN VOTING TIME ARRIVES.

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME ROBERT & BARBARA VOLLAND **DATE** 07-28-08

ADDRESS 24093 MILL COVE ROAD

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

WE ARE STRONGLY OPPOSED TO THE OPTION THAT WOULD ROUTE TRAFFIC ONTO PATUXENT BOULEVARD FOR A BRIDGE CROSSING FROM THE MYRTLE POINT AREA TO THE NAVY RECREATION CENTER. OUR OPPOSITION IS BASED ON THE SUBSTANTIAL ADDITIONAL COST, WHEN COMPARED TO CONSTRUCTION ALONG THE CURRENT CORRIDOR, AND THE ATTENDANT DEGRADATION OF ENVIRONMENTALLY SENSITIVE AREAS

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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Maria Miller **DATE** 6/16/08

ADDRESS 12833 Lake View Dr.

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

I feel the #3 proposal for the bridge was the best; then 4. ~~The~~ I do not think the 5 should be done, displacement and cultural aspect of the Solomons navy area would be to impacted. The height of the bridge what is needed should be determined before any consideration occurs.

In regards to the 235/4 intersection, I am in favor of the option B.

If the Solomons Bridge is deemed unsafe → to costly then I guess proposal 4 would be the best solution

to bring up to standard

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TOWN CREEK ELEMENTARY SCHOOL
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PLEASE PRINT

NAME Richard Huff **DATE** 6/17/2008

ADDRESS 24107 Mill Cove Rd

CITY California **STATE** Md **ZIP** 20619-3584

I/We wish to comment or inquire about the following aspects of this project:

Bridge

Alternative 4 makes the most sense since the only other viable alternative is #3 and I do not believe the existing bridge would have nearly the life of a new bridge. Alternative 5 is crazy & would completely destroy the character of the Myrtle Point area

Rt 235/Rt 4 intersection

Option B make by far the most sense - the one-directional flyover should be two lanes. This option achieves what should be the primary goal - no traffic lights for traffic going through on Rt 235 or passing through between the bridge and route 235 ~~towards~~ the navy base.

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Rebecca Shick **DATE** 6/17/08

ADDRESS 45230 Cove Manor Rd

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Option 5 should be eliminated immediately. Rt 4 has been the main highway to Calvert County for many years. People have bought homes & communities developed based on the infrastructure in the county. It makes no sense to abandoned a highway.

You should build a 2 lane bridge parallel to the existing bridge. This maintains the layout & is the most

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MAIL STOP C-301
PROJECT PLANNING DIVISION
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINSTRATION
PO BOX 717
BALTIMORE MD 21298-8317

cost effective alternative. It would also be a shame to run a bridge + major highway so close to one of the few natural ~~to~~ waterfront parks in the county.

~~The~~ Another reason the Myrtle Point option should be abandoned is it has the most home displacements.

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME DR. FUAD SULEIMAN **DATE** 6/16/08

ADDRESS 13181 RIVER VIEW DR.

CITY LUSBY **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

(1) Bridge needs repairs NOW. Repairs cannot await planning study outcome

(2) Four-Lane bridge is needed, two in each direction, pedestrian walkway.

(3) Fence is needed especially as cars become smaller in size

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME David Torr **DATE** 6/16/08

ADDRESS PO Box 1610

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

Good Presentations / Confusion about Road names

The option pages were very disjointed in presentation

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME KARL E. SZLENDAK **DATE** 6-17-08

ADDRESS 23983 PAXTUXENT BLVD

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME _____ **DATE** _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

I/We wish to comment or inquire about the following aspects of this project:

VERY IMPORTANT TO ALLOW RT 4 ACCESS FROM 235 ONLY AT INTERSECTION — I.E. DON'T RECONNECT SHADY MILE TO RT 4.

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45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME _____ **DATE** _____

ADDRESS _____

CITY _____ **STATE** _____ **ZIP** _____

I/We wish to comment or inquire about the following aspects of this project:

VERY IMPORTANT TO KEEP SHADY MILE ACCESS TO RT 4 BLOCKED. PREVENTS USING NEIGHBORHOOD AS ACCESS RD.

ALSO - MAKES NO SENSE TO BUILD PARALLEL BRIDGE - SAFETY ISSUES OF OLD BRIDGE WILL STILL BE PRESENT.

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PLEASE PRINT

NAME Blair W. Smith **DATE** 7/20/08

ADDRESS 335 Strathmore Lane

CITY Solomons **STATE** MD **ZIP** 20688

I/We wish to comment or inquire about the following aspects of this project:

Why spend precious resources to build a second bridge when the existing bridge span is sufficient? I see no substantive argument in favor of an additional span. What would make sense would be repair and maintenance of the existing structure, and if necessary improvement. I am categorically opposed to a plan which argues in favor of a new span.

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45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Mary Roma **DATE** 7/21/08

ADDRESS 24085 Ann Lane

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I strongly oppose any bridge proposal that connects in or near Myrtle Point Park because we must preserve the few environmental open spaces left by the water and it is too expensive.

Keep me informed of all public hearings:
maryR@toyotamd.com

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME The Hudgins family **DATE** July 17, 2008

ADDRESS 45603 Deer Crossing Ln.

CITY ~~St. Marys~~ California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

We do not want this to Happen! Our Kids walk and ride bikes down Myrtle point RD. With this they will no longer be able todo that! There would be lots of trash and traffic and People would Even loose there Homes!!! You don't want that to happen, do you?! Would you want to loose your house!!!? If you go through with this our Everyday Lives would changed.. But NOT in a good way. Think about the Harm that you would do!

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME WILFRED BERRY **DATE** 8-12-08

ADDRESS 23989 MILL COVE RD

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Which ever Way is least expensive
Try to Keep the cost Down.

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A note from
Ethel Carlow

I am returning one of your mailings. I am sure Lusby Post office & the contract mail deliverer got a big laugh out of your spelling on all the mail from you.

I DID NOT

Kindly correct the spelling on any future mailings

Workshop Topics

Project Purpose
Alternatives Under Consideration
Typical Sections
Traffic Safety
Pedestrian and Bicycle Safety
Environmental Features

For additional information, contact Mr. Mike Perrotta, SHA Project Manager, toll-free at 1-800-548-5026, by email at *mperrotta@sha.state.md.us* or go to the project website at *www.marylandroads.com*. Please contact Mr. Perrotta by June 9 if you will need special assistance to participate in the meeting. The Maryland Relay Service for impaired hearing and speech can be reached at 1-800-735-2258.

707 N. Calvert Street
MS C-301
Baltimore, MD 21203-0717

ETHEL CARLOCO
859 GOLDEN WEST WAY
LUSBY, MD 206574574

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME Anne Richey **DATE** 6/8/08

ADDRESS 45780 King Dr

CITY Lexington Park **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

The two lane parallel span appears to have the least negative impact upon existing park, residential properties.

My husband proposes a free park n ride shuttle from a Solomans location to the Navy Base on Patuxt. This would take care of the bulk of the commuter traffic.

☐ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

From: 45780 King Dr
Lexington Park, MD
20653

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JUN 9 2008
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ATTN: Mike Perrotta
Project Manager
MAIL STOP C-301
BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME The Gateau's Lawrence & Joan 357 Deer Dr. Lusby, MD 20657 **DATE** 6-12-2008

ADDR

CITY _____ **STATE** _____ **ZIP** _____

I/We wish to comment or inquire about the following aspects of this project:

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o.k.

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TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Nancy Kreitzer **DATE** 6/6/08

ADDRESS 2410 Wildflower Ln

CITY Huntingtown **STATE** MD **ZIP** 20639

I/We wish to comment or inquire about the following aspects of this project:

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TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME MARY FLETCHER **DATE** 6/16/08

ADDRESS 23395 ESPERANZA CIRCLE

CITY LEXINGTON PARK **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

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Help Us Improve

State Highway Administration
Maryland Department of Transportation

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

Please circle the most appropriate number.

	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 Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
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
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

Loved the maps

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 4

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Dee Schlumbohm **DATE** 6-16-08

ADDRESS 24180 N Patuxent Beach RD

CITY California **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I Live on North Patuxent Beach RD and it take me 10 to 15 min to get out During the hours of 6-9 in the morning and 3:30-Pm - 6:30 Pm.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Chris Varner **DATE** 17 June 2008

ADDRESS 12140 Double Tree Ln

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

Comment: The ~~2nd~~ ~~time~~ right lane going westbound through Solomon's and under pass are used as a by pass for ~~of~~ traffic waiting in the left lane. Please consider options to fix this such as removal of the underpass

Comment: Shoulders are preferred because Emergency vehicle access needs to be better.

Comment: Edge barrier/rails need to be higher to reduce gawking and increase driver confidence on the bridge.

☒ **Please add my/our name(s) to the Mailing List.** Already filled out the mailing list request.

☐ **Please delete my/our name(s) to the Mailing List.**

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SHA
State Highway Administration
Maryland Department of Transportation

Help us Improve

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

Please circle the most appropriate number.

	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
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Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

Which part of the brochure was most valuable?

All the part of the brochure are most valuable highlighted in yellow.
Thanks. Good luck.

Which part of the brochure was least valuable?

The History of the project.

How can we improve the brochure?

You are doing very well. Please don't delay

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

MD 4

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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MD 4 - THOMAS JOHNSON BRIDGE
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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Stephen J. Emery, Esq **DATE** July 15, 2008

ADDRESS 25875 SYPHER ROAD

CITY California **STATE** MD **ZIP** _____

I/We wish to comment or inquire about the following aspects of this project:

To put a new bridge across Pt. Patience and thru Myrtle Pt. Park and up Patuxent Blvd. makes no sense and would be highly detrimental to ecosystem ~~of~~ for the following reasons:

(1) The river is over 120 feet deep at that area with heavy tidal currents.

(2) The bridge would virtually ruin the value of the State Park, ~~and~~

(3) The bridge and traffic would destroy the rural nature of the Park, the land alongside Patuxent Blvd. (4) ~~Rt~~ Rt 4 ahead would connect the New bridge and would need little widening to make it four lane.

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(5) Widening Route 4 to accommodate 4 lanes would have minimal environmental impact

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TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Roger Chandler Jr **DATE** 8/1/08

ADDRESS 23249 Town Creek Drive

CITY Lexington Park **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

I see that only option A gives two lanes turning right onto Rt 4 North. For the last decade, the deceleration lane of 235 N of the one mile (from Town Creek Dr North to Rt 4) has been the high speed designated turning lane for Rt 4 N.

Please add a proper deceleration lane for this portion of 235 N and 2 Lanes turning right onto 4 N. If current traffic requires all 4 Northbound lanes, what will the future bring? Police do not ticket the thousands who use the deceleration lane as a normal traffic lane to prevent a grid lock. But as the last ½ mile of befor the intersection has been partially developed a new safety crisis develops. For a demonstration, you should come to a near stop to turn into the new businesses (tight turning radius curbs) and listen to the sound of brakes locking up behind you from the 60-65 MPH traffic using the deceleration lane.

☐ **Please add my/our name(s) to the mailing list.**

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Thanks,
Roger Chandler

STATE HIGHWAY ADMINISTRATION
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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME MARTHA J. KEEFE **DATE** 6/25/08

ADDRESS 23990 PATUXENT BLVD

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

I realize there is a need for a new four lane bridge to connect Calvert and St. Mary's Counties. I object to the Myrtle Pt. plan. It will destroy our neighborhood. The cost is much more for the Myrtle Pt plan than others. You do not have my house on your plat. The Myrtle Pt. Plan will destroy my property.

Thank you.

Martha J. Keefe

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME RIMI O. RIVERA **DATE** 18 JULY '08

ADDRESS 47325 SILVER SLATE DR.

CITY LEXINGTON PARK **STATE** MD **ZIP** 20653

I/We wish to comment or inquire about the following aspects of this project:

MR. PERROTTA: I WAS UNABLE TO ATTEND EITHER ONE OF THE PUBLIC WORKSHOPS DUE TO BUSINESS TRAVEL, BUT WOULD LIKE TO COMMENT ON THE VERY POSITIVE ASPECTS OF ALTERNATIVE 5 FOR THE NEW BRIDGE/SPAN. THIS ALTERNATIVE (1) DOES NOT HAVE TO BE SO HIGH ABOVE THE WATER; (2) MINIMIZES THE IMPACT ON EXISTING HOMES UNDERNEATH THE ~~CURRENT~~ SOUTH SIDE OF THE CURRENT BRIDGE; (3) MINIMIZES IMPACT ON CURRENT TRAFFIC AS IT CAN BE BUILT WITHOUT INTERFERING WITH THE CURRENT BRIDGE TRAFFIC; (4) MINIMIZES DISRUPTION TO ACCESS TO SOLOMONS ISLAND ON THE NORTH SIDE; (5) IT WILL TAKE ADVANTAGE OF THE EXISTING PATUXENT BLVD (W/IMPROVEMENTS); (6) AND IT MAY BE THE LEAST COSTLY ALTERNATE. I BELIEVE THIS ALTERNATE COULD USE THE MD RT 450 BRIDGE EXITING ANNAPOLIS (BY THE US NAVAL ACADEMY), AS AN EXAMPLE OF CONSTRUCTION.

THANKS, RIMI RIVERA

☑ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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Michael Perrotta (SHA)

From: Felicia Alexander
Sent: Thursday, June 19, 2008 2:10 PM
To: Michael Perrotta (SHA); Russell Anderson
Subject: FW: Rt 235 and Rt 4 interchange improvements

fyi

From: Michael Guy [mailto:MichaelGuy@mguycpa.com]
Sent: Thursday, June 19, 2008 2:04 PM
To: Felicia Alexander
Subject: Rt 235 and Rt 4 interchange improvements

To whom it may concern, my property seems to be in the improvement area for the RT235 and RT 4 intersection improvement. How do I obtain detailed information about this improvement proposal??
I was unable to attend the public information session. Thanks.

Michael A. Guy, CPA, P.A.
23104 Three Notch Road
California, Md. 20619
(301)863-9920

The information supplied in this message and any attachments hereto is privileged. If you are not the intended recipient of this message, we do not intend that delivery to you constitute a waiver of any privilege or right pertaining to the contents of this transmission. If you have received this message in error, please immediately notify the sender by return e-mail or by calling (301) 863-9920, and destroy this transmission.
New IRS rules, which govern the way we conduct our tax practice, dictate that we give you the following notice: Any tax advice included in this communication (including attachments) is not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer. Thank you.

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

JUL 0 8 2008

Ms. Rebecca B. Shick
45230 Cove Manor Road
California MD 20619

Dear Ms. Shick:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support for Alternative 3 - Two-Lane Parallel Span has been noted, along with your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing. In response to your question regarding the consideration of a Myrtle Point alignment, the team began studying this alternative after receiving numerous citizen requests to study this alternate crossing during, and as a result of, the Informational Open Houses held in October of 2007.

Your concern for the protection of Myrtle Point Park has been noted. No physical impacts to the park are anticipated with any of the alternatives currently being considered, including Alternative 5 – Four-Lane Myrtle Point Crossing. However, viewshed, air, and noise studies would be conducted during later phases of the study depending on the alternative(s) that are retained for detailed study.

Your suggestion to implement Alternative 2 in the short-term has been noted. As the project moves forward, the project team will look to identify short-term improvements which can be completed independently of the project.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact Mr. Mike Perrotta, the Project Manager at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Raja Veeramachaneni
Director
Office of Planning and
Preliminary Engineering

cc: Mr. Mike Perrotta, Project Manager, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

45230 Cove Manor Road
California, MD 20619
301-862-2122

June 23, 2008

Mr. Raja Veeramachaneni
Director, Office of Planning and
Preliminary Engineering
Maryland State Highway Administration
Mailstop C-411
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Veeramachaneni,

I am writing regarding the Thomas Johnson Bridge Project Planning Study. The current bridge is a beautiful landmark in southern Maryland. Alternative 3 should be implemented, maintaining the existing bridge and adding a new two lane span parallel to it, keeping the vertical profile the same. This is the most cost effective, aesthetically pleasing alternative with the least disruption to the county residents and the land.

Alternative 5, four lane Myrtle Point crossing should be eliminated immediately. We already have a highway running through St. Mary's County to Calvert County. There is no reason to abandon Rt. 4. Rt. 4 has been a major thoroughfare through the county for the over 20 years I have visited or lived in the county. Citizens have made decisions on where to live based on the location of the highway. I understand the state already has all of the right-of-way required to widen Rt. 4 and proceed with bridge alternatives 3 or 4. Why even consider making such a major change in the layout of the county?

Alternative 5 makes no sense for multiple reasons. It is the most expensive; a bridge at Myrtle Point is estimated to cost $50 million more than alternative 4 and $230 million more than alternative 3. Why spend so much more money for the same result?!

Alternative 5 displaces seven homes. When the existing bridge was built homes were displaced and the right-of-way acquired. It makes no sense to displace more people, alternative 3 only requires the displacement of one home and alternative 4 only requires the displacement of 4 homes. The number of woodland acres destroyed with alternative 5 is twice as much as alternative 3 and almost twice as much as alternative 4. St. Mary's County is a rural county and the state should be helping the county protect the woodlands, not destroying it.

Myrtle Point Park is a natural park that is convenient to the local population, the natural beauty of this park would be diminished if a bridge were built parallel to it. It is important to the citizens of St. Mary's that the existing park be maintained and protected.

In the meantime alternative 2 should be implemented now to alleviate some of the traffic flow problems until Rt. 4 is widened. Removing the off-ramp to Solomons and converting the existing shoulders to travel lanes between Rt. 235 and the bridge would make the Rt.4/Rt. 235 intersection flow more smoothly.

Thank you for your consideration in this matter.

Sincerely,

Rebecca B. Shick

6/25/08

Paul DiBenedetto
45297 Mill Cove Harbor Road
California, MD 20619

Comments on MD 4 – Thomas Johnson Bridge Project Planning Study-Reject Alt 5

The original Four solutions rely on widening the existing route 4 and building a wider bridge in close proximity to the current Thomas Johnson Bridge location. The fifth proposed solution was purportedly sent to FHA/MDT by a citizen in Town Creek.

The four original proposals use resources that were already developed and planned for use as a highway. The infrastructure exists, as does the right of way (existing 200 foot Right of Way) for expansion and little if any "green pastures" would be converted to urban use. This will reduce the amount of urban sprawl we have all become familiar with here in the county the last few years.

According to the current draft FHA/MDT study Alternative 5 is both the most costly both monetarily and environmentally. Simply put, this bridge and roadway would change our lives. According to the FHA/MDT there will be 7 residential "displacements" as a result of the use of Alternative 5. This bridge is also projected to destroy more woodlands than the other solutions. Basically, the iconic value of the current bridge and the character of our neighborhood will be negatively changed. This will also be the 3nd new location of route 4 in the last 25 years for us - A comprehensive cumulative effects analysis needs to be done if this alternative were to be carried forward.

Locally we will be subject to more air emissions from car exhaust and constant traffic noise. We will also likely see and increase in traffic on our residential streets. Wildlife habitat will be reduced even further than it has been. There will be a negative impact to the character of Myrtle Point Park.

Alternative 5 was obviously proposed by someone without the proper technical skills and should not have ever been seriously considered.

Attached to State Highway Administration Question and / or Comments. PD62508

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME PAUL DIBENEDETTO **DATE** 6/25/08

ADDRESS 45297 MILL COVE HARBOR RD

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

SEE ATTACHED

PD 6 25 08

☑ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 31, 2008

Mr. Paul DiBenedetto
45297 Mill Cove Harbor Road
California MD 20619

Dear Mr. DiBenedetto:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest and your opposition to Alternative 5 – Four-Lane Myrtle Point Crossing has been noted.

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 410-545-8511 or via e-mail at mperrotta@sha.state.md.us, or Ms. Alexis Zimmerer, Environmental Manager, at 410-545-8471. Both can be reached toll-free at 1-800-548-5026.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

Sarah Fowler

From: Michael Perrotta (SHA)
Sent: Wednesday, July 16, 2008 10:21 AM
To: Sarah Fowler
Subject: FW: MD4-Thomas Johnson Bridge
Follow Up Flag: Follow up
Flag Status: Red

For you to print and start response.

thanks, Mike

From: Carrie Kelly [mailto:carriekelly430@gmail.com]
Sent: Wednesday, July 16, 2008 9:35 AM
To: Michael Perrotta (SHA)
Subject: MD4-Thomas Johnson Bridge

Hello-

I had really hoped to make the St. Mary's county meeting, Tuesday, June 17th. My husband and I are avid bicyclists and would love to be able to bike on the bridge. At this point it seems foolhardy to even try. There is much that Calvert County offers and it would be wonderful to not have to always drive there. Please register our support of a bike lane on the bridge.

Regards,
Carrie & Mark Kelly
21633 Weatherby Lane
Lexington Park, MD 20653

--
http://jrtneutron.blogspot.com/

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Francis W. Watts **DATE** _____

ADDRESS 23593 S. Patuxent Beach Rd

CITY Calif **STATE** Md **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Would appreciate a aerial map of Concept Plan Between RT 4 @ The foot of Bridge To S. West Entrance

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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Michael Perrotta (SHA)

From: Grow, Jessica [jessica.grow@mirant.com]
Sent: Monday, July 21, 2008 10:31 AM
To: Michael Perrotta (SHA)
Subject: out come for the new bridge?

Mike
what do you think will be the out come of the bridge? another span or will they take down the exiting bridge and build a new one?
we want to do a few thing to my mom's house we inherited but do not want to spend a lot of our hard earned money if they will take our house in a year or so.

Thanks

Jessica Grow
23731 Bill Dixon Road
California. Md 20619

From: Michael Perrotta [mailto:MPerrotta@sha.state.md.us]
Sent: Tuesday, May 20, 2008 12:57 PM
To: Grow, Jessica M.
Subject: FW: Document1

Jessica - It was nice meeting you the other day. Here is some advanced information prior to you receiving the brochure.

Mike Perrotta, SHA Project Manager

The information contained in this communication (including any attachments) may be confidential and legally privileged. This email may not serve as a contractual agreement unless explicit written agreement for this purpose has been made. If you are not the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication or any of its contents is strictly prohibited. If you have received this communication in error, please re-send this communication to the sender indicating that it was received in error and delete the original message and any copy of it from your computer system.

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

State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 28, 2008

Ms. Jessica Grow
23731 Bill Dixon Road
California MD 20619
JESSICA.GROW@MIRANT.COM

Dear Ms. Grow:

Thank you for your interest regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your e-mail, you asked about the timeline for deciding which alternative will be selected for design, and ultimately construction. 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)

Receiving Location/Design Approval represents the last step of the project planning process and a final decision regarding the selection of an alternative would be made at that time. Additional funding for final design, right-of-way acquisition (ROW) and construction must be identified before the project can move beyond the planning phase. Each year, elected officials from each County in Maryland meet with SHA to discuss their roadway improvement priorities. The counties then present a letter to SHA, which contains their top highway priorities, for Planning, Design, ROW, and Construction, that they would like to see included in Maryland's Consolidation Transportation Program (CTP). The CTP is the State's six-year capital budget for transportation projects. Working together with Maryland's citizens, local jurisdictions and local delegations, projects are added to the CTP, which enhance transportation services and opportunities throughout the State.

You also expressed concern about Right-of-Way acquisition. Attached to this e-mail is a brochure entitled "Your Land and Your Highways" which provides information regarding the Right-of-Way process.

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.marylandroads.com

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Robert Myers 301-904-4398 **DATE** 6/16/2008

ADDRESS 24275 Windy Ct

CITY Hollywood **STATE** MD **ZIP** 20636

I/We wish to comment or inquire about the following aspects of this project:

Please consider;

* Carry 235 South as a dual lane from Wildewood Blvd to Old Rolling Road.
* Pass 235 South ONLY over Rte 4 / Rte 235 NORTH intersection.
* Rte 4 traffic turning into Rte 235 southbound would become the third Rte 235 South bound lane.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

*** Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Robert Myers **DATE** 6/16/2008

ADDRESS 24275 Windy Ct.

CITY Hollywood **STATE** MD **ZIP** 20636

I/We wish to comment or inquire about the following aspects of this project:

→ Build new dual lane bridge adjacent to existing bridge.

→ Pedestrian / Bicycle lane definitely not a good "bang for the buck" from a build standpoint or for maintenance.

→ Are we going (MD Taxpayers) to be responsible for clearing snow & ice in the winter?

☐ **Please add my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
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MD 4 - THOMAS JOHNSON BRIDGE
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5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Robert Myers 301-904-4398 **DATE** 6/16/2008

ADDRESS 24275 Windy Court

CITY Hollywood **STATE** MD **ZIP** 20636

I/We wish to comment or inquire about the following aspects of this project:

Please consider:

* Make Rte 235 North & South a dual lane highway from Old Rolling Rd (by K-Mart) to the "Wildewood Blvd" intersection. (North of Wildewood Blvd is a dual lane highway)
* Pass 235 over the existing intersection at Rte 4.
* Intersection below 235 would remain 'as is' less the 235 N/S thru traffic.
* Rte 4 traffic turning South on Rte 235 would become the third Rte 235 southbound lane south of the First Colony entrance (in front of Giant).
* Rte 4 traffic turning North on Rte 235 would merge before Wildewood Blvd.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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

SHA State Highway Administration

John D. Porcari, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

July 25, 2008

Mr. Robert Myers
24275 Windy Court
Hollywood MD 20636

Dear Mr. Myers:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support of Alternative 3 – Two-Lane Parallel Span, opposition to a shared-use bicycle/pedestrian lane, and suggestions for modifications to the intersection of MD 4 and MD 235 has been noted.

In your comments from the Alternates Public Workshop, you asked who would be responsible for bridge maintenance. SHA will be responsible for maintaining the entire bridge, but it is possible that an agreement could be reached with another governmental agency that would assume maintenance of the pedestrian/bicycle facility, but that has not been determined at this time.

The mission of the Maryland State Highway Administration is to efficiently provide mobility for our customers through a safe, well-maintained, and attractive highway system that enhances Maryland's communities, economy, and environment. Pedestrian and bicyclist safety is paramount for a study such as this. As part of our alternative development we will be evaluating ways to improve the mobility and safety of all roadway users, including pedestrian and bicycle traffic.

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 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Steve Hall **DATE** 6/16/08

ADDRESS 24313 N. Patuxent Beach Rd.

CITY California **STATE** Md **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

Alternates 3 & 4 - widening Rt 4
How will traffic from N. Patuxent Beach Rd. safely enter Rt 4 - in particular left turn?

Will there be a light?
OR
How about a service road to enter farther down Rt 4 towards Kingston Creek Rd.

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME SUSAN GLECKEL **DATE** 6-17-08

ADDRESS 24251 N. TARRYENT BEACH RD

CITY CALIFORNIA **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

2 SHORT TERM SUGGESTIONS TO ALLEVIATE MAJOR PROBLEMS

① Close the first exit on the Solomons side. The exit ramp is very short and creates a backup on the bridge. People slow up to make the exit which slows up bridge traffic. Sometimes the stopped cars at the exit bring traffic to a halt. It would only be necessary to close it in the afternoons from approximately 3:30 - 5:30.

② At the junction of 235 and Route 4 there is a right turn lane. There is also a traffic light. Many drivers don't get in the turn lane but drive to the light and turn →

(over)

☐ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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MAIL STOP C-301
PROJECT PLANNING DIVISION
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINSTRATION
PO BOX 717
BALTIMORE MD 21298-8317

right. I believe this is illegal, but there is no sign to indicate that. I believe a sign would be in order, and some control of the situation - police? cameras? Something needs to be in place to discourage this practice. The folks who do that cut off the right turn lane and traffic does not flow as a result.

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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

PLEASE PRINT

NAME WILLIAM J CLEMENTS **DATE** 6-3-08

ADDRESS 23230 THREE NOTCH RD, CALIFORNIA STM

CITY _____ **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

OPTION A OPTION D

OPTION B OPTION C

We would not like to have any more of our property taken because we would lose our new septic systems. Our homes are paid for and this is all that we have. We have already had encroachment from the first Rt. 235 widening. We are on a fixed income.

☑ **Please add my/our name(s) to the mailing list.**

☐ **Please delete my/our name(s) from the mailing list.**

*** Persons who have received a copy of this brochure through the mail are already on the project mailing list.**

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME WILLIAM J CLEMENTS **DATE** 6-17-08

ADDRESS 23230 THREE NOTCH RD

CITY CALIFORNIA STM MD **STATE** MD **ZIP** 20619

I/We wish to comment or inquire about the following aspects of this project:

OPTION A, C, D,

IS NOT GOOD FOR US IT WILL GO IN BACK OF OUR HOUSE AND TAKE MORE LAND. YOU HAVE DONE THIS ALL REDYE. BEFOR.

CAN YOU CALL US OR HELP US

HOME THIS IS ALL WE HAVE

☑ **Please add my/our name(s) to the Mailing List.**

☐ **Please delete my/our name(s) to the Mailing List.**

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MD 4 - Thomas Johnson Bridge Planning Study

MARYLAND 4

PROJECT NEWSLETTER • FALL 2007

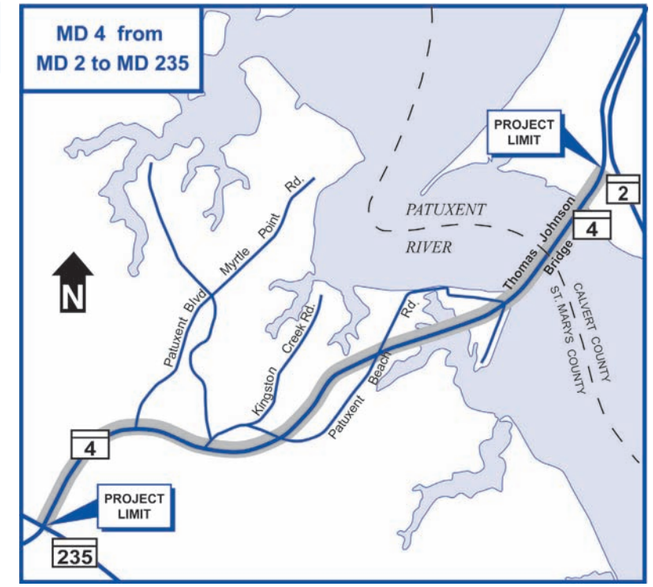
SHA Launches MD 4 - Thomas Johnson Bridge Planning Study

The State Highway Administration (SHA) has initiated a project planning study to investigate transportation improvements to MD 4 from MD 2 at Solomons Island in Calvert County to MD 235 in St. Mary's County, Maryland.

The study will focus on how best to ease growing congestion on the existing roadway network, while considering the needs of local communities and minimizing the project's impacts as much as possible.

Meetings Scheduled

WHAT: Two Informational Open House sessions—one will be held in Calvert County and one in St. Mary's County.
WHY: These meetings will enable the public to learn more about the study.
WHERE: Dowell Elementary School (Calvert County) and Town Creek Elementary School (St. Mary's County).
WHEN: Calvert County– October 2, 2007
St. Mary's County– October 9, 2007 - 5:00 PM - 8:00 PM.



Project Status

The MD 4 – Thomas Johnson Memorial Bridge Planning Study is partially funded for Project Planning only. It is not yet funded for Design, Right-of-Way, or Construction. The Project Planning phase includes the review of all reasonable alternatives, including the No-Build Alternative; the collection and evaluation of social, economic, and natural environmental factors, as well as agency and public involvement. Citizen involvement in the planning process is encouraged.

Project Schedule

- Purpose and Need - *Summer 2007*
- Open House Workshop - *Fall 2007*
- Alternates Public Workshop - *Summer 2008*
- Location/Design Public Hearing - *Fall 2009*
- Location/Design Approval - *Winter 2011*

Martin O'Malley, Governor
Anthony Brown, Lieutenant Governor
John D. Porcari, Secretary
Neil J. Pedersen, Administrator

Public Input is Important

We want to hear from you! Here's how you can get involved in the study and stay updated as we move forward:

- Fill out and mail the attached postage-paid survey.
- Get on the project mailing list. Add your name and address to the bottom of the attached survey to receive future project updates and announcements.
- Come to our public meetings!
  We will send you announcements and advertise in newspapers. Refer to the project schedule in this newsletter for general timeframes for upcoming meetings.
- Log on to our Project Web Page at:
  www.marylandroads.com

- Submit written comments/requests to:
  Ms. Felicia Alexander, Project Manager
  State Highway Administration
  P.O. Box 717, Mail Stop C-301
  Baltimore, Maryland 21203-0717

To speak with members of the Project Team, please call toll free 1-800-548-5026 or email falexander@sha.state.md.us

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Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
P.O. Box 717, Mail Stop C-301
Baltimore, Maryland 21203-0717

B-400

From: _____

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STATE HIGHWAY ADMINISTRATION
OFFICE OF PLANNING AND
PRELIMINARY ENGINEERING
MS C-301
BOX 717
BALTIMORE, MD 21203-0717

ATTN: Felicia Alexander,
SHA Project Manager

FIRST CLASS
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Baltimore, MD

Purpose & Need Preparation

At the start of any planning study, SHA develops a draft Purpose and Need Statement that is used as the foundation for all of the engineering and environmental studies that follow. The Purpose and Need Statement is a summary of the study area's needs in terms of traffic mobility, land use, and pedestrian and bicycle use. It is crucial to the success of this planning study that SHA's Purpose and Need Statement has a strong foundation based on input from residents, business owners, and other stakeholders of the MD 4 project area. Please review this summary and provide your input by completing the survey included in this newsletter, calling the study team, or sending written comments to SHA. The draft Purpose and Need Statement can be obtained by contacting the Project Manager at the address below.

Project Description

The MD 4 - Thomas Johnson Bridge Planning Study corridor is a 2.9-mile Rural Arterial Roadway extending from the MD 2/MD 4 split at Solomons Island in Calvert County to MD 235 in St. Mary's County, Maryland. The existing MD 4 corridor consists of a two-lane roadway with 10-foot shoulders from MD 235 to the Thomas Johnson Bridge. The bridge typical section is two 12-foot lanes with two-foot shoulders. Once across the bridge, MD 4 becomes a two-lane facility with 10-foot shoulders to the MD 2/MD 4 split. Potential alternatives include dualizing MD 4 within the study limits, adding a parallel span to the existing bridge, and providing intersection improvements at MD 235. Improvements to MD 4 within the project area are included in SHA's long-range plan, the Highway Need Inventory (HNI), the 2004 Comprehensive Plan for Calvert County, the St. Mary's Growth Management Plan, and the 2006 St. Mary's County Transportation Plan.

Purpose & Need Overview

The purpose of this project is to improve existing capacity and traffic operations as well as vehicle and pedestrian safety along MD 4, while supporting existing and planned development in the area. Existing and projected traffic volumes generated by rapid growth will result in additional congestion. Currently, the MD 4/MD 235 intersection has operational problems, and the bridge becomes a major bottleneck when crashes occur or maintenance is required on or near it.

Growth and Development

The growth of numerous business and residential properties has already occurred within the vicinity of MD 4, yielding high traffic volumes and congestion, especially during peak periods. Current travel demand is already causing operational failure under existing roadway conditions as a result of the high traffic volumes generated by existing developments. Existing levels of congestion along the corridor will be exacerbated by planned developments, including St. Mary's Crossing and Wildewood Condos in St. Mary's County, and Lusby Commons, Lusby Hill, and the shopping center on the northwest corner of MD 760 at MD 765 in Calvert County.

Traffic

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

Limits	2007 Volume	2030 Volume	Percent Growth
	Average Daily Traffic (Vehicles/Day)		
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

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 traffic forecast year 2030.

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

Safety

A total of 123 crashes occurred 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. From 2003 to 2004, the total number of crashes in the study area increased by 67 percent.

To Learn More - For more information on this project, please visit the Maryland State Highway Administration's website at: *www.marylandroads.com*

Written comments/requests may be submitted to:
Ms. Felicia Alexander, Project Manager
State Highway Administration
P.O. Box 717, Mailstop C-301
Baltimore, Maryland 21203-0717

To speak with members of the Project Team, please call toll free 1-800-548-5026 or email falexander@sha.state.md.us

Tear Here

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MD 4 - Thomas Johnson Bridge Planning Study

MARYLAND 4

Please assist the Project Team by answering the following questions. To return the survey, simply detach and fold before dropping it in the mail. All postage will be paid by the State Highway Administration.

1. What are the top three transportation issues in the project area? (Circle three)

A. Too much traffic on MD 4
B. Traffic safety
C. Delays at MD 235
D. Delays at unsignalized intersections
E. Speeding
F. Delays across Thomas Johnson Bridge
G. Bicycle and pedestrian safety
H. Other:_____

2. When is the most difficult time to travel in the project area? (Circle one)

A. Morning rush hour
B. Evening rush hour
C. Weekends
D. All of the above

3. What improvements do you think would help most? (Circle one)

A. Intersection/traffic signal improvements
B. Widening of Thomas Johnson Memorial Bridge
C. Reconstruction of certain segments of MD 4
D. Do Nothing
E. Other : _____

4. What types of "impacts" concern you most? (Circle one)

A. Impacts to homes and businesses
B. Impacts to the natural environment
C. Impacts during construction
D. Noise
E. Other : _____

5. Please provide your comments on the Purpose and Need Overview:

_____
_____
_____
_____

6. Please provide additional information about the study area (attach additional sheets(s) if needed):

_____
_____
_____
_____

Project Mailing List - Please provide your name and address if you would like to be placed on the project mailing list for updates and announcements. **If you prefer to receive these items by email, please provide that address, instead.*

NAME: _____

ADDRESS: _____

EMAIL: _____

FAX

(12 pages including cover)

August 22, 2008

To; Russell Anderson

From; Oliver Kangas

Subj; Petition Against Alternative 5 Thomas Johnson Bridge

Russell,

Per our discussion this morning, I am attaching an eleven page petition with ~~197~~ 217 signatures against Alternative 5 (Myrtle Point Crossing) for the Thomas Johnson Bridge Project.

I will forward the original copies to your office.

Oliver R. Kangas

TOTAL NEW CITIZENS OPPOSED TO ALT. 5:

~~172~~

192

(18)

(1)

Petition request to not use Alternative # 5 for improving existing capacity, traffic operations, and increasing vehicular and pedestrian safety along MD 4.

We the undersigned find alternative # 5 to be the least environmentally concerned and tax effective and decreases vehicular and pedestrian safety.

It has been proposed that the Thomas Johnson Bridge (Solomon's Bridge) be replaced and Route 4 widened.

Four solutions were originally proposed by the Maryland State Highway Administration (SHA). The original solutions rely on widening the existing Route 4 and bridge at its present location. The four original proposals use resources that were already developed and planned for use as a highway many years ago. The infrastructure exists, as does the right of way for expansion. This will reduce the amount of urban sprawl we have all become familiar with here in the county the last few years.

A fifth solution (Alternative 5) was later developed to place a new longer bridge from Solomon's to next to Myrtle Point Park and building a highway up residential Patuxent Blvd. Upon completion of the new bridge, the existing bridge will be demolished.

According to the current draft SHA study Alternative 5 will cost far more to build than the other solutions and will cause more environmental damage.

This will be the 3rd new location of Route 4 in the last 25 years for us.

According to the SHA there will be 7 residential "displacements" as a result of the use of Alternative 5-more than any other Alternative.

The scenic value of the current bridge and the character of the Solomon's area of Myrtle Point Park will be severely impacted. Vehicular and pedestrian safety at Myrtle Point Park will be affected.

New Name

Maryland State Highway Administration to stop wasting our tax dollars and destroying our environment. Use the existing infrastructure and right of ways originally designed for the eventual widening of Route 4 - not Alternative 5.

1) We, the undersigned, insist that the Maryland State Highway Administration, Federal Highway Administration, Mr. Mike Perrotta and St. Mary's and Calvert County Commissioners/Government officials use the existing infrastructure and right-of-ways originally designed for widening of route 4.
2) We ask you to consider the alternative that is most environmentally and tax sensitive, as well as cost efficient.

Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1	Brian Anderson	24110 Ann Lane	California MD	
2	Ann Anderson	24110 Ann Lane	California Md	abanderson@
3	Susan Floyd	24115 Ann Lane	California Md	
4	Charles Jeffers	44166 Woolmart	[illegible] MD	chuckjeffers
5	TANA GLOCKNER	23028 THREE NOTCH	CALIFORNIA	tanagloc@yahoo.com
6	TIM B FLOYD	24115 Ann Lane	California, MD	stflyd@md.metrocast.net
7	Gary Gateau	24095 Ann Lane	California, Md	[illegible]
8	Bonnie Gateau	24095 Ann Lane	California, Md	" "
9	B. W. Glotzbach	24025 Ann Ln	Cal. MD.	[illegible]
10	Kathy Glotzbach	24028 Ann Ln	Cal. Md.	" "
11	Tonia Gadson	24015 Ann Ln	Cal MD	[illegible]
12	Tonia Gadson	24015 Ann Ln	California, MD	"
13	MARY K. ROMA	24055 Ann Lane	California, MD	[illegible]
14	Rodney Ly	24048 Ann Lane	California MD	[illegible]
15	Zach May	" "	" "	
16	Ruth Wise	23995 Ann Ln.	Cal. Md.	863-8601
17	L W SMITH	23985 ANN LN	Cal LN	863 5547
18	A.M. Fulp	24008 Iris Dr.	California MD	3018622756
19	S.C. Fulp	24008 IRIS DR	CAL, MD	3018622756
20	M. R. Milton	23988 Iris Dr	Cal MD	3018636088

For additional reference, please visit: www.marylandroads.com (click on projects) ; for copy of Project Planning Study write MDOT, State Highway Admin, Office of Planning & Preliminary Engineering ATTN: Public Involvement Section, Mail Stop C-301, Box 717 Baltimore, MD 21203-0717.

(16) (2)

Petition request to not use Alternative # 5 for improving existing capacity, traffic operations, and increasing vehicular and pedestrian safety along MD 4.

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Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1 Deborah S Miller	Deborah S Miller	23988 Iris Drive	California MD 20619	301-863-6088
2 BOB DEVLIN	[illegible]	23701 BILL DIXON RD	CALIF. MD 20619	410-610-2921
3 [illegible]	Lynn Mg	24048 Ann Lane	California MD	301-737-1165
4 Jane Nestor	JANE NESTOR	23995 ANN LANE	CALF. MD	301-863-8601
5 [illegible]	Peter D'Aristo	24085 ANN LN	CALF. MD	3014663070
6 [illegible]	Joseph A Kangas	48588 Lyons Rd	Ridge, MD 20680	3018724422
7 [illegible]	Pamela Kangas	48588 Lyons Rd	Ridge, MD 20680	301-872-4472
8 Catherine M Dixon	Catherine M Dixon	42489 Jean Terr Way	Leonardtown MD 20650	240-248-5450
9 Linda A. Kangas	Linda A Kangas	42489 Jean Terr Way	Leonardtown MD	301-475-2799
10 Nick E Nowotny	Nick E Nowotny	26170 Pe[illegible]	Hollywood MD	301-373-[illegible]
11 [illegible]	William Wagner	24055 Ann Lane	California MD	301-863-5596
12 Mary Alice Wagner	Mary Alice Wagner	24055 Ann Lane	California MD	301-863-5596
13 [illegible]	Susan R. Wagner	871 ~~Bel Air~~ Elliott Drive	Bel Air, MD	443 ~~410~~-965-8457
14 [illegible]	James D. Klein	24068 Ann Lane	Calif, MD	240925-1173
15 [illegible]	Judy M. Anderson	24068 Ann Lane	Calif. MD	301-904-3178
16 [illegible]	SHAWN A STANLEY	23400 Myrtle Point Rd	Calif, MD	301-737-4201
17 Laura Comeau Stanley	LAURA COMEAU-STANLEY	23400 Myrtle Point Rd.	Calif. MD	301-737-4201
18 [illegible]	Keneekah Stanley	23400 Myrtle Point RD	Calif. MD	301-737-4201
19				
20				

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(16)

Petition request to not use Alternative # 5 for improving existing capacity, traffic operations, and increasing vehicular and pedestrian safety along MD 4.

(3)

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1		Christa Willett	45615 Nicholas Ct	Great Mills, MD 20634	240-925-9120
2		Timothy Bass	Whisper Meadow	St. Marys	703-856-1183
3		Sabrina Dennison	Deer Crossing Ln	California MD	301-737-4376
4		Karen Hudgins	45603 Deer Crossing Ln	Calif MD	301-866-20617
5		Julie Delanel	45549 Deer Crossing Lane	California MD	240-298-1697
6		Duane Alexander	45540 Deer Crossing	California	301 530 6509
7		Amanda Kidwell	45540 Deer Crossing Cal		347-625-8665
8		FRANK SIMMONS	45549 DEER CROSSING LN.	CAL. MD 20619	301-373-4780
9		Paul Manchia	23706 Mystic Ct	Cal. MD 20619	3058622225
10		PAUL J MANCHIA JR			
11		Carleen R. Downs	45309 Mill Cove Harbor Rd.	Cal. MD 20619	301-752-7551
12		Paul E Downs	45309 Mill Cove Harbor Rd	Cal. MD 20619	301-751-3333
13		Richard Thomas	45354 Joy Pt Rd	California 20619	301-904-7403
14		DAVID EMERICK	45358 Joy Pt Ln	CAL MD 20619	3019622924
15		Leo van Balen	45319 Mill Cove Harbor Rd	Calif MD 20619	8624671
16		Norma van Balen	"	"	"
17		JoAn K. Sobola	23978 IRIS DR.	Calif. Md. 20619	301-862-1014
18		Joanne H. Sobola	23978 IRIS DR.	Calif. Md. 20619	301-862-1014
19		David Mackie	24035 Ann Ln	California MD 20619	301-863-9541
20		Susan Mackie	24035 Ann Ln	California MD 20619	301-904-3320

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		Nicole Sparaveccia	Mill Cove Hadoe Rd	California, MD 20619	
2		Danielle M Leclerc	290 Swagger St	Lexington Park, MD 20653	
3		Samantha Burke	31 Dorchester Ave Apt 31	La Plata, MD 20646	
4		Robert Willey	23919 Mill Cove Rd	Calif, MD 20619	862-3547
5		Shawn Hairston		California MD	(240) 434-1958
6		Christina MacIntyre	Christina MacIntyre	California MD	240 434-1958
7		Laurie Quade	Bay Creek Dr	Dameron Md	
8		Karen Taylor	Bay Creek Dr	Dameron Md	
9		Miranda Hurd		Leonardtown MD	
10		Richard W. Hall	24107 Mill Cove Rd	California Md	301 8632662
11		Robert H. Velland	24093 Mill Cove Rd	California MD 20619	301 8637913
12		Mary Jane Rivers	24065 Mill Cove Rd	Calif MD 20619	301 8625410
13		Marcia B. Wallace	45290 Sypher Road	California 20619	301-737-0143
14		Jane Sypher	45211 Cove Manor Rd	Calif 20619	301 862-4149
15		Lois Marbert	45392 Sypher Rd	California	703-830-1565
16		Angela Edwards	45372 Sypher	California	301-481-8433
17		Robin L. Bowles	45355 Sypher Rd	California	240-421-6495
18		Anthony Conway	45391 Sypher Rd	Ron Calif	301-342-1667
19		Edward W. Lewis	45362 Sypher Rd	20619	301 863-8582
20		Emily Lewis	45362 Sypher Rd	California, MD 20619	301 863-8582

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17

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Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1	David P. Bosse	45625 Clearbrook Ln	California MD	240 298 8430
2	Jesse Jameson	Jesse M. Jameson 45635 Clearbrook lane	California md	301-861-3641
3	Tracie Murphy	TRACIE MURPHY 45635 Clearbrook Ln.	Cal. Md	202-238-9280
4	Tracey Thompson	Tracey Thompson 45649 Clearbrook Ln	California MD 20619	301 862-1038
5	Lonnie Thompson	Lonnie Thompson 45649 Clearbrook Ln	California MD	301-202-1038
6	Martha Keefe	MARTHA KEEFE 23890 PATUXENT BLVD	CAL. MD 20619	301-863-1250
7	Fred Lauterbach	FRED LAUTERBACH "	"	301-863-1250
8	Oliver Kangas	OLIVER R KANGAS 45660 Scantallin Way	CALIFORNIA, MD	301-862-3348
9	Catherine M. Kangas	Catherine M. Kangas 45660 Scantallin Way	Calif, MD 20619	301-862-3348
10	Kevin McDevitt	Kevin J. McDevitt 17835 St. Inigoes Rd.	St. Inigoes MD 20684	410-925-3982
11	Nicholas Henderson	Nicholas Henderson same	"	410 845-5163
12	Timothy S. Smith	Timothy S. Smith 45615 Scantallin Way	California MD 20619	301-862-4029
13	Jerome Gehris	Jerome Gehris 24000 Patuxent Blvd	California, md	301-862-3090
14	Gloria Gehris	Gloria Gehris 24000 Patuxent Blvd	California, MD	301-862-3090
15	Madeline Hines	Madeline Hines 46194 Leeway Ct	Lexington, Md	301-609-2271
16	Raul A	Raul Antonio 240 304 5246		
17	Kathy S.	Kathy Salinas "		
18	Diana Marchal	Diana Marchal 301-863-5877	California md	23618 Myrtle Point California 20619
19	Andrew V Platis	Aplati1@tasson.net 301 132 6250	California MD	20619
20	Lisa Carter	Lisa Carter 2775 Maple Road	Lexington Park	301

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1	BRITANY A. HAYDEN	20881 THREE NOTCH RD	LEXINGTON PARK 20653	[illegible]
2	JOHN CARUCCI	48160 Waterview Rd	St. Inigoes, MD	[illegible]
3	AUDRA BISHOP	18783 Three Notch Rd	Lexington Park MD	20653 abishop [illegible]
4	DANIEL BISHOP	18783 Three Notch Rd	Lex Park MD	20653
5	Sarah H. Posey-Shipley	PO Box 1103	Park Hall MD	20667
6	Joshua Rush Brant	19147 Ft. Lookout	Park Hall MD	20667
7	John Shipley	PO Box 163	Park Hall MD	20667
8	[illegible]	2170 [illegible]	[illegible]	[illegible]
9	Samuel R. Cook	49980 [illegible]	Park Ridge MD	20680 (301) 872-4654
10	Cheron Cooper	49980 [illegible]	Ridge, MD	301-872-4656
11	[illegible]	20659 Sandstone	Lexington Park	[illegible]
12	Kevin MacKall	20285 Solitude Circle	Lexington Park 20653	[illegible]
13	Robert Hall	22132 Shetland	California MD	301 904 [illegible]
14	Helen Hall	19319 Pullman Ln.	Lexington Pk. MD	301 862 9870
15	[illegible]	[illegible]	[illegible]	301 [illegible]
16	Dan Sweeney	[illegible]		
17	Tammi [illegible]	9114 4th Street	Lexington MD 20653	
18	Jordan Lutz	22270 Broadview Rd	Leonardtown MD	301 [illegible]
19	Andrew Benckert	19319 Pullman Ln	Lex Park MD 20653	
20	Michael Shaban		Greenmills	

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	Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1	M. A. Pipkin	M. Andrew Pipkin	34701 Blackstone Rd	Hollywood, MD 20636	301-373-6361/a-pipkin@hotmail.com
2	[illegible]	E. Moran	15094 Pl. Isabel Rd	St. Inigoes MD 20684	484-883-9115
3	Susan McCabe	SUSAN McCABE	39858 LADY BART. AVE.	LEONARDTOWN, MD 20650	301-475-0362
4	Joan Popielski	Joan Popielski	23161 Luckton Ct	Hollywood, MD 20636	301 4750339
5	[illegible]	Jema Gonzales	[illegible] Hilton Dr.	Lexington Park, MD 20653	
6	M Dean	Mona Dean	23998 Broad Leaf Ln	Hollywood, MD	20636
7	Taylor M Ball	Taylor Ball	47113 Sorrel	Lexington Park MD	
8	[illegible]	Robert Konkol	1911 Watson Rd	Owings, MD	20736
9	Devin Miller	Devin Miller	12853 Bay Drive	Lusby, MD 20657	[illegible]
10	[illegible]	Kathryn McKelvey	23233 Sunset Apt California, MD 20619	California, MD 20619	
11	[illegible]	Erin O'Neil	23341 Rosewood Ct Apt 1032 Calif, MD	California, MD	erinjo02@yahoo.com
12	Teresa Leard	Teresa Leard	41535 Trace Ct	Leonardtown MD 20650	
13	Lisa Morgan	LISA Morgan	43041 Fairgrounds Rd	Leonardtown MD 20653	
14	Arlyna Schow	Lini Schow	41645 Ferker Ct	-"-	
15	[illegible]	ERNESTO L. GUEVARA JR.	LEONARDTOWN, MD		
16	[illegible]	Ashley Sindelar	44108 Beechwood	California, MD 20619	301 997-9654
17	[illegible]	R. A. DUDDERAR	45656 SWANFALL WAY	CALIFORNIA	301-863-5520
18	Linda Dudderar	Linda Dudderar	45656 Swanfall Way	CAL, MD	"
19	[illegible]	PAUL DEBENEDICTIS	45297 MILL LANE	California MD	3019045721
20	[illegible]	Beau Zellhofer	45297 Mill Lane Rd		

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Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1	Frank R. Walter	45151 Woodhaven Dr	California, MD 20619	301-866-1952
2	Valerie E Walter	45151 Woodhaven Dr	California, MD 20619	301-866-1952
3	F. Gordon Skowzes	45740 Woodhaven Dr.	California MD 20619	301-737-1189
4	Barbara Skowzes	45740 Woodhaven	California MD	301-737-1189
5	Richard R. Pfarr	23628 Whispering Woods	California MD	301-737-2057
6	Allison Swift	45136 Woodhaven Dr.	California, MD 20619	(301) 863-6477
7	Gerald Swift	45136 Woodhaven Dr	California, MD 20619	(301) 863-6477
8	Bart D. Ludlow	23650 Quiet Oak Court	California, MD 20619	(301) 862-3111
9	William Ray	23616 Deerfoot Way	California MD	301-866-0508
10	Cari Ray	23616 Deerfoot Way	California MD	301-866-0508
11	Lori Ludlow	23650 Quiet Oak Ct	California MD	301-862-3111
12	Chuck Crouse	23674 Quiet Oak Ct	Calif. Md	301-737-1898
13	Margie Crouse	23674 Quiet Oak Ct	California, Md	301-737-1898
14	Kevin L. Smith	45157 Woodhaven Dr	California, MD	301 863 5506
15	Sheila L. LeClair	45161 Woodhaven Dr.	California, MD	301-862-2960
16	Chris Ball	23619 Whispering Woods Way	"	301-466-2454
17	Paul DiBenedetto	45297 Mill Swamp Harbor Rd.	California MD	301-904-5721
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1) We, the undersigned, insist that the Maryland State Highway Administration, Federal Highway Administration, Mr. Mike Perrotta and St. Mary's and Calvert County Commissioners/Government officials use the existing infrastructure and right-of-ways originally designed for widening of route 4.
2) We ask you to consider the alternative that is most environmentally and tax sensitive, as well as cost efficient.

Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1	Mellie Berry	23989 MILL COVE RD	CA-MD	301-863-2122
2	KEN BERRY	23989 MILL COVE	CALIF, MD	863-2122
3	DAN ROSE	45344 M. Cove	CAL, MD	862-5051
4	SANDRA ROSE	45344 Deer Pond Ln	Calif., Md 20619	862-5051
5	PETER M. MESMER	45344 DEER POND LANE	CALIF. Md 20619	862-5051
6	Arline Mesmer	45344 Deer Pond Lane	California Md 20619	301-862-5051
7	KATHY E. GORDON	45333 DEER POND LANE CALIFORNIA, MD	CALIFORNIA, MD	MOCHAJAVA@YAHOO.COM
8	Jeanette Goldstone	45333 Deer Pond Ln California, MD	California, MD	" "
9	Jo Stuble	45355 Deer Pond Ln.	California, MD	301-862-3153
10	M. Stuble	45355 Deer Pond Lane	California MD	301-862-3153
11	Garnett Dolo	45366 Deer Pond Lane	California MD	301-863-3419
12	Joseph Bow	45366 Deer Pond Lane	California MD	301-863-3419
13	Melvyn D. Powell Jr.	45278 Cove Manor Rd	California, MD 20619	301 863-3832
14	George T. Bynum	45278 Cove Manor Rd	Cal. Md 20619	301-863-3832
15	Tom Powell	45278 Cove Manor Rd	Cal. MD 20619	301-863-3832
16	Adam Powell	"	"	"
17	Shannon Tucker	45255 Cove Manor Rd	Cal. MD 20619	301-737-3353
18	Timothy Cundiff	45255 Cove Manor Rd	Cal. MD 20619	301-737-3353
19	Rolf Hammerer	45240 Cove Manor Rd	California MD 20619	301 863 3347
20	Winston Dillard	45235 " " "	" "	301 863 9012

For additional reference, please visit: www.marylandroads.com (click on projects) ; for copy of Project Planning Study write MDOT, State Highway Admin, Office of Planning & Preliminary Engineering ATTN: Public Involvement Section, Mail Stop C-301, Box 717 Baltimore, MD 21203-0717.

(10)

(10)

Petition request to not use Alternative # 5 for improving existing capacity, traffic operations, and increasing vehicular and pedestrian safety along MD 4.

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	Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1	Iris Hall Willey	Iris Hall Willey	23919 Mill Cove	Calif. 20619	301-862-3547
2	Merrill Dement Jr.	Merrill Dement Jr.	45290 Sypher Rd.	California, MD 20619	301-481-9654
3	Margaret E. Medlin	MARGARET E. MEDLIN	45352 SYPHER RD.	CALIF. MD 20619	240-532-5404
4	Pete DiBenedetto	Pete DiBenedetto	19357 Gosnell Rd.	Leonardtown	301 994 9329
5	Joe Urbanek	JOE URBANEK	45352 SYPHER RD.	CALIF. MD	863-9553
6	Ben Morris	BEN MORRIS	52355-Mill Cove	CALIF MD	20619 N/A
7	Rockwell Emery	Rockwell Emery	48252 Sypher	20619	301-737-3261
8	Stephen J. Emery	Stephen J. Emery	48252 Sypher Rd	20619	301-737-3261
9	Suzanne K. Henderson	Suzanne K. Henderson	45263 Mill Cove Harbor Rd	California, MD 20619	301-863-0576
10	Deborah Shields	Deborah Shields	24141 Mill Cove Rd.	Calif. MD 20619	301-863-8492
11	Greg Shields	Greg Shields	24141 Mill Cove Rd.	Calif. MD 20619	301-863-8492
12	Edward Laznicka	Edward Laznicka	30373 Orchid rd	Ontario MD 20619	2629896305
13	Anita Laznicka	Anita Laznicka	30373 Orchid Rd	Ontario MD 20619	2629896305
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1	[illegible]	Russell Cox	420 Market	Phila Pa, 19128	—
2	[illegible]	David Sushinsky	13091 Pilgrim Rd	Port Hill, MD 20667	
3	[illegible]	Damien Frank	[illegible]	Silver Spring, MD	[illegible]
4	[illegible]	Dan Smearer	17200 [illegible]	[illegible]	
5	[illegible]	Megan Kepferle	12910 Chestnut Rd	LP City 20653	WEST IDEA! DON'T DO IT
6	[illegible]	Steve DeBaar	[illegible]	[illegible]	
7	[illegible]	Suzanne DeBaar	MICHAEL DR	GREAT MILLS	
8	[illegible]	James T Kraczynski	42489 Dean Forest	Leonardtown MD	301-475-2795
9	[illegible]	Mollija C. Russell	24161 Ruff Ruff Ln	Hollywood, MD 20636	301-373-[illegible]9
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Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1	Glenn Slotnick	Mechanicsville 20781	Sunnys 20659	301 884-6194
2	Christine Nornetty	dustin MD 20657	dustin 20657	443-550-0515
3				
4 Jessica Bartodzej	Jessica Bartodzej			301-997-4744
5 John Bartodzej	John Bartodzej			240-434-1582
6 Steven Falta	Steven Falta	18135 Peachtree Way		240-431-86
7 Caitlin Cyr	Caitlin Cyr	42510 Kennetct	Hollywood MD 20636	240-434-1013
8 Jen Redford	Jen Redford	19770 Carter Lane	M.D. 20653	240-577-9005
9 Joan Jones	Joan Jones	PO Box 1035	Hollywood MD	
10 Mary Patrick Ball	MPBall	46455 Hyatt Ct.	Drayden MD	301-994-1995
11 Chelsea Ball	Chelsea Ball	Leonardtown	20650	301-672-3[illegible]
12	Vincent Weartz	Hollywood	20636	(301) 373-3836
13 Michele Weartz	Michele Weartz	Hollywood	20636	301-373-3830
14 Amanda L. Jackson	Amanda Jackson	Lexington Park	20653	240-577-0292
15 Lori Ball	LORI BALL	LEXINGTON PARK	20653	301 866 1424
16 Thomas Ball	THOMAS BALL	Lex Park	20653	240 434 9434
17 Bill Simpson	William Simpson	Lex Park	20653	757-214-3501
18	Chris Finn	"	"	"
19 Arin Schindler	Arin Schindler	44708 Beechwood Ct	20619	(301) 737-3570
20 Margie Williams		23241 Jenifer Ct.	Leonardtown 20650	(301) 997-1854

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

State Highway Administration

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

Maryland Department of Transportation

April 16, 2010

Re: Project No. SM351D11
MD 4: MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Ms. Natalie Proctor, Tribal Chair
Cedarville Band of Piscataway Indians
16816 Country Lane
Waldorf, Maryland 20601

Dear Ms. Proctor:

The Maryland State Highway Administration (SHA) would like to inform the Cedarville Band of Piscataway Indians that we are currently conducting planning and preliminary engineering studies for improvements to MD 4 connecting MD 2 in Calvert County with MD 235 in St. Mary's County, Maryland. We have identified this as a project of potential interest to your tribe and invite you to consult on this project.

Project Overview

The project includes widening MD 4, improvements to intersections and interchanges, and the replacement of the Thomas Johnson Bridge or construction of a parallel span. This high, narrow, two-lane bridge crosses over Town Creek and the Patuxent River estuary near its mouth on the Chesapeake Bay. This project intends to improve safety and eliminate congestion, much of which is associated with the Patuxent Naval Air Station in St. Mary's County. The project will also increase bicycle and pedestrian access.

SHA identified four alternatives, including a no-build option, to improve MD 4. These alternatives are summarized in the Winter 2010 project newsletter included with this letter. A preferred alternative will be selected after detailed studies are completed, and comments from the public, consulting parties, and agencies are considered. This will be followed by additional studies of the preferred alternative to minimize community and environmental impacts, while still meeting the project needs. Project details can be found on the SHA website at *http://www.marylandroads.com/WebProjectLifeCycle/ProjectInformation.asp?projectno=SM3511118.*

SHA is consulting with the Federal Highway Administration (FHWA), the Maryland Historical Trust (MHT), state and federal agencies, and various community groups on this project. We will also invite the federally recognized Oneida Indian Nation, the Onondaga

Nation, the Tuscarora Nation to be consulting parties, as well as the Maryland Commission on Indian Affairs, the Piscataway Indian Nation, Inc. and the Piscataway Conoy Confederacy and Sub-Tribes, Inc.

Cultural Resources

A study area created by combining the Alternatives has been established as the Area of Potential Effects (APE) for the project. SHA has completed preliminary identification of standing historic structures in the APE and identified 85 known architectural resources. Seven of the architectural resources are eligible for the National Register of Historic Places (National Register). The Maryland Historical Trust has requested additional work on seven additional architectural resources in order to complete the historic structure investigations for this project.

Phase I archeological surveys (including underwater survey), have been conducted in the APE to locate archeological sites and have recorded six sites to date (Crowl et al. 2009 draft; Harmon et al. 1996; Ballweber and Michael 1991). SHA is in the process conducting additional Phase I archeological survey to cover recently expanded stormwater management requirements. We anticipate that this survey will be completed in June 2010. The MHT agreed with SHA on March 17, 2010 that archeological sites 18ST620, 18ST831, 18ST832, and 18ST833, all historic period house sites, are not eligible for National Register listing, and require no further work. Two sites with pre-Contact period components have been determined to be potentially eligible for listing in the National Register, one on each side of the Patuxent River estuary (18ST830 and 18CV359). Both sites, summarized below, will be impacted no matter which alternate is selected and will require Phase 2 archeological testing to determine their National Register significance and eligibility for listing.

Site 18CV359 is on Patuxent Naval Air Station property, situated on a broad terrace above the Patuxent River estuary. Prior disturbance is limited to plowing and tree planting. A light scatter of historic artifacts dated to the 18th and 19th centuries is present. Prehistoric artifacts consist of stone tool manufacture waste. The prehistoric occupation may be related to nearby 18CV254, a Late Woodland site with intact features that was salvaged during the construction of a sewage treatment plant (Koski-Karell and Ortiz 1986).

Site 18ST830 is presently known from a single backhoe trench excavated into a terrace above the Town Creek estuary. The trench located deeply buried soils containing Woodland period artifacts. Future Phase 2 work will require examination of both sides of MD 4 to determine the horizontal and vertical extent of the site, and the nature and content of archeological and natural strata.

Natural Environment

Calvert and St. Mary's Counties are separated by the Patuxent River estuary, a major navigable waterway crossed by MD 4. MD 4 also crosses the Town Creek estuary, and traverses the headwaters of Town Creek, Mill Creek and Kingston Creek, all on the St. Mary's side of the

Patuxent River. Portions of the project area are in the Chesapeake Bay Critical Area. Tidal and forested wetlands are present near the Thomas Johnson Bridge crossing.

There are no federally listed threatened or endangered plant or wildlife species known to exist in the study area. A pair of peregrine falcons, a species of special state concern, has been documented nesting on the Thomas Johnson Bridge structure. The Patuxent River estuary contains oyster bar habitat.

Considerable development has occurred in the project area, particularly along MD 2/4 in Calvert County, and along MD 235 in St. Mary's County. Forested tracts occupy slopes, and agricultural fields are present on upland flats in the St. Mary's County portion of the project area. Coordination with the Maryland Department of Natural Resources, the Wildlife and Heritage Service, the National Marine Fisheries, and the Critical Area Commission is ongoing.

An Invitation

SHA invites you to consult with us on this project, and assist us in the identification and discussion of relevant cultural and environmental issues. Thank you for reviewing this letter and the enclosed documentation. We will be contacting you within the next 30 days to address any questions or concerns on the project. If you have any questions, please do not hesitate to contact Carol Ebright at 410-545-2879 or via email at *cebright@sha.state.md.us.*

Very truly yours,

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: Winter 2010 Newsletter

cc: Mr. Russell Anderson, Project Manager, ELPD-SHA
Ms. Melissa Blair, Cultural Resources Team Leader, EPLD-SHA
Mr. Keith Colston, Administrator, Maryland Commission on Indian Affairs
Ms. Carol Ebright, Senior Archeologist, EPLD-SHA
Mr. Bruce Grey, Deputy Director, OPPE-SHA
Mr. J. Rodney Little, MD-SHPO
Dr. Julie Schablitsky, Assistant Division Chief-Cultural Resources, EPLD-SHA
Ms. Alexis Zimmerer, Environmental Manager, EPLD-SHA

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

April 21, 2010

Re: Project No. SM351D11
MD 4: MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Mr. Tony Gonyea
Faithkeeper
Onondaga Nation
RR 1, Box 319 B
Nedrow NY 13120

Dear Mr. Gonyea:

On behalf of the Federal Highway Administration (FHWA), the Maryland State Highway Administration (SHA) would like to inform the Onondaga Nation that we are currently conducting planning and preliminary engineering studies for improvements to MD 4 connecting MD 2 in Calvert County with MD 235 in St. Mary's County, Maryland (Attachment 1). We invite you to consult on this project.

Project Overview

The project includes widening MD 4, improvements to intersections and interchanges, and the construction of a parallel span or replacement of the Thomas Johnson Bridge. This high, narrow, two-lane bridge crosses over Town Creek and the Patuxent River estuary near its mouth on the Chesapeake Bay. This project intends to improve safety and eliminate congestion, much of which is associated with the Patuxent Naval Air Station in St. Mary's County. The project will also increase bicycle and pedestrian access.

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SHA is working closely with consulting parties including the FHWA, the Maryland Historical Trust (MHT) which houses the Maryland State Historic Preservation Office, and various community groups. SHA will be coordinating with the federally recognized Oneida Indian Nation and the Tuscarora Nation. In addition, we will coordinate with the Maryland Commission on Indian Affairs and the three groups of non-recognized Piscataway Indians in Maryland.

Cultural Resources

A study area created by combining the Alternatives has been established as the Area of Potential Effects (APE) for the project. SHA has completed preliminary identification of standing historic structures in the APE and identified 85 known architectural resources. Seven of the architectural resources are eligible for the National Register of Historic Places (National Register). The MHT has requested additional work on seven additional architectural resources in order to complete the historic structure investigations for this project.

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Neil J. Pedersen
Administrator

By: _____
Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

Attachments: Project Location Map
Winter 2010 Newsletter

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Ms. Denise King, Environmental Specialist, FHWA
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Ms. Noreen Raza, Public Involvement Coordinator, EPLD-SHA
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State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

April 16, 2010

Re: Project No. SM351D11
MD 4: MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Chief William Red Wing Tayac
Piscataway Indian Nation, Inc.
P.O. Box 312
Port Tobacco, Maryland 20677

Dear Chief Tayac:

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Natural Environment

Calvert and St. Mary's Counties are separated by the Patuxent River estuary, a major navigable waterway crossed by MD 4. MD 4 also crosses the Town Creek estuary, and traverses the headwaters of Town Creek, Mill Creek and Kingston Creek, all on the St. Mary's side of the

Patuxent River. Portions of the project area are in the Chesapeake Bay Critical Area. Tidal and forested wetlands are present near the Thomas Johnson Bridge crossing.

There are no federally listed threatened or endangered plant or wildlife species known to exist in the study area. A pair of peregrine falcons, a species of special state concern, has been documented nesting on the Thomas Johnson Bridge structure. The Patuxent River estuary contains oyster bar habitat.

Considerable development has occurred in the project area, particularly along MD 2/4 in Calvert County, and along MD 235 in St. Mary's County. Forested tracts occupy slopes, and agricultural fields are present on upland flats in the St. Mary's County portion of the project area. Coordination with the Maryland Department of Natural Resources, the Wildlife and Heritage Service, the National Marine Fisheries, and the Critical Area Commission is ongoing.

An Invitation

SHA invites you to consult with us on this project, and assist us in the identification and discussion of relevant cultural and environmental issues. Thank you for reviewing this letter and the enclosed documentation. We will be contacting you within the next 30 days to address any questions or concerns on the project. If you have any questions, please do not hesitate to contact Carol Ebright at 410-545-2879 or via email at *cebright@sha.state.md.us.*

Very truly yours,

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: Winter 2010 Newsletter

cc: Mr. Russell Anderson, Project Manager, ELPD-SHA
Ms. Melissa Blair, Cultural Resources Team Leader, EPLD-SHA
Mr. Keith Colston, Administrator, Maryland Commission on Indian Affairs
Ms. Carol Ebright, Senior Archeologist, EPLD-SHA
Mr. Bruce Grey, Deputy Director, OPPE-SHA
Mr. J. Rodney Little, MD-SHPO
Ms. Noreen Raza, Public Involvement Coordinator, EPLD-SHA
Dr. Julie Schablitsky, Assistant Division Chief-Cultural Resources, EPLD-SHA
Ms. Alexis Zimmerer, Environmental Manager, EPLD-SHA

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

April 29, 2010

Re: Project No. SM351D11
MD 4: MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Mr. Keith Colston, Administrator
Maryland Commission on Indian Affairs
301 W. Preston Street
Suite 1500
Baltimore, MD 21201

Dear Mr. Colston:

The Maryland State Highway Administration (SHA) would like to inform the Maryland Commission on Indian Affairs (MCIA) that we are currently conducting planning and preliminary engineering studies for improvements to MD 4 connecting MD 2 in Calvert County with MD 235 in St. Mary's County, Maryland. We have identified this as a project of potential interest to your tribe and invite you to consult on this project.

Project Overview

The project includes widening MD 4, improvements to intersections and interchanges, and the replacement of the Thomas Johnson Bridge or construction of a parallel span. This high, narrow, two-lane bridge crosses over Town Creek and the Patuxent River estuary near its mouth on the Chesapeake Bay. This project intends to improve safety and eliminate congestion, much of which is associated with the Patuxent Naval Air Station in St. Mary's County. The project will also increase bicycle and pedestrian access.

SHA identified four alternatives, including a no-build option, to improve MD 4. These alternatives are summarized in the Winter 2010 project newsletter included with this letter. A preferred alternative will be selected after detailed studies are completed, and comments from the public, consulting parties, and agencies are considered. This will be followed by additional studies of the preferred alternative to minimize community and environmental impacts, while still meeting the project needs. Project details can be found on the SHA website at *http://www.marylandroads.com/WebProjectLifeCycle/ProjectInformation.asp?projectno=SM351118.*

SHA is consulting with the Federal Highway Administration (FHWA), the Maryland Historical Trust (MHT), state and federal agencies, and various community groups on this project. We have also invited the federally recognized Oneida Indian Nation, the Onondaga Nation, the Tuscarora Nation to be consulting parties, as well as the Piscataway Indian Nation, the Piscataway Conoy Confederacy and Subtribes, and the Cedarville Band of Piscataway Indians.

Cultural Resources

A study area created by combining the Alternatives has been established as the Area of Potential Effects (APE) for the project. SHA has completed preliminary identification of standing historic structures in the APE and identified 85 known architectural resources. Seven of the architectural resources are eligible for the National Register of Historic Places (National Register). The Maryland Historical Trust has requested additional work on seven additional architectural resources in order to complete the historic structure investigations for this project.

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An Invitation

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Very truly yours,

April Fehr

for Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: Winter 2010 Newsletter

cc: Mr. Russell Anderson, Project Manager, ELPD-SHA
Ms. Melissa Blair, Cultural Resources Team Leader, EPLD-SHA
Ms. Carol Ebright, Senior Archeologist, EPLD-SHA
Mr. Bruce Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Mr. J. Rodney Little, MD SHPO
Dr. Julie Schablitsky, Assistant Division Chief-Cultural Resources, EPLD-SHA
Ms. Alexis Zimmerer, Environmental Manager, EPLD-SHA

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

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

April 21, 2010

Re: Project No. SM351D11
MD 4: MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Mr. Raymond Halbritter
Nation Representative
Oneida Indian Nation
5218 Patrick Road
Verona, NY 13478

Dear Representative Halbritter:

On behalf of the Federal Highway Administration (FHWA), the Maryland State Highway Administration (SHA) would like to inform the that we are currently conducting planning and preliminary engineering studies for improvements to MD 4 connecting MD 2 in Calvert County with MD 235 in St. Mary's County, Maryland (Attachment 1). We invite you to consult on this project.

Project Overview

The project includes widening MD 4, improvements to intersections and interchanges, and the construction of a parallel span or replacement of the Thomas Johnson Bridge. This high, narrow, two-lane bridge crosses over Town Creek and the Patuxent River estuary near its mouth on the Chesapeake Bay. This project intends to improve safety and eliminate congestion, much of which is associated with the Patuxent Naval Air Station in St. Mary's County. The project will also increase bicycle and pedestrian access.

SHA identified four alternatives, including a no-build option, to improve MD 4. These alternatives are summarized in the Winter 2010 project newsletter included with this letter (Attachment 2). A preferred alternative will be selected after detailed studies are completed, and comments from the public, consulting parties, and agencies are considered. This will be followed by additional studies to minimize community and environmental impacts, while still meeting the project needs. Project details can be found on the SHA website at http://roads.maryland.gov/WebProjectLifeCycle/ProjectInformation.asp?projectno=SM3511118.

SHA is working closely with consulting parties including the FHWA, the Maryland Historical Trust (MHT) which houses the Maryland State Historic Preservation Office, and various community groups. SHA will be coordinating with the federally recognized Onondaga Nation and the Tuscarora Nation. In addition, we will coordinate with the Maryland Commission on Indian Affairs and the three groups of non-recognized Piscataway Indians in Maryland.

Cultural Resources

A study area created by combining the Alternatives has been established as the Area of Potential Effects (APE) for the project. SHA has completed preliminary identification of standing historic structures in the APE and identified 85 known architectural resources. Seven of the architectural resources are eligible for the National Register of Historic Places (National Register). The MHT has requested additional work on seven additional architectural resources in order to complete the historic structure investigations for this project.

Phase I archeological surveys (including underwater survey), have been conducted in the APE to locate archeological sites and have recorded six sites to date (Crowl et al. 2009 draft; Harmon et al. 1996; Ballweber and Michael 1991). SHA is in the process conducting additional Phase I archeological survey to cover recently expanded stormwater management requirements. We anticipate that this survey will be completed in June 2010. The MHT agreed with SHA on March 17, 2010 that archeological sites 18ST620, 18ST831, 18ST832, and 18ST833, all historic period house sites, are not eligible for National Register listing, and require no further work. Two sites with pre-Contact period components have been determined to be potentially eligible for listing in the National Register, one on each side of the Patuxent River estuary (18ST830 and 18CV359). Both sites, summarized below, will be impacted no matter which alternative is selected and will require Phase 2 archeological testing to determine their National Register significance and eligibility for listing.

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Site 18ST830 is presently known from a single backhoe trench excavated into a terrace above the Town Creek estuary. The trench located deeply buried soils containing Woodland period artifacts. Future Phase 2 work will require examination of both sides of MD 4 to determine the horizontal and vertical extent of the site, and the nature and content of archeological and natural strata.

Natural Environment

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There are no federally listed threatened or endangered plant or wildlife species that are known to exist in the study area. A pair of peregrine falcons, a species of special state concern, has been documented nesting on the Thomas Johnson Bridge structure. The Patuxent River estuary contains oyster bar habitat.

Considerable development has occurred in the project area, particularly along MD 2/4 in Calvert County, and along MD 235 in St. Mary's County. Forested tracts occupy slopes, and agricultural fields are present on upland flats in the St. Mary's County portion of the project area. Coordination with the Maryland Department of Natural Resources - Wildlife and Heritage Service, National Marine Fisheries Service, and Maryland Critical Area Commission is ongoing.

An Invitation

SHA, on behalf of the FHWA, invites you to consult with us on this project and assist us in the identification and discussion of relevant cultural and environmental issues. Thank you for reviewing this letter and the enclosed documentation. We will be contacting you within the next 30 days by phone to address any questions or concerns on the project. If you have any questions, please do not hesitate to contact Carol Ebright at 410-545-2879 or via email at *cebright@sha.state.md.us.*

Very truly yours,

Neil J. Pedersen
Administrator

By: Bruce M. Grey /R
Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

Attachments: Project Location Map
Winter 2010 Newsletter

cc: Mr. Russell Anderson, Project Manager, SHA-PMD
Mr. Jesse Bergevin, Oneida Indian Nation
Ms. Melissa Blair, Cultural Resources Team Leader, SHA-EPLD
Mr. Keith Colston, Administrator, Maryland Commission on Indian Affairs
Ms. Carol Ebright, Senior Archeologist, SHA-EPLD
Mr. Bruce Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA-OPPE
Ms. Denise King, Environmental Specialist, FHWA
Mr. J. Rodney Little, MD SHPO
Ms. Noreen Raza, Public Involvement Coordinator, SHA-EPLD
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Martin O'Malley, *Governor*
Anthony G. Brown, *Lt. Governor*

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

April 16, 2010

Re: Project No. SM351D11
MD 4: MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Ms. Mervin Savoy, Tribal Chair
Piscataway Conoy Confederacy
and Subtribes, Inc.
P.O. Box 1484
La Plata, Maryland 20646

Dear Ms. Savoy:

The Maryland State Highway Administration (SHA) would like to inform the Piscataway Conoy Confederacy and Subtribes, Inc. that we are currently conducting planning and preliminary engineering studies for improvements to MD 4 connecting MD 2 in Calvert County with MD 235 in St. Mary's County, Maryland. We have identified this as a project of potential interest to your tribe and invite you to consult on this project.

Project Overview

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Nation, the Tuscarora Nation to be consulting parties, as well as the Maryland Commission on Indian Affairs, the Piscataway Indian Nation, and the Cedarville Band of Piscataway Indians.

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Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: Winter 2010 Newsletter

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Anthony G. Brown, *Lt. Governor*

State Highway Administration
Maryland Department of Transportation

Beverley K. Swaim-Staley, *Secretary*
Neil J. Pedersen, *Administrator*

April 21, 2010

Re: Project No. SM351D11
MD 4: MD 2 to MD 235
Calvert and St. Mary's Counties, Maryland

Chief Stuart Patterson
Tuscarora Nation Chiefs Council
2006 Mt. Hope Road
Lewiston, NY 14092

Dear Chief Patterson:

On behalf of the Federal Highway Administration (FHWA), the Maryland State Highway Administration (SHA) would like to inform the Tuscarora Nation that we are currently conducting planning and preliminary engineering studies for improvements to MD 4 connecting MD 2 in Calvert County with MD 235 in St. Mary's County, Maryland (Attachment 1). We invite you to consult on this project.

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An Invitation

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Very truly yours,

Neil J. Pedersen
Administrator

By: Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

Attachments: Project Location Map
Winter 2010 Newsletter

cc: Mr. Russell Anderson, Project Manager, ELPD-SHA
Ms. Melissa Blair, Cultural Resources Team Leader, EPLD-SHA
Mr. Keith Colston, Administrator, Maryland Commission on Indian Affairs
Ms. Carol Ebright, Senior Archeologist, EPLD-SHA
Mr. Bruce Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA
Ms. Denise King, Environmental Specialist, FHWA
Mr. J. Rodney Little, MD SHPO
Ms. Noreen Raza, Public Involvement Coordinator, EPLD-SHA
Dr. Julie Schablitsky, Assistant Division Chief-Cultural Resources, EPLD-SHA
Ms. Alexis Zimmerer, Environmental Manager, EPLD-SHA

CALVERT COUNTY
DEPARTMENT OF PUBLIC SAFETY

175 Main Street
Courthouse
Prince Frederick, Maryland 20678
Phone: (410) 535-1600 Ext. 2303 or (301) 855-1243 Ext. 2303
FAX: (443) 486-4074

Director
Robert C. Brady

Board of Commissioners
Gerald W. Clark
Linda L. Kelley
Wilson H. Parran
Susan Shaw
Barbara A. Stinnett

August 31, 2009

Donald H. Sparklin, Division Chief
Environmental Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Donald Sparklin:

I am in receipt of the letter regarding the project planning study for MD 4, from Patuxent Point Parkway to MD 235 and including the Thomas Johnson Memorial Bridge, in St. Mary's and Calvert Counties, in which you requested input on the effects of the proposed alternatives and options on response times for emergency services. After reviewing the proposed options of the alternative solutions for the widening of MD 4, the Thomas Johnson Memorial Bridge, and the MD 4/MD 235 intersection respectively, taking the safety of the public as well as safely expediting emergency vehicle responses, I believe the best solution for these three areas would be:

- *MD 4 Mainline Widening Option with Separate Pedestrian/Bicycle Facility*, which would assist in keeping the public safe from vehicle traffic while offering them an alternative means of exercise along the road.
- *Alternative 4, a new four-lane bridge to replace the existing bridge.* This option offers a bicycle/pedestrian path, as well as a reduction in height, making travel over the bridge much safer during inclement weather with high winds.
- *Option D: Single Point Urban Interchange* would allow the traffic to flow more efficiently and diminish the congestion of that intersection especially during the morning and afternoon rush-hour traffic, which will allow emergency vehicles to respond much more quickly between Calvert and St. Mary's Counties during Mutual Aid incidents.

Thank you for taking our comments into consideration. If I can be of further assistance, please feel free to contact me at 410-535-1600 x 2303.

Sincerely,

Robert C. Brady, Director
Department of Public Safety

CALVERT COUNTY
DEPARTMENT OF PUBLIC SAFETY
FIRE-RESCUE-EMS DIVISION

175 Main Street
Courthouse
Prince Frederick, Maryland 20678
Phone: (410) 535-1600 or (301) 855-1243 Ext. 2368
FAX: (443) 486-4074

Director
Robert C. Brady

Coordinator
James W. Richardson

Board of Commissioners
Gerald W. Clark
Linda L. Kelley
Wilson H. Parran
Susan Shaw
Barbara A. Stinnett

September 4, 2009

Donald H. Sparklin, Division Chief
Environmental Planning Division
State Highway Administration
707 North Calvert Street
Baltimore, MD 21202

Dear Donald Sparklin:

I am in receipt of the letter regarding the project planning study for MD 4, from Patuxent Point Parkway to MD 235 and including the Thomas Johnson Memorial Bridge, in St. Mary's and Calvert Counties, in which you requested input on the effects of the proposed alternatives and options on response times for emergency services. After reviewing the proposed options of the alternative solutions for the widening of MD 4, the Thomas Johnson Memorial Bridge, and the MD 4/MD 235 intersection respectively, taking the safety of the public as well as safely expediting emergency vehicle responses, I believe the best solution for these three areas would be:

- *MD 4 Mainline Widening Option with Separate Pedestrian/Bicycle Facility*, which would assist in keeping the public safe from vehicle traffic while offering them an alternative means of exercise along the road.
- *Alternative 4, a new four-lane bridge to replace the existing bridge*. This option offers a bicycle/pedestrian path, as well as a reduction in height, making travel over the bridge much safer during inclement weather with high winds.
- *Option D: Single Point Urban Interchange* would allow the traffic to flow more efficiently and diminish the congestion of that intersection especially during the morning and afternoon rush-hour traffic, which will allow emergency vehicles to respond much more quickly between Calvert and St. Mary's Counties during Mutual Aid incidents.

Thank you for taking our comments into consideration. If I can be of further assistance, please feel free to contact me at 410-535-1600 x 2406.

Sincerely,

James W. Richardson, Coordinator
Fire-Rescue-Rescue Division

ST. MARY'S COUNTY GOVERNMENT
DEPARTMENT OF PUBLIC SAFETY
David D. Zylak, Director
301-475-4200, Ext. 2111 / FAX 301-475-4512

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Kenneth R. Dement, Commissioner
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September 14, 2009

Mr. Russell Anderson
Project Manager
OPPE-Environmental Planning Division
MD State Highway Administration
707 North Calvert Street, Mail Stop C-301
Baltimore MD 21202

Re: Project No. SM351B11 / MD 4: from Patuxent Point Parkway to MD 235

Dear Mr. Anderson:

Thank you for extending us an opportunity to comment on the Rt. 4 / 235 Project from Patuxent Point Parkway to MD 235. Any time a road construction project is undertaken that could ultimately reconfigure traffic patterns as well as ingress and egress to side roads is very important to Public Safety and the Fire and EMS community.

I did request input from the leadership of the Bay District and Hollywood Volunteer Fire Departments and the Lexington Park and Hollywood Volunteer Rescue Squads. The opinion is that either Option 3 or 4, a new two lane bridge or a new four lane bridge and widening MD 4 to a four-lane divided highway would best serve the needs of emergency responders in the California area. Two questions were raised, however. Where would the base of a "new" bridge join St. Mary's County? This may impact emergency response going to Calvert County in so much as it may make a difference as to which Fire and/or Rescue Squad would be first due. Second, is there a possibility of connecting Shady Mile Drive to MD 4? Shady Mile Drive currently runs from MD 235 to MD 4, but dead ends at a cul-de-sac 100 to 200 feet short of MD 4.

From an Emergency Management perspective and dealing with the possibility of evacuations due to hurricanes or events at Calvert Cliffs Nuclear Power Plant, I would agree that Options 3 or 4 would be the best choice for moving large volumes of traffic.

As far as the Options A – D for the intersection of MD 4 and 235, it would be our opinion that Option D would have the most positive impact on response times for emergency vehicles. Again, from an Emergency Management standpoint I would agree this would be most beneficial in an evacuation scenario as well.

Option A (adding more traffics signals) was the least attractive solution presented. If Option D is out of the question, then we feel Option B would be the best choice.

Thank you again for this opportunity to comment and should you have any questions please do not hesitate to contact me at (301) 475-4200 x2111 or email: david.zylak@co.saint-marys.md.us.

Sincerely

David D. Zylak, Director
Department of Public Safety
St. Mary's County, Maryland

Cc: Mr. John Savich, County Administrator
Mr. Shawn Davidson, Chief, Lexington Park Vol. Rescue Squad
Mr. John Miedzinski, Chief, Hollywood Vol. Rescue Squad
Mr. Bob Braddock, President, Bay District Vol. Fire Department
Mr. Robert Albert, Chief, Hollywood Vol. Fire Department

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September 21, 2009

Mr. Russell Anderson
Project Manager
OPPE-Environmental Planning Division
MD State Highway Administration
707 North Calvert Street, Mail Stop C-301
Baltimore MD 21202

Re: Project No. SM351B11 / MD 4: from Patuxent Point Parkway to MD 235

Dear Mr. Anderson:

In my recent letter dated September 14, 2009, there was a question raised as to the possible or probable joining of Shady Mile Drive to MD 4. I need to clarify that this question was raised by the Chief of the Lexington Park Volunteer Rescue Squad and not St. Mary's County Government. I included the question as a courtesy to the Chief. You should in no way construe this question to be any endorsement from the elected Board of County Commissioners or from me, as the County's Public Safety Director, for the connection of Shady Mile Drive to MD 4.

There seems to have been some misunderstanding in the community and I have been asked to send a follow up letter to clarify this matter.

Should you have any questions please do not hesitate to contact me at (301) 475-4200 x2111 or email: david.zylak@co.saint-marys.md.us.

Sincerely

David D. Zylak, Director
Department of Public Safety
St. Mary's County, Maryland

Cc: Mr. John Savich, County Administrator