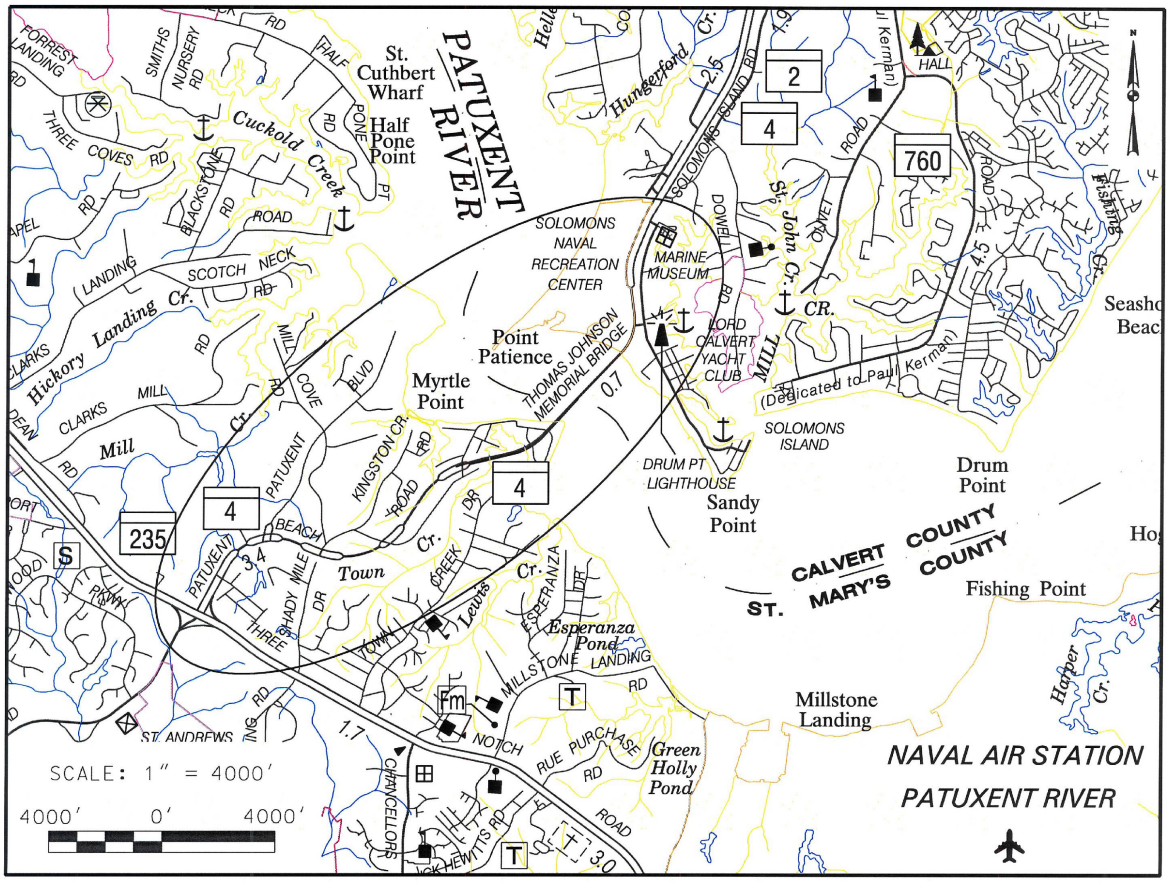
ENVIRONMENTAL ASSESSMENT

SHA Project Number SM 351A11

MD 4 Project Planning Study

From Patuxent Point Parkway to MD 235 in Calvert and St. Mary's Counties



prepared by:

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION
DELMAR DIVISION

MD 4 PROJECT PLANNING STUDY

From Patuxent Point Parkway to MD 235 Intersection
In Calvert and St. Mary's Counties, Maryland

ADMINISTRATIVE ACTION

ENVIRONMENTAL ASSESSMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Submitted Pursuant to: 42 U.S.C. 4332(2)(c); 49 U.S.C. 303
23 U.S.C.128(a) and CEQ Regulations (40 CFR 1500 et seq)

Cooperating Agencies: **ENVIRONMENTAL PROTECTION AGENCY**
U.S. ARMY CORPS OF ENGINEERS

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8/4/10
Date

Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

8/25/10
Date

FOR Nelson J. Castellanos
Federal Highway Administration
Division Administrator

SUMMARY

A. Administrative Action

( ) Environmental Impact Statement
(X) Environmental Assessment
( ) Finding of No Significant Impact
( ) Section 4(f) Evaluation

B. Additional Information

Additional information concerning this project may be obtained by contacting the following individuals:

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C. Description of Proposed Action/Purpose and Need

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. The enhancements to MD 4 would improve access, mobility, and safety for local, regional, and inter-regional traffic, including passenger and transit vehicles. The Federal Highway Administration (FHWA) and the Maryland State Highway Administration (SHA) are the lead agencies for the project. Cooperating agencies include the U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA).

Improvements in the study area are needed to address the substantial residential growth and increased traffic volumes in one of the fastest growing areas in Calvert and St. Mary's Counties. The growth of the Patuxent Naval Air Station has contributed greatly to increased traffic volumes in the area. In addition to high traffic volumes along MD 4, congestion on Thomas Johnson Memorial Bridge is problematic. Inadequate shoulder widths along the bridge cause major traffic delays, additionally any closures due to crashes or maintenance activities will create major traffic delays in both directions.

D. Alternatives Considered

The project involves widening MD 4 from a two-lane roadway to a four-lane divided roadway with two through lanes in each direction and a median (varying from 30 to 38 feet) from Patuxent Beach Road to just beyond Patuxent Boulevard in St. Mary's County. The project also includes the expansion of the Patuxent River crossing from a two-lane

bridge to a four-lane, single-span or double-span bridge with two through lanes in each direction. A shared use pedestrian/bicycle path from Patuxent Beach Road in St. Mary's County to Solomons Cemetery in Calvert County is also included. The western portion of the project includes some minor access improvements to the MD 4 and median widening. In addition to the widening of MD 4, the project includes a range of improvements to the MD 4/MD 235 Intersection.

Alternatives considered for further study include:

- Alternative 1: No-Build
- Alternative 2: Transportation Systems Management (TSM)
- MD 4 Mainline Alternatives:
  - MD 4 Mainline, Calvert County
  - MD 4 Mainline Widening, St. Mary's County
- Patuxent River Crossings:
  - Alternative 3: Two-Lane Parallel Span
  - Alternative 4: Four-Lane Parallel Span

The MD 4/MD 235 Intersection Options considered for further study include:

- Option A: Continuous Flow Intersection
- Option B: At-Grade Intersection with One-Directional Flyover
- Option D: Single Point Urban Interchange

E. Summary of Environmental Impacts

Table S-1 contains a comparative summary of impacts associated with the No-Build and the build alternatives, including the intersection options. These impacts are briefly described below.

- The build alternatives would have no adverse or disproportionate impacts to any Environmental Justice communities.
- A maximum of four business displacements and seven residential relocations would occur with the build alternatives.
- The build alternatives would enhance the quality of life in the study area by decreasing traffic congestion. The build alternatives would also benefit businesses in the area by potentially increasing drive-by business.
- There would be no impacts to schools or health care facilities from the build alternatives.
- Alternative 4 – St. Mary's County would require approximately 0.4 acre of right-of-way from the Patuxent Presbyterian Church. The access or use of the facility would not be impacted. Also, the intersection options would require up to 3.3 acres (approximately 8 percent of the total parcel size) of right-of-way from the Patuxent River Assembly of God. The access to the church from MD 4 would be modified to allow right-in/right-out turns only.
- There are no historic structures that will be impacted by the build alternatives. Archeology site 18ST830 is potentially eligible for NHRP listing and Phase 2 investigations will be required if this site is impacted.

- The mainline build alternatives and intersection options would permanently impact between 90 and 440 linear feet and the Patuxent River Crossing Alternatives would impact between 59,548 to 70,965 square feet of Waters of the U.S.
- The build alternatives would permanently impact between 0.02 and 0.05 acre of wetlands.
- The build alternatives would permanently impact between 13.0 and 14.3 acres of 100-year floodplain.
- The build alternatives would permanently impact between 21.5 and 22.3 acres of Chesapeake Bay Critical Area.
- There are 21 sites with potential for hazardous materials that could be affected by the build alternatives. Depending on the amount of right-of-way required, further investigations of some or all of the sites could be required and would be conducted prior to acquisition.
- The State/National ambient Air Quality Standards would not be exceeded by the build alternatives.
- Five noise sensitive areas would experience build year noise levels equal to or exceeding noise abatement criteria as a result of the build alternatives.
- Alternative 2, MD 4 Mainline Widening (St. Mary's County, Alternatives 3 and 4, and intersection options would have indirect effects to socioeconomic, cultural, and natural resources within the ICE boundary but no major cumulative effects on socioeconomic, cultural, or natural environmental resources.
- The build alternatives would require between 43,089 and 338,101 cubic yards of fill.
- The build alternatives would increase the impervious area by 158.7 to 196.3 percent.

Table S-1: Summary of Impacts

RESOURCE CATEGORY	Mainline Alternatives[1]							MD 4/MD 235 Intersection Improvements[1]		
	Alternative 1: No-Build	Alternative 2: TSM	Patuxent River Crossing		MD 4 Mainline			Option A: Continuous Flow Intersection	Option B: At-Grade Intersection with 1-directional Flyover	Option D: Single Point Urban Interchange
			Alternative 3: 2-Lane Parallel Span	Alternative 4: 4-Lane Parallel Span	Mainline - Calvert County	Mainline - St. Mary's County				
Community Effects										
Residential Relocations (number)	0	0	0	3	0	0		2	1	4
Business Displacements (number)	0	0	0	0	0	0		1	0	4
Properties Impacted	0	13	4	22	1	19		59	53	56
ROW Impacts (acre)	0	4.5	1.1	6.2	0.2	15.6		12	10.8	14.1
Natural Environment										
Stream Impacts (linear feet)	0	0	187 l.f. /59,548 s.f.*	187 l.f./70,965 s.f.*	0	440		90	90	90
Floodplain (acre)	0	0	0.4	0.6	0	0		0	0	0
Woodland (acre)	0	2.7	2.6	3.4	0.4	24.6		14.5	11.3	14.1
Wetlands (acre)	0	0.001	0.02	0.04	0.01	0.2		0.03	0.01	0.06
Critical Area Impacted (acre)	0	3.9	15.3	18.5	2.5	8.3		0	0	0
Estimated Net Fill (cubic yards)	0	-720	148,641	225,825	0	97,187		-4,314	15,089	-202,739
Impervious Area (Percent Increase Over Existing)	0	0	81.9	109.8	0	59.8		26.7	17.0	18.2
Total Cost (in millions)[2]	N/A	N/A	$305 - 325	$475 - 500	$2.4 - 3.0	$96 - 100		$67 - 73	$77 - 83	$137 - 143

* Impacts from bridge alternatives to Patuxent River in square feet. The impacts are associated with the footers for the piers to the proposed bridge.

[1] Note: A complete build alternative for the study will include Mainline – Calvert County, one Patuxent River Crossing alternative, Mainline – St. Mary's County and one MD 4 / MD 235 Intersection Improvement option. The total impacts will be the summation of the four segments.

[2]Total cost includes neat cost, preliminary engineering, right-of-way, and construction management. The cost is based on 2010 dollars.

Environmental Assessment Form

The following Environmental Assessment Form is a requirement of the Maryland Environmental Policy Act and Maryland Department of Transportation Order 11.01.06.02. Its use is in keeping with the provisions of 1500.4 (k) and 1506.2 and .6 of the Council of Environmental Quality Regulations, effective July 31, 1979, which recommend that duplication of Federal, State and Local procedures be integrated into a single process.

The checklist identifies specific areas of the natural and social-economic environment which have been considered while preparing this environmental assessment. The reviewer can refer to the appropriate section of the document, as indicated in the "Comment" column of the form, for a description of specific characteristics of the natural or social-economic environment within the proposed project area. It will also highlight any potential impacts, beneficial or adverse, that the action may incur. The "No" column indicates that during the scoping and early coordination processes, that specific area of the environment was not identified to be within the project area or would not be impacted by the proposed action.

ENVIRONMENTAL ASSESSMENT FORM

		YES	NO	COMMENTS
A.	Land Use Considerations			
1.	Will the action be within the 100 year floodplain?	X		X See Section III.E.2.b
2.	Will the action require a permit for construction or alteration within the 50 year floodplain?		X	
3.	Will the action require a permit for dredging, filling, draining or alteration of a wetland?	X		X See Section III.E.2.d
4.	Will the action require a permit for the construction or operation of facilities for solid waste disposal including dredge and excavation spoil?	X		X See Section III.E.1
5.	Will the action occur on slopes exceeding 15%?	X		X See Section III.E.1
6.	Will the action require a grading plan or a sediment control permit?	X		X See Section III.E.1
7.	Will the action require a mining permit for deep or surface mining?		X	
8.	Will the action require a permit for drilling a gas or oil well?		X	

		YES	NO	COMMENTS
9.	Will the action require a permit for airport construction?		X	
10.	Will the action require a permit for the crossing of the Potomac River by conduits, cables or other like devices?		X	
11.	Will the action affect the use of a public recreation area, park, forest, wildlife management area, scenic river or wildland?	X		X See Section III.E.4.a
12.	Will the action affect the use of any natural or manmade features that are unique to the county, state, or nation?	X		X See Section III.E.6.a
13.	Will the action affect the use of an archeological or historical site or structure?	X		X See Section III.E.6.a
B.	Water Use Considerations			
14.	Will the action require a permit for the change of the course, current, or cross-section of a stream or other body of water?	X		X See Section III.E.2.d
15.	Will the action require the construction, alteration, or removal of a dam, reservoir, or waterway obstruction?		X	

		YES	NO	COMMENTS
16.	Will the action change the overland flow of stormwater or reduce the absorption capacity of the ground?	X		X See Section III.E.3
17.	Will the action require a permit for the drilling of a water well?		X	
18.	Will the action require a permit for water appropriation?		X	
19.	Will the action require a permit for the construction and operation of facilities for treatment or distribution of water?		X	
20.	Will the project require a permit for the construction and operation of facilities for sewage treatment and/or land disposal of liquid waste derivatives?		X	
21.	Will the action result in any discharge into surface or sub-surface water?	X		X See Section III.E.2
22.	If so, will the discharge affect ambient water quality parameters and/or require a discharge permit?	X		X See Section III.E.2

		YES	NO	COMMENTS
C.	Air Use Considerations			
23.	Will the action result in any discharge into the air?	X		X See Section III.F
24.	If so, will the discharge affect ambient air quality parameters or produce a disagreeable odor?		X	X See Section III.F
25.	Will the action generate additional noise which differs in character or level from present conditions?	X		X See Section III.G
26.	Will the action preclude future use of related air space?		X	
27.	Will the action generate any radiological, electrical, magnetic, or light influences?		X	
D.	Plants and Animals			
28.	Will the action cause the disturbance, reduction or loss of any rare, unique or valuable plant or animal?		X	
29.	Will the action result in the significant reduction or loss of any fish or wildlife habitats?		X	X See Section III.E.2.c

		YES	NO	COMMENTS
30.	Will the action require a permit for the use of pesticides, herbicides or other biological, chemical or radiological control agents?		X	
E.	Socio-Economic			
31.	Will the action result in a pre-emption or division of properties or impair their economic use?	X		X See Section III.A.4
32.	Will the action cause relocation of activities, structures, or result in a change in the population density or distribution?	X		X See Section III.A.4
33.	Will the action alter land values?	X		X See Section III.A.4
34.	Will the action affect traffic flow and volume?	X		X See Section I.C.
35.	Will the action affect the production, extra-action, harvest or potential use of a scarce or economically important resource?		X	
36.	Will the action require a license to construct a sawmill or other plant for the manufacture of forest products?		X	

		YES	NO	COMMENTS
37.	Is the action in accord with federal, state, regional and local comprehensive or functional plans- including zoning?	X		X See Section III.A
38.	Will the action affect the employment opportunities for persons in the area?	X		X See Section III.C.2
39.	Will the action affect the ability of the area to attract new sources of tax revenue?	X		X See Section III.C.4
40.	Will the action discourage present sources of tax revenue from remaining in the area, or affirmatively encourage them to relocate elsewhere?		X	
41.	Will the action affect the ability of the area to attract tourism?		X	
F.	Other Considerations			
42.	Could the action endanger the public health, safety or welfare?		X	
43.	Could the action be eliminated without deleterious affects to the public health, safety, welfare or the natural environment?	X		X See Section III

		YES	NO	COMMENTS
44.	Will the action be of statewide significance?		X	
45.	Are there any other plans or actions (federal, state, county or private) that, in conjunction with the subject action could result in a cumulative or synergistic impact on the public health, safety, welfare, or environment?		X	
46.	Will the action require additional power generation or transmission capacity?		X	
47.	This agency will develop a complete environmental effects report on the proposed action.	X		X See EA

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I. PURPOSE AND NEED

A. Project Location and Description

The Maryland State Highway Administration (SHA) and Federal Highway Administration (FHWA) are conducting a project planning study for improvements to MD 4 (Solomons Island Road/Patuxent Beach Road), which spans both Calvert and St. Mary's Counties (**Figure I-1**). This study will examine proposed widening of MD 4 from the MD 2-4 split in Calvert County to the MD 235 intersection in St. Mary's County (**Figure I-2**) and will also explore improvement opportunities along the Thomas Johnson Memorial Bridge and the MD 4/MD 235 intersection.

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 expands 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.

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, 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), the St. Mary's County Growth Management Plan (2001), 2006 St. Mary's County Transportation Plan, and the 2010 St. Mary's County Comprehensive Plan govern the land use for the study area. All four master plans identify the need for improved capacity and safety along the section of MD 4 within the study area.

B. 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 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 cars, trucks, transit vehicles, bicyclists, and pedestrians.

C. Need for the Project

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 over 30 percent 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 the morning and evening peak periods, the traffic congestion on the Thomas Johnson Memorial Bridge is problematic. Inadequate shoulder widths along the bridge cause major traffic delays, additionally any closures due to crashes or maintenance activities will create major traffic delays in both directions. Currently, all maintenance activities on the bridge must be completed during late night to early morning hours to avoid causing major traffic delays during the morning and evening peak traffic hours.

In addition to the need for capacity and safety improvements, bicycle and pedestrian access is restricted to the northern and southern portions of the study area. There is currently bicycle and pedestrian access along MD 4 south of the bridge in St. Mary's County, but it ends at the bridge. Similarly, the Calvert County section of MD 4 is a designated bicycle route. The Thomas Johnson Memorial Bridge does not provide a dedicated bicycle/pedestrian lane.

As of 2005, under the Base Realignment and Closure (BRAC) program, there were 84 additional civilian jobs created at the Patuxent Naval Air Station.

Existing Traffic and Future Travel Demand

Travel demand forecasts were developed for MD 4. The forecasts were based on the Metropolitan Washington Council of Governments regional model Round 6.4A socio-economic data. The forecasts show that the traffic volumes will grow to over 32,000 vehicles per day on all sections of the roadway from MD 235 to MD 2 within the study area. All intersections and the two lane mainline segments are failing in both the morning and evening peak hours. With failing levels of service along MD 4, the MD 231 crossing of the Patuxent River to the north will see an increase in traffic volumes. Also, major congestion along MD 4 will change the travel path of many motorists. Motorists will begin to use alternate routes such as MD 5, MD 234, and MD 235 to make trips to and from the Lexington Park, Leonardtown and California areas.

Travel Demand/Level of Service (LOS)

The highest weekday peak period volumes along MD 4 occur between the MD 235 intersection and the Patuxent Boulevard intersection. By 2030, the same section of MD 4 will experience a 24 percent increase in the Average Daily Traffic (ADT) (**Table I-1**). The ADT along the study corridor will increase 18 percent by 2030.

Table I-1: Average Daily Traffic

Limits	2007 Volume	2030 Volume	Percent Growth
	Average Daily Traffic (Vehicles/Day)		
MD 235 (north of MD 4)**	40,300	**	**
MD 235 (south of MD 4)**	55,800	**	**
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%

[1]AM and PM peak hour volumes represent the highest volumes in the peak direction that occur on an average weekday (Monday through Friday). AM peak hour times are from 6 AM to 9 AM and PM peak hour times are from 4 PM to 7 PM.

* Limits include the Thomas Johnson Memorial Bridge.

** The 2030 traffic volumes were not available for this segment of MD 235.

Currently, both the morning (6 AM to 9 AM) and evening (4 PM to 7 PM) peak hours for the study area have a failing Level of Service (LOS). By 2030, the LOS will remain failing during both the morning and the evening peak hours (**Table I-2**). The volume/capacity ratios for the mainline segments and major intersections will increase approximately 17 percent average, from 2007 to 2030. The MD 4/MD 235, MD 4/Patuxent Parkway, and MD 4/Kingston Creek Road intersections have a LOS E during the current PM peak hours, which will become LOS F by the year 2030. Additional traffic information can be found in **Appendix A**.

Table I-2: Levels of Service (Including Volume/Capacity Ratios)

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 (1.06)	E	F (1.27)	F (1.21)
MD 4/Patuxent Boulevard Intersection to Kingston Creek Road	F (1.02)	E	F (1.19)	F (1.13)
MD 4/Kingston Creek Road Intersection	F (1.03)	E	F (1.18)	F (1.13)

*The limits in this table represent the all major intersections and MD 4 mainline segments within the study area.

Safety

The Maryland State Highway Administration, Office of Traffic and Safety (SHA-OOTS) provided crash data for the study corridor from 2003 to 2005. During that three-year period, a total of 123 crashes were reported, with 1 fatal crash, 56 injury crashes, and 66 property damage crashes.

Table I-3 summarizes reported crashes within the MD 4 study area by crash type for the years 2003, 2004, and 2005. The crash information in **Table I-3** indicates that the crash rate is greater than the statewide average on MD 4 from FDR Boulevard to MD 235 and the rate for rear end collisions across the Thomas Johnson Memorial Bridge (located in the St. Mary's County Line to MD 2 section in Table 3) is also higher than the statewide rate.

Table I-3: Crash Report Data

Severity	2003	2004	2005	Total	Study Rate	Statewide Average Rate
MD 4: FDR Boulevard to MD 235						
Fatal	-	-	-	-	0.0	1.3
Injury	4	3	1	8	181.8*	81.2
Property Damage	2	5	2	9	204.6*	107.2
Pedestrian	1	-	-	1	22.7	4.4
Total Crashes	6	8	3	17	386.4*	189.7
MD 4: MD 235 to Patuxent Boulevard						
Fatal	-	-	-	-	0.0	1.3

Table I-3: Crash Report Data

Severity	2003	2004	2005	Total	Study Rate	Statewide Average Rate
Injury	5	3	2	10	45.4	57.3
Property Damage	4	8	6	18	81.8	67.8
Pedestrian	1	-	-	1	4.5	1.8
Total Crashes	9	11	8	28	127.2	126.4
MD 4: Patuxent Boulevard to Kingston Creek Road						
Fatal	-	-	-	-	0.0	1.4
Injury	-	-	-	-	0.0	59.7
Property Damage	-	3	-	3	27.2	70.9
Pedestrian	-	-	-	-	0	2.0
Total Crashes	-	3	-	3	27.2	131.9
MD 4: Kingston Creek Road to Calvert County Line						
Fatal	-	-	-	-	0.0	1.3
Injury	3	4	4	11	17.2	56.6
Property Damage	4	10	3	17	26.6	66.8
Pedestrian	-	-	-	-	0	1.7
Total Crashes	7	14	7	28	43.8	124.6
MD 4: St. Mary's County Line to MD 2						
Fatal	-	-	-	-	0.0	1.2
Injury	4	4	5	13	61.9	53.7
Property Damage	1	5	1	7	33.3	63.0
Pedestrian	-	-	-	-	0	1.4
Total Crashes	5	9	6	20	95.2	117.9
MD 2: MD 4 to Patuxent Point Parkway						
Fatal	-	1	-	1	4.1	1.5
Injury	8	4	2	14	57.1	64.8
Property Damage	3	4	5	12	49.0	77.6
Pedestrian	-	-	-	-	0	2.5
Total Crashes	11	9	7	27	110.2	143.8
Total Crashes for the Study Area	38	54	31	123	N/A	N/A

*Study area crash rates are significantly higher than the statewide average rate

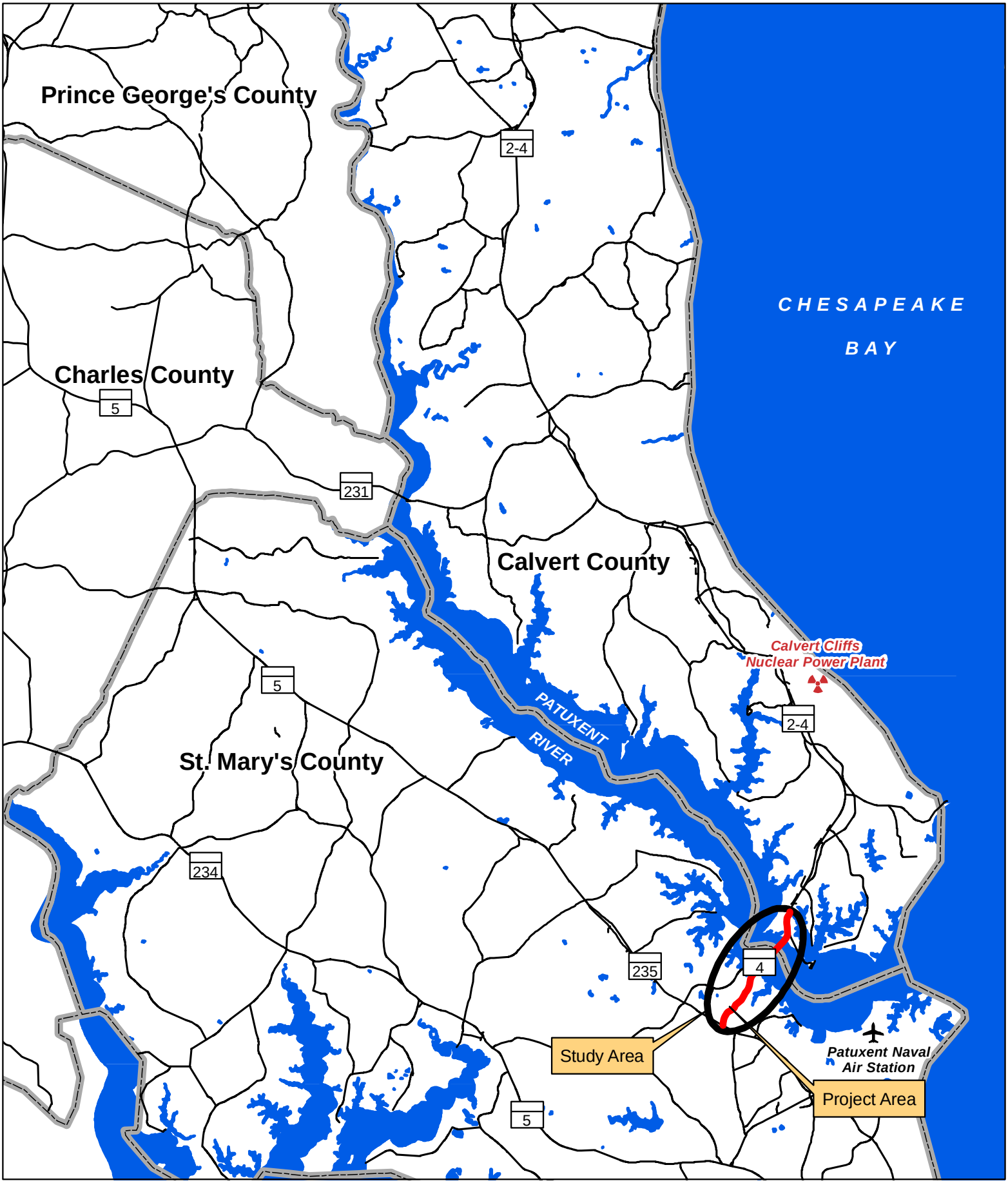

Figure I-1: Regional Map
MD 4 - From Patuxent Point Parkway to MD 235
August 2009
Scale: 1" = 3.5 miles

SHA State Highway Administration
Maryland Department of Transportation

N

Study Area

Project Area

Lexington Park & Leonardtown

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SHA State Highway Administration
Maryland Department of Transportation

FIGURE I-2: STUDY AREA & PROJECT AREA MAP
MD 4: From Patuxent Point Parkway to MD 235
ADC Map of Calvert County
and St. Mary's County, MD

Scale: 1" =2000'

Date: August 2009

II. ALTERNATIVES CONSIDERED

A. Initial Concepts Considered

During the initial scoping process, numerous concepts were considered in the development of preliminary alternatives. Additionally, several concept recommendations for the Patuxent River crossing were received at the initial Open House meetings. Two attendees wished to see a tunnel, either at the current location or to the north of the existing location. SHA performed a preliminary study and determined that tunnel options were problematic due to the extreme depth of the channel at the existing location, impacts to fish and aquatic vegetation habitats, and the construction cost of the tunnel and new roadway alignment further to the north. Other initial recommendations included reinitiating the ferry system that operated when the bridge was shut down for repairs in the 1990s and providing improved transit in lieu of bridge construction. After preliminary study, it was determined that a ferry system and transit-only solution do not adequately address the traffic capacity and safety needs for this project. Also during scoping, the Project Team reviewed the impacts of aligning a two-lane bridge facility to the north of the existing bridge. Preliminary findings indicated that aligning a new facility to the north would result in greater right-of-way (ROW) impacts and potential displacements than aligning a similar span south of the existing facility. This would result in greater environmental impacts and costs in comparison to the bridge alternatives carried forward for study.

B. Preliminary Alternatives Presented at the Alternates Public Workshops

Two Alternates Public Workshops were held in June 2008 to present the results of the preliminary planning study to the public. The study area had been broken into three sections: the Patuxent River Crossing, the MD 4 Mainline Widening, and the MD 4/MD 235 Intersection. A total of five Patuxent River Crossing alternatives, two MD 4 Mainline widening options, and four MD 4/MD 235 intersection options were developed during the Phase I Planning Study.

Each Patuxent River Crossing build alternative and mainline widening option includes the widening of MD 4 to improve safety, traffic capacity, and overall operations and is compatible with any of the four intersection options presented at the workshop.

Alternative 5 and Intersection Option C were dropped from further consideration after the Alternatives Public Workshops. Their descriptions along with the reasons they were dropped from further consideration are provided below.

Alternative 5 – Myrtle Point Crossing

Alternative 5 provided a new four-lane bridge that would be built from the Naval Recreation Center in Calvert County to the terminus of Patuxent Boulevard in Myrtle Point in St. Mary's County, approximately 4,000 feet to the northwest of the current Thomas Johnson Memorial Bridge. In each direction, the bridge consisted of two 12-foot-wide lanes, a four-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. In addition, there would be a 10-foot-wide shared use bicycle/pedestrian lane on one side of the bridge, separated from the shoulder by a concrete barrier. This alternative would avoid physical impacts to Myrtle Point Park, and would maintain access to the park. Road connections with existing MD 4 would be maintained. The existing Thomas Johnson Memorial Bridge would eventually be demolished after the new bridge opened for traffic.

This alternative was dropped due to its increased environmental impacts, costs, and opposition from the public in comparison to other options that meet the project's purpose and need. Furthermore, St. Mary's County sent a letter to the state recommending that this alternative be omitted from further consideration based on its close proximity to Myrtle Point Nature Park. (**Appendix B**).

Option C: Partial Cloverleaf Interchange
This option featured a grade-separated interchange option, with MD 4 crossing over MD 235. Traffic turning from southbound MD 4 onto southbound MD 235 would travel straight through the interchange and then make a right turn onto a two-lane loop ramp to reach MD 235. The bridge over MD 235 would be six lanes, with two though lanes and a turn lane in each direction. MD 235 would have three through lanes in each direction. Ramps would be provided from northbound MD 235 to northbound MD 4 and for southbound MD 4 to northbound MD 235. Two signals were proposed along MD 4, and the current signal on MD 235 would be eliminated.

This intersection option was dropped due to impacts to a pending development project at the intersection and provided similar mobility benefits in comparison to other options that meet the project's purpose and need with similar costs and environmental impacts. St. Mary's County sent a letter to the state requesting this option not be retained (**Appendix B**).

C. Alternatives Retained for Detailed Study
During the Phase II Planning Study SHA determined through detailed engineering and traffic analysis that the study area should be broken into the following four sections to ensure logical breaks for each section:

- MD 4 Mainline, Calvert County – extends from the northern study limit (MD 4/Patuxent Point Parkway Intersection) to north of the Patuxent River crossing in Calvert County
- Patuxent River Crossing – extends from Solomons Cemetery in Calvert County to Patuxent Beach Road in St. Mary's County
- MD 4 Mainline Widening, St. Mary's County – extends from Patuxent Beach Road to just beyond Patuxent Boulevard in St. Mary's County
- MD 4/MD 235 Intersection – extends from just beyond Patuxent Boulevard in St. Mary's County to east of FDR Boulevard.

The project team recommended that the following alternatives be retained for detailed study (ARDS):

1. No-Build Alternative
No major improvements are proposed under Alternative 1, the No-Build Alternative. Minor short-term improvements would occur as part of routine maintenance and safety operations. The bridge would have to undergo re-decking during the next 15-25 years. The No-Build Alternative does not address future traffic concerns or the purpose and need for the project. It serves as the baseline for comparing the impacts and benefits associated with the build alternatives that have been retained for detailed study.

2. Transportation Systems Management (TSM)

The Transportation Systems Management (TSM) Alternative consists of spot improvements and access management along the corridor to address short-term safety, operational, and public concerns at specific locations. TSM improvements could generally be constructed with relatively low costs and environmental impacts, but would provide no substantial improvements to address future concerns. TSM strategies being considered for this corridor include:

- Removing the off-ramp from northbound MD 4 to MD 2 to eliminate congestion
- Consolidating access points from MD 4 to the parallel access road in Calvert County
- Closing either the northern or southern access point to South Patuxent Beach Road
- Separating the intersection improvements as stand-alone projects.

3. Build Alternatives

i. MD 4 Mainline Alternatives (Figure II-1)

a) MD 4 Mainline, Calvert County

Based on feedback from citizens, business owners, and elected officials, SHA has developed options for two sections of the MD 4 Mainline (Calvert County) Alternative. The first section is from the Thomas Johnson Bridge to approximately 600 feet south of Holiday Drive and the second section is from approximately 600 feet south of Holiday Drive to the project limits at the intersection of MD 4 / Patuxent Point Parkway. Both sections maintain a No-Build Option as a viable option for this portion of the overall MD 4 Project Planning Study. In addition, except for the Short-Term Improvements option within the first section, all of the options developed for each section of MD 4 Mainline (Calvert County) were designed to function interchangeably with the other options.

There are four options in addition to the No-Build option that focus on the section of MD 4 from the Thomas Johnson Bridge to approximately 600 feet south of Holiday Drive (**Figure II-1**). The purpose of these options is to improve access from the Thomas Johnson Bridge to Solomons Island Road. In all options other than the no-build option, the access point from northbound MD 4 to Solomons Island Road southbound closest to the Visitor's Center is proposed to be closed due to the proximity of the new bridge span. The four options include:

- The Short-Term Improvements option eliminates the right-in from northbound MD 4 to southbound Solomons Island Road. It also eliminates the right-out from Solomons Island Road to MD 4 northbound. This option adds a stop controlled intersection for MD 4 northbound and Solomons Island Road approximately 950 feet south of Holiday Road. The option maintains the existing access point from MD 4 southbound to Thomas Johnson Road.

  This option is a stand-alone option and does not coincide with the other options designed for the section from approximately 600 feet south of Holiday Drive to the MD 4/Patuxent Point Parkway intersection of the MD 4 Mainline (Calvert County).

- Right Turn Option A maintains the existing access point from MD 4 southbound to Thomas Johnson Road. This option eliminates the right-in from northbound MD 4 to southbound Solomons Island Road and eliminates access to the Naval Recreation Area. It also eliminates the right-out from Solomons Island Road to MD 4 northbound. It does

add a right-in/right-out access point for MD 4 northbound/Solomons Island Road approximately 750 feet south of Holiday Road.

- Right Turn Option B maintains the existing access point from MD 4 southbound to Thomas Johnson Road. This option eliminates the right-in from northbound MD 4 to southbound Solomons Island Road and eliminates access to the Naval Recreation Area. It also eliminates the right-out from Solomons Island Road to MD 4 northbound. It does add a right-in/right-out access point for MD 4 northbound/Solomons Island Road approximately 900 feet south of Holiday Road.
- Left Turn Option maintains the existing access point from MD 4 southbound to Thomas Johnson Road while adding a left turn lane along northbound MD 4 just beyond the bridge to access Thomas Johnson Road. This option eliminates the right-in from northbound MD 4 to southbound Solomons Island Road and eliminates access to the Naval Recreation Area. It also eliminates the right-out from Solomons Island Road to MD 4 northbound. It does add a right-out only access point for Solomons Island Road to northbound MD 4 approximately 750 feet south of Holiday Road.

In addition to the no-build option, there have been two options developed for the section of MD 4 from approximately 600 feet south of Holiday Drive to the MD 4/Patuxent Point Parkway intersection (**Figure II-2**). The purpose of these options is to improve traffic movements along MD 4 and access to Solomons Island Road.

Both options for the section from approximately 600 feet south of Holiday Drive to the MD 4/Patuxent Point Parkway intersection include a reduced median to a 22-foot-wide open grass median with 2 to 4 foot median shoulder.

- The Median Shoulder Widening Option maintains that same access to Solomons Island Road as they exist today.
- The Median Shoulder Widening with Access Closures Option modifies access to Solomons Island Road. This option eliminates the right-in/right-out at just south of holiday Drive and removes the right-out from Solomons Island Road to MD 4 located 100 feet north of Holiday Drive. The only access point for Solomons Island Road to and from MD 4 would be at MD 4/Patuxent Point Parkway intersection.

Constructability and Maintenance of Traffic

No issues related to constructability or maintenance of traffic are anticipated with the construction of the MD 4 Mainline in Calvert County as most roadway improvements would be in the median or along the shoulder. The work would be completed with standard lane and shoulder closures, day and/or night.

b) MD 4 Mainline Widening, St. Mary's County

MD 4 would be widened to a four-lane divided roadway from Patuxent Beach Road to just beyond Patuxent Boulevard in St. Mary's County. The typical section would consist of two 12-foot-wide lanes, a 10-foot-wide outside shoulder, and a four-foot-wide inside shoulder in each direction, with a 30-foot-wide open grass median (**Figure II-1**). Turn lanes may be added to intersections where needed along MD 4. An option for a 10-foot-wide bicycle and pedestrian facility to be constructed to the south side of MD 4, separated by a 10-foot-wide buffer, is included.

Constructability and Maintenance of Traffic
No issues related to constructability or maintenance of traffic are anticipated with the construction of the MD 4 Mainline in St. Mary's County. Most of the improvements would be conducted to the south side of the existing MD 4 roadway, where there are fewer connecting roads to MD 4. The existing roadway can be maintained while the additional lanes are constructed. Standard maintenance of traffic details will be utilized.

ii. Patuxent River Crossings

A mast height survey was conducted for the Thomas Johnson Bridge to determine the minimum vertical clearance required for the proposed Patuxent River Crossing alternatives. In June 2008, 27 marinas were contacted for information regarding the size and mast heights of the boats that make use of these facilities. In November 2009 the same marinas and other boat service businesses in the area were contacted to verify the June 2008 survey results and gather any additional information. The results of the survey determined that the average mast height of the recreational boat traffic is approximately 40 feet. Because the Intracoastal Waterway maximum clearance is 65 feet, the majority of the marinas in the study area are located downriver of the bridge. The marinas located upriver of the bridge have indicated that it is very rare to have a boat with a combined draft and mast height taller than 75 feet.

Under these alternatives, **Option A** would decrease the vertical profile of the new bridge to approximately a 70-foot-high vertical clearance. **Option B** would maintain the existing vertical profile of the bridge, with a 140-foot-high vertical clearance in the Patuxent River shipping channel.

In March 2010, a project newsletter was distributed to all of the properties that have frontage along the navigable portion of the Patuxent River upstream of the Thomas Johnson Bridge in an effort to gather feedback about the proposed bridge height. SHA has not received any comments since the distribution of the March 2010 newsletter.

Both of the proposed Patuxent River Crossing alternatives described below will include crossovers at either end of the bridge in order to accommodate roadway and bridge maintenance activities, emergencies (accidents, broken-down vehicles, etc.) and evacuations.

a) Alternative 3: Two-Lane Parallel Span

Alternative 3 (**Figure II-3**) is a new, two-lane bridge that will be built parallel to the existing Thomas Johnson Memorial Bridge. With this alternative, the existing bridge will be kept open to traffic and converted to carry traffic in the southbound direction. The new span will carry traffic in the northbound direction and will consist of two 12-foot-wide travel lanes, a four-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. In addition, the bridge will have a 10-foot-wide shared-use bicycle/pedestrian path separated by a concrete barrier on the southern side of the bridge.

Constructability and Maintenance of Traffic
Under this alternative, a parallel span would be constructed south of the existing bridge. The existing structure would be maintained to carry the traffic in both directions. Upon completion of

the second span, the existing bridge would be rehabilitated and converted to carry southbound traffic and the new span would carry northbound traffic.

b) Alternative 4: Four-Lane Parallel Span

Alternative 4 (**Figure II-3)** is a new four-lane bridge that will be built parallel and to the south of the existing Thomas Johnson Memorial Bridge. Upon completion of the new bridge, the existing bridge will be removed. In each direction, the bridge will consist of two 12-foot-wide lanes, a four-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. In addition, there will be a 10-foot-wide shared-use bicycle/pedestrian lane on the south side of the bridge, separated from the shoulder by a concrete barrier.

Constructability and Maintenance of Traffic

Under this alternative, the new four-lane bridge would be built south of the existing bridge, which would remain open during the construction of the new span to carry northbound and southbound traffic. Upon completion of the new bridge, the existing bridge would be removed.

iii. MD 4/MD 235 Intersection Options

a) Option A: Continuous Flow Intersection

This option will modify the existing traffic signal and add two new signals on the north and west legs of the intersection. The three traffic signals will be used to disperse traffic through the intersection. This option (**Figure II-4**) takes the primary left-turning traffic at the intersection of MD 4 and MD 235 and moves it to the left of oncoming traffic. Under this option, left turning southbound traffic at the intersection from MD 4, as well as MD 235 will be made into a two-lane, continuous-flow leg. MD 4 will carry two through lanes in each direction, and MD 235 will maintain three through lanes in each direction. Bicycles and pedestrian facilities will be provided through the intersections and connect with the County's proposed Three Notch Trail.

Constructability and Maintenance of Traffic

The construction of the Continuous Flow Intersection (CFI) would be completed in three phases and take a total of two to three years to complete. In Phase 1, new pavement outside of the existing travel lanes would be constructed. During Phase 2, traffic would utilize the pavement constructed during Phase 1 while new the new left turn lanes from eastbound MD 4 to southbound MD 235 are constructed. Phase 3 would open up traffic to the ultimate configuration and would include the construction of the medians and the island for channelized right turns.

b) Option B: At-Grade Intersection with One-Directional Flyover

This option (**Figure II-5**) takes traffic turning left from southbound MD 4 to southbound MD 235 and moves it onto a single-lane flyover ramp to bypass the MD 4/MD 235 intersection. The traffic signal will remain for all other intersection movements. MD 4 will carry two through lanes in each direction, and MD 235 will maintain three through lanes in each direction. MD 235 will have two left-turn lanes in each direction, and northbound MD 4 will have two left-turn lanes. Northbound MD 235 will have a free-flowing right turn onto northbound MD 4, and northbound MD 4 will have a free-flowing right turn onto southbound MD 235. Bicycles and pedestrian facilities will be provided through the intersections and connect with the County's proposed Three Notch Trail.

Constructability and Maintenance of Traffic

The flyover would be constructed in four phases over approximately two to three years. In Phase 1, construction would begin with the flyover ramp approach on MD 4 and outside widening on MD 235. Traffic would continue to operate as existing, with lane shifts. In Phase 2, the outermost lanes of the eastern leg of the intersection would be reconfigured. Traffic on MD 235 would shift to the outside in order to accommodate the construction of the bridge pier in the MD 4 median and the abutment walls in the MD 235 median. In Phase 3, the installation of the structural steel would be completed using temporary closures. Since curved steel girders would be used, it is anticipated that an extended closure (longer than 15 minutes) will be required to place the steel. In Phase 4, the remaining portions of MD 4 and the medians would be constructed.

c) Option D: Single Point Urban Interchange

This option (**Figure II-6**) is a grade-separated interchange option, with MD 4 crossing under MD 235. Option D keeps all through traffic on MD 235 flowing (without a traffic signal) and three lanes in each direction. It directs all turns through ramps to a single signalized intersection with MD 4 below MD 235. Through traffic along MD 4 will also cross through the signal, with two through lanes in each direction. Bicycles and pedestrian facilities will be provided through the intersection and connect with the County's proposed Three Notch Trail.

Constructability and Maintenance of Traffic

The Single Point Urban Interchange (SPUI) would require the most phases (five) as well as the longest amount of time for construction to be completed. It is anticipated that construction would be between four and five years. Phase 1 involves the construction of temporary roadways and the relocation of traffic along both legs of the MD 235 and the southern leg of the MD 4 off-alignment to construct the new MD 4 bridge over MD 235 and the eastern ramps. Traffic on the northern leg is diverted to a temporary signal to the west of the existing intersection. Phase 2 would involve utilizing the temporary roadways constructed during Phase 1 as well as detouring all movements to MD 4 to and from the east. Phase 2 would include the construction of the bridge and a majority of the interchange. After the bridge is constructed during Phase 2, Phase 3 would have all MD 235 traffic use the bridge, traffic bound for MD 4 will be diverted to a temporary road west of the current alignment and continue to use the temporary signal. Phase 3 includes the majority of the construction of MD 4 east of the MD 235 intersection. During Phase 4, the work on the northern leg of MD 4 would be completed. Once the MD 4 connection is made, the temporary signal would be removed and the full interchange would be open to traffic. Phase 5 includes the removal of all temporary roadways.

d) Traffic Analysis for Intersection Options

SHA conducted an intersection capacity analysis for Options A and D using the Highway Capacity Software and Option B using the VISSIM model. The models determined the level-of-service (LOS) for the 2030 AM and PM peak periods (**Table II-1**). The build options operated between an overall LOS C-D during the AM and from a LOS C-E in the PM. The No-Build option had a LOS F in both the AM and PM peak periods.

Table II-1. Intersection Capacity Analysis

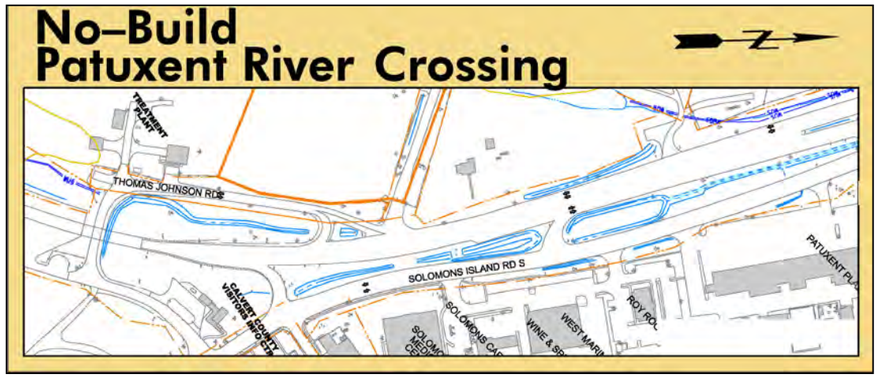
Location of Signals	2030 AM LOS (sec/vehicle)[1]	2030 PM LOS (sec/vehicle)[1]
No-Build Option		
MD 4 /MD 235	F (96)	F (313)
Overall	F (96)	F (313)
Option A – Continuous Flow		
MD 4	C (26)	C (22)
MD 4/MD 235	B (14)	C (22)
MD 235	A (9)	A (9)
Overall	D (49)	D (53)
Option B – Directional Flyover		
MD 4 /MD 235*	C (31)	E (64)
Overall	C (31)	E (64)
Option D - SPUI		
MD 4 /MD 235**	C (35)	D (49)
Overall	C (35)	D (49)

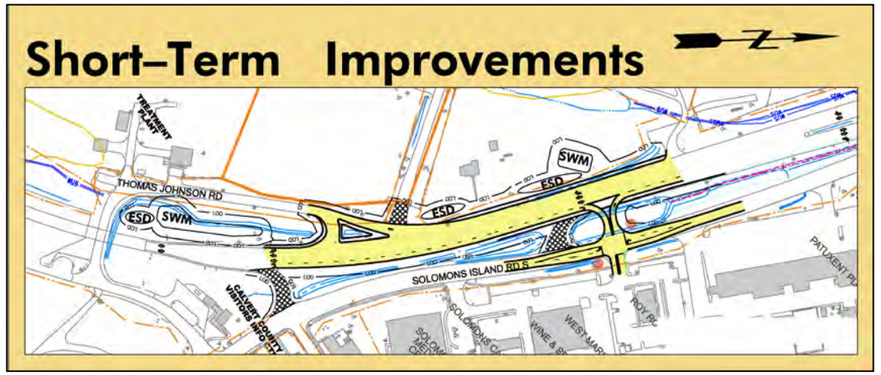
[1]This number represents the delay (in seconds) for a vehicle. Lower numbers represent less congestion and shorter delays.

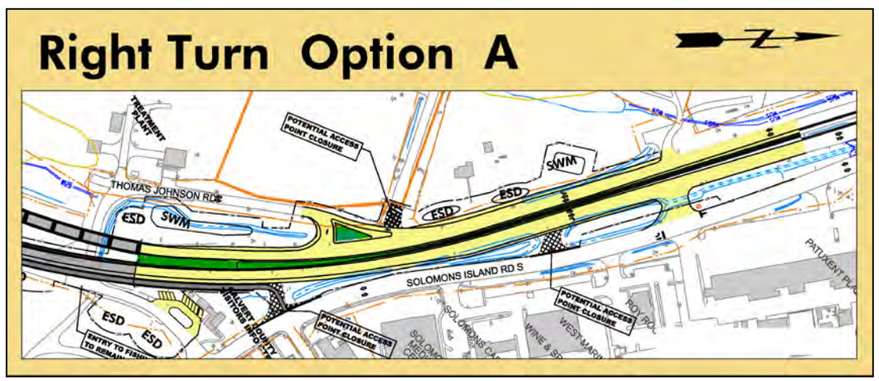
*Uninterrupted flow from southbound MD 4 left-turn to southbound MD 235

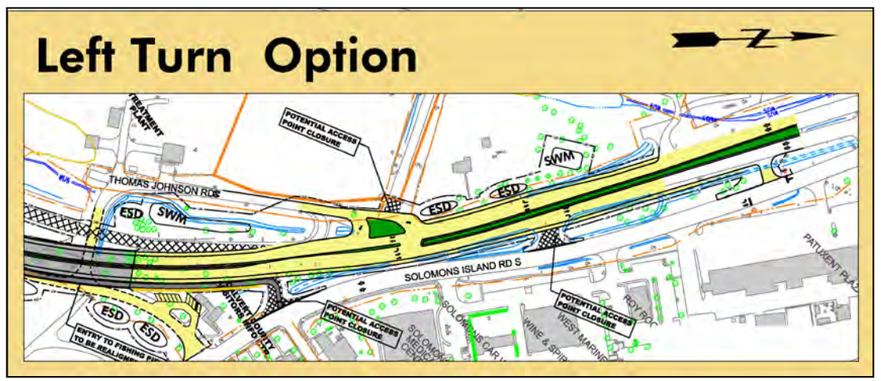
** Uninterrupted flow northbound and southbound MD 235

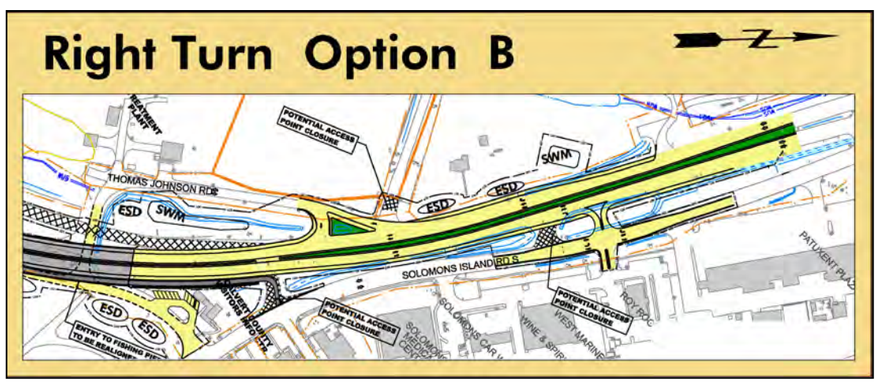
Figure II-1:
MD 4 Mainline, (Calvert County)
Options for Section of MD 4 from the Thomas Johnson Bridge to approximately 600 feet south of Holiday Drive











Typical Sections for MD 4 Mainline (St. Mary's County)

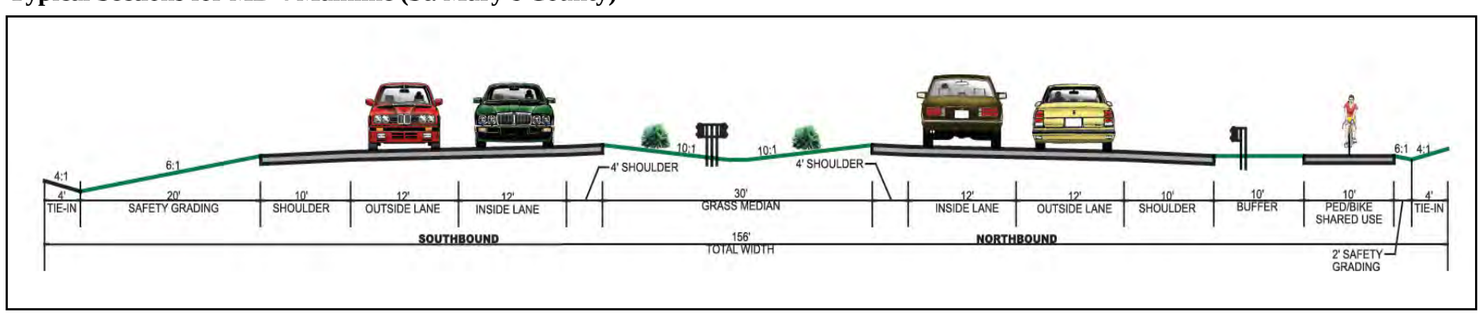


Figure II-2:
MD 4 Mainline, (Calvert County) - Options for Section of MD 4 from approximately 600 feet south of Holiday Drive to the MD 4/Patuxent Point Parkway

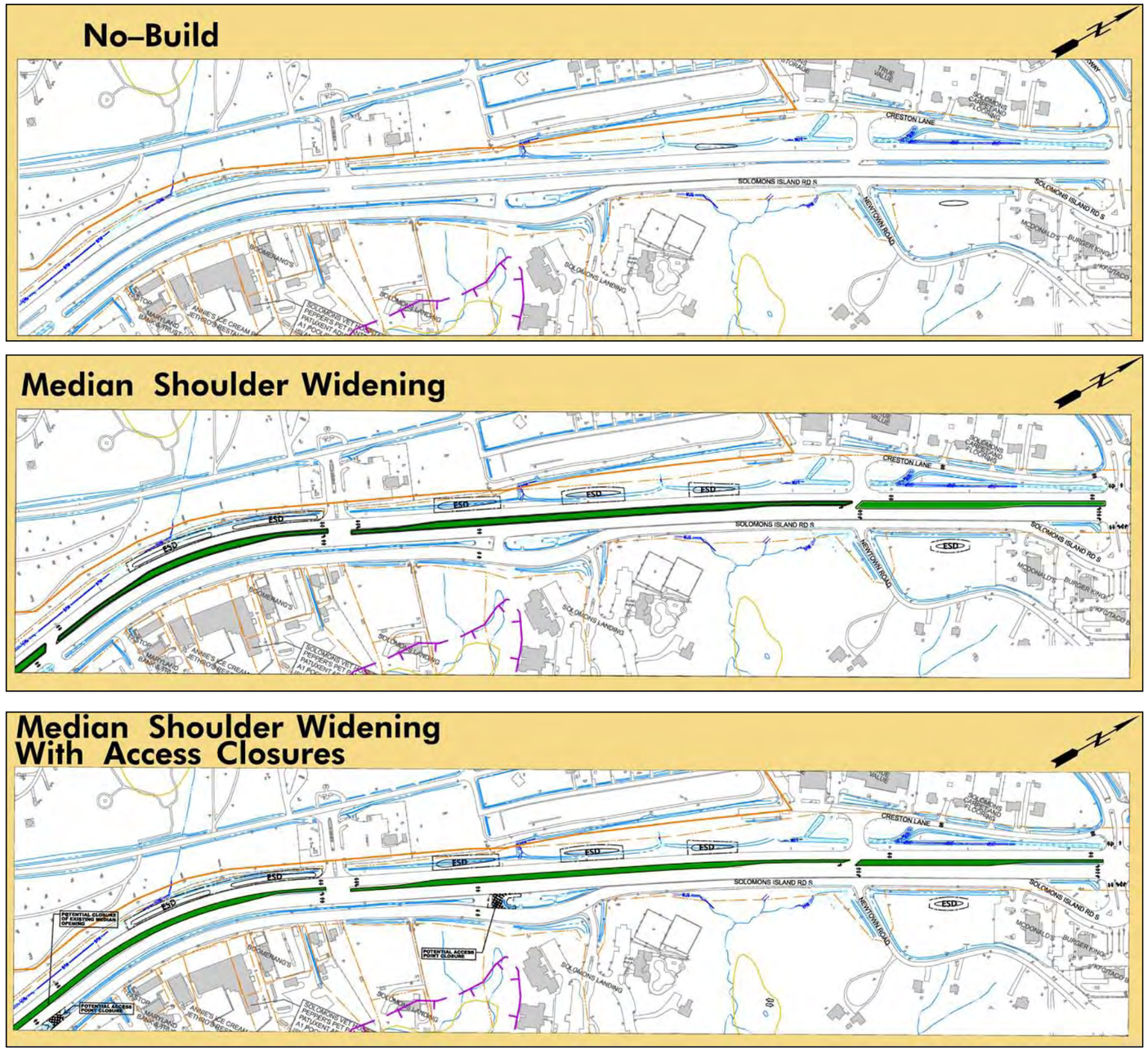
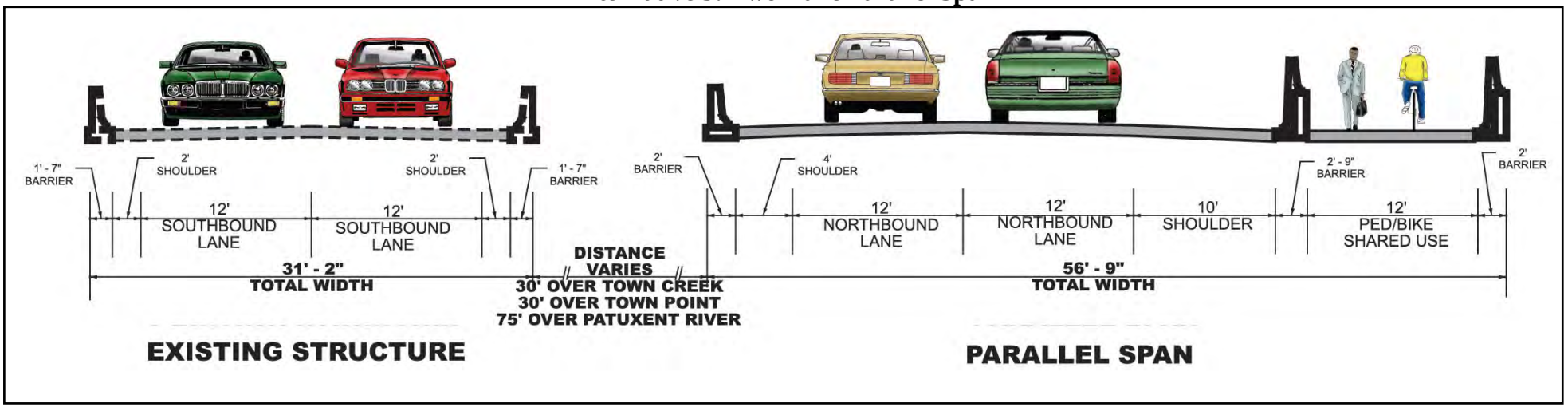
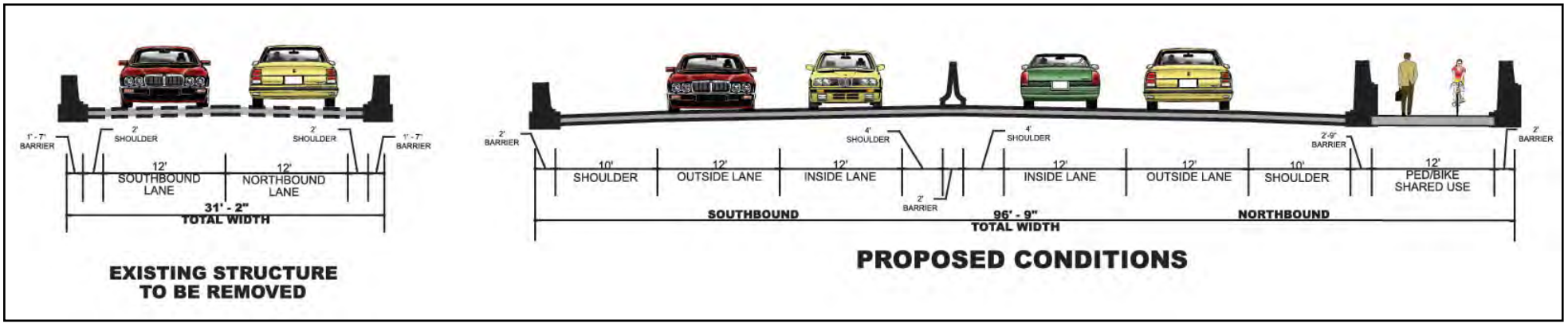


Figure II-3: Typical Sections for Alternatives 3 and 4

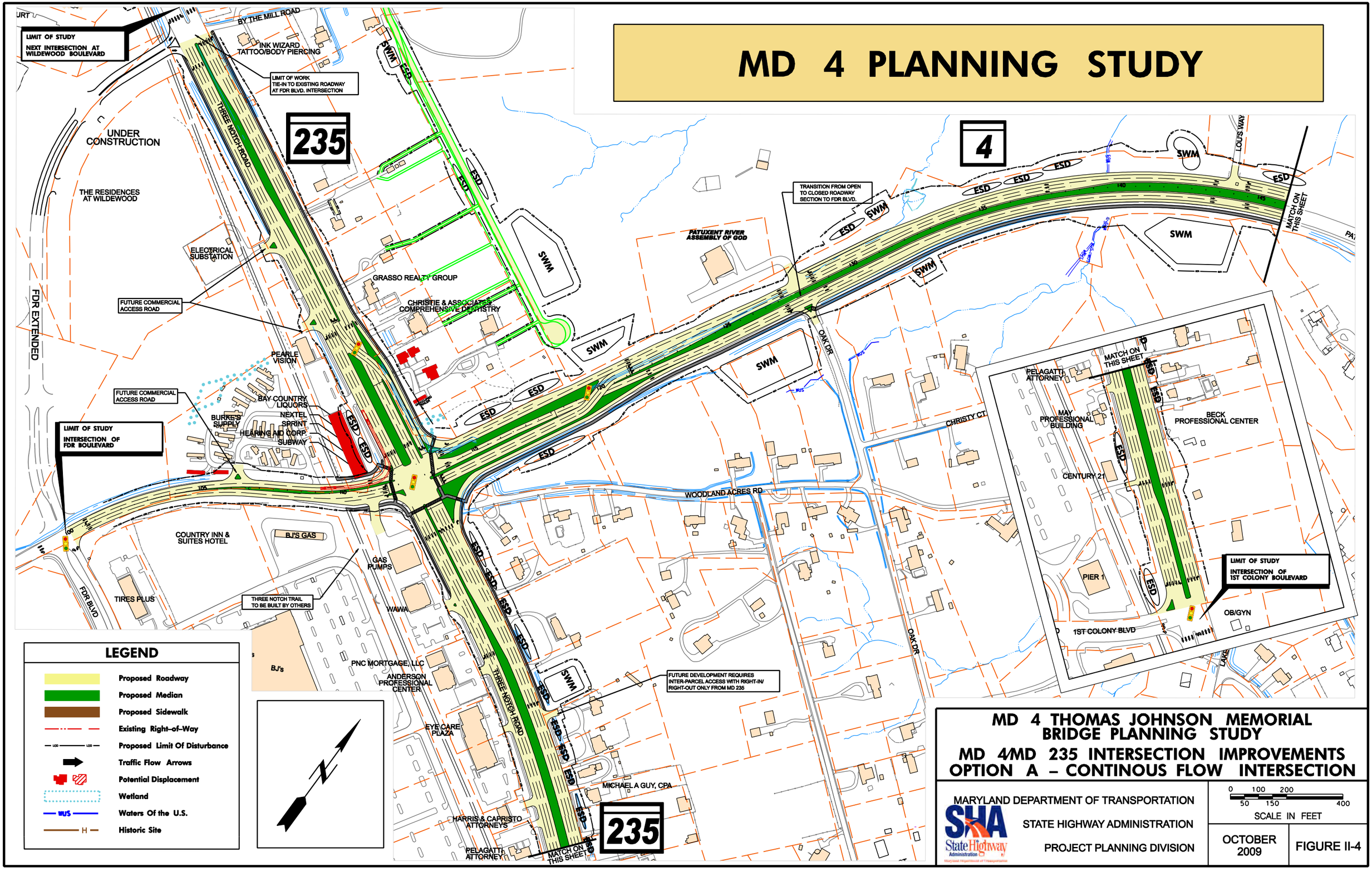
Alternative 3: Two-Lane Parallel Span



Alternative 4: Four-Lane Parallel Span



MD 4 PLANNING STUDY



LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Existing Right-of-Way
- Proposed Limit Of Disturbance
- Traffic Flow Arrows
- Potential Displacement
- Wetland
- Waters Of the U.S.
- Historic Site

MD 4 THOMAS JOHNSON MEMORIAL BRIDGE PLANNING STUDY

MD 4/MD 235 INTERSECTION IMPROVEMENTS OPTION A – CONTINOUS FLOW INTERSECTION

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

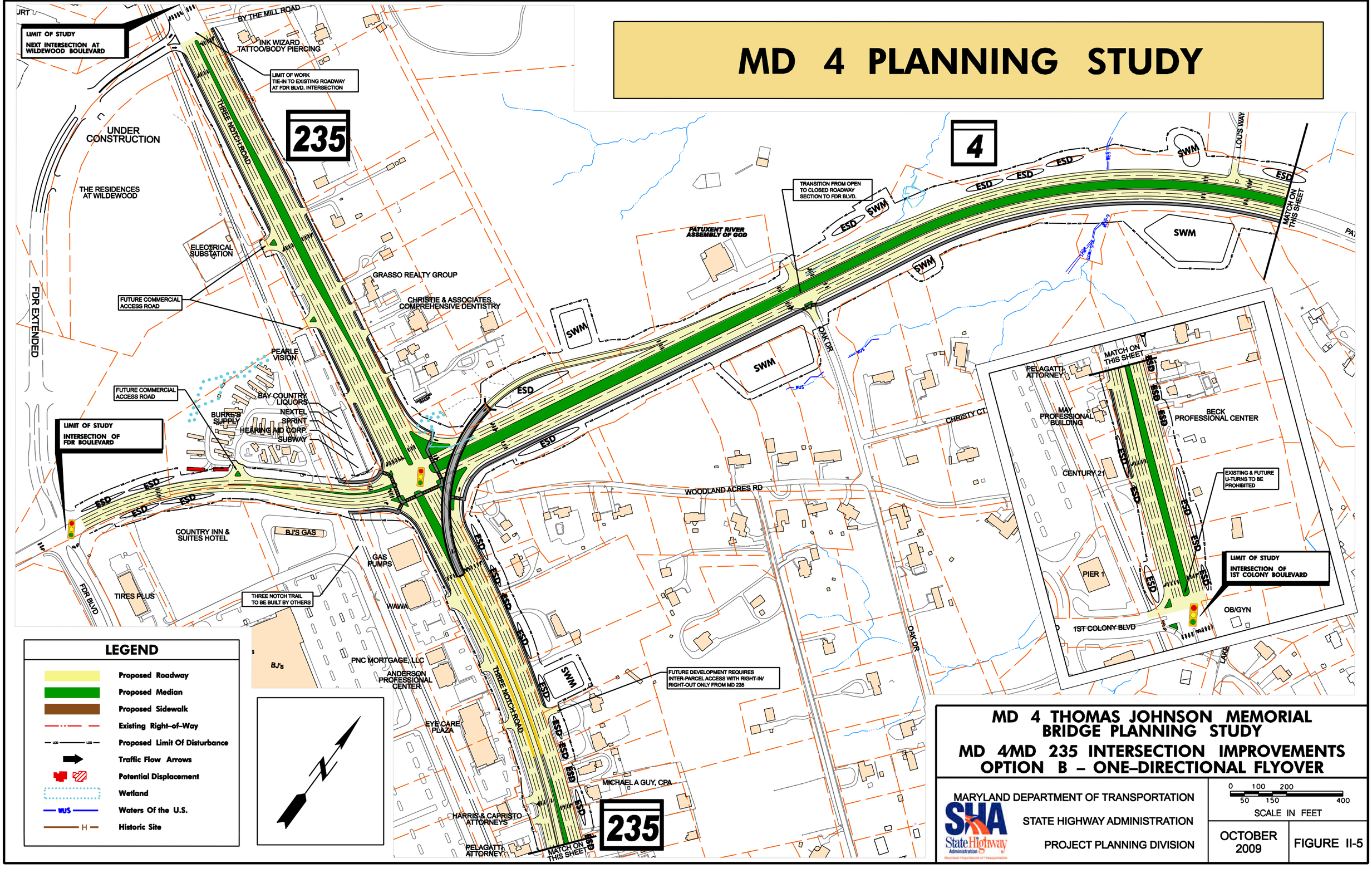
PROJECT PLANNING DIVISION

0 100 200
50 150 400
SCALE IN FEET

OCTOBER 2009

FIGURE II-4

MD 4 PLANNING STUDY



MD 4 THOMAS JOHNSON MEMORIAL BRIDGE PLANNING STUDY

MD 4/MD 235 INTERSECTION IMPROVEMENTS OPTION B – ONE-DIRECTIONAL FLYOVER

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

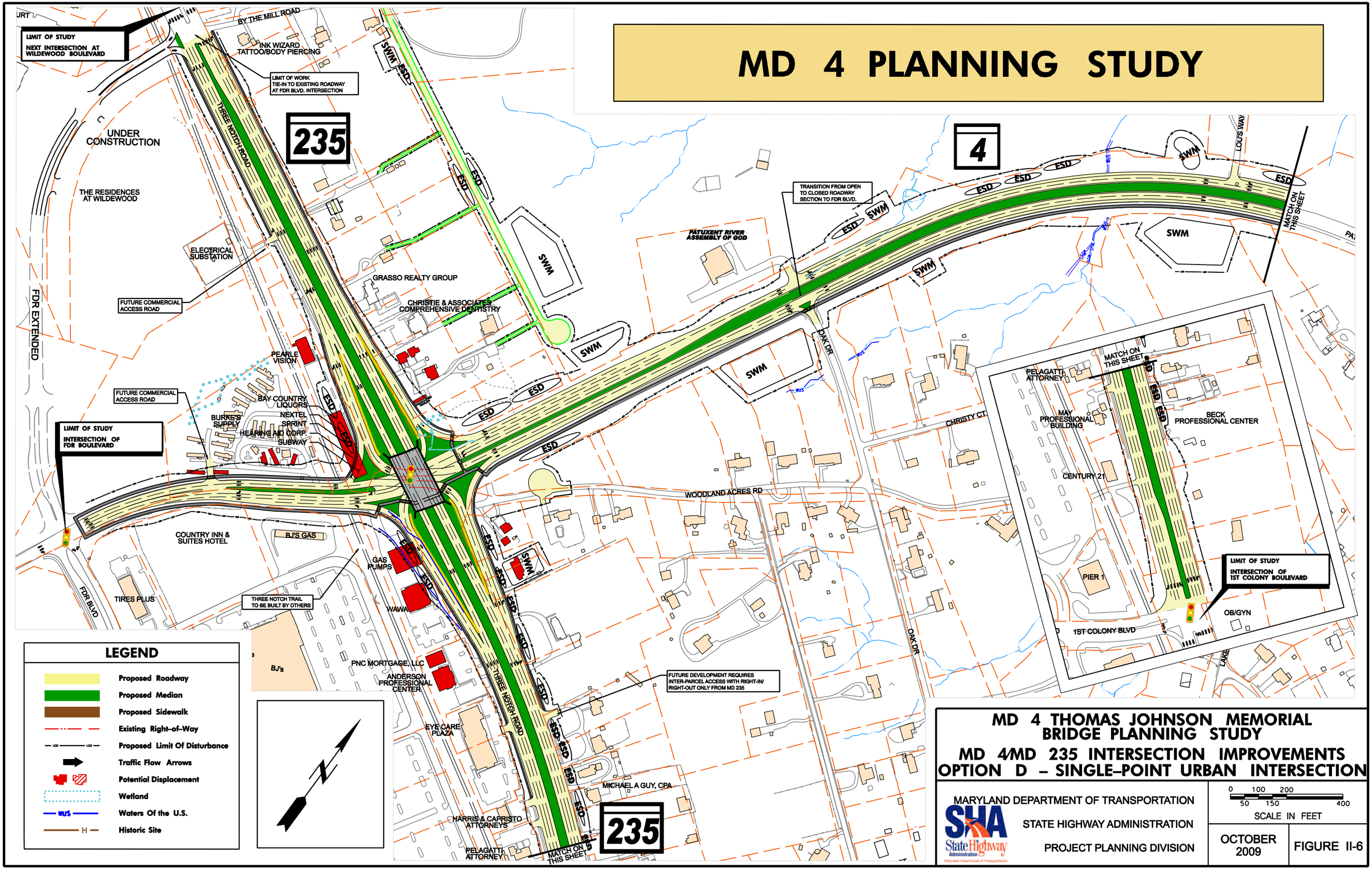
PROJECT PLANNING DIVISION

SCALE IN FEET: 0, 50, 100, 150, 200, 400

OCTOBER 2009

FIGURE II-5

MD 4 PLANNING STUDY



LEGEND

- Proposed Roadway
- Proposed Median
- Proposed Sidewalk
- Existing Right–of–Way
- Proposed Limit Of Disturbance
- Traffic Flow Arrows
- Potential Displacement
- Wetland
- Waters Of the U.S.
- Historic Site

MD 4 THOMAS JOHNSON MEMORIAL BRIDGE PLANNING STUDY

MD 4/MD 235 INTERSECTION IMPROVEMENTS OPTION D – SINGLE–POINT URBAN INTERSECTION

MARYLAND DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY ADMINISTRATION

PROJECT PLANNING DIVISION

SCALE IN FEET: 0, 50, 100, 150, 200, 400

OCTOBER 2009

FIGURE II-6

D. Costs for Alternatives

The term No-Build is often misleading. It does not mean that there will be no cost associated with the alternative. Rather, it means that no funds would be expended to increase the capacity of the roadway. There would still be costs associated with maintaining the facility. This would include activities such as roadway resurfacing, bridge maintenance, signing, lighting, pavement markings, and landscaping.

There are no preliminary costs estimated for the No-Build Alternative since it did not included any additional work beyond the normal maintenance activities. The following is a breakdown of the total cost associated with the mainline alternatives, bridge alternatives, and intersection options.

Table II-2: Estimated Total Costs for Alternatives*

Alternative	Neat Cost (in millions)	Preliminary Engineering Cost (in millions)	Right-of-Way Cost (in millions)	Construction Management (in millions)	Total Cost (in millions)
No-Build	N/A	N/A	N/A	N/A	$122 - $163[1]
TSM	N/A	N/A	N/A	$4 - $6	$30 - $40
MD 4 Mainline: Calvert County	$1.5 – 2.0	$0.35-0.45	$0.27- 0.30	$0.23 – 0.25	$2.4 - 3.0
MD 4Mainline: St. Mary's County	$51- 53	$7.6 – 8.5	$28.4 – 30	$9 – 9.5	$96 - 100
Two lane Parallel Bridge	$225 - 235	$34 - 38	$4.8 - 6	$40 - 46	$304 – 325[1]
Four Lane Parallel Span	$355 - 368	$53 - 58	$7.3 – 8.5	$60 - 65.5	$475 – 500
MD 4/MD 235 Option A	$24.3 - 25	$3.6 - 4	$38.8 - 40	$4.2 – 4.3	$67 – 73
MD 4/MD 235 Option B	$39 - 43	$5.9 – 7	$25.2 - 26	$6.7 - 7	$77 – 83
MD 4/MD 235 Option D	$73 - 75	$11 - 13	$40 - 41	$12.6 – 14	$137 - 143

[1]Costs estimates include the foreseeable maintenance costs associated with the re-decking of the existing bridge structure.
*Costs displayed are in 2010 dollars.

III. EXISTING ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This section describes the existing conditions in the study area and the potential impacts of the proposed improvements to MD 4. The discussions presented include relevant environmental disciplines identified in the Federal Highway Administration (FHWA) 23 Code of Federal Regulations (CFR) Part 771, "Environmental Impact and Related Procedures" and all other appropriate federal, state, and local laws.

A. Land Use

1. Existing and Future Land Use

Existing land use along the MD 4 corridor is primarily residential, forested, and institutional, with a commercial district located at the southwestern limit of the study area in St. Mary's County (**Figure III-1**). The northeastern portion of the study area is predominately institutional (US Naval Recreation Center) and is located west of the MD 2/4 split. Although a majority of the businesses and residences located throughout the study area are within St. Mary's County, some businesses and residential communities have direct access to the study area in Calvert County.

Four master plans govern land use in the study area: the 2004 Comprehensive Plan, Calvert County, Maryland (December 2004), the St. Mary's County Growth Management Plan (2001), the St. Mary's County Transportation Plan (August 2006), and the 2010 St. Mary's County Comprehensive Plan. All four master plans identify the need for improved capacity and safety along the section of MD 4 within the study area. They also promote alternate means of transportation such as public transit, carpools, bicycling, and walking. MD 4 is a major north-south corridor through south central Maryland, from Washington D.C. to Leonardtown; providing commuters in the area with access to points north, including the District of Columbia (D.C.), 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.

Figure III-2 displays the projected land use for the St. Mary's County portion of the study area, which shows an increase in residential lands and a reduction in forested lands. This predicted change in land use follows the designation of this area by St. Mary's County as the Lexington Park Development District.

The entire section of the MD 4 study area in Calvert County is located within a county designated Town Center District, as shown on **Figure III-3**. Town Center Districts are Calvert County's primary designated growth areas that encourage residential and business growth and provide amenities for visitors.

2. Effects on Land Use

The No-Build and TSM Alternatives would require no land use changes resulting from the proposed impacts. However, some residents and businesses may relocate or choose different locations based upon the rising congestion that can be expected along MD 4 without expansion of the highway. Thus, these alternatives may impact the future land use predictions shown on **Figures III-2** and **III-3.**

MD 4 Mainline (both Calvert and St. Mary's Counties), Alternatives 3 and 4, and the intersection options would directly result in the transferring of business and residential land use to transportation use as a result of the property displacements. The build alternatives and intersection options are consistent with local land use plans. The expansion of MD 4 and the addition of user-friendly, accessible pedestrian and bicycle transportation facilities would attract residents and businesses to the study area.

The Smart Growth Initiative requires state direct funding for highways and economic development to areas that are designated Priority Funding Areas (PFAs). The compliance of the proposed MD 4 expansion with Smart Growth Initiative is discussed further in Section C.5.

B. Social Characteristics

A socio-economic inventory was conducted as part of the MD 4 study and is summarized in the following narrative. For additional details, refer to the MD 4 Community Effects Assessment (SHA, 2009).

The inventory involved the identification of communities, community facilities, and commercial and industrial facilities within the study area. In addition, data regarding population, ethnicity, economics, and other demographics, which were available through the U.S. Census Bureau's Census 2000 and the *2006-2008 American Community Survey 3-year Estimates*, were compiled and evaluated. Data was collected at the census tract-block group level. The census tract and block groups from the Census 2000 data that encompass the study area are depicted in **Figure III-4**.

1. Population and Housing

Table III-1 shows the population statistics for Maryland, Calvert County, St. Mary's County, and the study area. Between 2008 and 2030, the population for Maryland is expected to increase by approximately 19 percent while Calvert County's population is expected to increase by approximately 19 percent and St. Mary's County by approximately 49 percent. Based on Census 2000 data, the most current data set available for the study area, approximately 12.5 percent of the study area is over the age of 65, similar to the percentage of population for the state and the counties. The study area has a lower percentage (3.4 percent) than the state (8.5 percent) and counties (4.4 and 7.2 percent) of population considered below the poverty level. The percent of persons within the study area with one or more disabilities is 14, lower than the counties and the state. The study area is comprised primarily of persons classified as 86 percent White, 9 percent Black, and with other minorities composing the remaining 5 percent.

Table III-1 indicates that the median household income for the study area is $63,943. The median household income for the State of Maryland is $70,005, St. Mary's County is $76,681, and Calvert County is $89,049. **Table III-2** shows the housing statistics for the State of Maryland and St. Mary's and Calvert Counties. Information on the housing characteristics for the study area has not been included due to changes in the census tract boundaries between 1990 and 2000. The number of households in St. Mary's and Calvert Counties increased by 22 percent and 45 percent, respectively, between 1990 and 2000, while during the same time frame, Maryland experienced an increase of 13 percent.

3

Study Area Limits

2-4

2

235

4

PATUXENT RIVER

CALVERT COUNTY

ST. MARY'S COUNTY

Legend

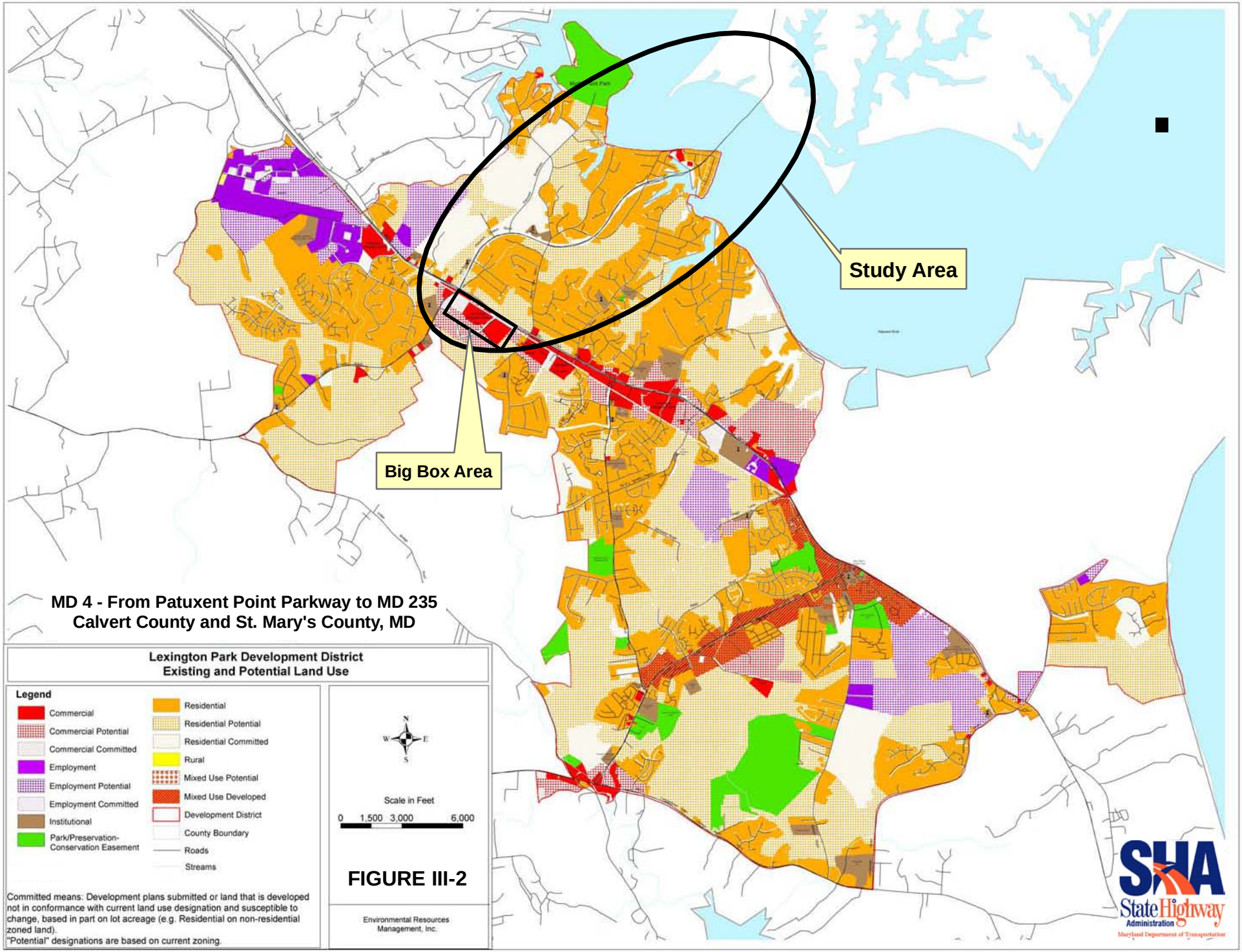
- Residential
- Commercial
- Industrial
- Institutional
- Extractive
- Urban Land
- Agriculture
- Forest
- Water
- Wetlands
- Barren Land
- Transportation

SHA State Highway Administration
Maryland Department of Transportation

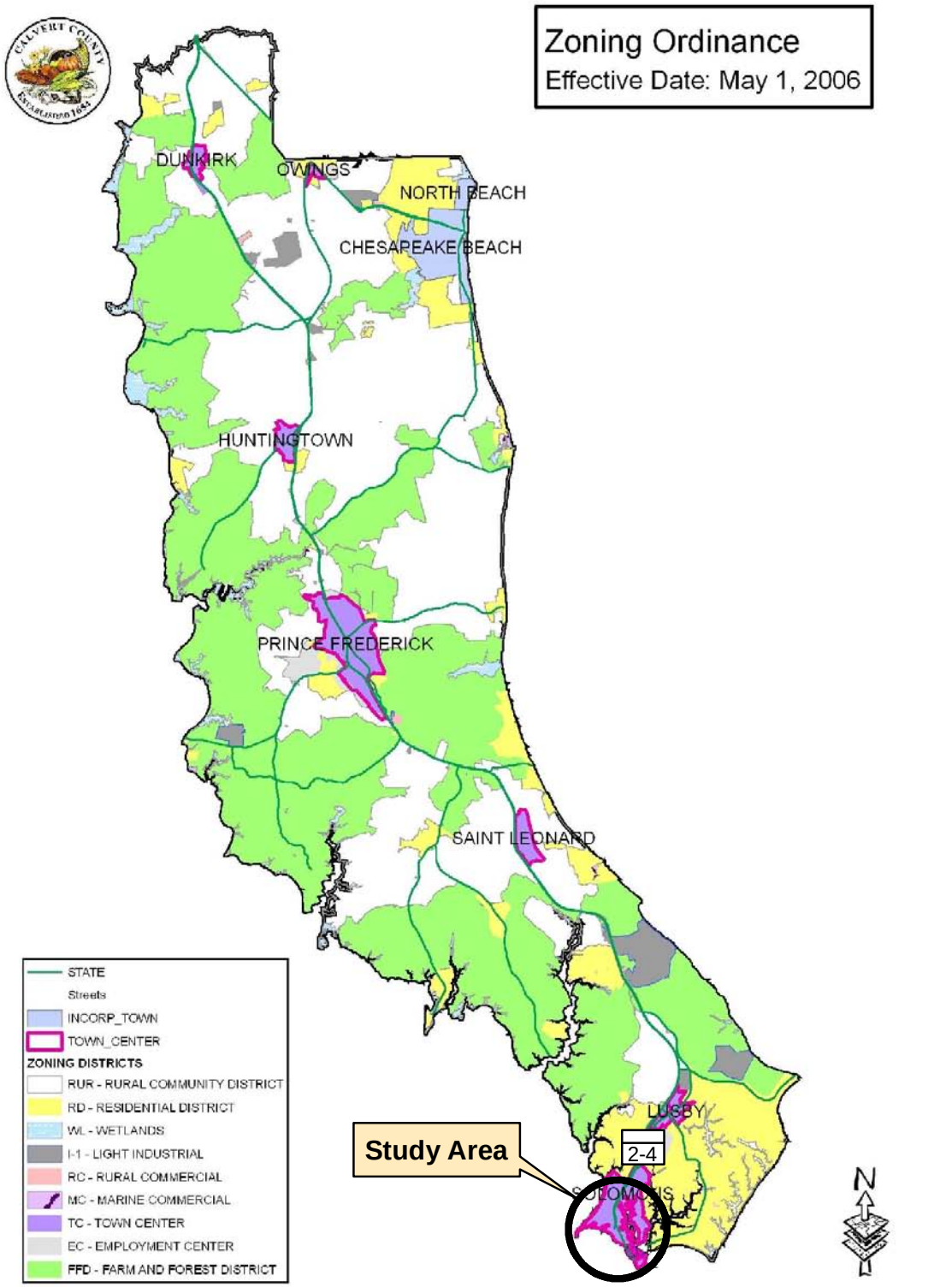
FIGURE III-1: 2002 Land Use Map
MD 4 - From Patuxent Point Parkway to MD 235
Calvert County and St. Mary's County, MD

Scale: 1" = 2,000' | **Date: August 2009**

Q:\SMD\990241\005MD4_PL\Working Data\Dept\Planning\Technical Reports\EA\Figures\GIS\Figure III-3_MD 4 2002 Land Use.mxd



Q:\SMD\990241\005MD4_PL\Working Data\Dept\Planning\Technical Reports\EA\Figures\GIS\Figure III-2_LPDD Exist and Pot Land Use Map.mxd



Source: *Calvert County, Maryland*

Not to Scale

Figure III-3: Calvert County Town Center District Location Map

MD 4 - From Patuxent Point Parkway to MD 235
Calvert County and St. Mary's County, MD

■

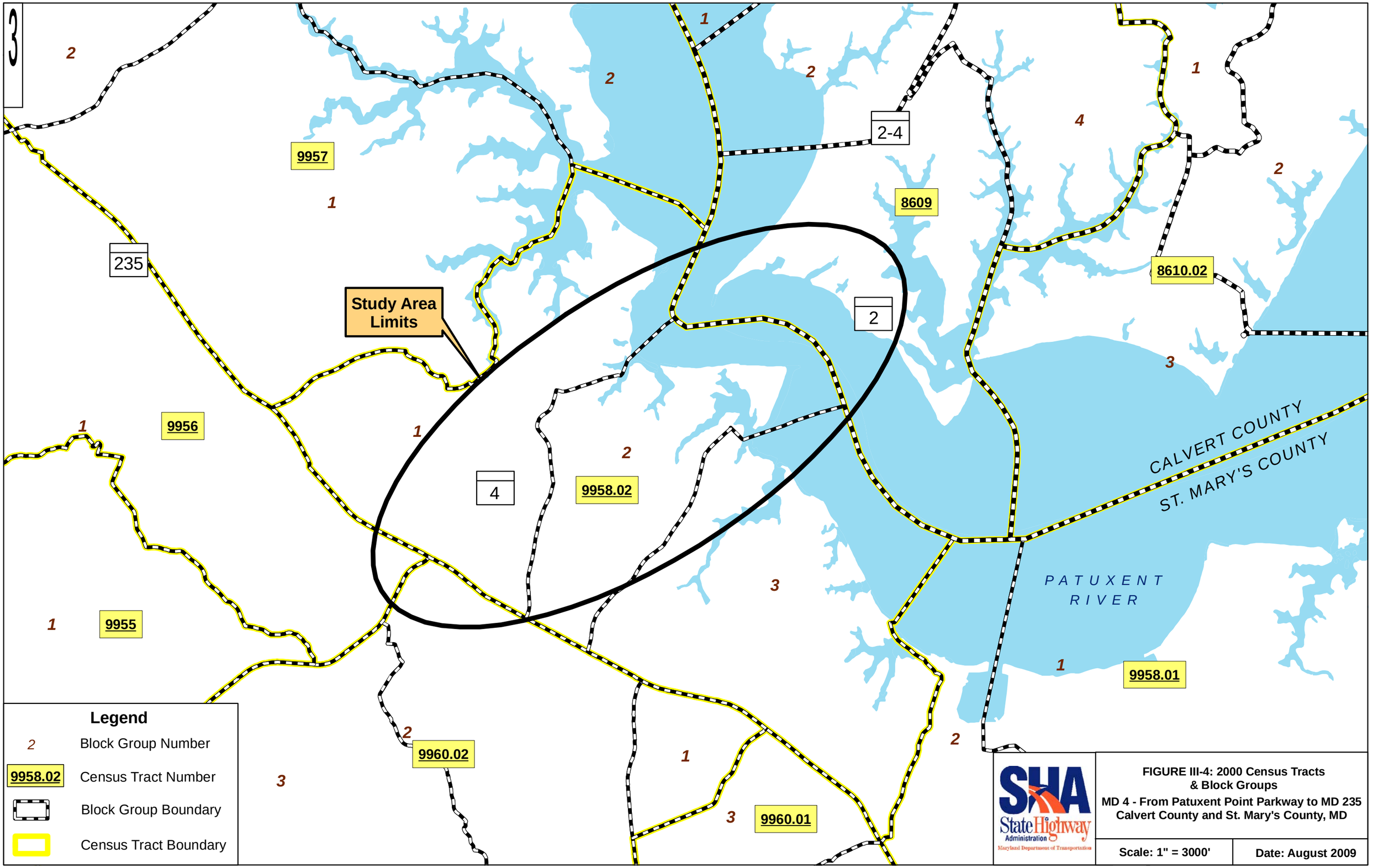


FIGURE III-4: 2000 Census Tracts & Block Groups

MD 4 - From Patuxent Point Parkway to MD 235
Calvert County and St. Mary's County, MD

SHA State Highway Administration
Maryland Department of Transportation

Scale: 1" = 3000' | **Date: August 2009**

Q:\SMD\990241\005MD4_PL\Working Data\Dept\Planning\Tech nical Reports\EA\Figures\GIS\Figure III-1_Census Map.mxd

Table III-1: Population Characteristics

Characteristic		Maryland	Calvert County	St. Mary's County	Study Area
Total Population		*5,618,250*	*88,126*	*101,578*	*N/A*[1]
Projected Population by 2030		*6,684,250*	*105,100*	*151,500*	*N/A*[1]
Percent of Population 65 Years or Older*		*11.3*	*8.9*	*9.1*	*12.5*
Percent of Population in Poverty (1999)*		*8.5*	*4.4*	*7.2*	*3.4*
Median Household Income		*$70,005*	*$89,049*	*$76,681*	*$63,943**
Percent of Population with One or More Disabilities*		*17.6*	*15.9*	*15.3*	*14.1*
Racial Distribution (%)	White	*62.0*	*82.0*	*79.2*	*85.7**
	Black	*28.7*	*13.2*	*13.8*	*8.8**
	Alaska Native/ American Indian	*0.3*	*0.3*	*0.3*	*0.3**
	Asian/ Pacific Islander	*5.0*	*1.3*	*2.3*	*2.1**
	Hispanic[3]	*4.0*	*3.2*	*4.4*	*1.8**
	Minority[4]	*20.0*	*25.5*	*21.6*	*14.4**

[1]Changes in the census tract boundaries between 1990 and 2000 resulted in the inability to estimate the overall population of the study area.
[2]A household, as defined by the U.S. Census, is a place (structure) where one or more persons reside on a regular basis. A family is defined as two or more persons related by birth, marriage, or legal adoption that occupy a place on a regular basis.
[3]Hispanic is an origin, not a racial designation. Origin can be viewed as the heritage, nationality group, lineage, or country of birth of the person or the person's parents or ancestors before their arrival in the United States. People who identify their origin as Spanish, Hispanic, or Latino may be of any race.
[4]Percent Minority includes populations of two or more races and populations of one race alone other than the races listed above in addition to Black, Alaska Native/American Indian, Asian/Pacific Islander, and Hispanic populations.
*Figures from Census 2000 only. Information was not available in the *2006-2008 American Community Survey 3-year Estimates* data

Table III-2: Housing Characteristics

	Households in 1990	Households in 2000	Percent Change from 1990 to 2000	Housing Units in 1990	Housing Units in 2000	Percent change from 1990 to 2000
Maryland	*1,748,991*	*1,980,859*	*13.3%*	*1,891,917*	*2,145,283*	*13.4%*
Calvert County	*16,986*	*25,447*	*49.8%*	*18,974*	*27,576*	*45.3%*
St. Mary's County	*25,500*	*30,642*	*20.2%*	*27,863*	*34,081*	*22.3%*

***Housing statistics were not available in the** *2006-2008 American Community Survey 3-year Estimates*

2. Environmental Justice

Based on a review of census data and coordination with churches and schools in the vicinity of the study area, no Environmental Justice (EJ) populations were identified. A field review conducted on March 15, 2007, also did not identify minority or low-income populations within the MD 4 study area.

a. Methodology

SHA obtained baseline demographic information at the block group level from Census 2000 and used it to identify potential locations of minority and low-income populations. Project team members compared that block group data to the overall study area minority and poverty level totals to identify concentrations of minority and low-income populations and consulted local planning officials to identify other potential EJ populations within the study area.

Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, defines minority persons as follows:

- Black (a person having origins in any of the Black racial groups of Africa);
- Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture origin, regardless of race);
- Asian American (a person having origins in any of the original peoples of the Far East, South East Asia, the Indian subcontinent, or the Pacific Islands);
- American Indian and Alaska Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition).

A person whose median household income is at or below the Department of Health and Human Services (DHHS) poverty guidelines is defined as "low income." The DHHS guidelines are derived from the poverty thresholds updated each year by the United States Census Bureau. DHHS 2008 poverty guidelines are $10,400 for the first person in a household and $3,600 for each additional person, up to $21,200 for a family of four.

b. Findings

According to the criteria above, Census 2000 indicates that minority populations make up 13 percent of the study area. Approximately 87.0 percent are White; 8.8 percent are Black; 1.8 percent are Hispanic; 2.1 percent are Asian, Hawaiian, or Pacific Islander; and 0.3 percent are American Indian or Alaska Native. (**Table III-3**).

The St. Mary's County Department of Planning and Zoning and the Calvert County Housing Authority did not have any information about low-income or minority communities within the study area. One school is located within the study area, in St. Mary's County. SHA requested information about Meal Benefits and Free-and-Reduced-Price-Eligible Students from the St. Mary's County Public School System. Based upon information the school system provided and information available on the website of the National Center for Education Statistics, the number of students (< 20%) eligible for these programs is not considered to be significant for the purpose of this analysis.

Table III-3: Racial Distribution, Median Household Income, and Population Below Poverty Status for Calvert County, St. Mary's County, and the Study Area

	White (%)	Black (%)	Alaska Native/ American Indian (%)	Asian/ Pacific Islander (%)	Hispanic (%)	Minority[1] (%)	Median Household Income[2] (1999)	Population Below Poverty (%) (1999)
Calvert County	***83.0***	***13.1***	***0.3***	***0.9***	***1.5***	***17.0***	***$65,945***	***4.4***
St. Mary's County	***80.4***	***13.8***	***0.3***	***1.9***	***2.0***	***19.6***	***$54,706***	***7.2***
Study Area[3]	***87.0***	***8.8***	***0.3***	***2.1***	***1.8***	***13***	***$63,943***	***3.4***
8609/3	87.2	9.2	0.2	0.8	0.8	13.0	$53,571	4.2
9956/1	89.9	4.0	0.2	2.9	1.4	10.1	$62,378	5.4
9958.02/1	92.8	4.2	0	0.2	2.1	7.2	$65,093	0
9958.02/2	92.7	2.1	0.5	1.8	1.6	7.4	$65,357	2.8
9958.02/3	87.3	5.8	0.5	2.7	2.5	12.7	$84,690	0.5
9960.02/2[4]	64.4	27.5	0.4	4.0	2.3	35.7	$52,569	7.6

Source: US Census 2000

[1] Percent Minority includes populations of two or more races and populations of one race alone other than the races listed above in addition to Black, Alaska Native/American Indian, Asian/Pacific Islander, and Hispanic populations.

[2] A household, as defined by the U.S. Census, is a place (structure) where one or more persons reside on a regular basis. A family is defined as two or more persons related by birth, marriage, or legal adoption that occupy a place on a regular basis.

[3] The figures shown for the study area were determined by calculating the average value of the census tract block groups in the study area.

[4] Field investigation on February 25, 2009, indicated that the majority of the residences in Census Tract 9960.02 - Block Group 2 were located well outside the study area.

For the purpose of this study, and remaining consistent with SHA guidelines (**Appendix C**), the standard definition of a minority block group is "a block group with a meaningfully greater percentage of minorities than the study area as a whole." SHA's analysis of the Census 2000 data determined that no block groups that met this definition exist within the study area, with the exception of Census Tract 9960.02 - Block Group 2. This block group was significantly higher (by 21 percent) than the study area. Although based upon a field review of the area, most members of minority populations live approximately two miles outside the study area, along MD 237.

SHA uses the following criterion to determine low-income block groups: a block in which the percentage of families below the poverty level exceeds the percentage of families below the poverty level in the greater geographic area. In addition to its review of census information, SHA conducted a field review in attempt to identify minority and/or low-income communities within or adjacent to the project area. The field review identified no minority or low-income communities. The study area has a lower percentage of population considered below the poverty level compared to the state and Calvert and St. Mary's Counties.

From March 25 to 29, 2007, SHA published a Public Notice of the project's initiation as a planning study in the following newspapers that serve the study area:

- St. Mary's Today

- Enterprise (St. Mary's)
- St. Mary's Advertiser
- Washington Post
- The Calvert Recorder
- County Times.

On August 7, 2007, SHA mailed 27,691 newsletters (**Appendix B**) to present the project to all potentially affected populations (including Environmental Justice (EJ) populations). During October 2 and 9, 2007, SHA held two Public Workshops. Each workshop included a "Context Sensitive Solutions" station which provided residents the opportunity to identify EJ communities. On May 27, 2009, 30,618 project postcards were mailed out announcing the Alternatives Public Workshop. Following the project postcards, SHA mailed 1,343 project brochures on May 29, 2008. The brochures described the Alternatives Public Workshop and included contact information regarding "Non-discrimination in Federally Assisted and State-Aid Programs". Following the Alternatives Public Workshop on June 16 and 17, 2008, property owner letters were mailed inviting owners to the Property Owner Community Meeting held July 8, 2010. The property owner letters included a paragraph offering an interpreter for those needing assistance with the English language. No interpreters have been requested to date. Since the newsletters were mailed and the open house and public workshop were held, SHA has not been contacted by any EJ communities. As a result of researching census data and the public involvement effort described above, no specific EJ community has been identified.

Title VI Statement

It is the policy of the SHA to ensure compliance with the provisions of Title VI of the Civil Rights Act of 1964 and related civil rights laws and regulations which prohibit discrimination on the grounds of race, color, sex, national origin, age, religion, or physical or mental handicap in all SHA program projects funded in whole or in part by the FHWA. The SHA will not discriminate in highway planning, highway design, highway construction, right of way acquisitions, or the provision of relocation advisory assistance. This policy has been incorporated in all levels of the highway planning processes to ensure that proper consideration may be given to the social, economic, and environmental effects of all highway projects. Alleged discriminatory actions should be addressed for investigation to the Equal Opportunity Section of the SHA, to the attention of Mrs. Jennifer Jenkins, Chief, Office of Equal Opportunity, 707 North Calvert Street, Baltimore, Maryland 21202.

3. Public Outreach and Participation

Outreach strategies for the MD 4 Project Planning Study are ongoing throughout the course of the study. SHA has documented the Public's concerns about current congestion and safety issues along MD 4 as cited below. Many of these same concerns and others were expressed at both the October 2007 Informational Open Houses and the June 2008 Alternates Public Workshops. A list of the stakeholders and summaries of the meetings are included in **Section IV** and **Appendix B**.

An Informational Open House was held on October 2, 2007, in Calvert County and on October 3, 2007, in St. Mary's County. The open house provided the opportunity for residents, business owners, and community members to review and comment on the conceptual designs. There were 230 people who attended the meetings and 1,438 comment cards were returned during or after

the meetings. Many citizens cited concerns about motorist safety and community access and want the MD 4 improvements to take place as soon as possible. Many citizens also cited concerns about property and environmental impacts and potential bridge closures. The comments received from the meeting are included in **Appendix B**.

The Alternates Public Workshop was held on June 16, 2008, in Calvert County, and June 17, 2008, in St. Mary's County. The workshop provided the opportunity for residents, business owners, and community members to review and comment on the mainline alternatives and MD 4/MD 235 intersection options. There were 343 people who attended the workshops and 242 comments were returned during or after the meeting. In addition to the concerns noted at the Open Houses, many citizens commented on the Patuxent River crossing design, cited concerns about property displacement and changes to access, and concerns about pedestrian/bicyclist accessibility and safety. The comments received from the meeting are included in **Appendix B**.

4. Neighborhoods/Communities

a. Existing Conditions

Communities and neighborhoods in and around the study area vary in size. Three of the major communities within the study area include: Town Center of Solomons in Calvert County and the communities of California and Town Creek/Town Point in St. Mary's County. Within these major communities are smaller residential neighborhoods. The following neighborhoods/ developments were identified during a study area field review: California Trailer Park, Cal Acres, Holly Haven, Johnstown, Kingston Manor, North Town Creek Manor, The Woods at Myrtle Point, Town Creek Farm, Woodland Acres, and Newtown (**Figure III-5**). All of the neighborhoods, with the exception of Newtown, are located within the study area. Newtown is located just outside the study area's northeastern limits.

b. Impacts

Impacts on communities and neighborhoods typically fall into three categories: community cohesion/isolation/accessibility; community social values/quality of life; and effects on community visual and aesthetic resources.

i. Community Cohesion/Isolation/Accessibility

Community cohesion refers to a personal recognition of belonging to a neighborhood or community through social interaction. Isolation of a community is similar to a reduction in community cohesion. It can result from residential structure displacements or from a physical barrier dividing or isolating a neighborhood or community. Accessibility refers to both vehicular and pedestrian access to other residents, businesses, community facilities, and public services within a community.

The No-Build, Alternative 2, MD 4 Mainline (Calvert and St. Mary's Counties) and Alternative 3 (2-lane bridge) do not result in residential relocations. The right-of way (ROW) acquisitions or property impacts (sliver takes) associated with these alternatives would have no effect on community and neighborhood cohesion or isolation.

Alternative 4 (4-lane bridge) would displace three residential properties in the Town Point community (**Table III-4**). SHA anticipates that the displacements associated with Alternative 4 would have limited impact on community and neighborhood cohesion or isolation.

The MD 4/MD 235 Intersection Option A requires two residential relocations and one business displacement. Option B requires one residential relocation. Option D requires four residential relocations and four business displacements. The majority of the displacements result from loss of access to the intersection with the new designs. SHA anticipates that the relocations and displacements associated with Options A and B would have little to no impact on community and neighborhood cohesion or isolation and the relocations and displacements associated with Option D would have a moderate impact to the cohesion of the California community due to the residential relocations on the outskirts of the community. The improvements associated with Option D are a result of widening and all access points would remain the same; therefore, no community isolation would occur. There are relocation opportunities available within or adjacent to the study area. Property owners affected by relocation or ROW acquisition will receive relocation assistance in accordance with the *Summary of the Relocation Assistance Program of the Maryland State Highway Administration* (**Appendix D**).

LEGEND

$ Communities and Neighborhoods

^ Community Facilities and Services

1 Bay Center Shopping Center
2 Wawa
3 First Colony Shopping Center
4 Law Office of Kimberly Myers
5 Reliable Marine
6 Town Creek Shop
7 Boatel California
8 Solomon's Patuxent Plaza
9 Spring Cove Marina
10 Solomon's Medical Center
11 Calvert County Visitor's Center
12 Calvert Maritime Museum
13 Fine Things
14 Oyster House
15 The Dry Dock Restaurant
16 King & Associates Inc.
17 Zahniser's Yachting Center
18 Stoney's Kingfishers
19 Back Creek Inn
20 Bunky's Charter Boats
21 Solomon's Pier Restaurant
22 Western Shore Outfitters

Study Area

St. Mary's County

Calvert County

Patuxent River

NEWTOWN $

JOHNSTOWN $

THE WOODS AT MYRTLE POINT $

KINGSTON MANOR $

HOLLY HAVEN $

CAL ACRES $

NORTH TOWN CREEK MANOR $

WOODLAND ACRES $

CALIFORNIA TRAILER PARK $

TOWN CREEK FARM $

2-4

235

4

3

FIGURE III-5: COMMUNITIES, NEIGHBORHOODS, FACILITIES, AND SERVICES MAP
MD 4 - From Patuxent Point Parkway to MD 235
Calvert and St. Mary's Counties, MD

SHA State Highway Administration Maryland Department of Transportation

Not to Scale | Date: August 2009

Q:\SMD\09024\1005MD4_PL\Working Data\Dept\Planning\Technical Reports\EA\Figures\GIS\Fig III-2 MD 4_Community Map.mxd

Alternatives 2, 3 and 4 (Patuxent River Crossings), and all MD 4/MD 235 intersection options would alter existing access points, but would not limit access to the MD 4 corridor. In fact, it is anticipated that the proposed relief in traffic congestion would improve accessibility to residences and businesses in the study area and would benefit local businesses. Upgrades to MD 4 have been designed to add an ADA compliant shared-use pedestrian/bicycle path, thereby improving access for both pedestrians and bicyclists. The design proposes widening the existing MD 4 roadway, which would provide additional capacity to handle projected growth. The proposed upgrades to the MD 4/MD 235 intersection offer improved traffic movement, creating a safer, more-accessible, user-friendly intersection, which would have the additional capacity to handle projected growth.

Table III-4: Displacements and Property Acquisitions by Alternative

	Alt. 1 (No-Build)	Alt. 2 (TSM)	MD 4 Mainline Widening		Alt. 3 (2-Lane Bridge)	Alt. 4 (4-Lane Bridge)	Option A	Option B	Option D
			Calvert County	St. Mary's County					
Number of Potential Relocations/Displacements									
Residential	0	0	0	0	0	3	2	1	4
Business	0	0	0	0	0	0	1	0	4
Total	**0**	**0**	**0**	**0**	**0**	**3**	**3**	**1**	**8**
Right-of-Way Required (acres)									
Residential	0	3.5	0	5.3	0.1	5.1	4.1	4.2	5.0
Business	0	1	0.2	10.3	1.0	1.1	7.9	6.6	9.1
Total	**0**	**4.5**	**0.2**	**15.6**	**1.1**	**6.2**	**12.0**	**10.8**	**14.1**
Number of Properties Impacted[1]									
Residential	0	10	0	14	3	17	34	33	37
Business	0	3	1	5	1	5	22	17	16
Institutional	0	0	0	0	0	0	3	3	3
Total	**0**	**13**	**1**	**19**	**4**	**22**	**59**	**53**	**56**

[1]Number of properties impacted is determined by totaling the number of properties to be displaced and the number of properties that will have ROW acquisitions.

Quality of life is an aggregate of health and safety concerns and social changes. Examples of health and safety concerns that can affect quality of life include changes in response times of police, fire, and other emergency service providers. Examples of social change that can affect quality of life include displacements of neighbors, community facilities, or businesses.

Alternative 2, MD 4 Mainline, and Alternative 3 (2-lane Bridge) would require no business or residential relocations. Alternative 4 (4-lane Bridge) would result in three residential relocations, located on the St. Mary's County side of the Thomas Johnson Memorial Bridge within the Town Creek/Town Point community. SHA anticipates that the displacements associated with Alternative 4 would have limited affect on social values or quality of life because the overall quality of life of the neighborhood should improve. Alternative 4 would relieve traffic congestion in the area which would increase commuter safety and decrease emergency vehicle response times to the area.

MD 4/MD 235 Intersection Option A would require one business displacement and two residential relocations, Option B would require one business relocation, and Option D requires the relocation of four residential properties and the displacement of four business facilities. The intersection options impact up to five lots from the California Trailer Park. The California Trailer Park primarily consists of vacation homes. Planned development for this area, as identified by the St. Mary's County Department of Economic and Community Development, is anticipated to remove the trailer park before construction of the MD 4 project begins. The remaining residential relocations (3) in the California community required by Option D are single properties or are small groupings of properties (two to four homes). The business facilities potentially impacted by the intersection options include the following (**Figure III-2**):

- Bay Center Shopping Center: Country Liquors, Hearing Aid Corporation, Nextel, Sprint, Subway
- Pearle Vision
- PNC Mortgage, LLC/State Farm
- Wawa

The MD 4/MD 235 intersection and the Big Box area (MD 235 corridor, south of MD 4 per the 2005 Lexington Park Development District Master Plan) are planned Big Box business areas that offer similar businesses/services as those being displaced. Relocation of the displaced businesses within the Big Box area is possible given the availability of potential replacements. SHA anticipates that the displacements associated with the intersection options would have limited impact on social values or quality of life.

The intersection options propose different designs to ease traffic congestion and confusion and increase traveler safety through the MD 4/MD 235 intersection. The proposed upgrades to the intersection would create a more accessible, user-friendly intersection, which would have the additional capacity to handle projected growth.

The Alternative 2, MD 4 Mainlines, Alternatives 3 and 4 (Patuxent River Crossings), and the intersection options would effectively decrease commute times and minimize crashes. These trends would largely result from the increased capacity available on the upgraded highway. In addition, coordination with Calvert and St. Mary's County Emergency Management Services confirmed that the proposed improvements would increase commuter and pedestrian safety and increase emergency response times. Both Calvert and St. Mary's County Emergency Management Services provided their input of the different alternatives and intersection options through correspondence to SHA (Appendix B). Considering these improvements, SHA expects that the quality of life would improve in the study area.

5. Effects on Aesthetics and Visual Resources

Although there are some minor improvements associated with Alternative 2 and MD 4 Mainline (Calvert County), the changes are so minor relative to the visual landscape that they are not considered to have any aesthetic or visual impacts. The remaining build alternatives would alter the visual landscape by widening MD 4 to a four-lane highway with the potential for a shared-use pedestrian/bicycle path. The proposed typical section for Alternative 3 would include a two-lane parallel span in addition to the existing Thomas Johnson Memorial Bridge at either 70 feet (Option A) or 140 feet (Option B). The proposed typical section for Alternative 4 would include

a new four-lane span, which would replace the existing Thomas Johnson Memorial Bridge at either 70 feet (Option A) or 140 feet (Option B). The existing bridge height is 140 feet. If Alternative 3, Option A is selected there would be two bridge spans at different heights, which would have a negative aesthetic impact when compared to Alternative 3, Option B or Alternative 4. Alternative 3, Options A and B may also have a pier spacing on the new bridge that is different than the existing bridge, which may also have a negative aesthetic impact.

MD 4/MD 235 Intersection Option B proposes a flyover ramp to allow traffic from southbound MD 4 to merge into southbound MD 235, thereby completely separating this traffic from the intersection. Under Intersection Option D, SHA proposed a grade-separated interchange, with MD 4 crossing over MD 235. Under each of these options, the new structures, the fly-over ramp, or the interchange would be taller, more dominant features in the visual landscape. Intersection Option A proposes to move left-turning traffic at the intersection to the left of oncoming traffic, allowing continuous flow of through traffic. The visual impact would be far less than under Options B and D.

Despite the introduction of newer, larger visual elements associated with MD 4 Mainline, Alternatives 3 (Options A and B) and 4 (Patuxent River Crossings), and intersection options, the modified views would not be inconsistent with the existing highway corridor. The new pedestrian and bicycle facilities would add a more aesthetic quality to the MD 4 corridor in addition to the improved accessibility and safety features.

Aesthetic treatments would be considered once an alternative and an intersection option have been selected and the detailed design work begins. If an alternative providing a new bridge structure or flyover ramp is selected, aesthetic treatments could be incorporated into the ultimate design of these structures to make them more visually pleasing to adjacent homes, businesses, and roadway commuters and more consistent with the overall landscape of the study area.

6. Community Facilities and Services

Community facilities and services were identified and inventoried by reviewing census data, geographical information systems (GIS) mapping, ADC maps, discussions with local planners, and field reconnaissance. There were no transportation services, libraries, or emergency services identified in the study area. Schools and heath care facilities have been identified in the study area but will not be impacted by any of the build alternatives or MD 4/MD 235 Intersection options. Several utilities would need to be relocated with the build alternatives at MD 4/MD 235, and to a lesser extent along the mainline and near the bridge. Aside from short durations for making new connections, service disruptions are not anticipated.

a. Places of Worship

Four religious institutions are located within the study area. The MD 4 mainline improvements in St. Mary's County would have potential impacts to two of the four facilities. The Patuxent Presbyterian Church is located along MD 4 across from Shady Mile Drive, at the corner of Kingston Creek Road. There is a potential ROW impact of up to 0.4 acre. A retaining wall would be installed and an access change is proposed at the MD 4 intersection with Kingston Creek, which would allow a left-in movement from the northbound lane, but would eliminate the left-out movement from the church to the northbound lane. The use of the facility would remain

unchanged. The Patuxent River Assembly of God would also be impacted by the MD 4 mainline improvements. The access to this church would be altered dependent on the MD 4/MD 235 Intersection Option selected for construction. Each option includes a closed median which would limit access from MD 4 to the church to right-in/right-out movements. Additionally, up to 3.3 acres of land would be required from the church (approximately 8 percent of the church's total parcel size of 41.6 acres). These impacts would not change the use of this facility.

b. Parks and Recreational Areas

The following parks and/or recreational facilities are located in whole or in part in the study area: Solomons Island Boat Launch and Fishing Pier, Myrtle Point Park, Town Creek Park, and Three Notch Trail. SHA expects that the proposed upgrades to the MD 4 corridor would have positive impacts on all park and recreational facilities within the study area, resulting in improved accessibility for motorists, pedestrians, and bicyclists. The access to one recreational area, the Solomons Island Boat Launch and Fishing Pier, would be modified by Alternatives 3 and 4 (Patuxent River Crossings) as described below.

Solomons Island Boat Launch and Fishing Pier

The Solomons Island Boat Launch and Fishing Pier are located beneath the Thomas Johnson Memorial Bridge, on the Calvert County side (**Figure I-2**). The public boat ramp and pier are located within the existing SHA right-of-way for the bridge. Calvert County Department of Parks and Recreation operates and has jurisdiction over the property, including the boat launch and fishing pier. County access to this property is provided for in a 30-year lease agreement between Calvert County Department of Parks and Recreation, the Maryland Department of Natural Resources (DNR), and SHA, dated September 25, 1984, and ending September 25, 2014.

The Solomons Island Boat Launch and Fishing Pier provides 4.5 acres of fishing, crabbing, boat launching, and picnicking opportunities.

The project would not have any direct impacts to the Solomons Island Boat Launch and Fishing Pier. However, a minor access modification would be associated with either Alternatives 3 or 4 (Patuxent River Crossings). The current access road to the pier would be slightly shifted to the south approximately 30 feet to avoid the proposed piers from either Alternatives 3 or 4. The construction impacts and access modification would not affect normal operations of the boat ramp and fishing pier.

A mast height survey was conducted near the Thomas Johnson Bridge in June of 2008 (and verified in November 2009) in order to determine the minimum vertical clearance that would be required should the current bridge be replaced with a lower structure. The survey determined that the average mast height of the majority of the boat traffic, which is recreational, is approximately 40-feet. Rarely are there boats that exceed this mast height. Based on the initial survey, it was determined that a 70-foot clearance for a new Patuxent River crossing would be an adequate height to handle most of the boat traffic within the immediate area.

A newsletter was mailed to property owners and business interests that had frontage along the navigable portion of the Patuxent River upstream of the bridge in March 2010 to advise them of

the study and the alternatives being considered. To date, several sailing clubs and individual property owners have provided feedback.

c. Pedestrians and Bicyclists

In 2001, the Tri-County Council for Southern Maryland completed a Southern Maryland Regional Trail and Bikeway System Study. Within the study area, MD 4 was recommended as a location for an on-road bikeway connector, which would run from Indian Bridge Road in St. Mary's County, across the Thomas Johnson Memorial Bridge, north into Calvert County. Phase III of the Three Notch Trail (currently under construction) runs through the study area from Wildewood to California (two miles) parallel to MD 235 in St. Mary's County.

The No-Build and TSM Alternatives and intersection options do not provide pedestrian or bicycle facilities and therefore do not improve accessibility throughout the study area. Alternatives 3 and 4 and the mainline widening option propose the addition of a shared-use pedestrian/bicycle path. Not only would these improvements increase the accessibility of MD 4, they would also increase safety for pedestrians and bicyclists.

C. Economic Environment

An economic analysis was conducted as part of the MD 4 study and is summarized in the following narrative. This standard economic analysis was conducted using St. Mary's and Calvert county demographic information obtained from the 2000 Census and county comprehensive plans. For additional details, refer to the MD 4 Community Effects Assessment (SHA, 2009).

1. Employment Characteristics

Based on the U.S. census data in **Table III-5**, the average per capita income in Maryland is $25,614, $25,410 in Calvert County, and $22,662 in St. Mary's County. The average per capita income for the study area is $28,707, which is higher than the state and counties.

The 2000 Census data shows that 66 percent of the study area is employed. This employment rate is higher than Maryland (65 percent), but lower than the counties (Calvert County - 69 percent and St. Mary's County – 68 percent).

The top two occupations, in descending order in Maryland, Calvert County, and St. Mary's County are (1) management, professional, and related occupations; and (2) sales and office occupations. The state and county differ in their third largest occupations: service occupations in the state, and construction, extraction, and maintenance occupations in the counties. The top three occupations within the study area are (in descending order) management, professional, and related occupations; sales and office occupations; and service occupations. Employers within the study area include the U.S. Naval Recreation Center and a number of smaller businesses.

The majority of state, Calvert County, St. Mary's County, and study area residents drive a car, truck, or van to work without carpooling. Carpooling represents the second-highest mode of workforce transportation in the state, county, and study area. The third most-utilized mode of transportation for the state and Calvert County is public transportation (bus service is provided

by both counties in the study area), while walking fills that position in St. Mary's County, and other means of transportation fills that position in the study area.

Table III-5: Employment Characteristics

Characteristics	Maryland	Calvert County	St. Mary's County	Study Area
Average Per Capita Income	$25,614	$25,410	$22,662	$$28,707
Percent of Population Employed	64.6	69.4	68.1	65.7
Primary Industries Employing Residents	Educational, health and social services; professional, scientific, management, administrative, and waste management services; and public administration	Educational, health and social services; public administration; and construction	Educational, health and social services; public administration; and construction	Public administration; educational, health and social services; and professional, scientific, management, administrative, and waste management services
Primary Occupations of Residents	Management, professional, and related occupations; sales and office occupations; and service occupations	Management, professional, and related occupations; sales and office occupations; and construction, extraction, and maintenance occupations	Management, professional, and related occupations; sales and office occupations; and construction, extraction, and maintenance occupations	Management, professional, and related occupations; sales and office occupations; and service occupations.
Primary Modes of Transportation	Drive a car, truck, or van without carpooling (73.7 percent); carpooling (12.4 percent); and public transportation (7.2 percent)	Drive a car, truck, or van without carpooling (77.6 percent); carpooling (16.1 percent); and public transportation (1.3 percent)	Drive a car, truck, or van without carpooling (79.8 percent); carpooling (12.5 percent); and walking (1.8 percent)	Drive a car, truck, or van without carpooling (84.5 percent); carpooling (9.4 percent); and other means of transportation (1.3 percent)

2. Effects on Regional Employment Characteristics

The MD 4 corridor should experience increased use resulting from study area growth. Under the No-Build and Alternative 2, the current highway configuration would not change and capacity and safety concerns will continue to grow, resulting in additional congestion and traffic hazards. Repeated traffic concerns could increase commute times or even discourage trips through this portion of MD 4, with travelers instead opting for less congested routes. This potential alteration in traffic patterns would have varying effects on regional economy and employment, including a reduction in drive-by business in some parts of the region and an increase in drive-by business in others. Ultimately, these changes would have a negative effect on businesses in the study area and alter future regional growth patterns.

The implementation of the MD 4 Mainline, Alternative 3 and 4 (Patuxent River Crossings), and any of the intersection options would have a varying effect on regional economy and employment. These alternatives would decrease congestion, increase accessibility, and increase safety through the MD 4 corridor. The reduction in congestion could increase regional use of the MD 4 corridor, resulting in increased drive-by business opportunities and increased employment rates. This reduction might draw commuters and travelers from other, more congested routes in the region and therefore decrease drive-by business opportunities in those areas and alter future regional growth patterns.

3. Effects on Local Employment Characteristics

The SHA anticipates that there will be a substantial increase in use of the MD 4 corridor due to projected growth for the study area. Under the No-Build and Alternative 2, the current highway configuration would not change and capacity and safety concerns will continue to grow, resulting in additional congestion and traffic hazards. Repeated traffic concerns could increase commute times to work or even discourage trips through this portion of MD 4, with travelers instead opting for other routes and reducing drive-by business, which would affect businesses and fail to promote future growth in the study area.

The implementation of any of MD 4 Mainline, Alternative 3 and 4 (Patuxent River Crossings) and the intersection options would have varying effects on local economy and employment. The MD 4 Mainline, Alternative 3 and 4 (Patuxent River Crossings), and the intersection options are expected to decrease congestion, increase accessibility, and increase safety by widening the road and adding shared-use pedestrian/bicycle facilities. The reduction in congestion could increase local and regional use of the MD 4 corridor, resulting in increased drive-by business opportunities and promoting future growth within the study area. The MD 4 Mainline, Alternative 3 and 4 (Patuxent River Crossings,) and intersection options would require displacement and ROW acquisitions. SHA does not expect the residential relocations or business displacements to have a significant impact on the study area. The impacted residences are scattered, some would be removed prior to construction of the MD 4 project (California Trailer Park) and some are not associated with a neighborhood. The business displacements do not impact unique businesses to the area. The Big Box area offers similar businesses/services to those being displaced and there are relocation opportunities within the area. SHA anticipates that the overall positive impacts to the study area resulting from the proposed MD 4 Mainline, Alternative 3 and 4 (Patuxent River Crossings), and intersection options would compensate for the required displacements.

4. Tax Base

The 2009 property-tax rates for Calvert County and St. Mary's County are identified below:

Calvert County: $0.892 per $100 of assessed value of real property
St. Mary's County: $0.857 per $100 of assessed value of real property

Calvert County collected $94,728,796 in General Fund property-tax revenue for Fiscal Year (FY) 2007. The county expects an increase of approximately $29 million in the property-tax revenue generated over FYs 2008 and 2009. The property-tax revenue collected by St. Mary's County for FY 2007 was $69,939,985. The county expects to see a growth of approximately $15.5 million in property tax revenue generated over FYs 2008 and 2009.

a. Effects to Tax Base

The No-Build and Alternative 2 would have a negligible effect on the local tax base. Since there would be few or no roadway improvements beyond repairs, and no property acquisitions, the tax base would not be directly affected.

MD 4 Mainline would not displace any properties, Alternative 3 would not displace or relocate any residences or business properties and Alternative 4 would involve three residential relocations. Option A would displace one business and relocate two residential properties, Option B would relocate one residence, and Option D would relocate four residences and displace four business properties. The relocations and displacements would reduce the tax base through the conversion of residential and/or business land to transportation uses. The future tax revenue in the study area that can be expected from the projected study area growth would outweigh the minimal reduction in tax base by the proposed project-related displacements.

As a result of the proposed expansion, MD 4 would have less congestion, with the potential to attract additional business growth. Regional businesses may be more inclined to relocate to the study area and new businesses may establish themselves in the study area in order to take advantage of the improved conditions.

5. Compliance with Smart Growth Initiatives

The Smart Growth Initiative requires direct funding from the state for highways and economic development in areas designated as Priority Funding Areas (PFAs). PFAs are existing communities and other local areas designated by local jurisdictions in accordance with Maryland Smart Growth Guidelines. The intent of the Smart Growth Guidelines, as established by the Neighborhood Conservation Act of 1997, is to limit sprawl by directing state funding for growth related projects to PFAs. The MD 4 project limits are entirely within a PFA; therefore, regardless of the alternative selected, the project is in compliance with Smart Growth initiatives.

6. Individual Regional Economic Analysis

The MD 4 project team conducted an individual economic analysis for the project. This individual economic analysis is based on information collected through interviews with county officials and staff, surveys, and economic model analysis. The purpose of the individual economic study was to conduct an investment analysis of this project and to quantify the

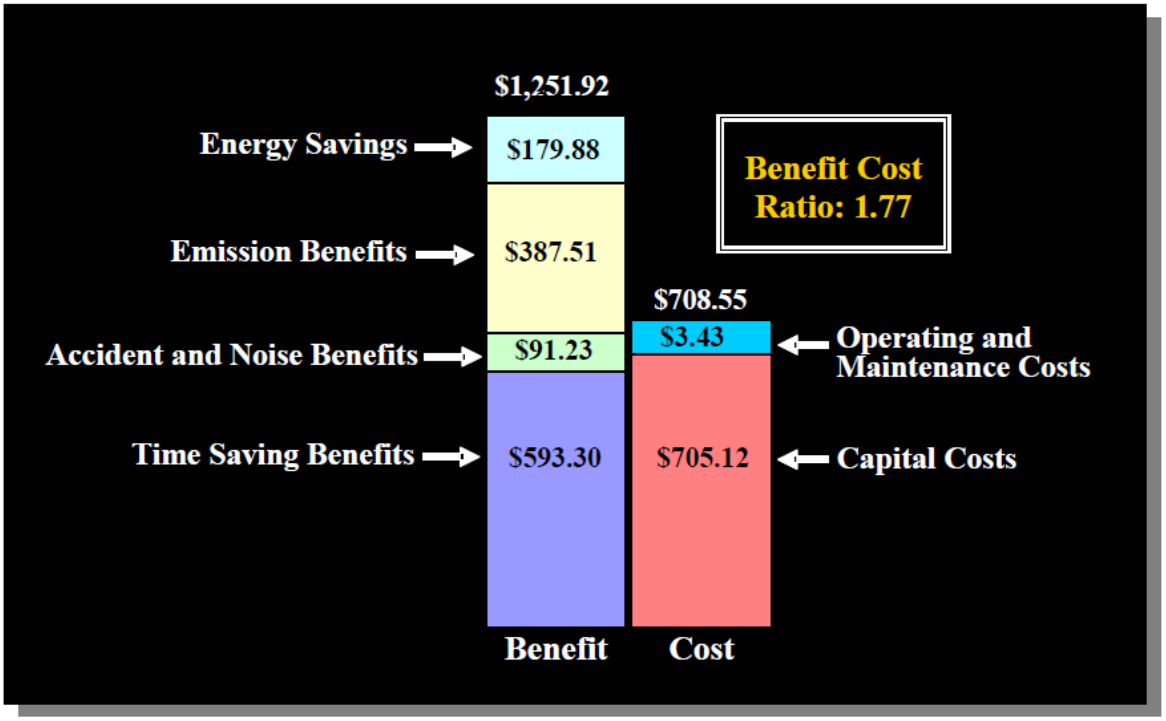
economic benefits from the project. The individual economic analysis considered four individual assessments:

- Demand Side Benefits - An analysis of demand side user benefits and cost benefit ratio as defined by the Surface Transportation Efficiency Analysis Model (STEAM) Federal Highway Administration (FHWA) methodology. Demand Side Benefits analysis identifies the benefits received compared with the costs associated with a transportation project.
- Supply Side Benefits - A supply side analysis of economic benefits designed to identify the economic benefits in term of long-term jobs, income and property value increases that arise from the improvement costs associated with a transportation project..
- Transfer Payment - As assessment of the tax values that would be attributed to Federal, state, and local government. This assessment shows the direct financial return that government receives as a result of building the project.
- Local Distribution of Benefits – This assessment shows the value of supply side benefits to the communities of St. Mary's and Calvert Counties.

Demand Side Benefits

The MD 4 project would generate more than $1.25 billion economic benefits over 30 years (using a 3% market discount rate, Net Present Value [NPV]) based on the $708 million in cost associated with the project (Figure III-6). The benefits would be in the form of both User Benefits and External Benefits, and return a highly positive benefit/cost ratio of 1.77, greatly exceeding the overall cost of the project. The typical benefit/cost Ratio for a transportation project is well below 1.0.

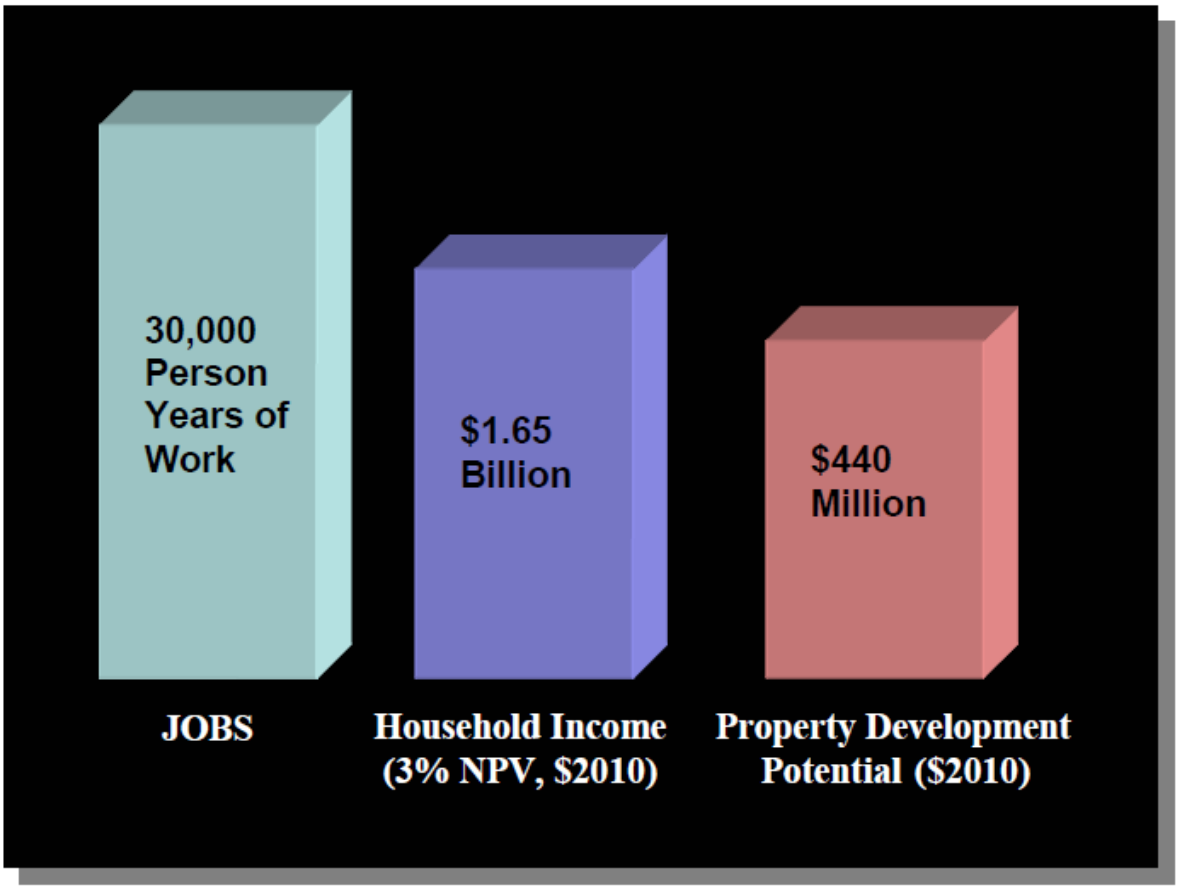
Figure III-6: Cost Benefit Results for a 30 Year Period



Supply Side Benefits
The implementation of the MD 4 project would result in the following economic impacts on the region (Figure III-7):

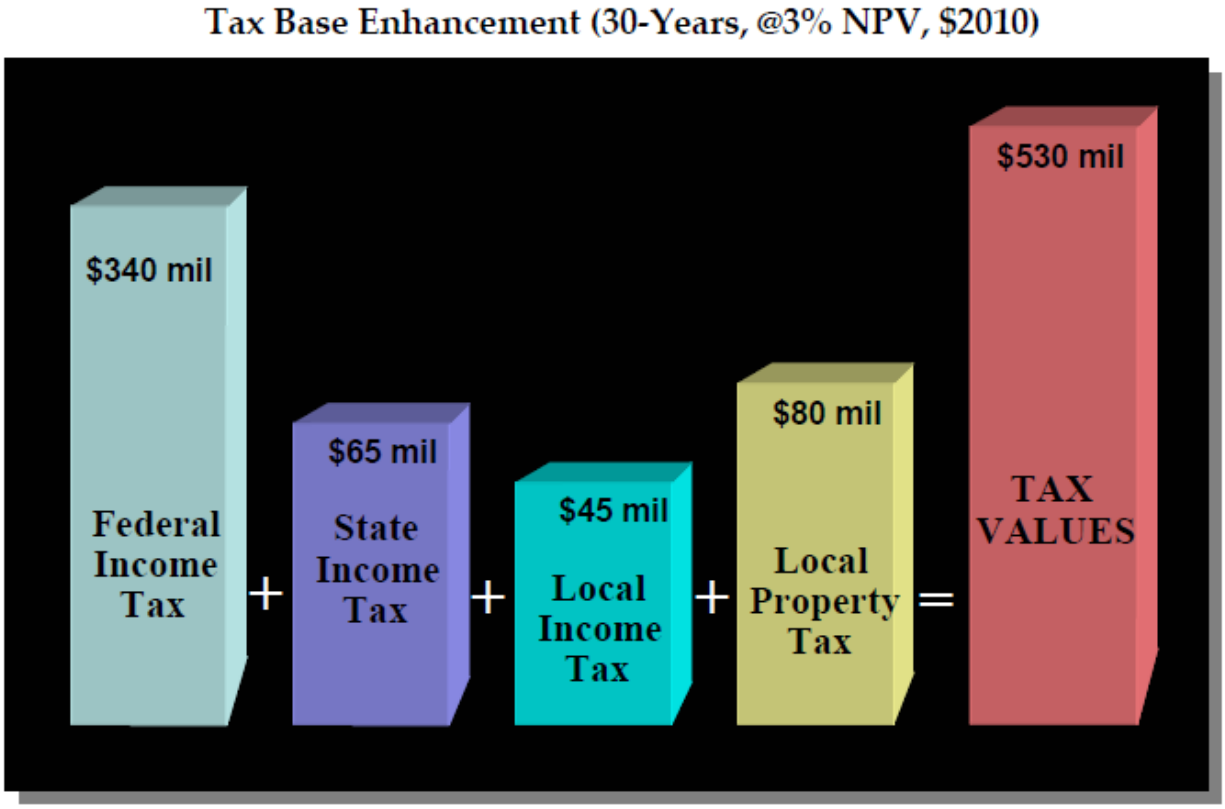
- More than 1,000 new jobs (30,000 person years of employment for the life of the project)
- $80 million in extra household income per year ($1.65 billion for the life of the project)
- $440 million in increased property development potential in St. Mary's and Calvert Counties
- An increase of $4,800 in residential property value for every housing unit.

Figure III-7: Supply Side Benefits for a 30 Year Period



Transfer Payments
The implementation of the MD 4 project would result in a sizable tax base enhancement over the life of the project (Figure III-8).

Figure III-8: Transfer Payments

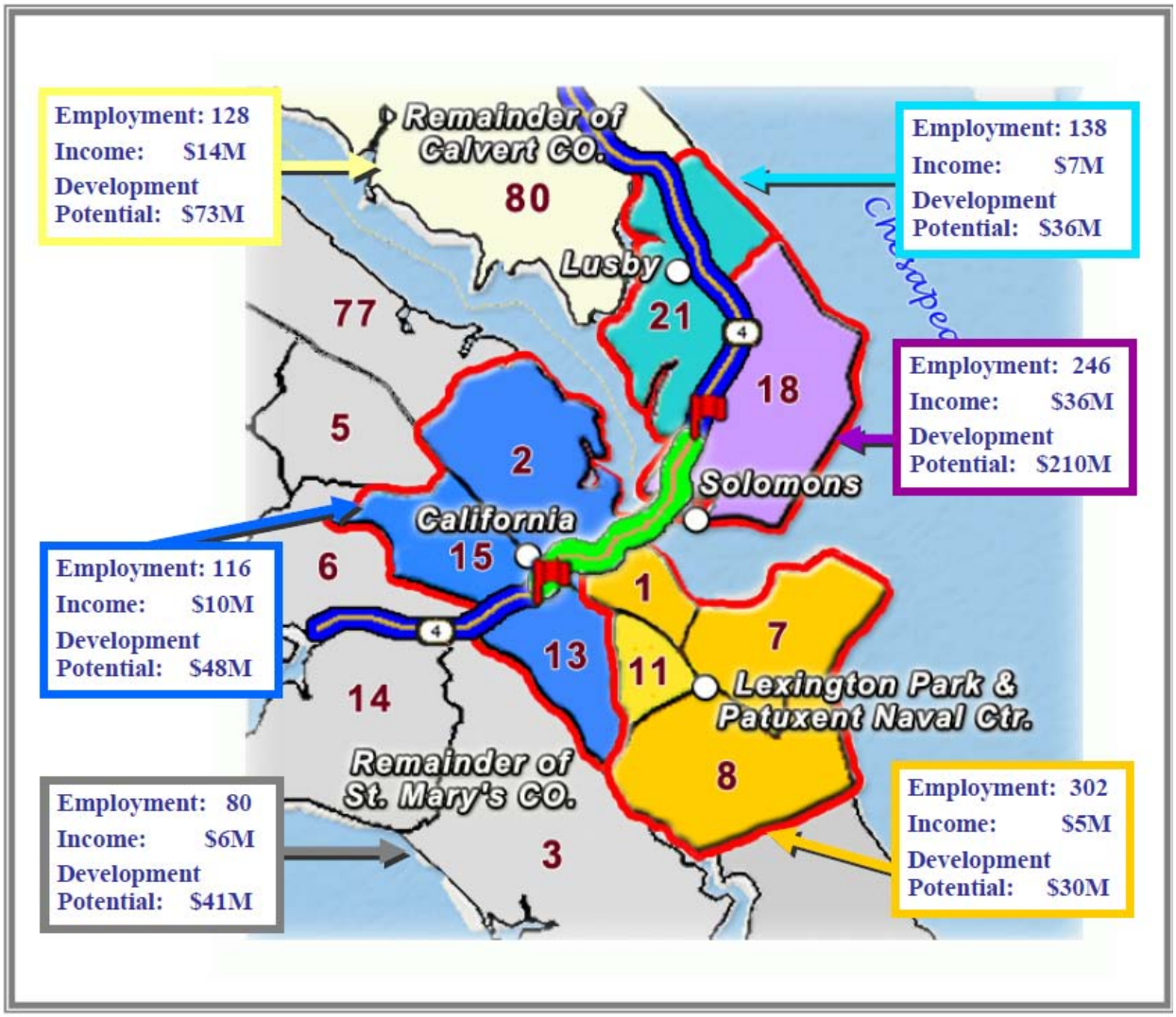


The net effect of taxes paid ($530 million) to Federal, state and local government is equal to 75 percent of the project costs ($708 million).

Local Distribution of Benefits

St. Mary's county would receive 25-50 percent and Calvert County would receive 50-75 percent of the distribution of economic benefits. These benefits include an additional 1,010 jobs, $80 million in additional income, $440 million in development potential, an increase of $1,070 in average household income, and a $4,755 increase in the average residential housing value (all dollar values are for the year 2010). Figure III-9 shows the distribution of benefits to communities in St. Mary's and Calvert Counties.

Figure III-9: Distribution of Benefits to Local Communities



Conclusion

The individual economic analysis for the MD 4 Project indicates both Demand Side and Supply Side benefits. The benefits include:

- **Demand Side Benefits** - the cost benefit ratio would be 1.77 with benefits to users of almost $800 million
- **Supply Side Benefits** - the project would create more than 30,000 person years of work and provide an additional $1.65 billion dollars in extra household income and $440 million of property value increase during the life of the project.
- **Transfer Payments** - the tax payment to Federal, State and local government over the life of the project is equal to 75 percent of the project cost.
- **Community Benefits** - Both St. Mary's and Calvert counties would receive most of the benefits, including jobs and income, associated with the implementation of the project.

D. Cultural Resources

1. Historic Standing Structures

The term "historic standing structures" refers to any above-ground building, structure, district, or object that attributes to our cultural past. When these resources meet the criteria for listing in the National Register of Historic Places (NHRP), they are historic properties that must be considered under the requirements of the National Historic Preservation Act of 1966 (NHPA). The Maryland Historical Trust confirmed on July 23, 2010 that the following resources are the only historic properties within the area of potential effects:

- NAS Patuxent River Quarters A (Point Patience) (CT-69);
- Avondale (CT-1182);
- Our Lady Star of the Sea Roman Catholic Church (CT-967), a contributing resource within the National Register eligible Avondale Historic District
- J.C. Lore Oyster House (CT-788)
- St. Peter's Episcopal Church (CT-70)
- William B. Tennison Bugeye (CT-799)
- Drum Point Lighthouse (CT-68)
- Calvert Marine Museum (CT-997)

NAS Patuxent River Quarters A (Point Patience) (CT-69)
The NAS Patuxent River Quarters A is located at the Naval Recreation Center. It was determined to be National Register eligible on December 20, 2004. Completed in 1942, just before the property was acquired by the Navy, Point Patience is an architect-designed brick home that incorporates details from the Colonial Revival and Tudor Revival styles. The house is eligible for the National Register under Criterion C, which applies to properties that are significant for their physical design or construction, as a fine example of the eclectic domestic architecture of the pre-WWII era.

Avondale/Solomons Island Survey District (CT-1182)
The Avondale District is located between Solomons Island and Back Creek. It was determined to be National Register eligible on July 15, 2003. Avondale is a rural water-based residential neighborhood, largely composed of homes built between the late 19th c. and WWII. The district is eligible for listing in the NRHP under Criteria A and C. Avondale is significant under Criterion A, which applies to properties that have an important association with a significant historical event or historic trend, for its association with the economic importance of the seafood and boating industries in the Patuxent River basin in Southern Calvert County in the late nineteenth and early twentieth century. The district derives additional significance under Criterion C for its architectural character.

Our Lady Star of the Sea Roman Catholic Church (CT-967)
Our Lady Star of the Sea is a ca. 1928, Roman Catholic Church that is a contributing building in the Avondale Historic District. Sited on a raised platform of earth, this stuccoed nave-plan church faces west toward Solomons Island Road at the Patuxent River. Our Lady Star of the Sea was founded in 1888 at a nearby site to provide a place of worship for Catholic watermen and their families in and around Solomons Island.

J. C. Lore Oyster House (CT-788)
The J. C. Lore Oyster House is located at 14430 Solomons Island Road, on Solomons Island. It was listed as a National Historic Landmark on March 24, 1988. The Lore Oyster House is a large rectangular frame industrial building constructed in 1934. The property meets Criteria A and C. The Lore Oyster House meets Criterion A for its historical association with the commercial fisheries of Maryland's Patuxent River region. The property meets Criterion C as a substantially unaltered example of an early-20th century seafood packing plant. It is also significant as one of the oldest oyster packing houses in the Chesapeake region

St. Peter's Episcopal Church (CT-70)
St. Peter's Episcopal Church is located at 14590 Solomons Island Road, on Solomons Island. It was determined to be National Register eligible on June 7, 1993. St. Peter's Episcopal Church is an unusual and very well-preserved 19th century Carpenter Gothic style church. The church is eligible under Criteria C, for embodying the distinctive characteristics of its type, period, and method of construction.

William B. Tennison Bugeye (CT-799)
The William B. Tennison Bugeye is located at the Calvert Marine Museum. It was listed in the NRHP on March 27, 1980. The William B. Tennison Bugeye is a log-hulled Chesapeake Bay Bugeye built in 1899 and converted to a buy boat in 1906-1907. The vessel meets Criteria A and C for listing in the NRHP. The William B. Tennison meets Criterion A for its historical association with the commercial fisheries of Maryland's Patuxent River region and Criterion C as an exemplary of the transition between log and frame and plank bugeyes and as one of the earliest examples of a bugeye converted for buy boat usage.

Drum Point Lighthouse (CT-68)
The Drum Point Lighthouse is located at the Calvert Marine Museum. It was listed in the National Register on April 23, 1976. The Drum Point Lighthouse is a wooden hexagonal screwpile lighthouse built in 1883. The lighthouse meets Criterion C for listing in the NRHP as one of four remaining screwpile lighthouses on the Chesapeake Bay.

Calvert Marine Museum (Solomons High School) (CT-887)
The Calvert Marine Museum is located at 14150 Solomons Island Road. The MHT concurred with SHA that it is eligible for listing in the NRHP on March 17, 2010. The building was constructed in 1925 as the Solomons Elementary and High School. The school was found eligible for listing in the NRHP under Criteria A and C. It meets Criterion A for its association with the development of the Solomons community from a seafood processing outpost to a fully developed community and Criterion C as an intact, well-articulated hybrid Shingle/Colonial Revival Style school compatible with its maritime setting.

2. Archeological Resources

SHA conducted underwater archeological survey of the Patuxent River crossing and Phase I terrestrial survey of undisturbed portions of the project area in 2009, and surveyed subsequently identified ESD locations in 2010. Crowl et al. (2009, 2010) identified ten previously unrecorded archeological terrestrial sites (18ST830, 18ST831, 18ST832, 18ST833, 18ST836, 18ST837,

18ST838, 18ST839, 18ST840, and 18ST841), as well as an additional component of a previously recorded site (18ST620). No underwater sites were located. Another site in the project area, 18CV359, was previously recorded by the Navy on the Patuxent Naval Recreation Center (Harmon 1996).

Site 18ST260 was determined ineligible for NHRP listing in 1991. On March 17, 2010, the MHT concurred with SHA's determination that sites 18ST620, 18ST831, 18ST832, and 18ST833 are ineligible for inclusion in the NHRP. SHA determined, and MHT concurred, that Phase II evaluation of sites 18ST830 and 18CV359 is needed to assess their NRHP eligibility.

Since coordination with MHT in March 2010, SHA conducted additional survey of ESD locations and identified six additional archeological sites. SHA has determined that three of these sites are potentially significant (18ST836, 18ST837, and 18ST838), and that three sites are ineligible for NRHP listing (18ST839, 18ST840, and 18ST841). MHT concurred with these findings on July 23, 2010.

The potentially significant sites expected to be impacted by this project are described below:

Site 18CV359 is a low density lithic scatter believed to be an outlier, or activity area associated with a nearby Late Woodland site (18CV254) which contained intact features (Harmon 1996, Koski-Karrell and Ortiz 1986). It is potentially significant under NRHP Criterion D.

Site 18ST830 consists of a deeply buried and sealed Late Woodland site located during backhoe testing near the Patuxent River. The site is expected to retain a high degree of integrity and has potential to yield important information about Woodland period settlement and resource exploitation along the Lower Patuxent estuary. It is potentially significant under NRHP Criterion D.

Site 18ST836 is a multi-component prehistoric Archaic and mid-18th to late 19th century site with intact spatial patterning and probable sub-plowzone features. The site is expected to yield important information on both prehistoric and historic settlement, land-use, and lifeways, as well as 18th century site structure in an interior setting. It is potentially significant under NRHP Criterion D.

Site 18ST837 is a small, Early Archaic, lithic scatter that appears to have never been plowed. Intact, dateable, single component, campsites of this type are rare, and sites of this time period are also rare. The site has potential to yield important information on settlement patterns, seasonal movements, and upland interior resource utilization. It is potentially significant under NRHP Criterion D.

Site 18ST838 is a small, Late/Terminal Archaic, lithic scatter that appears to have never been plowed. Intact, dateable, single component, campsites of this type are rare. Located on a relatively level bench, the site has potential to yield important information on settlement patterns, seasonal movements, and upland interior resource utilization. It is potentially significant under NRHP Criterion D.

Conclusion
SHA finds that the MD 4 from MD 2 to MD 235 Transportation Improvement alternatives would not adversely impact historic standing structures within the APE. Referring only to the historic built environment, on July 23, 2010, MHT agreed that the undertaking as discussed in SHA's September 16, 2009 letter will have no adverse effect on historic properties.

If archeological sites 18CV359, 18ST830, 18ST836, 18ST837, and 18ST838 would be impacted by any of the build alternatives, Phase 2 archeological investigations would be required. A Programmatic Agreement (PA) is being developed to structure future Section 106 coordination with the MHT as the project progresses, and to fully assess the project's effect on historic properties. MHT provided comments on the draft PA on July 23, 2010. The final results of the additional investigations will be presented in the final environmental document.

E. Natural Environment

The following information is summarized from the MD 4 Natural Environmental Technical Report (SHA, 2009):

1. Topography, Geology, and Soils

The study area lies within the Western Shore Uplands Region of the Coastal Plain Province. The landscape in the project area consists primarily of level to gently rolling topography ranging from zero feet at the Patuxent River and Town Creek to about 140 feet above sea level near the MD 235 intersection. Underlying geology in this area includes a wedge of unconsolidated sediments comprised of sand, silt, gravel, and clay, which overlaps the rocks of the eastern Piedmont. Mineral resources of the Coastal Plain are mostly sand and gravel.

Alternative 1 would have no anticipated impacts to topography or geology within the study area. The minor improvements associated with Alternative 2 and MD 4 Mainline (Calvert County) would only have some very minor cut/fill requirements. Larger quantities of cut/fill are required for MD 4 Mainline Widening (St. Mary's County), Alternatives 3 and 4 (Patuxent River Crossings), and intersection options due to proposed widening and changes to the MD 4/MD 235 intersection configurations. The use of 2:1 slopes and/or retaining walls along the roadway embankments will minimize the footprints of the build alternatives and the intersection options, thereby minimizing impacts to the existing topography and geology of the study area. **Table III-6** shows the estimated cut/fill amounts for each of the alternatives and intersection options.

Table III-6: Estimated Cut/Fill Amounts

Alternative	Estimated Cut/Fill (cubic yards)		
	Cut	Fill	Net Fill
Alternative 1	0	0	0
Alternative 2	3,730	3,010	-720
Patuxent River Crossing			
Alternative 3	28,794	177,435	148,641
Alternative 4	908	226,733	225,825
MD 4 Mainline			
Calvert County	0	0	0
St. Mary's County	32,494	129,681	97,187
Intersection Options			
Option A	13,158	8,844	- 4,314
Option B	31,346	46,435	15,089
Option D	234,985	32,246	-202,739

The study area contains hydric soils, prime farmland soils, and soils of statewide importance. Soils in the Calvert County and Town Creek sections of the study area can be described as disturbed through residential and highway construction which occurred after the publication of the Calvert County and St. Mary's County Soil Surveys. The rest of the St. Mary's section of the study area consists of forests and farmland. Alternatives 1, 2, and MD 4 Mainline (Calvert County) would not increase erosion or sedimentation. The MD 4 Mainline Widening (St. Mary's County), Alternatives 3 and 4 (Patuxent River Crossings), and the intersection options would increase the amount of erosion and sedimentation primarily during the construction phase. Any erosion would primarily be caused by removal of existing vegetation and removal of impervious surfaces during construction, which may lead to increased exposure of soils to weathering and stormwater runoff potential. Areas that remain exposed to stormwater runoff during the construction phase would have the greatest erosion and sedimentation potential.

In accordance with the Farmland Protection Policy Act (FPPA), since the soils that are being impacted are not on land that is agriculturally zoned, a Farmland Conversion Impact Rating form is not required for this project. Therefore, Prime Farmland Soils and Soils of Statewide Importance located/mapped within the study area are exempt from FPPA coordination.

For all of the build alternatives, keeping erosion and sedimentation to a minimum will be a priority. Several methods could be implemented to decrease erosion effects, including structural, vegetative and operational methods during construction. These control measures may include:

- seeding, sodding, and stabilizing slopes as soon as possible to minimize the exposed area during construction,
- stabilizing ditches at the tops of cuts and at the bottoms of fill slopes before excavation and formation of embankments,
- properly using sediment traps, silt fences, slope drains, water holding areas and other control measures, and
- using diversion dikes, mulches, netting, energy dissipaters, and other physical erosion controls on slopes where vegetation cannot be supported.

A grading plan and erosion and sediment (E&S) control plan will be prepared and implemented in accordance with MDE regulations. The grading and E&S control plans will minimize the potential for impacts to water quality from erosion and sedimentation that would occur before, during, and after construction. Furthermore, temporary and permanent controls will be reviewed and approved by MDE prior to initiation of construction. Measures to prevent erosion in highly susceptible areas (i.e., steep slopes) will be included in the E&S control plans when necessary.

2. Water Resources

a. Water Quality

The study area falls within one 8-digit watershed, the Patuxent River lower watershed (02-13-11-01). According to the Code of Maryland Regulations (COMAR), the Lower Patuxent River and its tributaries are classified as a Use II stream (Support of Estuarine and Marine Aquatic Life and Shellfish Harvesting) and have in-stream work restrictions from June 1st through September 30th and December 16th through March 14th, inclusive.

The Maryland Biological Stream Survey (MBSS) has collected data on stream health in the Patuxent watershed basin since 1985. In-stream habitat is based on the value of habitat for the fish community; the higher the in-stream habitat value, the greater diversity of habitat variation and particle size. The Fish Index of Biotic Integrity (IBI) is a quantitative rating of the health of the fish assemblage found at each site. Higher diversity of native fish species is often associated with better stream quality. In streams where substrate types are favorable, but flows are so low that fish are essentially precluded from using the habitat, low scores are assigned. The Benthic IBI score is a quantitative rating of the health of the macro-invertebrate assemblage at each study. As with Fish IBI values, the higher the Benthic IBI rating; the better the stream quality (**Table III-7**).

Table III-7: Descriptions of Stream Biological Integrity Associated with IBI Scores

IBI Score	Narrative Integrity Class	Characteristics
4.0-5.0	Good	Comparable to reference streams considered to be minimally impacted. Falls within upper 50% of reference site conditions.
3.0-3.9	Fair	Comparable to reference conditions, but some aspects of biological integrity may not resemble the qualities of these minimally impacted streams. Falls within the lower portion of the range of reference sites (10th to 50th percentile).
2.0-2.9	Poor	Significant deviation from reference conditions, with many aspects of biological integrity not resembling the qualities of these minimally impacted streams, indicating some degradation.
1.0-1.9	Very Poor	Strong deviation from reference conditions, with most aspects of biological integrity not resembling the qualities of these minimally impacted streams, indicating severe degradation.

MBSS sampling data was available for the Patuxent River lower sub-watershed. Twenty sample stations were located within this sub-watershed; none were located within the study area. Based on these samples recorded by the MBSS in 2004, Fish IBI scores ranged from good to poor with two sites rated as good (10 percent), seven sites rated as fair (35 percent), and eleven sites rated as poor (55 percent). Benthic IBI scores ranged from good to poor with nine sites rated as good (45 percent), seven sites rated as fair (35 percent), and four sites rated as poor (20 percent).

Table III-8 shows the data for the sample sites from 2004 for the entire Patuxent River Lower watershed.

Table III-8: MBSS Ratings for Sites in the Patuxent River Lower Watershed

Site Code	County	Stream Name	FISH IBI		Benthic IBI	
			Score	Rating	Score	Rating
PAXL-101-R-2004	Calvert	Cypress swamp creek	3.33	Fair	4.14	Good
PAXL-106-R-2004	Calvert	Sewell branch	1.67	Poor	2.71	Poor
PAXL-107-R-2004	St. Mary's	Cole creek	1.67	Poor	3.57	Fair
PAXL-108-R-2004	Prince George's	Stanley Run	2.00	Poor	2.14	Poor
PAXL-109-R-2004	St. Mary's	Horse Landing Creek	2.00	Poor	4.14	Good
PAXL-110-R-2004	St. Mary's	Patuxent River	3.33	Fair	3.29	Fair
PAXL-111-R-2004	Calvert	Island Creek	2.33	Poor	4.14	Good
PAXL-112-R-2004	Calvert	Patuxent River	2.67	Poor	3.00	Fair
PAXL-114-R-2004	Calvert	Hall Creek	3.67	Fair	2.43	Poor
PAXL-115-R-2004	Charles	Indian River/ Patuxent River	3.33	Fair	4.14	Good
PAXL-116-R-2004	St. Mary's	Chesapeake Bay	2.00	Poor	3.86	Fair
PAXL-119-R-2004	Prince George's	Patuxent River	3.67	Fair	3.00	Fair
PAXL-120-R-2004	Calvert	Chew Creek	1.67	Poor	3.57	Fair
PAXL-124-R-2004	St. Mary's	Horse Landing Creek	2.00	Poor	4.71	Good
PAXL-125-R-2004	Prince George's	Patuxent River	2.00	Poor	5.00	Good
PAXL-136-R-2004	Calvert	Fowlers Mill Branch	1.00	Poor	2.43	Poor
PAXL-205-R-2004	Prince George's	Tom Walls Branch	3.33	Fair	4.43	Good
PAXL-293-E-2004	St. Mary's	Persimmon Creek	4.00	Good	4.14	Good
PAXL-294-S-2004	Charles	Swanson Creek	3.67	Fair	5.00	Good
PAXL-303-R-2004	Calvert	Hall Creek	4.33	Good	3.86	Fair

Source: Department of Natural Resources, Maryland Biological Stream Survey- Data Search, Patuxent River Lower Watershed (02-13-11-01), July through September, 2004.

The overall change to impervious surfaces within the drainage area of the watershed would be minimal and therefore surface water quality is unlikely to be impacted by the proposed construction. Water quality data collected in the field is well within the acceptable limits set forth in COMAR.

While this study demonstrates that the proposed expansion of MD 4 would have minimal effects on the surrounding natural resources, particularly surface water quality, the construction practices utilized during the actual construction of the roadway and bridge have the potential to create impacts beyond those demonstrated here. In order to address and minimize these potential impacts, the usage of Best Management Practices (BMPs) must be adhered to by SHA. Included in these actions are sediment and erosion control practices, stormwater management controls, minimization of vegetation impacts particularly to those within riparian or wetland buffers, and other general construction practices.

The standard operating procedures of SHA already provide ample consideration for BMPs for roadway and bridge construction. Utilization of these standards and compliance with all relevant federal, state, and local guidelines addressing protection of natural resources will provide assurances that the surface water quality of the Patuxent River will remain consistent with pre-construction conditions.

b. Floodplains

The Patuxent River 100-year floodplain (**Figures III-10A** thru **III-10K**) crosses through the project area as shown on the Federal Emergency Management Agency 100-year floodplain mapping.

The proposed project was evaluated with respect to potential impacts on regulated floodplains. Alternatives 1, 2, MD 4 Mainline, and the intersection options would not impact any floodplains within the study area. The anticipated impacts to the Patuxent River floodplain for Alternatives 3 and 4 (Patuxent River Crossings) are presented in **Table III-9**.

Table III-9: Estimated Impacts to the 100-Year Floodplain

Alternative	Impact (acres)
Alternative 1	0
Alternative 2	0
Patuxent River Crossing	
Alternative 3*	0.4
Alternative 4*	0.6
MD 4 Mainline	
Calvert County	0
St. Mary's County	0
Intersection Options	
Option A	0
Option B	0
Option D	0

c. Aquatic Habitat

i. Essential Fish Habitat (EFH)

The following information is summarized from the MD 4 EFH Assessment (SHA, 2009):

The National Marine Fisheries Service (NMFS) has summary designations for various tributaries within the Chesapeake Bay, including the Patuxent River. Within the Patuxent River, the following species have EFH: windowpane flounder (*Scopthalmus aquosus*), bluefish (*Pomatomus saltatrix*), summer flounder (*Paralicthys dentatus*), king mackerel (*Scomberomorus cavalla*), Spanish mackerel (*Scomberomorus maculates*), cobia (*Rachycentron canadum*), and red drum (*Sciaenops occelatus*) (NMFS 2009). The regional NMFS office has indicated that, based on the ecology and salinity tolerances of the species, only juvenile and adult summer flounder, juvenile and adult bluefish, and juvenile red drum are likely to occur within the study area (Nichols 2008).

Juvenile and adult bluefish and summer flounder as well as juvenile red drum are EFH species of concern within the in-water project area for the MD 4 planning study. These species may be seasonally using the area under the existing bridge and where an additional bridge may be constructed under Alternatives 3 and 4. However, summer flounder and red drum utilization of the project area appears to be minimal.

Potential time-of-year restrictions may preclude construction activities during the warmer months. This means that construction would likely occur during the cooler months when EFH species are not present. Potential time-of-year restrictions may include restrictions to be protective of American oyster (June 1 to September 30 and December 15 to March 1), anadromous fish (February 15 to June 15), and submerged aquatic vegetation (SAV) (April 1 to October 30).

There is Habitat of Particular Concern (HAPC) for summer flounder and red drum within the project area. A site-specific SAV survey indicated that sparse patches of one SAV species are present within the project area. As the project gets closer to construction, SAV presence will need to be confirmed with site surveys. There is no designated HAPC for bluefish in the project area.

There would be no project related impacts to EFH under Alternatives 1, 2, MD 4 Mainline (both Calvert and St. Mary's Counties), and the intersection options. It is unlikely that there would be project related impacts to EFH under Alterative 2 without a change to the design. There would be some adverse impact to EFH under Alternatives 3 and 4. Project related construction impacts under Alternatives 3 and 4 would be associated with the excavation of unsuitable foundation material where bridge footings would be placed, construction of bridge footings, and driving of bridge piles. Previous experience with other bridge projects, including the Woodrow Wilson Bridge project in the Potomac River, has demonstrated that driving hollow steel piles with a diameter of 48 inches or greater can result in pressure waves that are lethal to fish.

Temporary impacts to water quality may occur during construction activities under Alternatives 3 and 4. Turbidity plumes and elevated concentrations of nutrients are likely in the vicinity of bottom excavation and pile driving activities.

Temporary, adverse impacts to the food web may occur as a result of excavation, construction, and pile driving activities. These impacts may result from the destruction of benthos due to excavation and loss of benthic habitat during construction. Forage fish and macroinvertebrates would be displaced from the construction area. Fish and macroinvertebrates are expected to return to the project area after construction is complete. A small portion of the water column, relative to the overall size of the Patuxent River, would be lost because of bridge infrastructure.

Alternative 4 would have additional adverse impacts associated with underwater blasting. Underwater blasting would be used to demolish the existing span after a new span is constructed. Underwater blasting would cause a pressure wave that is potentially lethal to fish species. Additional impacts associated with underwater blasting are increased turbidity, decreased visibility in the water-column, burial of the benthic community when re-suspended sediments settle to the bottom, and debris falling into the river.

Although there are other in-water projects occurring in the project vicinity that would cause disturbance to bottom habitat and construct structures within the water column, cumulatively these projects would affect a relatively small portion of the potential EFH for these species within the Chesapeake Bay watershed. No cumulative effect to populations or habitat of bluefish, summer flounder, or red drum is expected.

Other species that have EFH within the project area (i.e., windowpane flounder, king mackerel, Spanish mackerel, and cobia) are not likely to occur in the project area based on the ecology and salinity tolerance of those species.

On October 20, 2009, NMFS reviewed the EFH Assessment and provided avoidance/minimization measures to use during the construction of the bridge. (**Appendix B**). SHA will continue to coordinate with NMFS regarding the EFH in the study area.

Avoidance/Minimization and Mitigation

The protection of aquatic habitat and the fish species within the study area is of utmost importance. The impacts to fish are most likely to occur during construction. BMPs, such as turbidity curtains, may be employed to avoid and minimize the potential for re-suspended sediment movement and transport away from the construction site. In addition, pile driving of hollow steel piles greater than four feet in diameter can cause an oscillation that is lethal to fish. Studies indicated that six pounds per square inch (psi) is the mortality threshold for pressure and that a lower value of four psi is appropriate to account for variations in equipment, driving energy, and the environment. If steel pilings over four feet in diameter are required for bridge construction, mitigation (sound dampening techniques) would be required. The driving of piles would be conducted during the appropriate time of year to minimize the effects on fish. Bubble curtains may be used to minimize the shock wave effects of driving piles. Pressure waves below four psi would need to be maintained during pile driving in order to be protective of fish (Colligan 2003). Power-driving of large diameter hollow steel piles would be conducted during the appropriate time of year (e.g., winter months) to minimize the effects on fish. Bubble curtains contained within a “can” (i.e., a large diameter piling surrounding the steel pile being power-driven) may be used to minimize the shock wave effects of the pile driving action. Consultation with the NFMS is ongoing and will continue throughout the planning, design and construction process in an effort to avoid, or minimize, impacts to fish.

If power-driving of large diameter (greater than 48 inches) hollow steel piles is required for this project, shock wave levels should be monitored immediately outside the "can" or sheath encasing the a pile during power-driving, to ascertain that underwater sound oscillations do not exceed the four pounds per square inch (psi) threshold identified in the assessment. If oscillations continually exceed four psi during power-driving activity, and/or fish mortality is observed in the vicinity of the activity, corrective measures should be taken immediately. These measures may include: 1) decreasing the diameter of the “can” to better consolidate the air bubble curtain; 2) increasing the intensity of the air bubble curtain within the “can”. Power driving activity will be suspended until oscillations are reduced to or below the 4 psi threshold.

If dredging is required within 500 yards of the natural oyster bars in the project vicinity, NMFS recommends the time-of year constricting for mechanical dredging from June 1 to September 30 and December 15 to March 15, and the time-of-year restriction for hydraulic dredging is June 1 to September 30. The time-of-year restrictions would protect oyster spawning and winter quiescence during dredging operations.

It is too early in the planning process to know which alternative will be chosen, therefore, specifics of the final design are not available at this time. Avoidance/minimization and mitigation cannot be determined until an alternative is selected and site design is completed. SHA will continue to coordinate with NMFS and DNR during the selection and design process to assess the mitigation necessary to offset potential impacts associated with the MD 4 project. As specific concerns are identified, mitigation measures targeted to those concerns will be identified.

ii. Submerged Aquatic Vegetation (SAV)

The following information is summarized from the MD 4 EFH Assessment (SHA 2009) and the MD 4 Submerged Aquatic Vegetation Survey Patuxent River (2009):

Less than ten percent coverage of submerged aquatic vegetation (SAV) exists in the Patuxent River. The SAV habitat index score was 3.3 for the Patuxent River, with one being the worst and ten being the best. A site-specific survey for SAV in the Patuxent River was conducted in May 2009. One species of SAV, horned pondweed (*Zannichellia palustris*) was found in sparse patches at six stations out of a total of 52 stations. All patches of SAV were found in water depths four feet or less.

A summary of DNR monitoring data from 1984 to 2007 indicates that there has historically been SAV present to the east and west of the northern edge of the Thomas Johnson Memorial Bridge. DNR more specifically indicated that SAV was present in the vicinity of the bridge during the mid 1980s, but was not found in the area during the 1990s (DNR 2003). SAV was observed within the study area during the May 12, 2009 survey. Horned pondweed, a native species, was observed during the survey at six of the 52 stations surveyed. At each of the station locations with observable SAV, the density was very sparse.

SAV presence, density, and species composition within a given site will often vary from season to season and from year to year. It is not unusual to observe seasonal or yearly changes in SAV populations, densities, or existence within any given project area. This volatility within the SAV population is generally the result of regional factors rather than local causes. Town Creek currently supports a low density of horned pondweed; however, this body of water is relatively shallow and quiet and could potentially support a healthy community of SAV. Likewise, the shallow areas along the shoreline of the Patuxent River currently support a low density of SAV, but this could change in the future, resulting in a more robust and diverse community of SAV.

Many of the SAV species that may possibly inhabit this region reach peak biomass levels during the summer months (i.e., July, August, September). SHA will conduct surveys for SAV during the summer months prior to construction to confirm that the Virginia Institute of Marine Science (VIMS) SAV over flight data for this site is accurate for the summer months and to determine

impacts. Wind conditions, natural turbidity, and light conditions during the aerial photography can make the over flight data less accurate than field (groundtruthed) observations. If the surveys determine that there will be SAV impacts associated with the build alternatives, SHA will coordinate with the NMFS to ensure the appropriate mitigation measures are incorporated.

d. Waters of the United States

Wetland identification and delineation efforts occurred during February 2009 in accordance with the Corps of Engineers Wetlands Delineation Manual, Technical Report Y-87-*1* (Department of the Army Waterways Experiment Station, 1987) and supplemental guidance (**Figures III-10A** thru **III-10K**).

Impacts to Water of the United States (WUS) and wetlands for each of the build alternatives and intersection options are summarized in **Tables III-10** and **III-11**. For a detailed inventory of impacts to WUS and wetlands refer to **Appendix E**. Alternative 2 would have 0 linear feet of WUS impacts and 0 acre of permanent impacts to wetlands. Alternative 3 would permanently impact 187 linear feet/59,548 square feet of WUS and 0.02 acre of wetlands. Alternative 4 would permanently impact 187 linear feet/70,965 square feet of WUS and 0.04 acre of wetlands. Permanent WUS impacts for Alternatives 3 and 4 were only calculated in square feet because the impacts are related to the footers for the proposed bridge in the Patuxent River. The Calvert County Mainline Alternative would not impact WUS, however it would permanently impact 0.01 acre of wetlands. The St. Mary's County Mainline Alternative would permanently impact 440 linear feet of WUS and 0.02 acres of wetlands. The intersection options would permanently impact 90 linear feet of WUS and between 0.01 and 0.06 acre of wetlands.

Table III-10: Estimated Impacts to Waters of the United States

Alternative	WUS Impacts			
	Permanent (linear feet)	**Permanent (square feet)**	**Temporary (linear feet)**	**Temporary (square feet)**
Alternative 1	0	0	0	0
Alternative 2	0	0	0	0
Patuxent River Crossing				
Alternative 3	187	59,548	114	233,711
Alternative 4	187	70,965	194	599,155
MD 4 Mainline				
Calvert County	0	0	0	0
St. Mary's County	440	1,456	266	937
Intersection Options				
Option A	90	496	62	419
Option B	90	496	41	223
Option D	64	496	41	212

***** WUS impacts calculated for the Patuxent River and Town Creek will be further defined as final design proceeds and the details about the bridge piers become available. The permanent impacts provided here are estimates based on information that is currently available for the piers. The temporary impacts represent shading impacts from the new bridge options and removal of the existing bridge in Alternative 4.

Table III-11: Estimated Impacts to Wetlands

Alternative	Wetland Impacts			
	Permanent (acres)	Permanent (square feet)	Temporary (acres)	Temporary (square feet)
Alternative 1	0	0	0	0
Alternative 2	0.001	50	0	0
Patuxent River Crossing				
Alternative 3	0.02	1,050	0	0
Alternative 4	0.04	1,800	0	0
MD 4 Mainline				
Calvert County	0.01	330	0	0
St. Mary's County	0.2	8,700	.0.01	500
Intersection Options				
Option A	0.03	1,350	0.01	600
Option B	0.01	600	0.03	1,300
Option D	0.06	2,750	0.01	364

*****Impacts were calculated as permanent impacts and include the proposed bridge span crossing the Patuxent River. As designs for bridge spans are finalized impact numbers will be refined.

Avoidance and Minimization

A detailed assessment of the project impacts to wetlands and WUS has been conducted throughout the planning process in an effort to minimize and avoid impacts to wetlands and WUS along MD 4. The project team has implemented 2 to 1 slopes and/or retaining walls in all locations where wetlands or WUS could be potentially impacted by the build alternatives. Avoiding and minimizing impacts to wetlands and WUS will be a priority as the project progresses through design.

Wetland mitigation could involve creating wetlands of comparable function and value to those impacted by construction, or restoration and/or enhancement of existing wetlands. Mitigation for waterways could involve creation or restoration of waterways, creation or enhancement of riparian buffers, and/or removal of fish passage impediments and creation or enhancement of fish habitat. A mitigation site search will be conducted during the next stage of project planning, and summarized in the final document for this project.

Aquatic resources and water quality would be protected by the Use II in-stream work restriction, proper application of an approved Erosion and Sediment Control Plan, and other Best Management Practices (BMPs) that meet the 2000 Maryland Stormwater Design Manual. Generally, no in-stream work is permitted in the Use II streams from June 1 to September 30, or December 16 thru March 14, inclusive, during any year.

Short and long term impacts would also be avoided and minimized through strict adherence to the *Maryland Stormwater Management Guidelines for State and Federal Projects.* The stormwater management guidelines became effective on July 1, 2001, and supplement the Stormwater Management Regulations (COMAR 26.17.02), the *Maryland Stormwater Design Manual, Volumes I and II,* and *the Maryland Stormwater Design Manual (Supplement 1,*

Chapter 5 Environmental Site Design (ESD)) adopted May 4, 2009. Stormwater management controls, including the integration of ESD, have been included in the preliminary design of the alternatives under consideration. The principles behind ESD embrace the conservation of natural features, the minimized use of impervious surfaces, and reducing runoff to increase infiltration and evapotranspiration. Full integration of ESD in the conceptual stormwater management plan would reduce the impact of any additional impervious surface introduced by the proposed activity and provide additional stormwater quality and quantity controls above what is currently provided on-site. The stormwater guidelines provide information necessary for submittal of stormwater management plans to the MDE Water Management Administration for review and approval. Additional avoidance, minimization, and mitigation measures will be identified in the final environmental document."

3. Groundwater

The groundwater in the study area is obtained from the Aquia aquifer. Though impacts to groundwater are expected to be minimal, any groundwater contamination from construction activities would be kept to a minimum by implementation of Best Management Practices (BMPs). Temporary BMPs that would be utilized during construction activities include: using silt fence, re-vegetating disturbed areas, and designing grassed channels to control sediment and erosion from the work site. Permanent BMPs that would be utilized during construction activities and remain in place afterward would include stormwater management ponds and biofiltration systems, such as grassed medians and grassed drainage swales.

LEGEND

- STUDY AREA
- WATERS OF THE U.S.
- WETLAND
- CRITICAL AREA
- 100-YEAR FLOODPLAIN
- SPECIMEN TREE & ID #
- FOREST LINE

PATUXENT POINT PARKWAY

PATUXENT POINT PARKWAY

CRESTON LANE

MD 4/MD 2

MD 4/MD 2

SOLOMONS ISLAND ROAD

MD 4/MD 2

MATCH TO FIGURE III-10B

FIGURE III-10A:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

G:\SMD\990241\005MD4.PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10A.dgn

MATCH TO FIGURE III-6A

MD 4/MD 2

SOLOMONS ISLAND ROAD

MD 4/MD 2

SOLOMONS ISLAND ROAD

MD 2

A AVENUE

MATCH TO FIGURE III-10C

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- CBCA — CRITICAL AREA
- 100-YEAR FLOODPLAIN
- SPECIMEN TREE & ID #
- FOREST LINE

SHA State Highway Administration
Maryland Department of Transportation

FIGURE III-10B:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

G:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10B.dgn

MATCH TO FIGURE III-10B

MATCH TO FIGURE III-10D

100 FOOT BUFFER

PATUXENT RIVER

THOMAS JOHNSON MEMORIAL BRIDGE

MD 4

MD 4

100 FOOT BUFFER

QU MI 12

33

WUS

WUS

WUS

WUS

WUS

WUS

B

B

B

B

B

B

N

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- CBCA — CRITICAL AREA
- 100-YEAR FLOODPLAIN
- SPECIMEN TREE & ID #
- FOREST LINE

SHA State Highway Administration
Maryland Department of Transportation

FIGURE III-10C:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

Q:\SMD\99024\005MD4_PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10C.dgn

MATCH TO FIGURE III-10E

MATCH TO FIGURE III-10C

N

N PATUXENT BEACH ROAD

THOMAS JOHNSON MEMORIAL BRIDGE

PATUXENT RIVER

TOWN POINT

100 FOOT BUFFER

100 FOOT BUFFER

100 FOOT BUFFER

WUS

WUS

WUS

WUS

WUS

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- CBCA — CRITICAL AREA
- 100-YEAR FLOODPLAIN
- SPECIMEN TREE & ID #
- FOREST LINE

SHA State Highway Administration
Maryland Department of Transportation

FIGURE III-10D:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

G:\SMD\99024\005M04.PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10D.dgn

MATCH TO FIGURE III-10F

MATCH TO FIGURE III-10D

N PATUXENT BEACH ROAD

WILD ROSE LANE

MD 4

TOWN CREEK

100 FOOT BUFFER

WUS

BILL DIXON ROAD

N

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- CBCA — CRITICAL AREA
- 100-YEAR FLOODPLAIN
- SPECIMEN TREE & ID #
- FOREST LINE

SHA State Highway Administration — Maryland Department of Transportation

FIGURE III-10E:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

O:\SMD\99024\005MD4_PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10E.dgn

MATCH TO FIGURE III-10G

MATCH TO FIGURE III-10E

PATUXENT BEACH ROAD

MD 4

MD 4

KINGSTON C

100 FOOT BUFFER

100 FOOT BUFFER

100 FOOT BUFFER

100 FOOT BUFFER

WUS

STRM

LEGEND

- STUDY AREA
- WATERS OF THE U.S.
- WETLAND
- CRITICAL AREA
- 100-YEAR FLOODPLAIN
- SPECIMEN TREE & ID #
- FOREST LINE

SHA State Highway Administration
Maryland Department of Transportation

FIGURE III-10F:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

G:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10F.dgn

MATCH TO FIGURE III-10H

N

PATUXENT BEACH ROAD

MD 4

SEVEN GABLES LANE

S. PATUXENT BEACH ROAD

33" LI TU

MATCH TO FIGURE III-10F

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- CBCA — CRITICAL AREA
- 100-YEAR FLOODPLAIN
- SPECIMEN TREE & ID #
- FOREST LINE

SHA State Highway Administration
Maryland Department of Transportation

FIGURE III-10G:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1"=200'

OCTOBER 2009

O:\SMD\99024\005MD4_PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10G.dgn

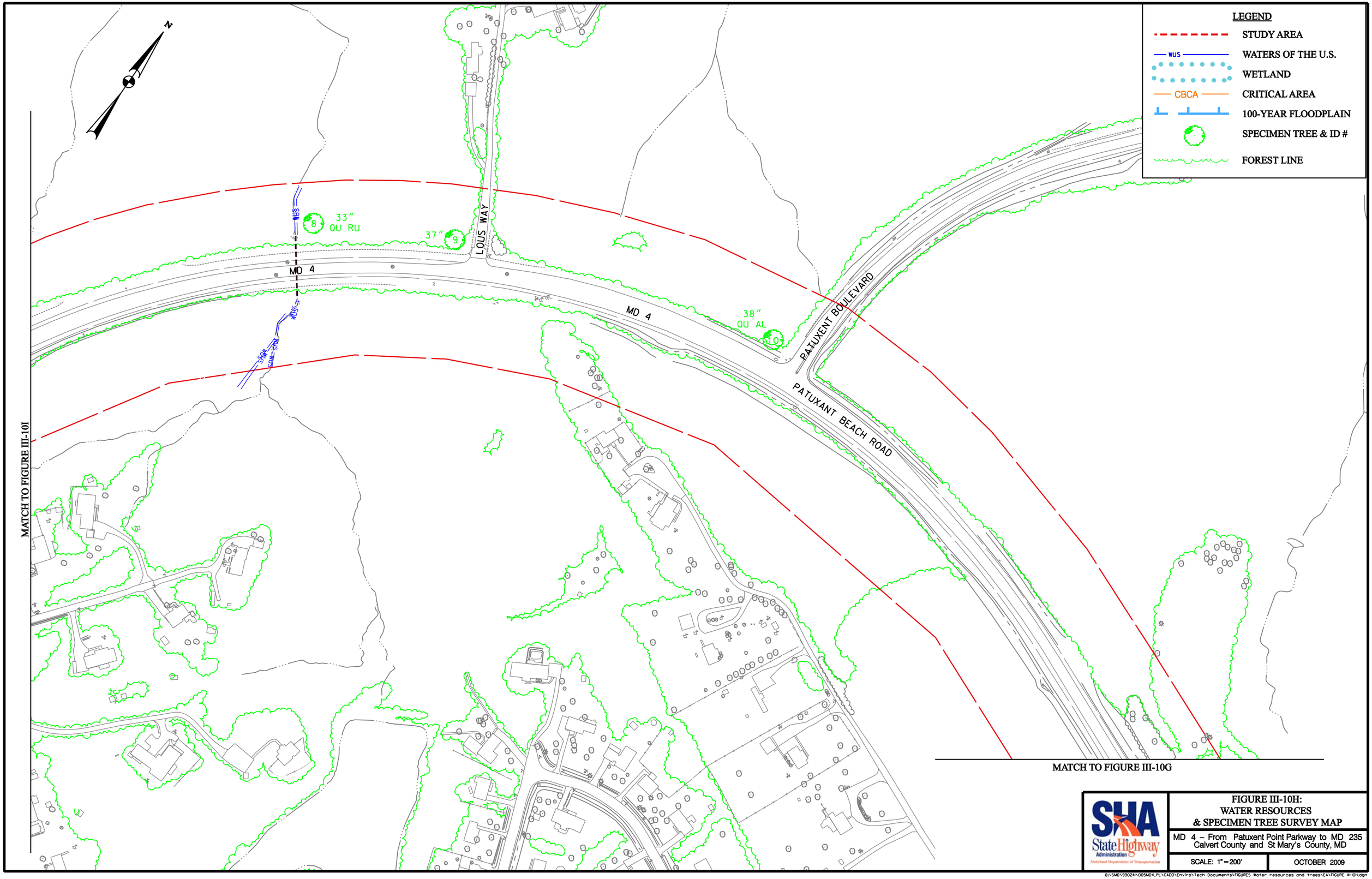


FIGURE III-10H:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

G:\SMD\99024\005MD4_PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10H.dgn

MATCH TO FIGURE III-10K

MATCH TO FIGURE II-10H

MATCH TO FIGURE III-10J

MD 4

OAK DRIVE

PATUXENT BEACH ROAD

MD 235- THREE NOTCH ROAD

SAINT ANDREWS CHURCH ROAD

MD 4

45" QU RU 2

31" PI TA 1

33" QU FA

38" QU AL

30" QU AL 5

30" TWIN QU AL

WUS

WUS

WUS

LEGEND

STUDY AREA

WATERS OF THE U.S.

WETLAND

CBCA — CRITICAL AREA

100-YEAR FLOODPLAIN

SPECIMEN TREE & ID #

FOREST LINE

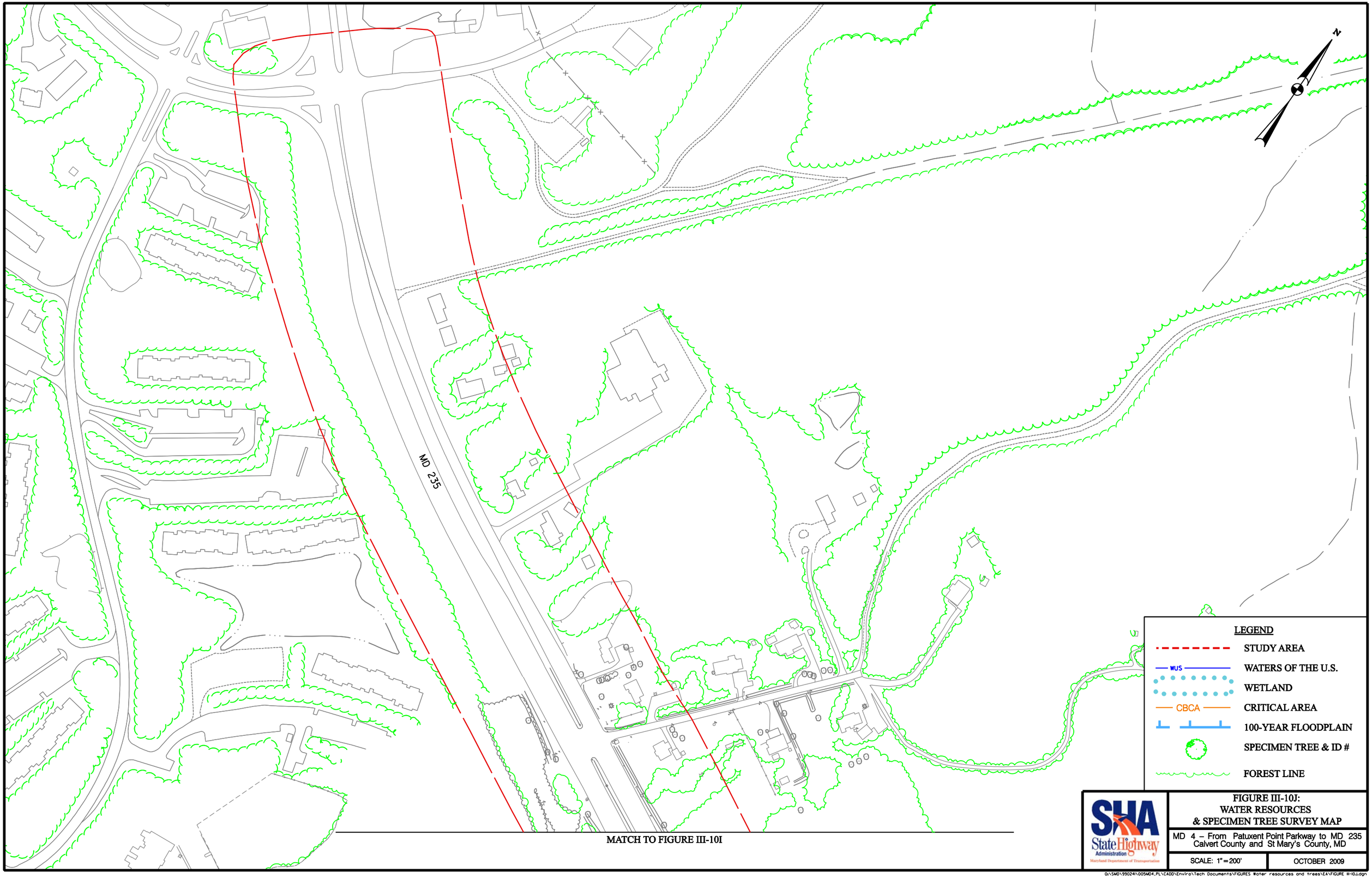
FIGURE III-10I:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

G:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10I.dgn



MATCH TO FIGURE III-10I

SHA State Highway Administration
Maryland Department of Transportation

FIGURE III-10J:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

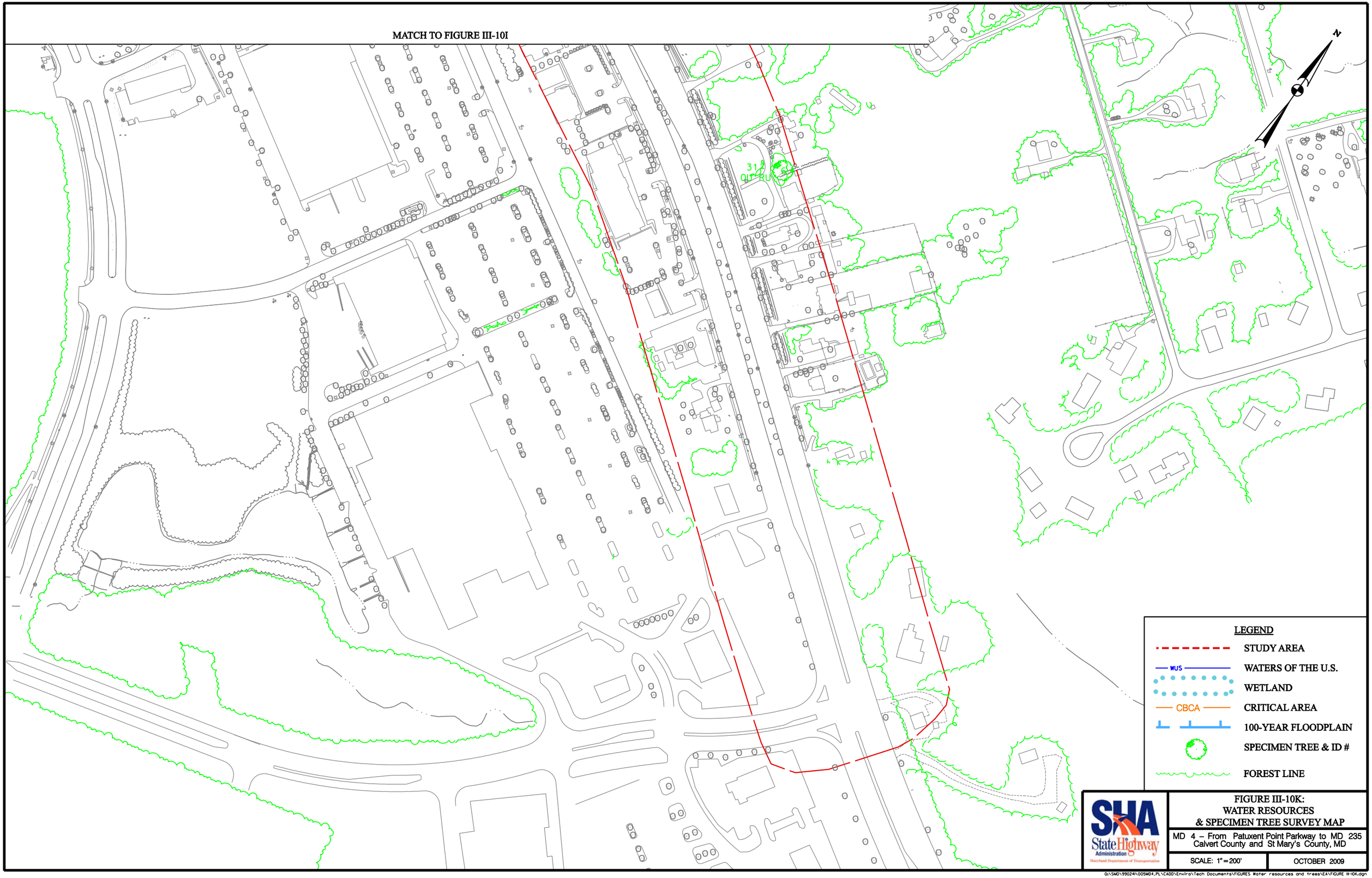
MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1" = 200'

OCTOBER 2009

Q:\SMD\99024\005MD4,PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10J.dgn

MATCH TO FIGURE III-10I



SHA State Highway Administration
Maryland Department of Transportation

FIGURE III-10K:
WATER RESOURCES
& SPECIMEN TREE SURVEY MAP

MD 4 – From Patuxent Point Parkway to MD 235
Calvert County and St Mary's County, MD

SCALE: 1"=200'

OCTOBER 2009

O:\SMD\99024\005MD4_PL\CADD\Enviro\Tech Documents\FIGURES Water resources and trees\EA\FIGURE III-10K.dgn

4. Terrestrial Habitat

a. Forest/Woodlands

Forest stands within the study area exist but have been fragmented directly or indirectly by agriculture, urbanization, timber harvesting and natural factors. There are no old-growth forests identified within the study area. The project area falls across a mix of dominant forest community types, within the Coastal Plain. North of the bridge, the dominant community is the Beech/Oak Forest Community Type according to Maryland DNR. South of the bridge, the dominant forest type transitions from the Coastal Plain Pine – Mixed Hardwood Forest/Lowland Forest type, to the Yellow Poplar Forest Type. Forest land within the study area is primarily associated with undeveloped areas on private lands. In the project area the canopy is characterized by mid-successional – mature forest to the south and then changing to a young to mid-successional forest to the Thomas Johnson Bridge. North of the bridge, the community changes to a scrub-shrub community.

Impacts to forests would involve the conversion of forested habitat to impervious road and associated infrastructure, and forest fragmentation where new roads would bisect existing habitat (**Table III-12**). However, because the MD 4 Mainline, Alternatives 3 and 4 (Patuxent River Crossings), and the intersection options are generally along the existing alignment, the majority of these impacts would occur to the existing forest edge and/or to narrow rows of trees next to the roadway. Worst-case forest impacts would be 42.9 acres.

Table III-12: Estimated Forest Impacts

Alternative	Forest Impacts (acres)
Alternative 1	0
Alternative 2	2.7
Patuxent River Crossing	
Alternative 3	2.6
Alternative 4	3.4
MD 4 Mainline	
Calvert County	0.4
St. Mary's County	24.6
Intersection Options	
Option A	14.5
Option B	11.3
Option D	14.0

Avoidance, Minimization and Mitigation Requirements

The project would comply with applicable laws and regulations regarding forest impacts. Per Natural Resources Article 5-103, "Reforestation Law," adopted 1989, amended 1990 and 1991, the construction of a highway by a unit of the state:

1. May cut or clear only the minimum number of trees and other woody plants that are necessary and consistent with sound design practices, and
2. Shall make every reasonable effort to minimize the cutting or clearing of trees and other woody plants

The Reforestation Law also requires the replacement, on public land, for removed wooded areas or contribution to the State Reforestation Law Fund. These mitigation measures are required on an acre-for-acre (1:1) basis for impacts to one acre or more of forest.

b. Large and Significant Trees

A large and significant tree survey was conducted concurrent with the wetland investigation during February 2009. There were 12 significant trees identified within the study area.

There would be no large or significant trees impacted by Alternatives 1, 2, MD 4 Mainline (Calvert County), and Alternatives 3 and 4 (Patuxent River Crossings). MD 4 Mainline Widening (St. Mary's County) would impact two, Intersection Option A would impact three, Intersection Option B would impact four, and Intersection Option D would impact five significant trees.

5. Wildlife

a. Terrestrial Wildlife

Wildlife was observed throughout the study area, primarily in naturally forested areas, fields and wetlands. Mammal signs observed in the study area indicate the presence of beaver *(Castor canadensis),* opossum *(Didelphis marsupialis*), woodchuck *(Marmota monax*), white-tailed deer (*Odocoileus virginianus*), raccoon *(Pyrocon lotor*), gray squirrel *(Sciurus carolinensis*), and eastern cottontail (*Sylvilagus floridanus).* Birds observed in the study area included Canada goose (*Branta Canadensis*), turkey vulture (*Cathartes aura*), various gulls (*Larus spp.*), northern mockingbird (*Mimus polyglottos*), American woodcock (*Scolopax minor*) and eastern bluebird (*Sialia sialis*). Herptiles present within the study area include green frog (*Rana clamitanc*), spring peeper (*Psuedacris crucifer*), gray tree frog (*Hyla versicolor*), garter snake (*Thamnophis sirtalis*), American toad (*Bufo americanus*), wood frog (*Rana sylvatica*), and black ratsnake (*Elaphe obsoleta*). Invertebrates observed in the field include bay barnacle (*Balanus improvisus*), blue crab (*Callinectus sapidus*), American oyster (*Crassostrea virginica*), various ticks (*Ixodea spp.)* and marsh periwinkle (*Littorina irrorata*). Observed signs of wildlife included actual sighting, observed tracks and scat, road-kill, habitat and dwellings.

The No-Build Alternative and Alternative 2 would have no impact on terrestrial habitat and therefore no effect on terrestrial wildlife within the study area. Since MD 4 Mainline, Alternatives 3 and 4 (Patuxent River Crossings) and the intersection options would only expand the existing roadway, minimal impact on the wildlife communities within the study area is anticipated. Generally, road widening pushes back existing roadside edge area. Roadside edge habitat is broadly defined as the area influenced by roadway drainage, slope limits, sun light penetration or maintenance activity. However, road widening is of special concern when improvements impair the passage of wildlife between areas of adjacent habitat. The build alternatives would not impede wildlife passage.

b. Rare, Threatened, and Endangered Species

The Maryland DNR, US Fish and Wildlife Service (USFWS), and National Marine Fisheries Service (NMFS) were contacted to determine whether the project area contains Federal or State listed threatened or endangered species. Correspondence with the Maryland DNR Wildlife and Heritage Division noted that there is a breeding record for the American Peregrine Falcon (*Falco peregrinus anatum*) known to nest underneath the middle of the Thomas Johnson Memorial Bridge. The Peregrine Falcon has been identified as "In Need of Conservation" status in Maryland. The Maryland DNR Wildlife and Heritage Division has requested that a survey be performed near the time of construction to confirm its presence. If the Falcon is identified, a restriction of work conducted within 0.25 mile of the nest site during the nesting season (February to August) may be required. The USFWS has stated that, except for occasional transient individuals, there are no federally proposed or listed endangered or threatened species within the project area. The Maryland DNR Fisheries Service identified the Patuxent River and its tributaries within the vicinity of the project area as Use II waters (Support of Estuarine and Marine Aquatic Life and Shellfish Harvesting). Also, Maryland DNR 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. See **Appendix B** for agency correspondence.

Based on informal consultation with the NMFS, no species listed under the jurisdiction of NMFS are known to occur in the vicinity of the proposed project.

c. Forest Interior Dwelling Species

Under the Maryland Nongame and Endangered Species Conservation Act (Annotated Code of Maryland 10-2A-01), it is the policy of the State to conserve wildlife species for human enjoyment, scientific purposes, and to insure their perpetuation as viable components of their ecosystems. The Forest Interior Dwelling Species (FIDS) initiative is an important part of preserving Maryland's natural heritage. FIDS habitat is monitored by the DNR Heritage and Wildlife Service. FIDS act as "umbrella species," which are used to indicate the quality and benefits from functions and values of forest ecosystems.

According to A Guide to the Conversation of Forest Interior Dwelling Birds in Chesapeake Bay Critical Area, FIDS habitat is defined by the DNR as: 1) contiguous upland forests of 50 acres or greater; 2) riparian forest greater than 300 feet in width that border a stream for at least 600 feet; 3) riparian forests at least 150 feet wide and connected to one of the above; or 4) forest patches 10 acres or larger and within 300 feet of the first two definitions (June, 2000).

The two main FIDS habitats within the study area are associated with the Lower Patuxent River floodplain and stream buffer and the contiguous upland forest west of MD 4. Coordination with DNR will continue throughout the project planning process to further identify/confirm FIDS habitat within the study area. Please refer to **Figures III-10A** thru **III-10K** for locations of FIDS habitat.

Alternatives 1, 2, 3, 4, and MD 4 Mainline, Calvert County will have no impact on FIDS habitat and any forest impacts associated these alternatives are not considered to be areas of FIDS habitat, as these areas are roadside edge habitats less than 300 feet from the road edge. However,

MD 4 Mainline Widening, St. Mary's County and the MD 4/MD 235 intersection options would impact FIDS areas due to expansion of the roadway and the addition of impervious surface. The mainline widening in St. Mary's County would permanently impact 1.3 acres of FIDS habitat while the intersection options have the potential to permanently impact between 0.7 and 1.3 acres of FIDS habitat, with Option A having the greatest impact.

6. Unique and Sensitive Areas

a. Maryland's Green Infrastructure

The GreenPrint Program (2001) was established by the Maryland General Assembly in an effort to "preserve the most ecologically valuable natural lands in Maryland" (Maryland's Green Infrastructure Assessment, 2003). These areas haves been identified in DNR's Green Infrastructure data set, which was created using satellite imagery, road and stream locations, and biological data. Identified areas include unfragmented natural areas, called "hubs", which include large blocks of contiguous interior forest and large wetland complexes. Linear stretches of land, called "corridors", such as stream valleys allow animals and seeds to move between "hubs". Areas of disconnect between the "hubs" and "corridors", are referred to as "gaps".

The SHA, in coordination with County planners and the regulatory agencies, will use green infrastructure data in the planning process to locate areas of land that could be targeted for protection or restoration to help ensure habitat for Maryland's plants and wildlife, as well as to promote a healthier environment including improved outdoor recreation, clean drinking water, and erosion prevention. At the time Maryland's Green Infrastructure Assessment (2003) was published, it was determined that 74 percent of Maryland's Green Infrastructure is unprotected and 13 percent of hubs, and less than one percent of corridors were in areas managed primarily for natural values.

The study area contains Green Infrastructure composed of hubs, corridors, and gaps. All of the impacts associated with the intersection options are from the proposed widening of MD 4 and the intersection improvements to the MD 4/MD 235 Intersection. Green infrastructure impacts resulting from Intersection Options A, B and D are shown in **Table III-13** below.

Table III-13: Impacts to Green Infrastructure

Alternative	Hubs (acres)	Corridors (acres)	Gaps (acres)
Alternative 1	0	0	0
Alternative 2	0	0	0
Patuxent River Crossing			
Alternative 3	0	0	0
Alternative 4	0	0	0
MD 4 Mainline			
Calvert County	0	0	0
St. Mary's County	1.1	0	0
Intersection Options			
Option A	1.4	0.4	0.2
Option B	1.6	0.3	0.2
Option D	1.4	1.0	0.4

There are potential mitigation opportunities for impacts to hubs and corridors by using the gaps in the study area. These areas could be converted into new corridors or hubs or expand the existing green network.

The Green Highways Partnership approach to transportation planning works to streamline conservation and watershed management with transportation projects. Particularly, the Green Highways Partnership makes efforts to consider the re-use or use of recycled materials in roadway construction, integrating innovative design to protect critical habitats and ecosystems, and to initiate the development of stormwater management concepts early in the planning process to maximize the overall benefit to the study area's watershed.

The Green Highways Partnership approach can maximize the benefit to the watershed through making use of existing conditions (i.e. using areas with most opportune soils for infiltration); identifying areas within the watershed for placement of new facilities to increase cost benefits; and generally going beyond the minimum standards set forth by environmental laws and regulations. Maryland's Stormwater Management Act of 2007 and stormwater management regulations (COMAR 26.17.02) similarly focus the approach to stormwater management on improving the overall quality of the impacted watershed. With each of the alternatives and intersection options, SHA would continue to coordinate with MDE and EPA to explore innovative stormwater management concepts prior to selection of a Preferred Alternative. These concepts would be further developed as the project proceeds through design, at which point additional considerations would also be given to use of permeable materials (for pedestrian pathways) and recycled or re-used materials.

b. Chesapeake and Atlantic Coastal Bays Critical Area (CACBCA)

The Critical Area is defined by the Critical Area Commission (CAC) for the Chesapeake and Atlantic Coastal Bays as "all land within 1,000 feet of the Mean High Water Line of tidal waters or the landward edge of tidal wetlands and all waters of and lands under the Chesapeake Bay and its tributaries (**Figures III-10A** thru **III-10K**). The Critical Area Act is a joint effort by the State and local governments to address the impacts of land development on habitat and aquatic resources. The Critical Area Regulations provide additional protection of the 100-foot Buffer as a Habitat Protection Area. In general, no disturbance is permitted within the Buffer without conditional approval from the Commission. Earthen disturbance within the Buffer, when approved by the Critical Area Commission, requires mitigation/reforestation at a minimum 3:1 ratio.

Alternative 1 and the MD 4/MD 235 intersection options will have no impacts to CACBCA. The anticipated CACBCA impacts are 3.9 acres for Alternative 2; 15.3 acres for Alternatives 3; 18.5 acres for Alternative 4; 2.5 acre for MD 4 Mainline (Calvert County); and 8.3 acres for MD 4 Mainline Widening (St. Mary's County). Impacts are expected to result from earth disturbance, removal of vegetation, placement of fill, and increased impervious area.

SHA conducted a field review on July 7, 2009 with the CAC. The CAC indicated that they would possibly like to revisit the environmentally sensitive areas within the CACBCA once the preferred alternative is selected for the project (**Appendix B**).

c. Scenic River

The Patuxent River is recognized as a scenic river under the Maryland Scenic and Wild Rivers Program. Alternatives 1, 2, MD 4 Mainline, and intersection options would have no impacts to the Patuxent River. The anticipated impacts to the Patuxent River would result from bridge construction and/or demolition resulting from Alternatives 3 and 4 (Patuxent River Crossings). SHA will continue to coordinate with DNR during the project planning phase to ensure that all measures are taken to avoid and/or minimize impacts to the Patuxent River.

F. Air Quality

A project-level air quality analysis was conducted in accordance with US Environmental Protection Agency (EPA) and Federal Highway Administration (FHWA) guidelines. The purpose of this project-level air quality analysis was to evaluate the potential effects of the proposed alternatives on the air quality, including the analysis of carbon monoxide (CO), fine particulate matter 2.5 microns or smaller in size ($PM_{2.5}$), and Mobile Source Air Toxics (MSATs). Refer to the Air Quality Technical Report MD 4 Thomas Johnson Memorial Bridge Planning Study: From MD 2 to MD 235, (July, 2009) for details on the technical analysis and its components.

1. Attainment Status

Under the authority of the CAA, the U.S. Environmental Protection Agency (EPA) has developed National Ambient Air Quality Standards (NAAQS) for certain air pollutants (criteria pollutants) deemed harmful to public health and the environment. These criteria pollutants include: nitrogen dioxide (NO_2), sulfur dioxide (SO_2), CO, ozone (O_3), $PM_{2.5}$, coarse particulate matter 10 microns or smaller in size (PM_{10}), and lead (Pb).

The EPA designates areas where ambient concentrations are below the NAAQS as being in "attainment" and designates areas where a criteria pollutant level exceeds the NAAQS as being in "nonattainment." St. Mary's County is currently listed by the EPA as not in non-attainment for ozone, PM2.5, PM10, CO, and Nitrogen Dioxide. Although not the focus of this study for reasons noted above, Calvert County is currently listed by the EPA as not in non-attainment for PM2.5, PM10, CO, and Nitrogen Dioxide. Calvert County is a moderate non-attainment area for Ozone, which is assessed at the regional level through conformity analysis.

Transportation improvement projects must consider air quality at two levels: micro-scale (project level) and macro-scale (regional level). Macro-scale analyses are required for specific pollutants when projects are located within EPA-designated "nonattainment" or "maintenance" areas for those pollutants. Macro-scale analyses consist of regional conformity analyses that are conducted every few years by the State to assure that total emissions associated with transportation plans and programs are within emission levels specified in State Implementation Plans (SIPs), which are plans developed to show how the state intends to comply with the Federal Clean Air Act. In non-attainment and maintenance areas, all transportation projects must come out of a conforming Transportation Improvement Plan (TIP) that is approved by FHWA. The air quality study for each specific project must then state that the project is within either a non-attainment or maintenance area and that it is included in an approved TIP, thus conforming to regional air standards.

As noted previously St. Mary's County is not in non-attainment for ozone, PM2.5, PM10, CO, and Nitrogen Dioxide. Therefore, the project conforms to the SIP and Mobile Emission Budget.

It should be noted that although the project has not been assessed for regional conformity and has not been required for inclusion on a conforming TIP, the project has been included in SHA's FY 2009-2014 Consolidated Transportation Program (CTP) dated December 1, 2008 (STIP reference No. SM3511, page SHA-SM-2).

2. Carbon Monoxide Micro-scale Evaluation

Carbon monoxide is currently the only mobile source pollutant for which a detailed quantitative analysis of localized emission impacts is required at the project level. The USEPA CAL3QHC dispersion model was used to predict CO concentrations for air quality sensitive receptors for both the base year (2008) and design year (2030). Modeled 1-hour and 8-hour average CO concentrations include background CO concentrations for comparison to the State and National Ambient Air Quality Standards (S/NAAQS). The objective of the analysis is to evaluate the effect(s) of the proposed improvements to MD 4 in Calvert and St. Mary's Counties on the local ambient air quality relative to the NAAQS. Air quality is assessed to determine whether the proposed transportation improvement project conforms to the 1990 Clean Air Act Amendments (CAAA).

Air quality receptors were selected to represent air quality sensitive locations within the study area. Twenty receptors were selected for assessment in the Existing and No-Build conditions intersection analysis, based on current roadway layout. The twenty receptors were also selected for assessment in the Alternatives intersection analysis in order to sufficiently represent air quality sensitive areas adjacent to the improved intersections. In addition, eight free-flow receptors were selected to be representative of the other air quality sensitive land uses within the study area. Locations of the receptors can be found in **Figures III-11A – III-11F**.

The CAL3QHC analyses indicate that the eight-hour concentration of CO at each of the analyzed sites within the project area will be less than the NAAQS eight-hour standard of 9.0 ppm (parts per million) under existing roadway conditions and under all of the study alternatives (**Tables III-14** and **15**). The maximum calculated eight-hour CO concentrations at project intersections for each scenario are as follows:

- 2.5 ppm for Free Flow, Existing Roadway
- 2.4 ppm for Free Flow, Alternative 1 (No Build)
- 2.5 ppm for Free Flow, Alternative 3: Two-Lane Parallel Span
- 2.5 ppm for Free Flow, Alternative 4: Four Lane Parallel Span
- 4.5 ppm for the MD 235/MD 4 Intersection, Existing Roadway
- 3.5 ppm for the MD 235/MD 4 Intersection, Alternative 1 (No Build)
- 3.4 ppm for the MD 235/MD 4 Intersection Option A: Continuous Flow Intersection
- 3.9 ppm for the MD 235/MD 4 Intersection Option B: At-Grade w/ One-Directional Flyover
- 2.2 ppm for the MD 235/MD 4 Intersection Option C: Single Point Urban Interchange

Table III-14: Free Flow Analysis CO Emissions

Receptor	Existing Conditions		No-Build Alternative		Alternative 3 Two-Lane Parallel Span		Alternative 4 Four-Lane Parallel Span	
	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
WB1	3.6	2.52	3.4	2.4	3.5	2.5	3.5	2.5
WB2	3.4	2.38	3.4	2.4	3.4	2.4	3.4	2.4
WB3	3.3	2.31	3.2	2.2	3.3	2.3	3.3	2.3
WB4	3.2	2.24	3.2	2.2	3.2	2.2	3.2	2.2
EB1	3.5	2.45	3.4	2.4	3.5	2.5	3.5	2.5
EB2	3.4	2.38	3.3	2.3	3.4	2.4	3.4	2.4
EB3	3.3	2.31	3.2	2.2	3.2	2.2	3.2	2.2
EB4	3.2	2.24	3.2	2.2	3.2	2.2	3.2	2.2
Maximum Value	**3.6**	**2.5**	**3.4**	**2.4**	**3.5**	**2.5**	**3.5**	**2.5**

Table III-15: Intersection Analysis CO Emissions

Receptor	2008 Existing Conditions		2030 No-Build		Option A: Continuous Flow Intersection		Option B: At-Grade w/ One-Directional Flyover		Option C: Single Point Urban Interchange	
	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour	1-hour	8-hour
1	6.3	4.4	5.0	3.5	4.5	3.2	4.9	3.4	3.9	2.7
2	6.2	4.3	4.9	3.4	4.5	3.2	5.1	3.6	3.9	2.7
3	5.4	3.8	4.5	3.2	4.2	2.9	4.8	3.4	3.9	2.7
4	5.4	3.8	4.5	3.2	3.8	2.7	4.8	3.4	4.1	2.7
5	5.4	3.8	4.2	2.9	3.6	2.5	4.3	3.0	4.0	2.9
6	5.3	3.7	4.3	3.0	4.9	3.4	4.2	2.9	3.6	2.8
7	5.4	3.8	4.6	3.2	4.8	3.4	4.0	2.8	3.4	2.5
8	6.0	4.2	4.8	3.4	4.4	3.1	4.2	2.9	3.7	2.4
9	5.9	4.1	4.9	3.4	4.0	2.8	4.1	2.9	3.9	2.6
10	5.5	3.9	4.4	3.1	3.8	2.7	3.9	2.7	3.9	2.7
11	5.5	3.9	4.5	3.2	3.8	2.7	5.0	3.5	3.9	2.7
12	5.5	3.9	4.5	3.2	3.8	2.7	5.2	3.6	4.1	2.7
13	5.2	3.6	4.3	3.0	3.8	2.7	4.6	3.2	4.0	2.9
14	5.5	3.9	4.5	3.2	3.6	2.5	4.3	3.0	3.6	2.8
15	5.0	3.5	4.1	2.9	3.6	2.5	4.2	2.9	3.7	2.5
16	5.3	3.7	4.2	2.9	4.0	2.8	3.9	2.7	3.5	2.6
17	5.7	4.0	4.4	3.1	4.3	3.0	4.4	3.1	3.6	2.5
18	5.8	4.1	4.6	3.2	4.4	3.1	5.1	3.6	4.0	2.5
19	6.1	4.3	4.6	3.2	4.3	3.0	5.6	3.9	4.0	2.8
20	6.4	4.5	4.7	3.3	4.1	2.9	4.7	3.3	4.0	2.8
Maximum Value	**6.4**	**4.5**	**5.0**	**3.5**	**4.9**	**3.4**	**5.6**	**3.9**	**3.2**	**2.2**

Free-flow analysis of the mainline indicates lower build condition CO emissions concentrations relative to those at the signalized intersections. This is consistent with anticipated results given that idling vehicles emit higher concentrations of CO emissions relative to vehicles that are traveling unconstrained at a higher rate of speed.

Given these results, and based on the improved traffic flow for the re-designed roadway coupled with emissions reductions through EPA-mandated fuel and vehicle inspection programs, it can be assumed that the project will not significantly impact air quality for carbon monoxide nor will it cause or contribute to an exceedance of the NAAQS for CO.

3. $PM_{2.5}$ Regional and Hot-Spot Conformity Determination

The EPA issued amendments to the Transportation Conformity Rule in March 2006 to address localized impacts of PM2.5. These rules require the assessment of localized impacts of federally funded transportation projects in PM2.5 non-attainment areas for projects considered to be "projects of air quality concern."

St. Mary's County has been designated as not in "non-attainment" of the NAAQS for PM2.5. Therefore, this project is exempt from regional or micro-scale PM2.5 analysis.

4. Mobile Source Air Toxics Analysis (MSATs)

The Federal Highway Administration (FHWA) Guidance on Air Toxic Analysis in NEPA Documents[1] requires analysis of Mobile Source Air Toxics (MSAT) under specific conditions. The EPA has designated six prioritized MSATs, which are known or probable carcinogens or can cause chronic respiratory effects. The six prioritized MSATs are: Benzene; Acrolein; Formaldehyde; 1,3-Butadiene, Acetaldehyde; and Diesel Exhaust (Diesel Exhaust Gases and Diesel Particulate Matter). Per SHA traffic analysis the Build ADT worst-case volume in the corridor is 40,500 (MD 4 between MD 235 and Patuxent Boulevard); this represents a volume less than 140,000 as discussed in the referenced guidance. Therefore this project would be a "*minor widening project[s] and new interchange[s, such as those] that*" … "*serves to improve operations of highway…..without adding substantial new capacity or creating a facility that is likely to meaningfully increase emissions*." As such, the MD 4 Project would be considered a **Project with Low Potential MSAT Effects.**

Included herein is a basic analysis of the likely MSAT emissions impacts of this project. However, available technical tools do not enable us to predict the project-specific health impacts of the emission changes associated with the Build Alternatives. Due to these limitations, the following discussion is included in accordance with CEQ regulations (40 CFR 1502.22(b)) regarding incomplete or unavailable information:

Evaluating the environmental and health impacts from MSATs on a proposed highway project would involve several key elements, including emissions modeling, dispersion modeling in order to estimate ambient concentrations resulting from the estimated emissions, exposure modeling in order to estimate human exposure to the estimated concentrations, and then final determination of health impacts based on the estimated exposure. Each of these steps is encumbered by

[1] Interim Guidance on Air Toxic Analysis in NEPA Documents

technical shortcomings or uncertain science that prevents a more complete determination of the MSAT health impacts of this project.

The EPA tools to estimate MSAT emissions from motor vehicles are not sensitive to key variables determining emissions of MSAT in the context of highway projects. The tools to predict how MSAT disperse are also limited. Even if emission levels and concentrations of MSATs could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude reaching meaningful conclusions about project-specific health impacts. Research into the health impacts of MSAT is ongoing. For different emission types, there are a variety of studies that show that some either are statistically associated with adverse health outcomes through epidemiological studies (frequently based on emissions levels found in occupational settings) or that animals demonstrate adverse health outcomes when exposed to large doses. The EPA is in the process of assessing the risks of various kinds of exposures to these pollutants.

Even though reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level, it is possible to qualitatively assess the levels of future MSAT emissions under the project. Although a qualitative analysis cannot identify and measure health impacts from MSATs, it can give a basis for identifying and comparing the potential differences among MSAT emissions, if any, from the Build Alternative.

For each Alternative (No-build and Build), the amount of MSAT emitted would be proportional to the average daily traffic (AADT), or vehicle miles traveled (VMT). The SHA traffic analysis demonstrates that Build condition daily traffic volumes will be greater (by approximately 15 percent) than the No-build condition daily traffic volumes. However, truck percentages will remain consistent. Total Vehicle Miles Traveled (VMT) within the study area estimated for the Build Alternative will be increased over that of the No-build because the Build Alternative will reduce congestion and increase efficiency of the project corridor and may attract additional trips from elsewhere in the transportation network. This increase in VMT may lead to slightly higher MSAT emissions within the study area for the Build Alternative. The emissions increase due to increased VMT is offset somewhat by lower MSAT emission rates due to reduced delays, since according to EPA's MOBILE6 emissions model, emissions of all of the priority MSATs decrease with reduced idling at intersections. Improvements to level-of-service at project intersections are anticipated due to proposed design changes. The extent to which these delay-related emissions decreases will offset VMT-related emissions increases cannot be reliably projected due to the inherent deficiencies of technical models.

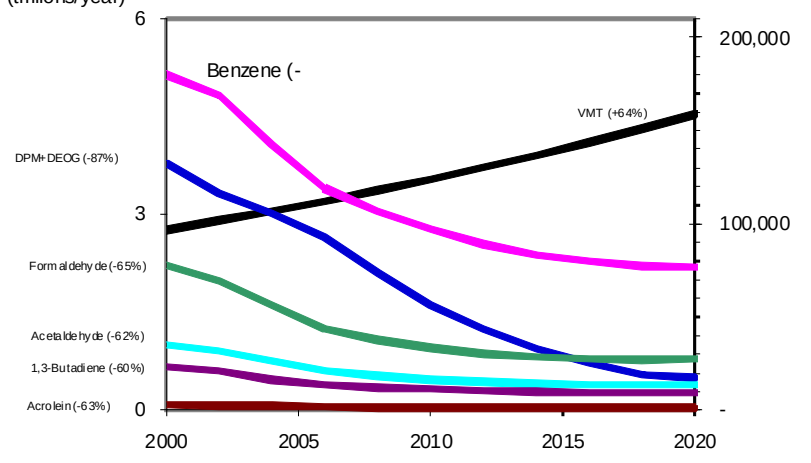
The addition of through-travel lanes in the Build Alternatives may have the effect of moving some traffic closer to nearby homes and businesses; therefore, there may be localized areas where ambient concentrations of MSATs could be higher under the Build Alternative than the No-build Alternative. The localized increases in MSAT concentrations would likely be most pronounced along the side where the roadways shift towards the residences and businesses. However, as discussed above, the magnitude and the duration of these potential increases compared to the No-build alternative cannot be accurately quantified due to the inherent deficiencies of current models.

In summary, the localized level of MSAT emissions for the Build Alternative could be higher relative to the No Build Alternative, but this could be offset due to increases in speeds and reductions in congestion (which are associated with lower MSAT emissions). Also, MSAT will be lower in other locations when traffic shifts away from them. Furthermore, at both the project location and regionally, MSAT concentrations will decrease in future years due to EPA's vehicle emission and fuel regulations. It has shown as a result of EPA's national emissions control programs that MSAT emissions are projected to be reduced by 57 to 87 percent between 2000 and 2020. Local conditions may differ from these national projections in terms of fleet mix and turnover, VMT growth rates, and local control measures. However, the magnitude of the EPA projected reductions is so great (even after accounting for VMT growth) that MSAT emissions in the study area are likely to be lower in the future in nearly all cases. See **Figure III-12** below.

5. Construction Emissions

Temporary air quality impacts in the project area are possible due to construction activities. These short-term impacts can be minimized through adherence to accepted construction site air quality control measures in the handling of materials and as part of any potential demolition. Fugitive dust controls such as water spraying of access roads and stockpiles and the employment of dust covers on vehicles transporting dust-emitting materials has been shown to be effective in controlling emissions. Contractors will be required to adhere to the SHA's "Specifics for Construction and Materials." Therefore, during the construction phase, all appropriate measures (Code of Maryland Regulations 26.11.06.03D) would be incorporated to minimize the construction-phase impact of proposed transportation improvements on the air quality of the area.

Figure III-12. U.S. Annual Vehicle Miles Traveled (VMT) vs. Mobile Source Air Toxics Emissions, 2000-2020



Notes: For on-road mobile sources. Emissions factors were generated using MOBILE6.2. MTBE proportion of market for oxygenates is held constant, at 50%. Gasoline RVP and oxygenate content are held constant. VMT: *Highway Statistics 2000*, Table VM-2 for 2000, analysis assumes annual growth rate of 2.5%. "DPM + DEOG" is based on MOBILE6.2-generated factors for elemental carbon, organic carbon and SO4 from diesel-powered vehicles, with the particle size cutoff set at 10.0 microns.

MD 4 - Thomas Johnson Memorial Bridge Planning Study
From MD 2 to MD 235
St. Mary's Countyand Calvert County, Maryland
Air Quality Receptors

Existing & No-Build Intersection

July 2009	1 inch = 100 feet	Figure III-11A

Map Document: (K:\Projects\PM4 ITD\Mapping\AirQuality\Fig4EXNB_Int.mxd)
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MD 4 - Thomas Johnson Memorial Bridge Planning Study
From MD 2 to MD 235
St. Mary's Countyand Calvert County, Maryland
Air Quality Receptors

Option A - Continuous Flow Intersection

July 2009	1 inch = 100 feet	Figure III-11B

Map Document: (X:\Projects\IP841\Mapping\AirQuality\FigOrpt4_CFI.mxd)
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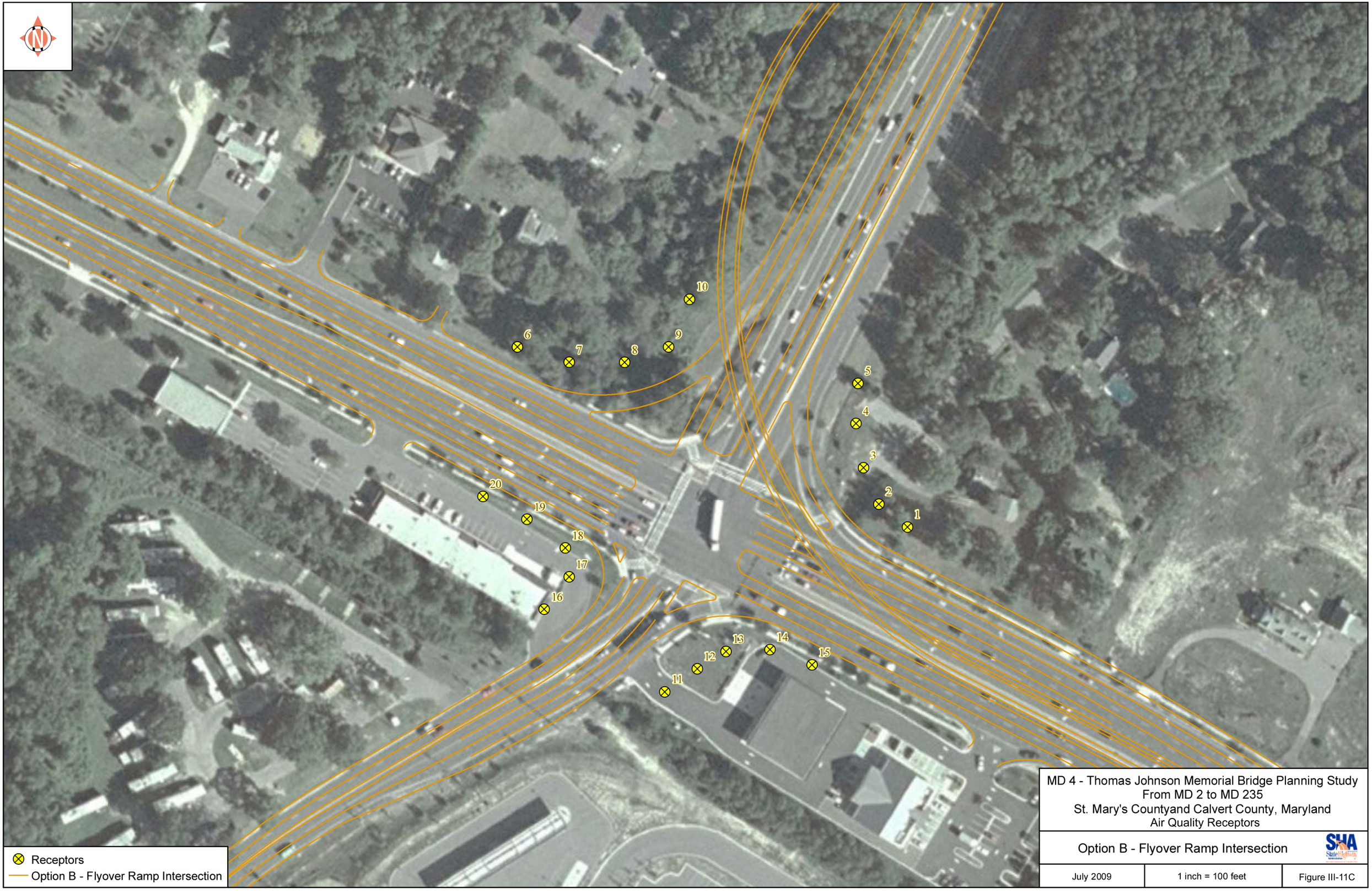

MD 4 - Thomas Johnson Memorial Bridge Planning Study
From MD 2 to MD 235
St. Mary's Countyand Calvert County, Maryland
Air Quality Receptors

Option B - Flyover Ramp Intersection

July 2009	1 inch = 100 feet	Figure III-11C

Map Document: (K:\Projects\PM4 ID\Mapping\AirQuality\Fig6OrtB_Flyover.mxd)
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MD 4 - Thomas Johnson Memorial Bridge Planning Study
From MD 2 to MD 235
St. Mary's Countyand Calvert County, Maryland
Air Quality Receptors

Option D - Single Point Urban Interchange

July 2009	1 inch = 100 feet	Figure III-11D

Map Document: (X:\Projects\PM4 ID\Mapping\AirQuality\Fig7OptD_dPUI.mxd)
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WB 4

WB 3

WB 2

WB 1

EB 1

EB 2

EB 3

EB 4

Free Flow/No-Build Receptors

MD 4 - Thomas Johnson Memorial Bridge Planning Study
From MD 2 to MD 235
St. Mary's Countyand Calvert County, Maryland
Air Quality Receptors

Existing & No-Build Free Flow Receptors

July 2009	1 inch = 150 feet	Figure III-11E

Map Document: (K:\Projects\PM4 ITD\Mapping\AirQuality\Fig2FF_ExNB.mxd)
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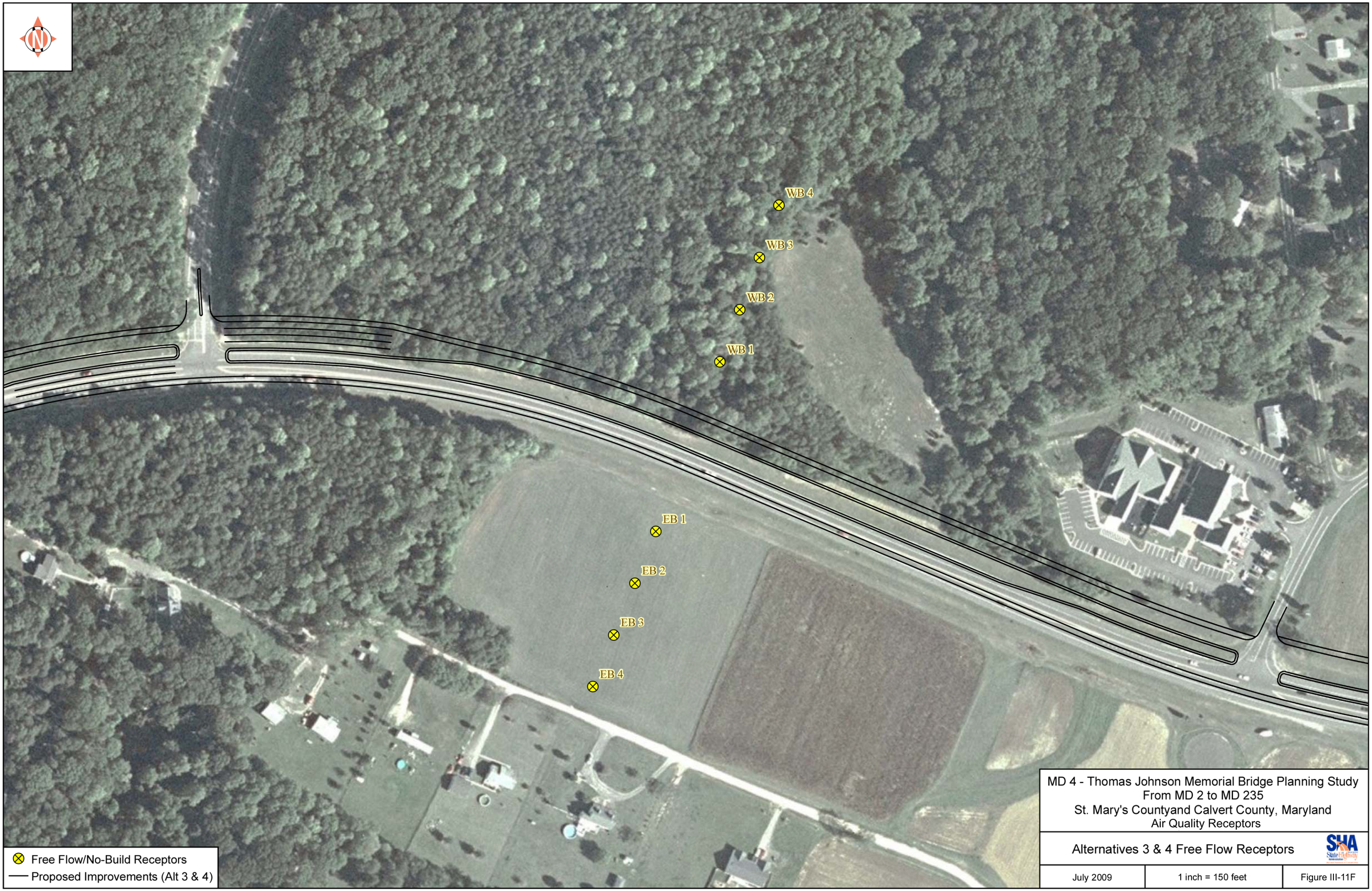

MD 4 - Thomas Johnson Memorial Bridge Planning Study
From MD 2 to MD 235
St. Mary's Countyand Calvert County, Maryland
Air Quality Receptors

Alternatives 3 & 4 Free Flow Receptors

July 2009	1 inch = 150 feet	Figure III-11F

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G. Noise

This project-level noise analysis has been completed in accordance with FHWA and SHA guidelines, including Title 23 of the CFR, Part 772 *Procedures for Abatement of Highway Traffic Noise and Construction Noise* (23 CFR, Part 772) and the MDOT – SHA Sound Barrier Policy (May 1998). Refer to the MD 4 Noise Technical Report (SHA, 2009) for a detailed discussion of the component portions of the noise analysis.

1. Noise Abatement Criteria and Noise Sensitive Areas

The determination of traffic noise impacts is based on the relationship between the ambient noise levels and the established noise abatement criteria (NAC) for the study area. The effects of noise are judged in accordance with the Federal Highway Administration guidelines as established by 23 CFR, Part 772 and current SHA Policies. The Federal Noise Abatement Criteria provided in **Table III-16** are based on specific land uses and are used in determining the need for studying noise attenuation measures. The majority of the study area evaluated in this report is Land Use Category B, which has a noise impact level of 67 db(A). Per FHWA NAC, a residence is considered "impacted" when traffic noise approaches or exceeds 67 db(A). In defining the term "approaches," SHA has adopted 66 db(A) as the impact threshold.

Table III-16: Noise Abatement Criteria (NAC) Hourly A-Weighted Sound Level in Decibels (dBA)[1]

Activity Category	Leq(h)	L_{10}(h)	Description of Activity Category
A	57 (Exterior)	60 (Exterior)	Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67 (Exterior)	70 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72 (Exterior)	75 (Exterior)	Developed lands, properties, or activities not included in Categories A or B above.
D	--	--	Undeveloped lands.
E	52 (Interior)	55 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

1. Either Leq(h) or L_{10}(h) (but not both) may be used on a project. These sound levels are only to be used to determine impact. Noise abatement should be designed to achieve a substantial noise reduction - not the noise abatement criteria.

Noise Sensitive Areas (NSAs) can be residential, as well as non-residential. Residential NSAs include single-family residences, single-family attached residences (townhouses), and multi-family residences (condominiums and apartments), motels and hotels. Non-residential NSAs include recreation areas, playgrounds, active sports areas, parks, schools, churches, libraries, and hospitals. Country clubs and golf courses are not considered noise sensitive areas. There are fourteen NSAs in the study area that are defined by Activity Category B (as shown in **Table III-16**).

Noise has been measured and/or modeled at selected points throughout the study area within the NSAs and these locations are referred to as 'Receptors'. In this study, receptors have been labeled according to the following convention: 'M' receptors were both measured in the field and modeled 'R' receptors were only modeled.

A NSA warrants consideration of noise abatement if the majority of the development existed prior to the date of approval of the proposed highway improvements and if it is considered impacted by traffic noise in the future build conditions. The fourteen NSA locations are shown on **Figures III-13** thru **Figure III-20**.

2. Analysis

Worst case noise levels were predicted using TNM Version 2.5 for the following conditions: Existing, 2030 No-Build (Alternative 1), and the 2030 Build Condition. The 2030 Build Condition included the three intersection options at MD 4/MD 235 as well as two bridge alternatives at the Thomas Johnson Bridge (Alternatives 3 and 4). Calibration is used to validate the accuracy of a particular Traffic Noise Model (TNM 2.5), using measured highway traffic noise levels and the concurrent highway traffic counts. SHA considers a TNM Model to be properly calibrated when the modeled noise levels are within ±3 dB(A) of the measured noise levels for most of the receptors. In order to bring a model into calibration, modifications such as additional terrain and structural elements can be added to the model and re-tested until the SHA calibration criteria are met.

The Traffic Noise Model(s) were validated in accordance with the accepted calibration process. To use these models to predict worse case traffic noise levels and sound barrier performance, predicted 2030 traffic volumes were used in the analysis. Both AM and PM traffic conditions were analyzed to determine which produced the loudest noise conditions. The PM traffic produced noise levels that were as loud or louder for each of the receptors in the Existing Worst Case and No-Build models. The loudest of the AM or PM condition is reported for the build condition models.

Tables III-17, **18** and **19** compare the modeled existing worst case noise levels to the 2030 No-Build and 2030 Build noise levels. They also compare the 2030 No-Build Condition to the 2030 Build Conditions.

An “impact” in the 2030 Build Predicted Noise Level column for any alternate indicates that receptor is impacted at 66 dB(A) or above. “Impacts” in the corresponding Difference column for any alternate indicates that receptor has an increase of ten dB(A) or more over the existing conditions. All noise levels are rounded to the nearest whole decibel.

Table III-17: Predicted Noise Levels and Impact Analysis – MD 235 Options

Receptor Number[1]	Existing Worst Case Traffic Noise Level[2]	2030 No Build Predicted Noise Level[2]	Difference from Existing Worst Case to 2030 No- Build	OPTION A		OPTION B		OPTION D	
				2030 Build Predicted Noise Level [2,3]	Difference from 2030 No-Build to 2030 Build	2030 Build Predicted Noise Level [2,3]	Difference from 2030 No-Build to 2030 Build	2030 Build Predicted Noise Level [2,3]	Difference from 2030 No- Build to 2030 Build
NSA-01									
M-26	56	56	0	61	+5	62	+6	62	+6
M-27	62	63	+1	64	+1	62	-1	65	+2
NSA-02									
M-28	50	50	0	54	+4	54	+4	53	+3
NSA-14									
R-01	71	72	+1	72	0	72	0	72	0
R-02	71	72	+1	72	0	72	0	n/a	n/a
R-05	60	61	+1	63	+2	62	+1	61	0

LEGEND

Impact[3]

1. A Receptor Number beginning with "M" represents a measured location and a Receptor Number beginning with "R" represents a modeled receptor only.

2. A noise level of 43 dB(A) was added to the TNM results in order to account for the presence of background because TNM does not account for background noise.

3. Impacted receptors are those where the predicted noise levels equal or exceed 66 dB(A) or there is an increase over existing noise levels of 10 dB(A) or more.

4. R-02 is being displaced by this option.

Table III-18: Predicted Noise Levels and Impact Analysis – MD 4 Mainline (widen from 2 to 4 lanes)

Receptor Number[1]	Existing Worst Case Traffic Noise Level[2]	2030 No Build Predicted Noise Level[2]	Difference from Existing Worst Case to 2030 No- Build	2030 Build Predicted Noise Level [2,3]	Difference from 2030 No- Build to 2030 Build
NSA-03					
M-25	49	49	0	55	+6
NSA-04					
M-24	58	58	0	67	+9
R-06	51	51	0	57	+6
R-07	51	51	0	58	+7
NSA-05					
M-22	50	50	0	57	+7
NSA-06					
M-20	56	56	0	71	+15
M-21	58	58	0	70	+12
M-23	61	61	0	70	+9
R-08	61	61	0	71	+10
R-09	55	55	0	62	+7
R-10	49	49	0	56	+7
R-11	61	61	0	70	+9

Table III-18: Predicted Noise Levels and Impact Analysis – MD 4 Mainline (widen from 2 to 4 lanes)

Receptor Number[1]	Existing Worst Case Traffic Noise Level[2]	2030 No Build Predicted Noise Level[2]	Difference from Existing Worst Case to 2030 No- Build	2030 Build Predicted Noise Level [2,3]	Difference from 2030 No- Build to 2030 Build
R-12	55	55	0	63	+8
NSA-07					
M-19	56	56	0	64	+8
NSA-09					
M-17	60	60	0	68	+8
M-18	67	67	0	76	+9
R-03	58	58	0	65	+7
R-04	60	60	0	68	+8
R-13	53	53	0	60	+7
R-14	54	54	0	61	+7
R-15	58	58	0	65	+7

LEGEND

Impact[3]

1. A Receptor Number beginning with "M" represents a measured location and a Receptor Number beginning with "R" represents a modeled receptor only.
2. A noise level of 43 dB(A) was added to the TNM results in order to account for the presence of background because TNM does not account for background noise.
3. Impacted receptors are those where the predicted noise levels equal or exceed 66 dB(A) or there is an increase over existing noise levels of 10 dB(A) or more.

Table III-19: Predicted Noise Levels and Impact Analysis – Bridge Alternatives

Receptor Number[1]	Existing Worst Case Traffic Noise Level[2]	2030 No Build Predicted Noise Level[2]	Difference from Existing Worst Case to 2030 No- Build	2 –Lane Parallel		4-Lane Parallel	
				2030 Build Predicted Noise Level [2,3]	Difference from 2030 No-Build to 2030 Build	2030 Build Predicted Noise Level [2,3]	Difference from 2030 No-Build to 2030 Build
NSA -07							
M-12	59	59	0	62	+3	64	+5
M-15	64	64	0	69	+5	69	+5
R-18	57	57	0	65	+8	65	+8
NSA-08							
M-11	53	53	0	58	+5	60	+7
NSA-09							
M-16	58	58	0	67	+9	67	+9
R-16	54	54	0	60	+6	61	+7
R-17	55	55	0	63	+8	62	+7
NSA-10							
M-13	58	58	0	65	+7	60	+2
M-14	57	57	0	64	+7	62	+5
NSA-11							

Table III-19: Predicted Noise Levels and Impact Analysis – Bridge Alternatives

Receptor Number[1]	Existing Worst Case Traffic Noise Level[2]	2030 No Build Predicted Noise Level[2]	Difference from Existing Worst Case to 2030 No- Build	2 –Lane Parallel		4-Lane Parallel	
				2030 Build Predicted Noise Level [2,3]	Difference from 2030 No-Build to 2030 Build	2030 Build Predicted Noise Level [2,3]	Difference from 2030 No-Build to 2030 Build
M-07	54	54	0	58	+4	56	+2
M-08	58	58	0	61	+3	61	+3
M-10	55	55	0	60	+5	59	+4
NSA-12							
M-05	53	53	0	52	-1	54	+1
M-06	53	53	0	53	0	56	+3
M-09	55	55	0	57	+2	59	+4
NSA-13							
M-04	57	57	0	64	+7	65	+8
R-19	56	56	0	63	+7	63	+7

LEGEND

Impact[3]

1. A Receptor Number beginning with "M" represents a measured location and a Receptor Number beginning with "R" represents a modeled receptor only.

2. A noise level of 43 dB(A) was added to the TNM results in order to account for the presence of background because TNM does not account for background noise.

3. Impacted receptors are those where the predicted noise levels equal or exceed 66 dB(A) or there is an increase over existing noise levels of 10 dB(A) or more.

The existing residences in this NSAs 04 and 06 are not impacted under the worst-case 2030 No-Build, but **are impacted** under the 2030 Build Conditions. See **Table III-18** for the predicted noise levels. The existing residences in this NSAs 07 and 09 are not impacted under the worst-case 2030 No-Build, but **are impacted** under the 2030 Build Conditions for both the Two-Lane Parallel Bridge Option and the Four-Lane Parallel Bridge Option. See **Tables III-18** and **III-19** for the predicted noise levels. Existing residences in this NSA 14 **are impacted** under the worst-case 2030 No-Build and 2030 Build Conditions under intersection Options A, B and D. See **Table III-17** for the predicted noise levels.

3. Noise Abatement

According to the SHA Sound Barrier Policy, decisions concerning the provision of sound barriers will be made after evaluation of the feasibility and reasonableness criteria. Sound barrier feasibility is defined as the engineering and acoustical ability to provide effective noise reduction. The determination of the feasibility of a sound barrier is dependent upon the relationship of the highway to the adjacent community. The elevations of the highway and adjacent development must be such that a barrier of reasonable height can be constructed to provide a desirable noise reduction of seven to ten dB(A) at first row residences. Other factors such as available right-of-way, constructability, and safety are also considered in determining sound barrier feasibility. Reasonableness includes such factors as cost, the relationship of no-build to build noise levels, aesthetics, and environmental considerations.

a. Feasibility

The design of a sound barrier may be feasible provided the following criteria can be met:

- Noise levels can be reduced by seven dB(A) or more at impacted receptors.
- Placement of a sound barrier does not restrict vehicular or pedestrian access.
- Construction of a sound barrier does not cause any safety or maintenance problems.
- A sound barrier can be constructed given topography, drainage, utilities, etc.
- A sound barrier will not have a significant impact on a 4(f) resource.
- There are no non-highway noise sources that would reduce or limit barrier effectiveness.

b. Reasonableness

A sound barrier may be considered to be reasonable when the following criteria are met:

- The majority of impacted residences will receive a seven dB(A) or greater noise reduction.
- A three dB(A) or greater change in design year build noise levels over design year no-build noise levels is expected to result from the proposed action, **or** the cumulative effects of highway improvements in the design-year build noise levels at receptors that existed when prior improvements were made is equal to or greater than three dB(A).
- Noise levels equal or exceed 72 dB(A) at impacted residences.
- The sound barrier will not have significant negative visual impact at impacted residences.
- The cost of noise abatement is equal to or less than $50,000 per benefited residence (calculation based on $34/square foot).
- There are no special circumstances, i.e. historical/ cultural significance at the community

NSA-04

At NSA-04, a sound barrier was investigated to determine the feasibility of providing noise abatement to the residences which are impacted in the design year 2030 under the Build Condition. The results indicated that a sound barrier can provide ten dB(A) reduction. The barrier would be approximately 1,297 feet long and vary in height from 14 feet to 22 feet with an area of 29,047 square feet.

The continuous barrier would benefit one impacted residence (M-24). The cost of the barrier using a cost of $34.00/square foot would be $987,598. The barrier was determined to be not reasonable because the cost per residence would be $987,598.

NSA-06

A sound barrier was investigated to determine the feasibility of providing noise abatement to NSA-06 which is impacted in the design year 2030 under the Build Condition. The results indicated that a sound barrier can provide a ten dB(A) reduction. The barrier would be approximately 3,258 feet long and vary in height from ten feet to 14 feet with an area of 43,823 square feet.

The barrier would protect the outside playground area at the Patuxent Presbyterian Church (M-23) and four impacted residences (R-08, R-11,M-20 & M-23). The church is included in the cost per residence calculation as ten equivalent residences. Using a cost of $34.00/square foot the cost of the barrier would be $1,489,982. The barrier was determined to be not reasonable because the cost per residence is $106,427.

NSA-07 (Two-Lane Parallel Bridge & Four-Lane Parallel Bridge)

A sound barrier was investigated to determine the feasibility of providing noise abatement to NSA-07 which is impacted in the design year 2030 under the Build Condition for both the Two-Lane Parallel Bridge Option and the Four-Lane Parallel Bridge Option. The results indicated that a sound barrier can provide a ten dB(A) reduction. The barrier would be approximately 1,496 feet long and vary in height from ten feet to 16 feet with an area of 23,917 square feet.

Using a cost of $34.00/square foot, the construction cost of the barrier would be $813,178. The barrier would benefit one impacted receptor and one non-impacted receptor. The barrier was determined to be not reasonable because the cost per residence would be $406,589.

NSA-09 (Two-Lane Parallel Bridge & Four-Lane Parallel Bridge)

A sound barrier was investigated to determine the feasibility of providing noise abatement to NSA-09 which is impacted in the design year 2030 No-Build and Build Conditions for both the Two-Lane Parallel Bridge Option and the Four-Lane Parallel Bridge Option. The results indicated that a sound barrier can provide a ten dB(A) reduction. The barrier is in two sections and would be approximately 2,559 feet long and vary in height from ten feet to 16 feet with an area of 39,319 square feet.

Using a cost of $34.00/square foot, the construction cost of the barrier would be $1,336,846. The barrier would benefit five non-impacted residences and four impacted residences. The barrier was determined to be not reasonable because the cost per residence would be $148,538.

NSA-14 (Option A, Open and Continuous Flow Intersection)

A sound barrier was investigated to determine the feasibility of providing noise abatement to NSA-14 which is impacted in the design year 2030 under both the No-Build and the Build Conditions for the MD 235 intersection Option A. The results indicated that a sound barrier can provide a ten dB(A) reduction. The barrier would be approximately 1,100 feet long and vary in height from ten feet to 14 feet with an area of 14,876 square feet.

Using a cost of $34.00/square foot, the construction cost of the barrier would be $505,784. The barrier will benefit two impacted residences. The barrier was determined to be not reasonable because the cost per residence would be $252,892.

NSA-14 (Option B, At-Grade Intersection with One-Directional Flyover)

A sound barrier was investigated to determine the feasibility of providing noise abatement to NSA-14 which is impacted in the design year 2030 under both the No-Build and the Build Conditions for the MD 235 intersection Option B. The results indicated that a sound barrier can provide a ten dB(A) reduction. The barrier would be approximately 1,100 feet long and vary in height from ten feet to 12 feet with an area of 13,192 square feet.

Using a cost of $34.00/square foot, the construction cost of the barrier would be $448,528. The barrier will benefit two impacted residences. The barrier was determined to be not reasonable because the cost per residence would be $224,264.

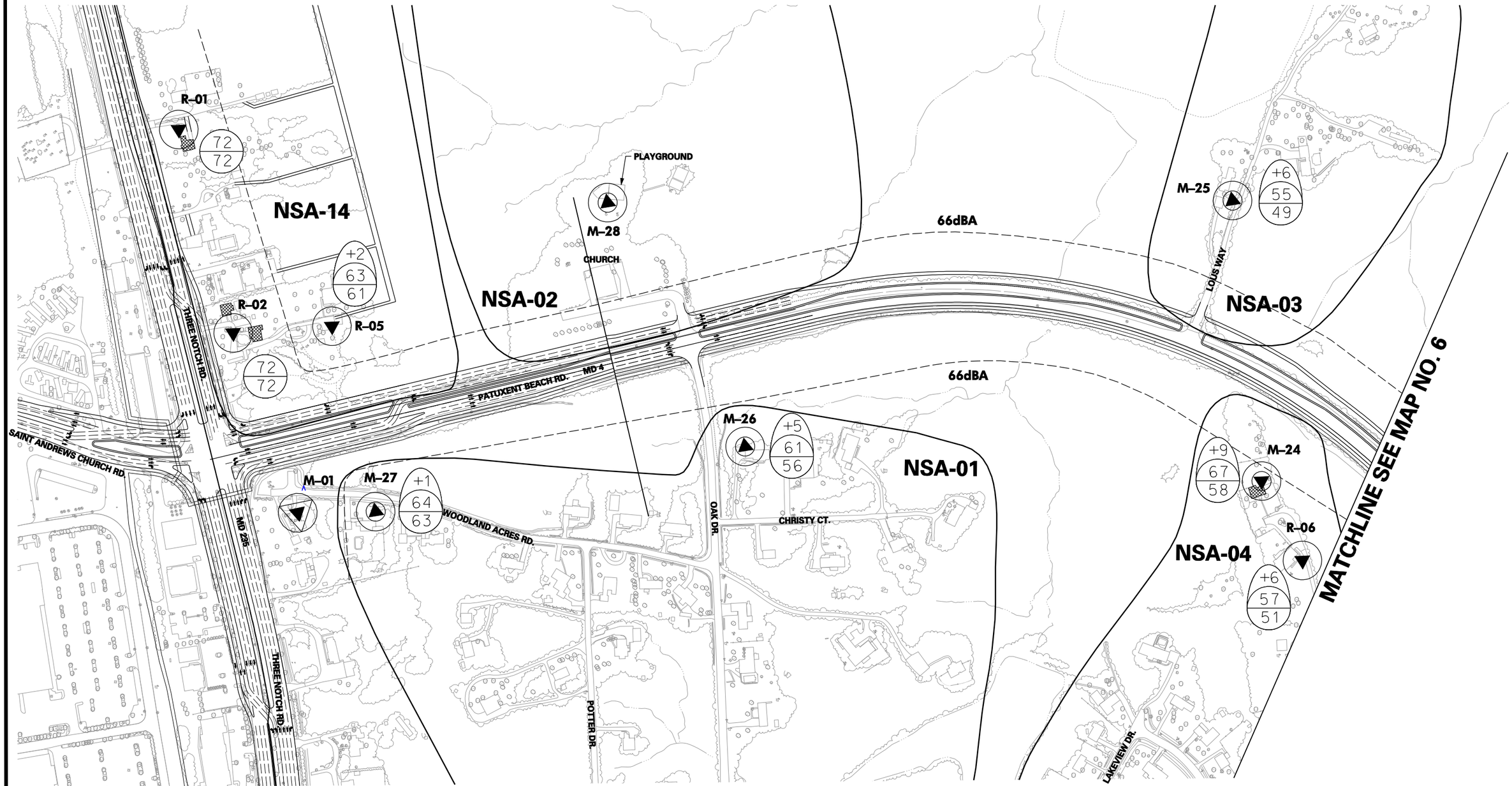
NSA-14 (Option D, Single Point Urban Diamond)

A sound barrier was investigated to determine the feasibility of providing noise abatement to NSA-14 which is impacted in the design year 2030 under both the No-Build and the Build Conditions for the MD 235 intersection Option D. The results indicated that a sound barrier can provide a ten dB(A) reduction. The barrier would be approximately 500 feet long and vary in height from ten feet to 12 feet with an area of 6,132 square feet.

Using a cost of $34.00/square foot, the construction cost of the barrier would be $208,488. The barrier will benefit one impacted residence. The barrier was determined to be not reasonable because the cost per residence would be $208,488.

Conclusion

Based on the noise abatement criteria in the current SHA Sound Barrier Policy (May, 1998), noise abatement for all of the impacted NSAs was determined "not reasonable" because the cost of noise abatement was greater than $50,000 per benefited residence for all impacted NSAs. Consistent with the Final Rule updating 23CFR772 - Procedures for Abatement of Highway Traffic Noise and Construction Noise (issued July 13, 2010) the noise analysis findings and recommendations will be reevaluated for consistency with any subsequent revisions to SHA's Noise Policy (1998) adopted in compliance with the Final Rule and will be reflected in the final environmental document prepared for this project.



St.Mary's & Calvert County

Vicinity Map

0 150 300
Scale in Feet

Legend

- M-01 — Short-term Noise Measurement Site and Model Receptor
- M-01 — 24-hour Noise Measurement Site and Model Receptor
- R-01 — Modeled Receptor
- 67 / 65 — Build MD 235 Option A Level (dB[A]) / 2030 No-Build Level (dB[A])
- +3 / -3 — Build MD 235 Option A (dB[A]) Over No-Build Noise Level / Build MD 235 Option A Noise Level Decrease Below No-Build Noise Level
- Impacted Residence, 2030 Build MD 235 Option A Level > 66 dB(A)
- 66 dB(A) Contour Line, 2030 Build MD 235 Option A Level
- NSA-01 — Noise Study Area

July 24, 2009

Maryland State Highway Administration

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MD4 (PATUXENT BEACH RD.)
PROJECT PLANNING STUDY

DRAFT NOISE ANALYSIS TECHNICAL REPORT

FROM MD 235 TO PATUXENT POINT PARKWAY

FIGURE III-13

MD 235 OPTION A PREDICTED NOISE LEVELS MAP

Map No. 5

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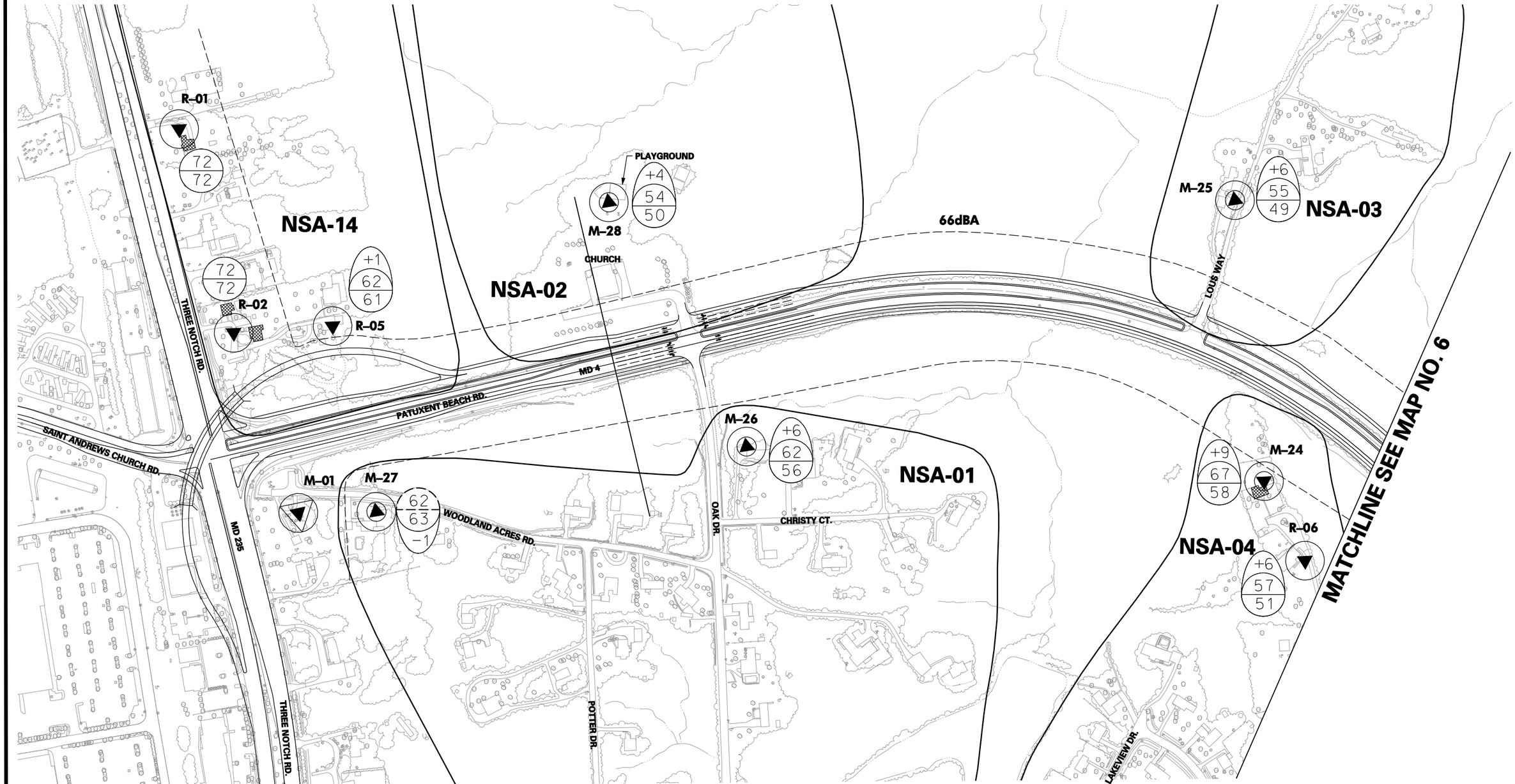
7/28/2009



St.Mary's & Calvert County

Vicinity Map

0 150 300
Scale in Feet

Legend

- M-01 — Short-term Noise Measurement Site and Model Receptor
- M-01 — 24-hour Noise Measurement Site and Model Receptor
- R-01 — Modeled Receptor
- 67/65 — Build MD 235 Option B Level (dB[A]) / 2030 No-Build Level (dB[A])
- +3/−3 — Build MD 235 Option B (dB[A]) Over No-Build Noise Level / Build MD 235 Option B Noise Level Decrease Below No-Build Noise Level
- Impacted Residence, 2030 Build MD 235 Option B Level > 66dB(A)
- 66 dB(A) Contour Line, 2030 Build MD 235 Option B Level
- NSA-01 — Noise Study Area

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FROM MD 235 TO PATUXENT POINT PARKWAY

FIGURE III-14

MD 235 OPTION B PREDICTED NOISE LEVELS MAP

Map No. 5a

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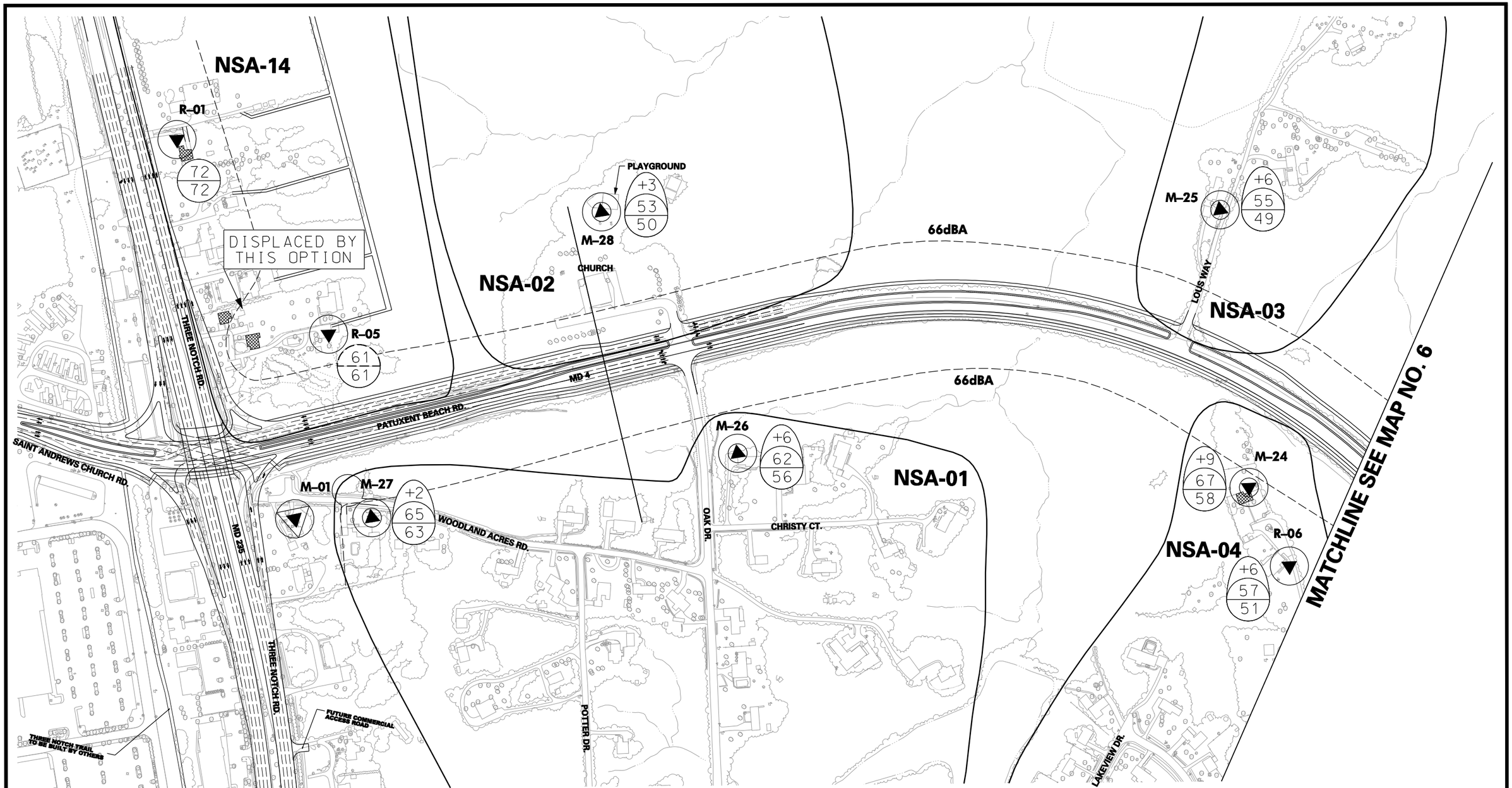
7/28/2009



St.Mary's & Calvert County

Vicinity Map

0 150 300
Scale in Feet

Legend

- M-01 — Short-term Noise Measurement Site and Model Receptor
- M-01 — 24-hour Noise Measurement Site and Model Receptor
- R-01 — Modeled Receptor
- 67/65 — Build MD 235 Option D Level (dB[A]) / 2030 No-Build Level (dB[A])
- +3/-3 — Build MD 235 Option D (dB[A]) Over No-Build Noise Level / Build MD 235 Option D Noise Level Decrease Below No-Build Noise Level
- Impacted Residence, 2030 Build MD 235 Option D Level > 66dB(A)
- 66 dB(A) Contour Line, 2030 Build MD 235 Option D Level
- NSA-01 — Noise Study Area

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FROM MD 235 TO PATUXENT POINT PARKWAY

FIGURE III-15

MD 235 OPTION D PREDICTED NOISE LEVELS MAP

Map No. 5b

q:\smd\010468_029_MD 4 Noise Study\CADD\MAPS\5b-BUILD_MD4.dgn
7/28/2009

MATCHLINE SEE MAP NO. 5, 5a, OR 5b

MATCHLINE SEE MAP NO. 7 OR 8

R–07 +7 58 51

CLEMENTS LN.

ELMBRROK DR.

NSA-04

M–23 +9 70 61

CHURCH

PLAYGROUND

MYRTLE POINT RD.

KINGSTON LN.

KINGSTON CREEK RD.

R–09 +7 62 55

GROSS DR.

NSA-09

+10 71 61 R–08

M–02

M–21 +12 70 58

66dBA

SEVEN GABLES LN.

+8 63 55 R–12

+7 56 49 R–10

+15 71 56 M–20

NSA-05

NSA-06

+9 70 61 R–11

BARNS

PATUXENT BEACH RD.

MD 4

NSA-07

SHADY MILE DR.

+7 57 50 M–22

66dBA

M–19 +8 64 56

OUT BUILDINGS, GARAGE

St.Mary's & Calvert County

Vicinity Map

0 150 300

Scale in Feet

Legend

M-01	Short-term Noise Measurement Site and Model Receptor
M-01	24-hour Noise Measurement Site and Model Receptor
R-01	Modeled Receptor
67 / 65	Build Mainline Widening Level (dB[A]) 2030 No-Build Level (dB[A])
+3 / -3	Build Mainline Widening (dB[A]) Over No-Build Noise Level; Build MD 235 Mainline Widening Noise Level Decrease Below No-Build Noise Level
	Impacted Residence, 2030 Build Mainline Widening Level > 66db(a)
– – –	66 dB(A) Contour Line, 2030 Build MD 235 Mainline Widening Level
NSA-01	Noise Study Area

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FROM MD 235 TO PATUXENT POINT PARKWAY

FIGURE III-16

MAINLINE PREDICTED NOISE LEVELS MAP

Map No. 6

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7/28/2009

MATCHLINE SEE MAP NO. 6

MATCHLINE SEE MAP NO. 7A

KINGSTON CREEK ROAD

GROSS DR.

KINGSTON SHORES LANE

PATUXENT BEACH ROAD

MD 4

S. PATUXENT BEACH RD.

W. PATUXENT BEACH RD.

N. PATUXENT BEACH RD.

WILD ROSE LN.

ST. CLAIR RD.

CLARKS RD.

TOWN CREEK

TOWN CREEK DRIVE

66dBA

NSA-07

NSA-08

NSA-09

NSA-10

R–03 +7 65 58

R–04 +9 76 67

R–13 +7 60 53

R–14 +7 61 54

R–15 +7 65 58

R–16 +6 60 54

R–17 +8 63 55

R–18 +8 65 57

M–11 +5 58 53

M–12 +3 62 59

M–13 +7 65 58

M–14 +7 64 57

M–15 +5 69 64

M–16 +9 67 58

M–17 +8 68 60

M–18 +8 68 60

St.Mary's & Calvert County

Vicinity Map

0 150 300

Scale in Feet

Legend

M-01 Short-term Noise Measurement Site and Model Receptor

M-01 24-hour Noise Measurement Site and Model Receptor

R-01 Modeled Receptor

67/65 Build 2-Lane Parallel Bridge Level (dB[A]) 2030 No-Build Level (dB[A])

+3/−3 Build 2-Lane Parallel Bridge (dB[A]) Over No-Build Noise Level

Build 2-Lane Parallel Bridge Noise Level Decrease Below No-Build Noise Level

Impacted Residence, 2030 Build 2-Lane Parallel Bridge Level > 66dB(A)

66 dB(A) Contour Line, 2030 Build 2-Lane Parallel Bridge

NSA-01 Noise Study Area

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PROJECT PLANNING STUDY

DRAFT NOISE ANALYSIS TECHNICAL REPORT

FROM MD 235 TO PATUXENT POINT PARKWAY

FIGURE III-17

PATUXENT RIVER CROSSING 2 LANE PARALLEL BRIDGE PREDICTED NOISE LEVELS MAP

Map No. 7

q:\amd\010458_029_MD 4 Noise Study\CADD\MAP07-BUILD_MD4.dgn
7/28/2009

MAP NO. 7

MATCHLINE SEE

NSA-11

NSA-12

NSA-13

M–10 (+5 / 60 / 55)

M–09 (+2 / 57 / 55)

M–08 (+3 / 61 / 58)

M–07 (+4 / 58 / 54)

M–05 (52 / 53 / −1)

M–06 (53 / 53)

M–04 (+7 / 64 / 57)

M–03

R–19 (+7 / 63 / 56)

BILL DIXON RD.

N. PATUXENT BEACH RD.

THOMAS JOHNSON BRIDGE

THOMAS JOHNSON RD.

66dBA

66dBA

USN TESTING CENTER

MD 4

TREATMENT PLANT

SOLOMONS FISHING PIER & BOAT RAMP

CALVERT COUNTY INFORMATION CENTER

LORE RD.

MARITIME MUSEUM PARKING LOT

MARITIME MUSEUM

SOLOMONS ISLAND RD. S.

LANGLEY LN.

STRATHMORE LN.

SEDWICK AVE.

CALVERT ST.

PATUXENT RIVER

St.Mary's & Calvert County

Vicinity Map

0 150 300

Scale in Feet

Legend

- M-01 — Short-term Noise Measurement Site and Model Receptor
- M-01 — 24-hour Noise Measurement Site and Model Receptor
- R-01 — Modeled Receptor
- 67 / 65 — Build 2-Lane Parallel Bridge Level (dB[A]) / 2030 No-Build Level (dB[A])
- +3 / −3 — Build 2-Lane Parallel Bridge (dB[A]) Over No-Build Noise Level / Build 2-Lane Parallel Bridge Noise Level Decrease Below No-Build Noise Level
- Impacted Residence, 2030 Build 2-Lane Parallel Bridge Level > 66dB(A)
- 66 dB(A) Contour Line, 2030 Build 2-Lane Parallel Bridge
- NSA-01 — Noise Study Area

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MD4 (PATUXENT BEACH RD.)
PROJECT PLANNING STUDY

DRAFT NOISE ANALYSIS TECHNICAL REPORT

FROM MD 235 TO PATUXENT POINT PARKWAY

FIGURE III-18

PATUXENT RIVER CROSSING 2 LANE PARALLEL BRIDGE PREDICTED NOISE LEVELS MAP

Map No. 7a

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7/28/2009

MATCHLINE SEE MAP NO. 6

MATCHLINE SEE MAP NO. 8a

KINGSTON CREEK ROAD

GROSS DR.

KINGSTON SHORES LANE

PATUXENT BEACH ROAD

MD 4

66dBA

R–13 +7 60 53

R–04 +8 68 60

R–03 +9 76 67

M–18 +7 65 58

R–14 +7 61 54

M–17 +8 68 60

R–15 +7 65 58

R–16 +7 61 54

M–16 +9 67 58

R–17 +7 62 55

W. PATUXENT BEACH RD.

N. PATUXENT BEACH RD.

WILD ROSE LN.

ST. CLAIR RD.

CLARKS RD.

M–14 +5 62 57

M–13 +2 60 58

NSA-09

NSA-10

M–15 +5 69 64

R–18 +8 65 57

NSA-07

M–12 +5 64 59

TOWN CREEK

M–11 +7 60 53

NSA-08

S. PATUXENT BEACH RD.

TOWN CREEK DRIVE

St.Mary's & Calvert County

Vicinity Map

0 150 300

Scale in Feet

Legend

- M-01 — Short-term Noise Measurement Site and Model Receptor
- M-01 — 24-hour Noise Measurement Site and Model Receptor
- R-01 — Modeled Receptor
- 67 / 65 — Build 4-Lane Parallel Bridge Level (dB[A]) / 2030 No-Build Level (dB[A])
- +3 / -3 — Build 4-Lane Parallel Bridge (dB[A]) Over No-Build Noise Level / Build 4-Lane Parallel Bridge Noise Level Decrease Below No-Build Noise Level
- Impacted Residence, 2030 Build 4-Lane Parallel Bridge Level > 66dB(A)
- 66 dB(A) Contour Line, 2030 Build 4-Lane Parallel Bridge
- NSA-01 — Noise Study Area

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FROM MD 235 TO PATUXENT POINT PARKWAY

FIGURE III-19

PATUXENT RIVER CROSSING 4 LANE PARALLEL BRIDGE PREDICTED NOISE LEVELS MAP

Map No. 8

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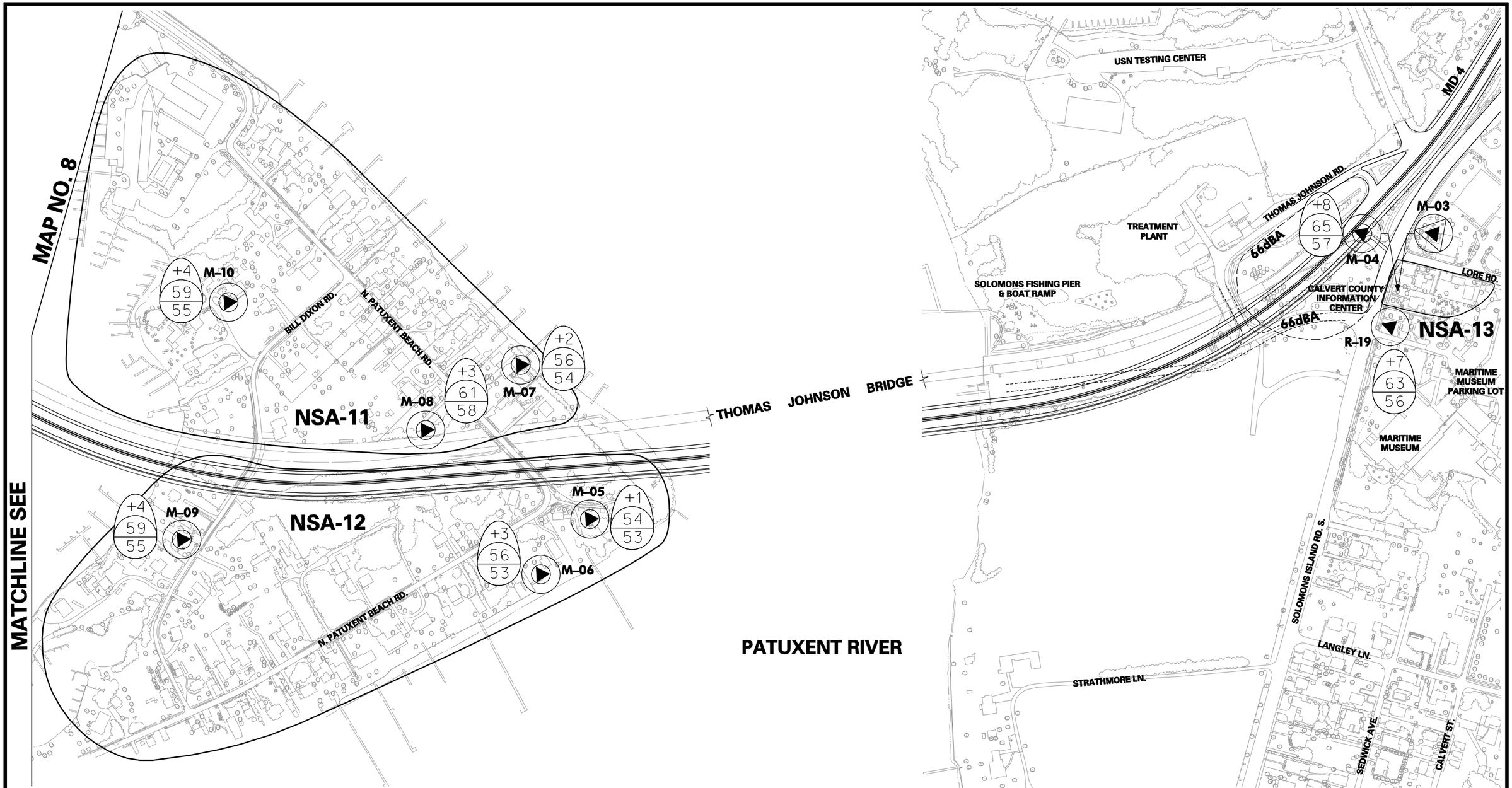
7/28/2009



St.Mary's & Calvert County

Vicinity Map

0 150 300
Scale in Feet

Legend

- M-01 — Short-term Noise Measurement Site and Model Receptor
- M-01 — 24-hour Noise Measurement Site and Model Receptor
- R-01 — Modeled Receptor
- 67 / 65 — Build 4-Lane Parallel Bridge Level (dB[A]) / 2030 No-Build Level (dB[A])
- +3 / -3 — Build 4-Lane Parallel Bridge (dB[A]) Over No-Build Noise Level / Build 4-Lane Parallel Bridge Noise Level Decrease Below No-Build Noise Level
- Impacted Residence, 2030 Build 4-Lane Parallel Bridge Level > 66dB(A)
- 66 dB(A) Contour Line, 2030 Build 4-Lane Parallel Bridge
- NSA-01 — Noise Study Area

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MD4 (PATUXENT BEACH RD.)
PROJECT PLANNING STUDY

DRAFT NOISE ANALYSIS TECHNICAL REPORT

FROM MD 235 TO PATUXENT POINT PARKWAY

FIGURE III-20

PATUXENT RIVER CROSSING 4 LANE PARALLEL BRIDGE PREDICTED NOISE LEVELS MAP

Map No. 8a

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7/28/2009

H. Hazardous Materials

An Initial Site Assessment was conducted for the MD 4 study area to identify locations with a likely presence of hazardous materials, wastes, or petroleum products; below is a summary of the assessment. For further information refer to the Initial Site Assessment, MD 4: Upgrade Between MD 2 and MD 235, Calvert and St. Mary's County, Maryland (SHA, 2009).

There were 193 sites identified within the study area ranging in levels of severity of environmental concern. Of the 193 sites, 53 sites would be impacted by the build alternatives. (**Table III-18**). A Preliminary Site Investigation Screening is recommended for 26 of the 53 impacted sites in order to gather additional information regarding contamination of total petroleum hydrocarbons, polychlorinated biphenyls, Resource Conservation and Recovery Act metals, volatile organic compounds, and semi-volatile organic compounds.

Minimization/Mitigation

Further investigation of some or all of the impacted sites could be required and is recommended should these sites need to be acquired. This investigation could include soil sampling and groundwater testing to determine whether hazardous materials remain on-site that require proper excavation and removal/disposal. The sites impacted by the build alternatives and interchange options are displayed in **Table III-20.**

Table III-20: Impacted Hazardous Materials Sites

Site # (Parcel #) & Location	Risk Ranking	Impact Type	Alternative
Site 3 (**Parcel # 167**) is located on the south side of MD 235. This parcel consists of a wooded lot.	Low	Minimal property impacts	Intersection Options A,B
Site 4 (**Parcel # 722**) is located north of Three Notch Road (MD 235). This parcel consists of residential property.	Low	Minimal property impacts	Intersection Options A,B,D
Site 5 (**Parcel # 41**) is located north of Three Notch Road (MD 235). This parcel consists of residential property.	Low	Minimal property impacts	Intersection Options A,B,D
Site 6 (**Parcel # 471**) is located south of Three Notch Road (MD 235). This parcel consists of a commercial property.	Low	Minimal property impacts	Intersection Options A,B
Site 7 (**Parcel # 52**) is located south of Three Notch Road (MD 235). This parcel consists of a commercial property.	Low	Minimal property impacts	Intersection Options A,B
Site 8 (**Parcel # 51**) is located south of Three Notch Road (MD 235). This parcel consists of a wooded lot.	Low	Minimal property impacts	Intersection Options A,B
Site 10 (**Parcel # 53**) is located south of Three Notch Road (MD 235). This parcel consists of a trailer park.	Medium / High	Displacement	Intersection Options A,B,D
Site 11 (**Parcel # 422**) is located south of Three Notch Road (MD 235). This parcel consists of a commercial strip mall.	Medium	Displacement	Intersection Options A,D
		Minimal property impacts	Intersection Option B
Site 12 (**Parcel # 42**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Medium	Minimal property impacts	Intersection Options A,B,D
Site 13 (**Parcel # 43**) is located north of Three Notch Road (MD 235). This parcel consists of an office building.	Medium	Minimal property impacts	Intersection Options A,B,D
Site 14 (**Parcel # 44**) is located north of Three Notch Road (MD 235). This parcel consists of a dentist office.	Low	Minimal property impacts	Intersection Options A,B,D
Site 15 (**Parcel # 48**) is located north of Three Notch Road (MD 235). This parcel consists of three residences.	High	Minimal property impacts	Intersection Options A,B
		Displacement	Intersection Option D
Site 16 (**Parcel # 295**) is located north of Three Notch Road (MD 235). This parcel consists of a wooded lot.	Low	Minimal property impacts	Intersection Options A,B

Table III-20: Impacted Hazardous Materials Sites

Site # (Parcel #) & Location	Risk Ranking	Impact Type	Alternative
		Property impacts	Intersection Option D
Site 17 (**Parcel # 295**) is located north of Three Notch Road (MD 235). This parcel consists of a wooded lot.	Low	Minimal property impacts	Intersection Option A
		Property impacts	Intersection Options B,D
Site 18 (**Parcel # 407**) is located north of Three Notch Road (MD 235). This parcel consists of a wooded lot.	Low	Minimal property impacts	Intersection Options A,D
		Property impacts	Intersection Option B
Site 19 (**Parcel # 56**) is located south of Three Notch Road (MD 235). This parcel consists of a Wawa	High	Displacement	Intersection Option D
Site 20 (**Parcel # 57**) is located north of Three Notch Road (MD 235). This parcel consists of a two office buildings.	Medium	Minimal property impacts	Intersection Option D
Site 23 (**Parcel # 71**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	High	Minimal property impacts	Intersection Options A,B,D
Site 24 (**Parcel # 287**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Low	Minimal property impacts	Intersection Options A,B,D
Site 25 (**Parcel # 68**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Medium	Minimal property impacts	Intersection Options A,B,D
Site 26 (**Parcel # 68**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Low	Minimal property impacts	Intersection Options A,B,D
Site 27 (**Parcel # 69**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Medium	Minimal property impacts	Intersection Options A,B,D
Site 28 (**Parcel # 70**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Low	Minimal property impacts	Intersection Options A,B
		Displacement	Intersection Option D
Site 29 (**Parcel # 70**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Low	Minimal property impacts	Intersection Options A,B

Table III-20: Impacted Hazardous Materials Sites

Site # (Parcel #) & Location	Risk Ranking	Impact Type	Alternative
		Displacement	Intersection Option D
Site 30 (**Parcel # 181**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Medium	Minimal property impacts	Intersection Options A,B
		Displacement	Intersection Options D
Site 33 (**Parcel # 49**) is located north of Three Notch Road (MD 235). This parcel consists of a wooded lot.	Low	Minimal property impacts	Intersection Option A
		Property impacts	Intersection Option D
Site 34 (**Parcel # 428**) is located north of Three Notch Road (MD 235). This parcel consists of a wooded lot.	Low	Minimal property impacts	Intersection Option A
Site 35 (**Parcel # 159**) is located west of Patuxent Beach Road (MD 4) and just north of the MD 4/MD 235 Intersection. This parcel consists of a wooded lot that is associated with church property.	Low	Minimal property impacts	Intersection Options A,B,D
Site 39 (**Parcel # 356**) is located west of Patuxent Beach Road (MD 4) and north of the MD 4/MD 235 Intersection. This parcel consists of a church .	Medium	Minimal property impacts	Intersection Options A,B
Site 47 (**Parcel # 585**) is located west of Patuxent Beach Road (MD 4) between Lous Way and Patuxent Blvd. This parcel consists of a wooded lot.	Low	Minimal property impacts	Mainline Widening
Site 48 (**Parcel # 585**) is located east of Patuxent Beach Road (MD 4). This parcel consists of a residence.	Low	Minimal property impacts	Mainline Widening
Site 49 (**Parcel # 585**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a wooded lot.	Medium	Property impacts	Mainline Widening
Site 50 (**Parcel # 164**) is located east of Patuxent Beach Road (MD 4). This parcel consists of a wooded lot.	Low	Minimal property impacts	Mainline Widening
Site 51 (**Parcel # 633**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a parking lot and wooded area adjacent to the church.	Low	Minimal property impacts	Mainline Widening

Table III-20: Impacted Hazardous Materials Sites

Site # (Parcel #) & Location	Risk Ranking	Impact Type	Alternative
Site 52 (**Parcel # 83**) is located east of Patuxent Beach Road (MD 4). This parcel consists of agricultural fields and a wooded area.	Low	Minimal property impacts	Mainline Widening
Site 53 (**Parcel # 24**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a church.	Medium	Minimal property impacts	Mainline Widening
Site 54 (**Parcel # 24**) is located west of Patuxent Beach Road (MD 4). This parcel consists of an agricultural lot.	Low	Minimal property impacts	Mainline Widening
Site 55 (**Parcel # 702**) is located west of Patuxent Beach Road (MD 4). This parcel consists of an office building.	Low	Minimal property impacts	Mainline Widening
Site 56 (**Parcel # 283**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a residence.	Low	Minimal property impacts	Mainline Widening
Site 59 (**Parcel # 83**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a wooded lot.	Low	Minimal property impacts	Mainline Widening
Site 60 (**Parcel # 83**) is located east Patuxent Beach Road (MD 4) This parcel consists of a farm and several agricultural fields.	High	Minimal property impacts	Mainline Widening
Site 61 (**Parcel # 29**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a residence.	Low	Minimal property impacts	Mainline Widening
Site 63 (**Parcel # 186**) is located east of Patuxent Beach Road (MD 4). This parcel consists of a wooded lot.	Low	Minimal property impacts	Mainline Widening
Site 64 (**Parcel # 168**) is located east of Patuxent Beach Road (MD 4). This parcel consists of a residence.	High	Minimal property impacts	Mainline Widening
Site 65 (**Parcel # 61**) is located east of Patuxent Beach Road (MD 4). This parcel is a commercial site.	Medium	Minimal property impacts	Mainline Widening
Site 69 (**Parcel # 61**) is located west of Patuxent Beach Road (MD 4). This parcel is a commercial site.	Low	Minimal property impacts	Mainline Widening
Site 72 (**Parcel # 30**) is located east of Patuxent Beach Road (MD 4). This parcel consists of scrap yard.	High	Minimal property impacts	Mainline Widening
Site 80 (**Parcel # 188**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a wooded lot.	Low	Minimal property impacts	Mainline Widening

Table III-20: Impacted Hazardous Materials Sites

Site # (Parcel #) & Location	Risk Ranking	Impact Type	Alternative
Site 90 (**Parcel # 188**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a residence.	Low	Minimal property impacts	Mainline Widening
Site 95 (**Parcel # 25**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a residence.	High	Minimal property impacts	Mainline Widening
Site 96 (**Parcel # 5**) is located west of Patuxent Beach Road (MD 4). This parcel consists of a residence.	High	Minimal property impacts	Mainline Widening
Site 97 (**Parcel # 5)** is located west of Patuxent Beach Road (MD 4). This parcel consists of a shed that is associated with residence at site # 096.	Low	Minimal property impacts	Mainline Widening
Site 193 (**Parcel # 47**) is located north of Three Notch Road (MD 235). This parcel consists of a residence.	Medium / High	Minimal property impacts	Intersection Options A,D

I. Indirect and Cumulative Effects Analysis

An Indirect and Cumulative Effects (ICE) Analysis was conducted for the MD 4 study area in compliance with the guidelines established by SHA, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) regulations. The following narrative is a summary of the analysis, for further information refer to the MD 4 Indirect and Cumulative Effects (ICE) Analysis (SHA, 2009).

1. ICE Analysis Objective and Scoping

An Indirect and Cumulative Effects (ICE) Analysis was conducted for the MD 4 study area in compliance with the guidelines established by SHA, the National Environmental Policy Act (NEPA), and the Council on Environmental Quality (CEQ) regulations. The following narrative is a summary of the analysis, for further information refer to the MD 4 Indirect and Cumulative Effects (ICE) Analysis (SHA, 2009). Indirect and Cumulative Effects are defined below:

> *Indirect Effects:* "Effects which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems." (40 CFR 1508.8(b))
>
> *Cumulative Impacts:* "Impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions, regardless of what agency (federal or non-federal) or person undertakes such other actions." (40 CFR 1508.7)

a. Resources

In order to determine which environmental resources should be considered in the ICE, the resources that would be directly impacted by the possible improvements were first identified. Resources directly impacted by the project formed the basis for the resources that were examined in the ICE. **Table III-21** summarizes the resources that were analyzed in the MD 4 ICE. These sub-boundaries were used to form the overall ICE boundary.

Table III-21: Potential ICE Resources and Effects

Potential Effects	Incorporation into ICE	Rationale
Socioeconomic		
Communities/Businesses	Yes	Direct and/or Indirect Impacts
Park and Recreation Facilities	Yes	Direct and/or Indirect Impacts
Cultural		
Historic Sites	Yes	Direct and/or Indirect Impacts
Natural Environmental		
Floodplains	Yes	Direct and/or Indirect Impacts
Surface Water	Yes	Direct and/or Indirect Impacts
Wetlands	Yes	Direct and/or Indirect Impacts
Terrestrial Habitat (forests)	Yes	Direct and/or Indirect Impacts

b. Time Frame

The time from 1973 to 2030, a period of 57 years, was used to represent the ICE time frame, as there is reliable population and land use data dating back to 1973 and the MD 4 project's design year is 2030.

Table III-22 shows historical and projected population growth trends within the ICE boundary, Calvert County, and St. Mary's County from 1910 to 2030. The table indicates that the population in St. Mary's County doubled in the 1940s; Calvert County population increased by 68 percent between 1970 and 1980 and the population in the ICE boundary tripled from 1940 to 1950.

Choosing the ICE past time frame of 1973 to 2000 was not only based on population growth and past events (i.e. construction of the Thomas Johnson Memorial Bridge and the extension of MD 4 into St. Mary's County), but also on the implementation of the National Environmental Policy Act (NEPA), the readily available data on past land use and existing land use (**Table III-23**), and development of significant land use management plans. In 1969, NEPA was instituted by the Federal government. In 2010 St. Mary's County adopted their Comprehensive Plan and Calvert County adopted their Comprehensive Plan in 2004.

c. Geographic Boundary

Using the environmental resources that may be affected by direct and indirect impacts of the project as a guide, multiple resource boundaries were reviewed to determine appropriate ICE sub-boundaries that were joined to create a single ICE boundary in which all indirect and cumulative effects will be analyzed. Because indirect and cumulative effects are farther removed from the project alternatives than direct impacts, the geographic limits for the analysis of indirect and cumulative effects extend well beyond the MD 4 project limits. The sub-boundaries considered in establishing the ICE boundary are described below:

i. Sub-Boundary Considerations

a) Census Tracts

Census tract-block group boundaries were identified from the United States Census Bureau 2000. The census tract block group sub-boundary was established by identifying all census tracts completely or partially within the MD 4 project limits. The census tracts within the MD 4 study area include census tract 8609 located in Calvert County and census tracts 9958.02, 9957, 9960.02, and 9956 located in St. Mary's County. Census tracts were used as a resource sub-boundary to represent the socioeconomic resources affected by the project. The census tract boundaries form portions of the entire ICE boundary. Election District boundaries were not specifically used in the ICE boundary; however, they were used to evaluate population trends since 1910.

Table III-22: Historical and Projected Populations

	1910	1920	1930	1940	1950	1960	1970	1980	1990	2000	2010*	2020*	2030*
ICE Boundary	**5,875**	**5,634**	**4,933**	**4,800**	**14,698**	**21,933**	**26,241**	**30,249**	**42,772**	**59,636**	N/A	N/A	N/A
District 1 (Calvert County)	4,240	3,876	3488	3,513	4,123	5,423	6,404	9,687	16,600	29,552	N/A	N/A	N/A
District 8 (St. Mary's County)	1,635	1,758	1,445	1,287	10,575	16,510	19,837	20,562	26,172	30,084	N/A	N/A	N/A
Calvert County	10,325	9,744	9,528	10,484	12,100	15,826	20,682	34,638	51,372	74,563	95,700	100,700	106,100
St. Mary's County	17,030	16,112	15,189	14,626	29,111	38,915	47,388	59,895	75,974	86,211	107,700	130,750	151,700

Source: US Census data
*Projections based on Round 6B from the Baltimore Metropolitan Council Cooperative Forecasting Committee

b) Priority Funding Areas

Priority Funding Areas (PFAs) consist of existing communities and other local areas designated by local jurisdiction in accordance with Maryland "Smart Growth" guidelines, and are used to direct state funding to growth-related projects. The project limits are entirely within the PFA due to the large size of the PFA. Consequently, the PFA was not used to represent any portion of the ICE boundary.

c) Traffic Analysis Zones

A Traffic Analysis Zone (TAZ) is a special area delineated by state and/or local transportation officials used for tabulating traffic-related data especially journey-to-work and place-of-work statistics. There are seven TAZs within the MD 4 project limits. TAZs are used to create the Area of Traffic Influence (ATI). At the time of this report, an ATI had not been developed for this project. The TAZ boundaries were used to represent socioeconomic resources, including communities and businesses and parks and recreational facilities. They form a majority of the entire ICE boundary.

d) Sub-watersheds

Sub-watershed boundaries were established by identifying all DNR 8-digit sub-watersheds completely or partially within the MD 4 project limits. The project area includes the St. Mary's River and Patuxent River Lower 8-digit sub-watershed boundaries. Sub-watersheds boundaries were used to represent natural environmental resources such as floodplains, surface water, wetlands, terrestrial (forest) habitat, and rare/threatened and endangered species affected by the project. They form the southern portion of the ICE boundary.

e) Historic Resource Areas

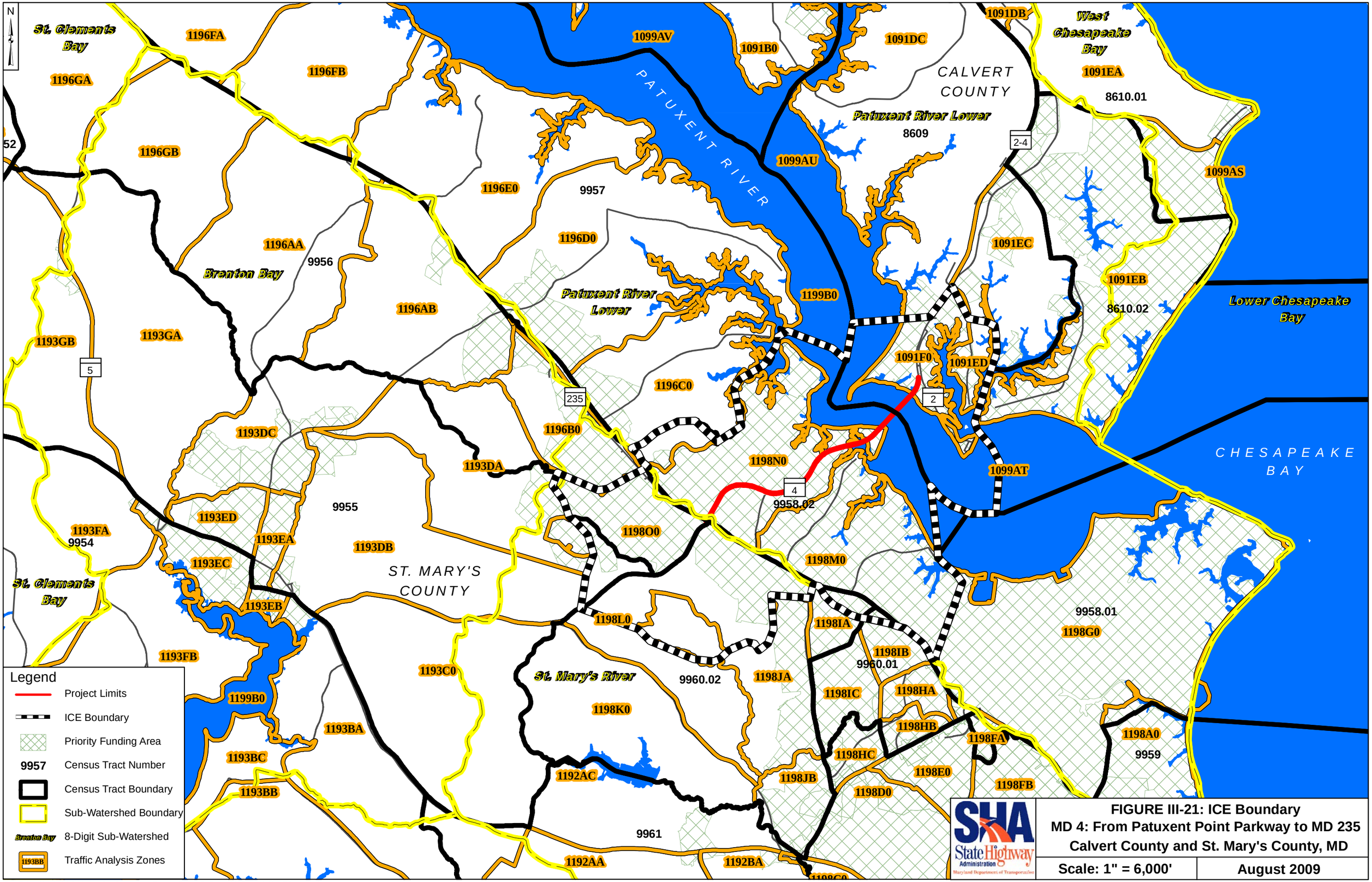
Based on preliminary data, there are five potential historic resources within the project area that may be directly impacted by the proposed improvements. The limits and boundaries of these individual resources are relatively small and fall within larger census tract block group boundaries. For that reason, cultural resource boundaries were not used to represent any portion of the overall ICE boundary.

f) County Planning Areas

Although the ICE boundary intersects planning areas for both Calvert and St. Mary's Counties, the planning area boundaries were not used to define the ICE boundary. These planning area boundaries are much larger than the study area affected by the project.

ii. Overall ICE Boundary

The ICE involves natural environmental, socioeconomic, and cultural resources. Much of the ICE focuses upon natural environmental and socioeconomic resources, based upon the potential for direct natural, socioeconomic, and cultural impacts. Therefore, census tracts and TAZ boundaries form much of the overall ICE boundary. Sub-watershed boundaries were used to represent impacts to natural environmental features; therefore, forming a portion of the ICE boundary (**Figure III-21**).



Q:\SMD\990241\005MD4_PL\Working Data\Dept\Planning\Technical Reports\EA\Figures\GIS\Figure III- 21_ICE Boundary Map.mxd

This rationale for establishment of the ICE boundary allows for assessment of indirect and cumulative effects in accordance with CEQ regulations (40 CFR 1508.7 and 1508.8 (b)). For example, the extent of the sub-watershed sub-boundary included all sub-watersheds that would experience not only direct project impacts, but also other potential indirect and cumulative effects. Similarly, the TAZ sub-boundary includes the geographical extent to which the MD 4 project would affect traffic levels on nearby roadways, and the census tracts selected for consideration in the ICE include all tracts that would be affected by the proposed alternatives.

d. Land Use Cover

In order to evaluate the potential effects of the proposed transportation alternatives, it is useful to identify the pattern, intensity, and pace of development in the area. Past, existing, and future land uses in the ICE boundary were evaluated. This comparison allowed for the observation of trends that, in conjunction with local comprehensive plans and anticipated development, assisted in predicting future land use and potential cumulative effects of the project. Land use for the ICE boundary is shown for 1973 and Present in **Table III-23**.

Table III-23: Land Use/Land Cover in the ICE Boundary, 1973 and Present

Land Use	1973 (acres)	Percent of Total Land	Present (acres)	Percent of Total Land	Change from 1973 to Present (acres)	Change from 1973 to Present (%)
Agriculture	873	7%	508	4%	-365	-42%
Barren Land	20	0%	25	0%	5	25%
Commercial	164	1%	813	7%	649	396%
Extractive	24	0%	24	0%	0	0%
Forest	6148	52%	4241	37%	-1907	-31%
Industrial	0	0%	95	1%	95	95%
Institutional*	156	1%	395	3%	239	153%
Residential	1605	14%	2922	25%	1317	82%
Transportation	0	0%	0	0%	0	0%
Urban Land	61	1%	14	0%	-47	-77%
Water	2744	24%	2753	23%	9	0%
Wetlands	40	0%	45	0%	5	13%
TOTAL	**11835**	--	**11835**	--	--	--

*Includes Military

i. Past Land Use

The past land use is based on 1973 land use maps generated by the Maryland Department of Planning (MDP) (**Figure III-22**).

Based on the same 1973 land use maps, the parcels of land within the ICE boundary encompassed approximately 11,835 acres. Approximately 1,925 acres of that land were developed, which is 16 percent of the total area inside the ICE Boundary. The dominant land

uses within the ICE boundary in 1973 were forest (6,148 acres), water (2,744 acres), and residential (1,605 acres).

ii. Existing Land Use

Existing land use was determined through a review of 2002 land use maps generated by the MDP (**Figure III-23**), and supplemental field reviews of land use within the ICE boundary The MD 4 ICE study area is comprised of primarily forest, residential and water with smaller areas classified as commercial, institutional, and industrial. Compared to 1973, the ICE boundary forested lands and residential areas underwent the largest changes. Forested land decreased by 16 percent, while residential areas increased by 11 percent (**Table III-23**).

iii. Future Land Use

Future land use trends are expected to be similar to existing land use in the ICE boundary. It was assumed that future land use within the ICE boundary will be primarily influenced by the recommendations of the current land use plans as identified in the 2004 Comprehensive Plan, Calvert County, Maryland, Solomon's Master Plan and Zoning Ordinance (2006), and St. Mary's Comprehensive Plan (2010). Future land use identified by Calvert and St. Mary's Counties for the ICE boundary is depicted on **Figures III-2** and **III-3**. All of the future developments proposed within the ICE boundary consist of commercial and residential developments (**Table III-24**). These developments range from less than an acre to over 300 acres in size.

Table III-24: Near Future Development

Project Name	Location	Description	Status
Calvert County			
The Harbours at Solomons	Dowell Road	Mixed Use (30 acres)	Major site plan approved
Collision Works	MD 765	Commercial (3 acres)	Major site plan approved
St. Mary's County			
Oakcrest Center	23326 Three Notch Road, California	PUD-I office, retail,housing, restaurants (19.5 acres)	Major site plan submitted and reviewed
St. Andrews Corporate Center	44732 St. Andrews Church Road, California	office building (0.3 acres)	Major site plan submitted and reviewed
Park Place @ Lexington Park	22954 Three Notch Road, California	housing, restaurants, office and retail (5.5 acres)	Major site plan submitted and reviewed
Woods @ Myrtle Point	Myrtle Point Road, California	Major residential subdivisions (100 acres est.)	Major site plan submitted and reviewed
St. Mary's Marketplace	MD 4 @ MD 235	Commercial (5 acres)	Major site plan submitted and reviewed
St. Mary's Crossing	MD 4	Residential (300 acres)	Major site plan submitted and reviewed
PNC Bank	22610 Three Notch Road, Lexington Park	Office (0.3 acre)	Major site plan submitted and reviewed
St. Mary's Industrial Park	27955 Three Notch Road, California	Office (5 acres)	Minor subdivision plan submitted and reviewed
Victory Housing	22381 Three Notch Road, Lexington Park	Residential (47 acres)	Major site plan submitted and reviewed
Patel Hotel Site	21885 Three Notch Road, Lexington Park	Commercial (10 acres)	Major site plan approved
Lexington Village	22555 Three Notch Road, Lexington Park	Commercial, Retail (5 acres)	Major site plan approved

Project Name	Location	Description	Status
Oak Crest Center	23326 Three Notch Road	Industrial (1 acre)	Major site plan submitted and reviewed
Phillip Bean Center Expansion	24035 Three Notch Road	Office (1 acre)	Major site plan submitted and reviewed

iv. Transportation Projects

The SHA project website, SHA's District Engineer, SHA's Access Permits Division, SHA Regional Intermodal Planning Division (RIPD), St. Mary's County Department of Public Works and Transportation, Calvert County Department of Public Works, and the Maryland Department of Transportation (MDOT) 2007-2012 Consolidated Transportation Program indicated that there is currently one transportation related project that is in the ICE boundary. The FDR Boulevard Transportation project from First Colony Drive to MD 237 is currently in the design phase and is sponsored by St. Mary's County. The project is designed to accommodate one lane in each direction.

2. Analysis/Conclusion

St. Mary's and Calvert counties are expected to experience continued growth regardless of the improvements associated with the MD 4 project. The proposed improvements to MD 4 are consistent with St. Mary's County's Comprehensive Plan (2010), Solomon's Master Plan and Zoning Ordinance, and the 2004 Comprehensive Plan, Calvert County Maryland. All of the currently planned developments will occur regardless of the MD 4 improvements. Therefore, no indirect impacts to environmental resources are anticipated as a result of transportation or other development-related projects that are dependent upon the MD 4 project for completion.

This ICE Analysis examined the four sections of the MD 4 project study area; the bridge, Calvert County mainline, St. Mary's County widening mainline, and the MD 4/MD 235 Intersection. Alternatives 3 and 4 have been designed to function the same with the two mainline alternatives as well as with any of the three intersection options. The past, present and future effects to natural resources, socioeconomic resources, and cultural resources were evaluated as part of the ICE analysis.

Based on the direct impacts associated with Alternative 2 and MD 4 Mainline Widening (Calvert County), there may be downstream indirect impacts to natural resources such as surface water, forest/terrestrial habitat, floodplains, and wetlands within the ICE boundary. Because the direct impacts associated MD 4 Mainline (St. Mary's County), Alternatives 3 and 4, and intersection options are higher than Alternative 2 and MD 4 Mainline Widening (Calvert County), there may be more downstream indirect effects to natural resources associated with these alternatives and intersection options. The extent of these impacts, associated with construction of the project, are anticipated to be minor due to the inclusion of safeguards such as best management practices for sediment and erosion control which would also be subject to review and approval by MDE.

Due to commercial and residential development or an increase in the number of boat ramps and fishing piers along the Patuxent due to improved access to the area., there could be cumulative effects imposed by the build alternatives and the intersection options to all of the natural resources in the ICE boundary, including surface water, forest/terrestrial habitat, floodplains, and wetlands as a result of the MD 4 project, as well as from other proposed development within the

ICE boundary. The extent of these potential future effects is currently unknown but would be regulated to some extent by applicable state, local, and federal laws which would subject these actions to a review process for avoidance, minimization and/or mitigation of impacts prior to approval. Future development in the ICE boundary will stimulate the local economy, attracting more people and business, and creating more jobs. Development is expected to be concentrated in planned residential, commercially, and industrially zoned areas which will decrease the amount of impacts to environmentally sensitive resources.

The build alternatives and intersection options could result in possible adverse cumulative effects to parks and recreational facilities due to the potential increase in development in the ICE boundary related to reduced congestion and improved access. The adverse cumulative effects would be associated with an increase of use and demand of the parks and recreational facilities due to population increases associated with increased development. However, some beneficial cumulative effects to other socioeconomic resources are anticipated. Improved access could enhance residential/commercial development opportunities, thereby expanding the tax base. Cumulative effects to historic sites and structures and archeology sites associated with publically-funded project are expected to be minimal as a result of current state and federal regulations. Cumulative effects to cultural resources associated with other planned development can be expected to occur over time, but at this point the extent of foreseeable impacts cannot be reasonably determined.

3. ICE Mitigation

As required by SHA guidelines, avoidance and minimization strategies were incorporated into the MD 4 design to reduce impacts to environmental resources. SHA will recommend mitigation for any direct impacts that remain following avoidance and minimization efforts and will incorporate measures into the project design that will limit indirect impacts (e.g. best management practices to reduce/control stormwater runoff).

Future development and growth within the ICE boundary will be determined by state and county development plans. SHA will continue to work with local governments and state agencies to promote beneficial controls and suggest that local jurisdictions develop resource preservation plans. However, efforts to avoid, minimize, and mitigate impacts caused by cumulative development impacts within the ICE boundary are beyond the control and funding authority of SHA. Calvert and St. Mary's Counties are ultimately responsible for monitoring and applying growth management techniques that result in development at a consistent pace with roadways and other necessary infrastructure. Mitigation for cumulative effects to environmental resources must be considered by the responsible parties and regulatory agencies.

N

Study Area

Calvert County

St. Mary's County

PATUXENT RIVER

US NAVAL AIR STATION PATUXENT

NAVAL AIR WARFARE CENTER

AIRCRAFT DIVISION

STATE PARK

Legend

- ICE Boundary
- Residential
- Commercial
- Industrial
- Institutional
- Extractive
- Urban Land
- Agriculture
- Forest
- Water
- Wetlands
- Barren Land
- Transportation

FIGURE III-22: 1973 Land Use Map
MD 4: From Patuxent Point Parkway to MD 235
Calvert County and St. Mary's County, MD

Scale: 1" = 3,000'

Date: August 2009

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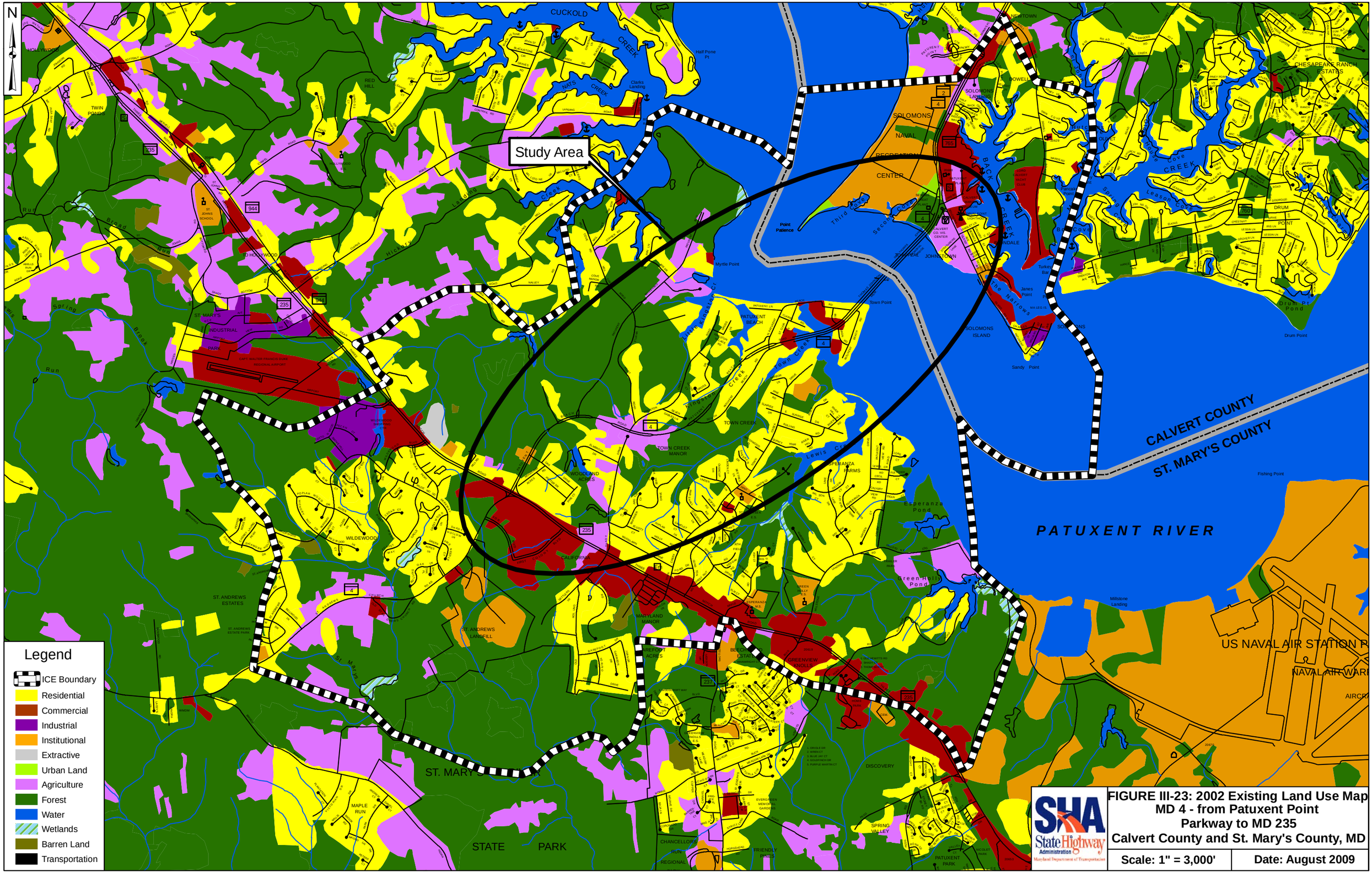

FIGURE III-23: 2002 Existing Land Use Map
MD 4 - from Patuxent Point Parkway to MD 235
Calvert County and St. Mary's County, MD

Scale: 1" = 3,000'	Date: August 2009

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IV. COORDINATION AND COMMENTS

A. Process Coordination

1. Purpose and Need

The Purpose and Need Statement for the MD 4 Project Planning Study was presented to Local, State and Federal agencies for review and comment in October 2007. Each agency concurred on the Purpose and Need. Refer to **Appendix B** for a list of the agency correspondence regarding the approval of the Purpose and Need Statement.

2. Alternatives Retained for Detailed Study

The Alternatives Retained for Detailed Study (ARDS) was presented to the agencies for review and comment in May 2009. Each agency concurred and some had minor comments. Refer to **Appendix B** for a list of agency correspondence regarding the ARDS.

The United States Coast Guard (USCG) advised that a navigational study of waterway users identifying sizes and types of boats, with horizontal and vertical clearance requirements. The USCG also recommended that the team reach out to waterway users and provide an opportunity for public comment. Once the study is completed and public input is received, they will provide guidance regarding the required vertical and horizontal clearance for the proposed bridge alternatives.

The Maryland Department of the Environment (MDE) indicated that a "Buffer Management Plan" may be required by the Critical Area Commission. All impacts to non-tidal and tidal wetlands need to be mitigated for separately. MDE only regulates 100-year floodplains for non-tidal waters, it doesn't regulate floodplains for tidal waterways.

The Maryland Department of Planning (MDP) concurred that the project is located in a Priority Funding Area and complies with the Priority Funding Area law. MDP recommended that Alternative 2 include transit and other Transportation Demand Management (TDM) strategies. MDP also supports the inclusion of a separated trail throughout the entire length of the project. SHA indicated that TDM strategies have been incorporated into all build alternatives and have been identified in the Calvert and St. Mary's Counties Master Plans.

The National Marine Fisheries Service (NMFS) indicated that they strongly support dropping Alternative 5. They prefer Alternative 3 because it appears to have the least amount of impacts to the Patuxent River. 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. SHA notified NMFS that Alternative 5 was dropped due to extensive environmental impacts and public opposition.

3. Resource Agency Coordination

A list of all of the additional agency coordination and correspondence that has occurred during the project to this point is located in **Appendix B**.

4. Streamlined Process Meetings

Meetings were held with local, state, and federal agencies at critical points in the project planning process to keep involved parties informed and solicit feedback. These meetings are listed in **Table IV-1**.

Table IV-1: Meetings

Meeting	Purpose	Date	Attendees
Interagency Review Meeting (IRM)	Provide an update on the project with a focus on the Purpose and Need.	7/18/07	SHA, FHWA, MDE, MT, USACE, MDP, DNR, NPS, EPA, USFWS
Interagency Review Meeting (IRM)	Provide an update on the project with a focus on the Alternatives to be presented at the June 2008 Public Workshop.	5/21/08	SHA, FHWA, MDE, MHT, USACE, NMFS, BMC, EPA
Interagency Review Meeting (IRM)	Provide an update on the project with a focus on the Alternatives Retained for Detailed Study (ARDS)	5/20/09	SHA, FHWA, MDE, USACE, MTA, USFWS, CAC, MDP, BMC, EPA
St. Mary's Board of County Commissioners	Briefing to St. Mary's County Commissioners with a MD 4 Presentation and Update	8/25/09	Business leaders, residents, community leaders, and Southern Maryland News/Independent/Enterprise
MD 4 Major Stakeholders – St. Mary's County	Briefing to MD 4 Stakeholders with a MD 4 Presentation and Update	8/25/09	Representatives from the Tri-County Council of Southern MD, St. Mary's County Metropolitan Commission, Southern MD Electrical Cooperative, St. Mary's County Department of Public Works, and St. Mary's County Parks and Recreation
Field Tour Meeting Minutes	Provide a field tour to coordinating agencies of the delineated resources along the MD 4 project corridor.	9/22/09	USACE, MDE, USFWS, CAC, SHA
Briefing to Calvert County Commissioners	Briefing to Calvert County Commissioners with a MD 4 Presentation and Update	9/29/09	Business leaders, residents, community leaders, and Southern Maryland News/Independent/Enterprise
Briefing to Tri-County Council Regional Infrastructure Advisory Committee	Briefing to Tri-County Council Committee with a MD 4 Presentation and Update	3/29/10	Representatives from Charles, St. Mary's, and Calvert Counties.

Table IV-1: Meetings

Meeting	Purpose	Date	Attendees
Walking tour with Calvert County Commissioners	Provide a brief walking tour to describe potential access modifications in Calvert County	04/30/10	Community leaders and local property owners
Solomons Business and Civic Associations	Briefing to residents and businesses in the Solomons community with an update on the project and potential access modifications in Calvert County	5/5/10	Community leaders, business leaders, residents, South County Times, Calvert Independent newspaper
Calvert Cliffs Public Hearing - NRC/USACE Joint Hearing for Calvert Cliffs Unit 3 Expansion	Provide a brief overview of the MD 4 study.	5/25/10	Community leaders and local property owners
Meeting with Potentially Impacted Property Owners	Briefing to potentially impacted property owners about the MD 4 study.	7/8/10	25 potentially impacted property owners

B. Elected Officials Correspondence

A meeting with Southern Maryland Delegation was held on February 1, 2008. A meeting summary is included in **Appendix B.**

C. Public Coordination/Comments

1. Stakeholders

Some of the major stakeholders identified by the project team for the MD 4 project include:

- Tri-County Council of Southern MD
- St. Mary's County Metropolitan Commission,
- Southern MD Electrical Cooperative
- St. Mary's County Department of Public Works
- St. Mary's County Parks and Recreation
- Calvert County Department of Public Works
- Calvert County Department of Planning
- Calvert Cliffs Nuclear Power Plant
- Cove Point LNG

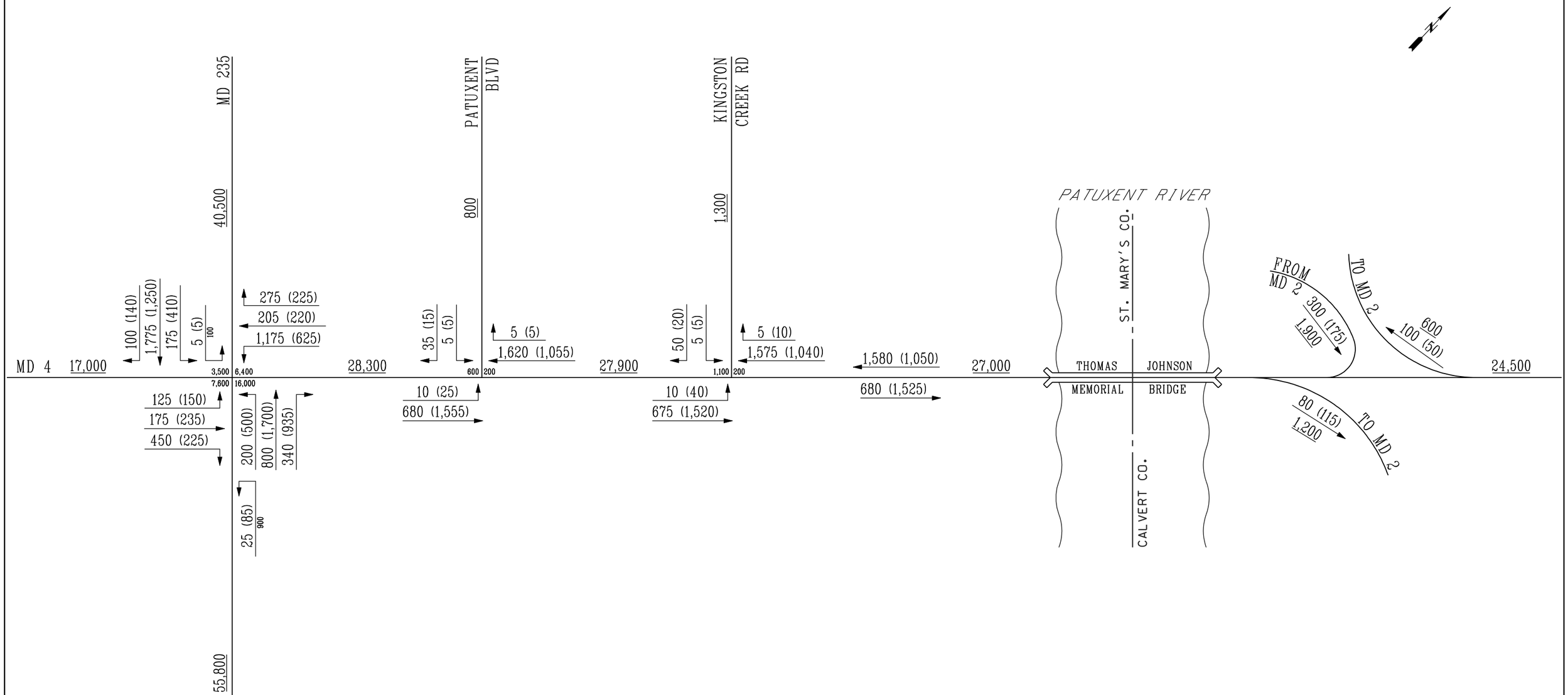
The project team has also identified several other stakeholders for the MD 4 project, which have been identified in a table located in **Appendix B**. A letter was sent to the stakeholders on July 31, 2007 inviting them to attend the October 2007 Public Meetings and there has been ongoing coordination with the stakeholders since then. Please refer to **Appendix B** for the correspondence that has been sent thus far.

Outreach to the general public for the MD 4 Project Planning Study are ongoing. SHA has distributed mailings that include a newsletter and a postcard informing the public of the project as well as inviting them to attend workshops. Through comment response cards provided by newsletters and public workshops, SHA has documented concerns about current capacity and traffic operations along MD 4.

2. Public Workshop

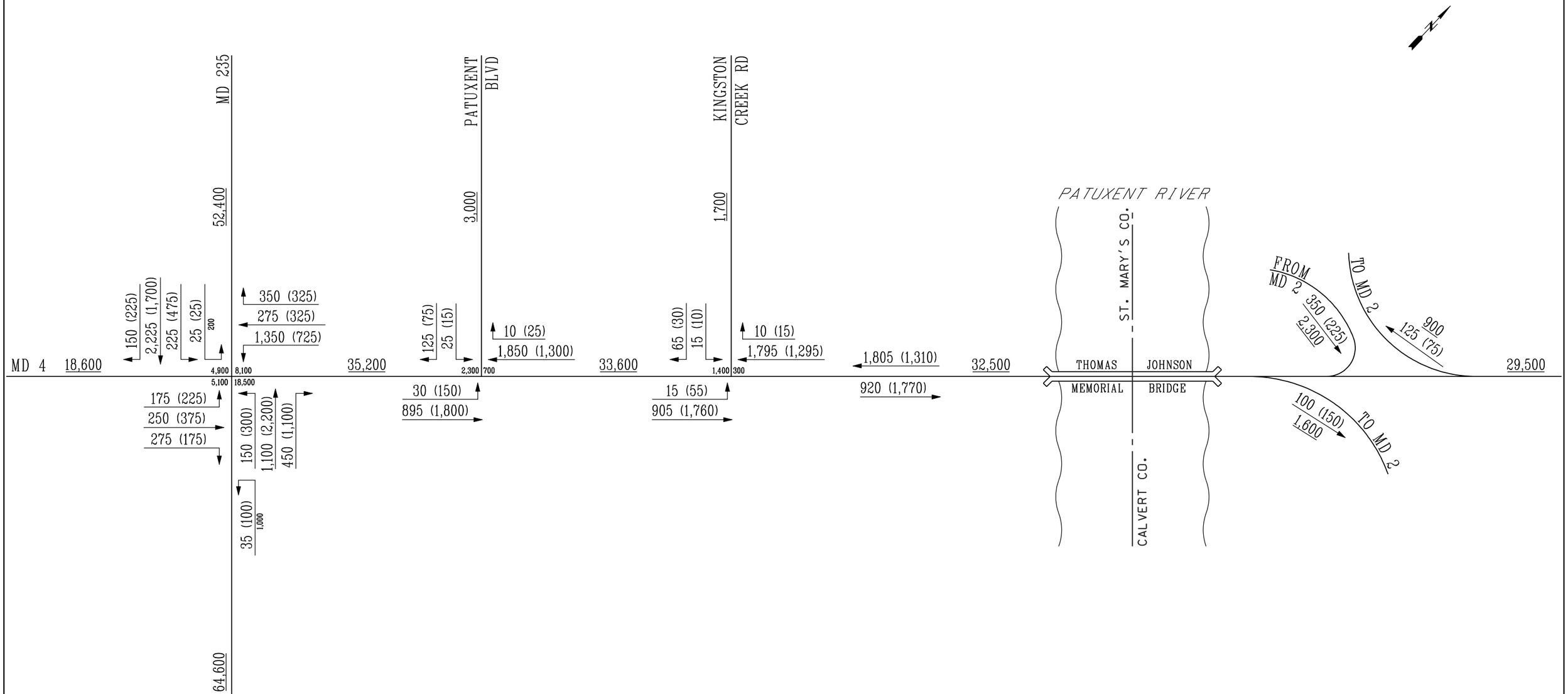
There were two Alternates Public Workshops held in June of 2008, one in Calvert County and one in St. Mary's County, to present the preliminary results of the project planning study to date. SHA presented one mainline widening alternative, two Patuxent River Crossings and three MD 4/MD 235 interchange options at the workshop, along with information on each alternative/option, including estimated cost, right-of-way requirements, displacements, number of properties impacted, and an estimation of natural environmental impacts. A total of 343 people attended this workshop including local residents, community leaders and county representatives. Refer to **Appendix B** for comments and informational flyers obtained from the June Alternates Public Workshops.

A significant amount of opposition was received regarding Alternative 5. A petition was signed by 192 citizens opposed to Alternative 5 and delivered to SHA on August 22, 2008. A copy of the petition is located in **Appendix B**.



MD 4		
2007 AM(PM) PEAK HOUR TRAFFIC AVERAGE DAILY TRAFFIC		
SCALE: N.T.S.		3/07

Q:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\md4_traffic_vols_los.dgn
Thursday, September 24, 2009 AT 02:34 PM

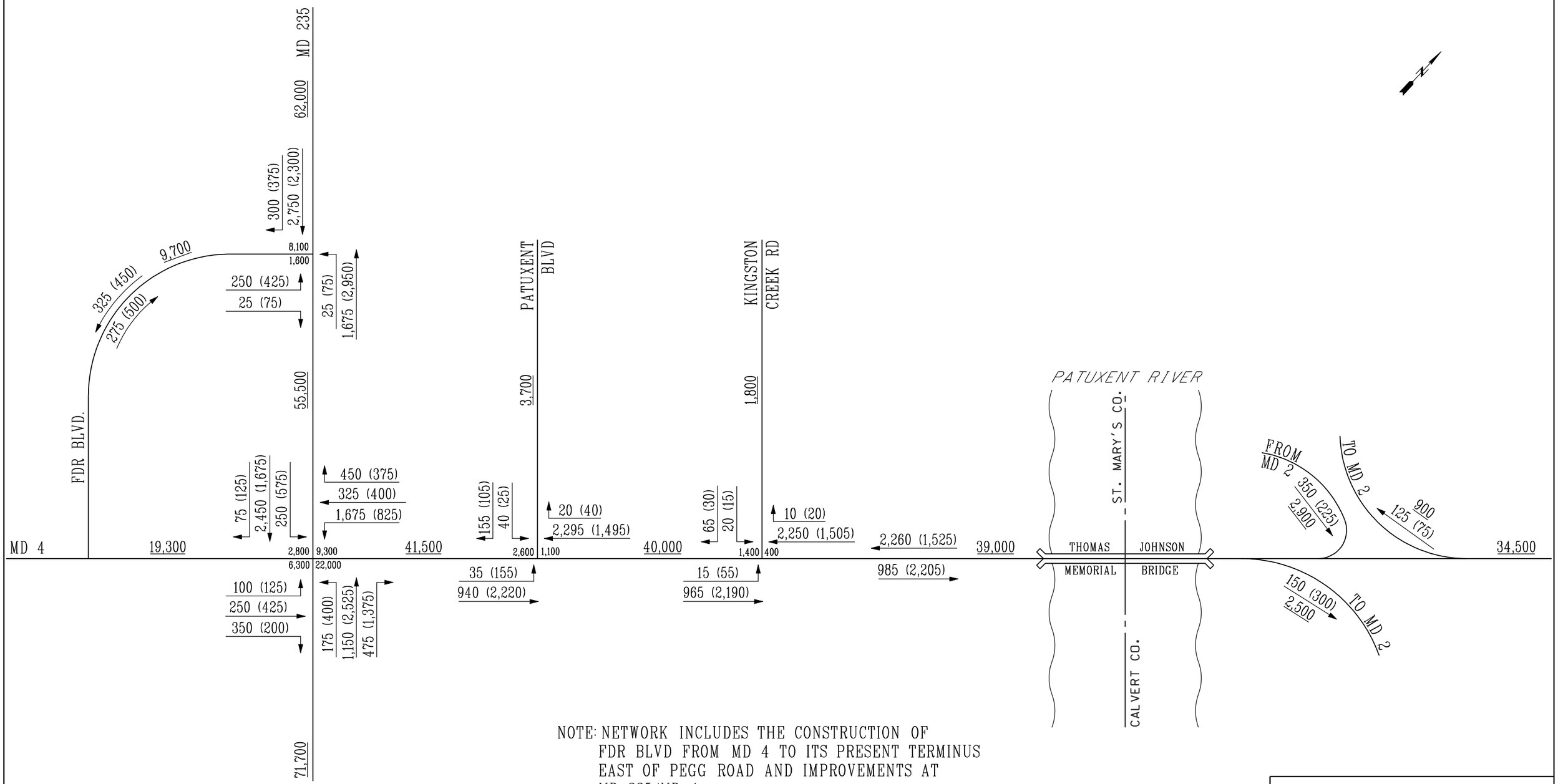


MD 4

2030 AM(PM)
PEAK HOUR TRAFFIC
AVERAGE DAILY TRAFFIC
NO BUILD

SCALE: N.T.S.		REV. 7/08

Q:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\md4_traffic_vols_los.dgn
Thursday, September 24, 2009 AT 02:34 PM



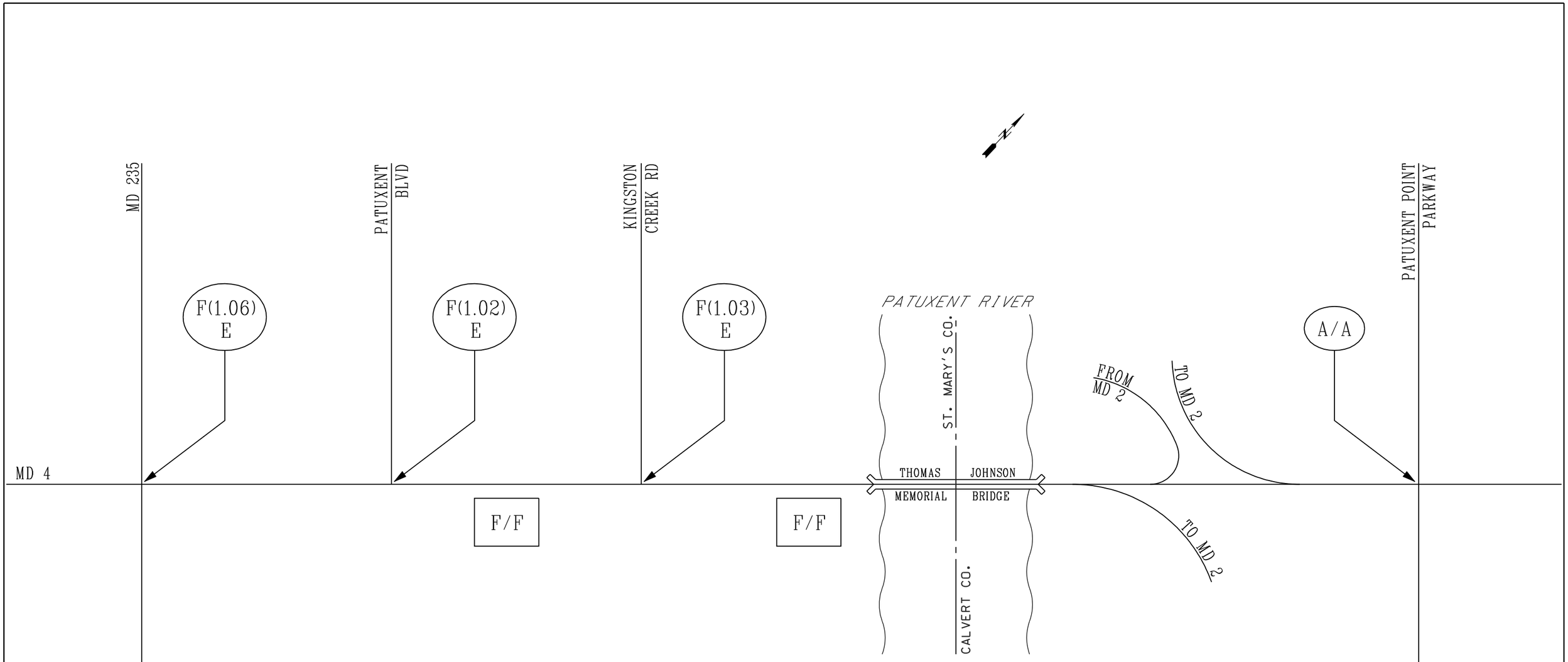
NOTE: NETWORK INCLUDES THE CONSTRUCTION OF FDR BLVD FROM MD 4 TO ITS PRESENT TERMINUS EAST OF PEGG ROAD AND IMPROVEMENTS AT MD 235/MD 4.

MD 4

2030 AM(PM)
PEAK HOUR TRAFFIC
AVERAGE DAILY TRAFFIC
BUILD

SCALE: N.T.S.		REV. 7/08

Q:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\md4_traffic_vols_los.dgn
Thursday, September 24, 2009 AT 02:46 PM

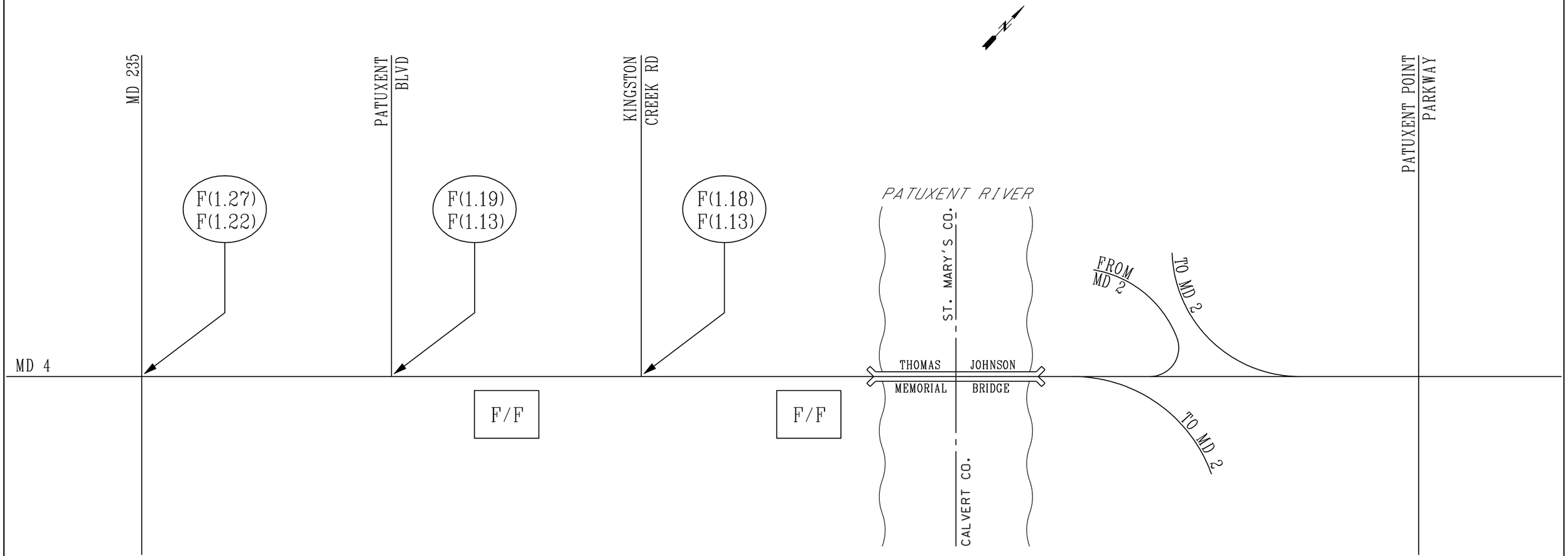


LEGEND

- INTERSECTION LOS
- MAINLINE LOS

MD 4		
2007 AM/PM LEVEL OF SERVICE		
SCALE: N.T.S.		8/07

Q:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\md4_traffic_vols_los.dgn
Thursday, September 24, 2009 AT 02:42 PM

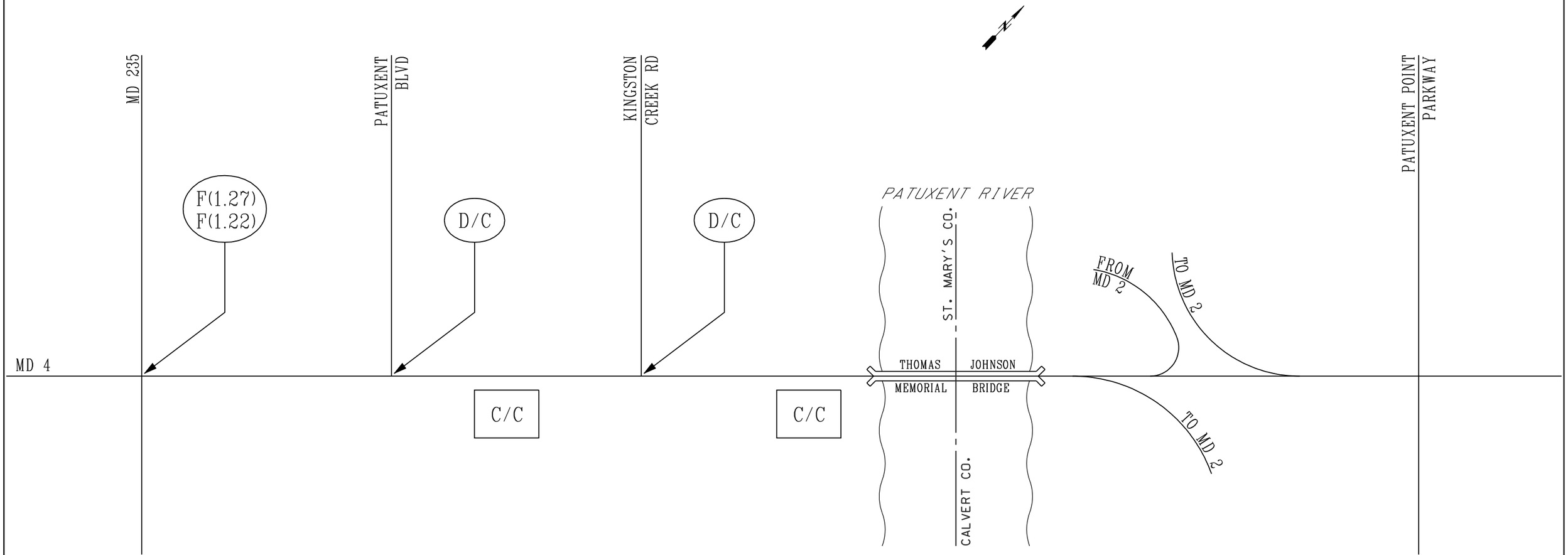


LEGEND

- INTERSECTION LOS
- MAINLINE LOS

MD 4		
2030 AM/PM LEVEL OF SERVICE NO BUILD		
SCALE: N.T.S.		8/07

Q:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\md4_traffic_vols_los.dgn
Thursday, September 24, 2009 AT 02:46 PM



LEGEND

- INTERSECTION LOS
- MAINLINE LOS

MD 4		
2030 AM/PM LEVEL OF SERVICE BUILD		
SCALE: N.T.S.		8/07

Q:\SMD\990241\005MD4_PL\CADD\Enviro\Tech Documents\md4_traffic_vols_los.dgn
Thursday, September 24, 2009 AT 02:43 PM

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

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
___ 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: 3/03/08

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: Kathy 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
___ Environmental Protection Agency
___ Corps of Engineers
___ 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
___ National Marine Fisheries Service
___ MD Dept. of Natural Resources
___ MD Dept. of the Environment
___ MD Department of Planning
___ MD Historical Trust
___ Metropolitan Planning Org.

___ 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

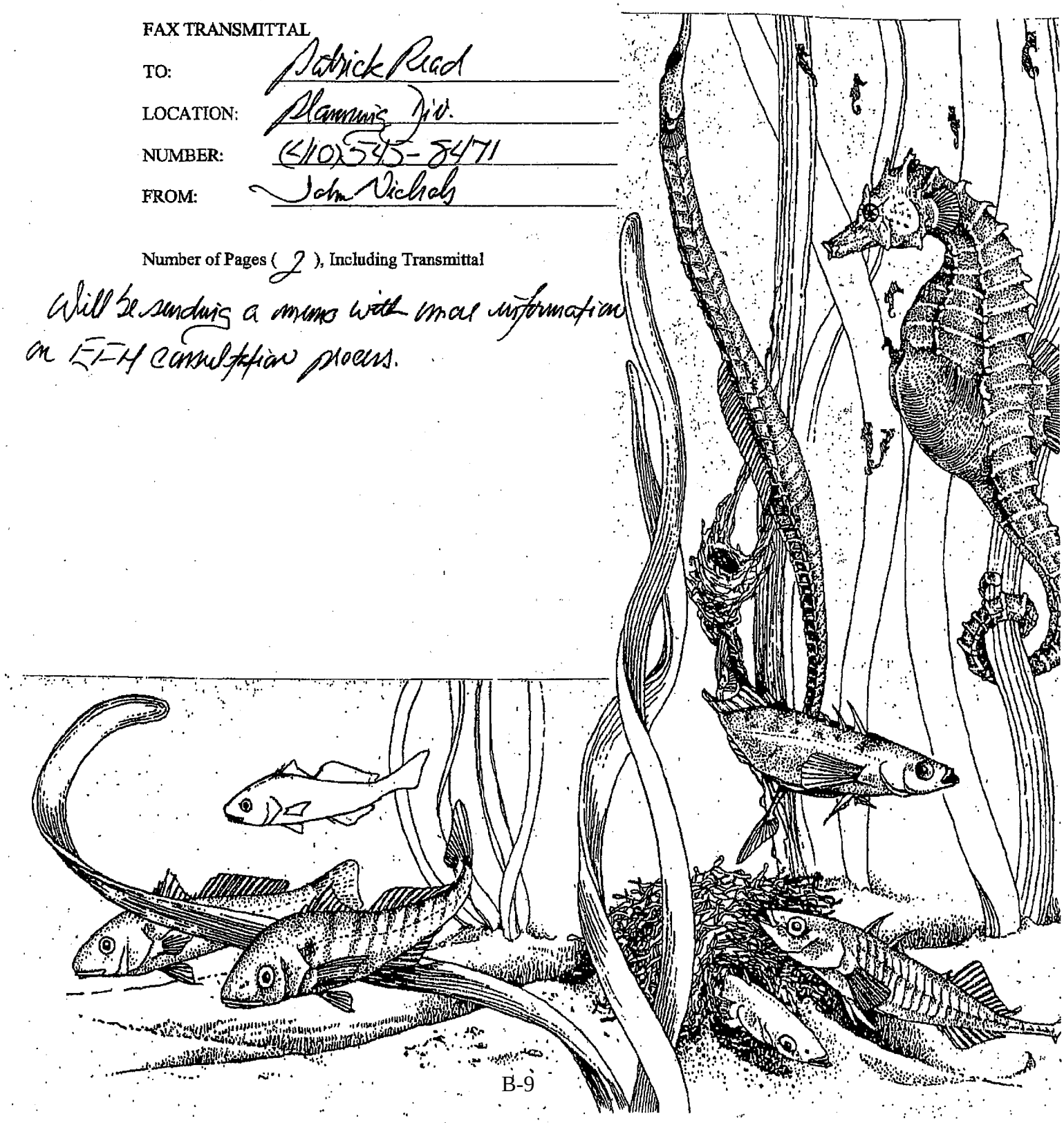
LOCATION: Planning Div.

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: John S. Fitzmaurice 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:

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: see below. 2 comments

Additional Information Needed: None

Signature: Gregory G Golden Date: 4/16/08

Regarding version dated June 2007:

(1) Pg 14 3rd TP - 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 TP – technically, tidal portions of the tribs are USE II, and non-tidal portions are USE I. The restriction period referenced on page 15 may or may not be over-~~er~~ simplified. This can be analyzed in more detail as the study continues, so it does not necessarily need to be edited in this document.

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

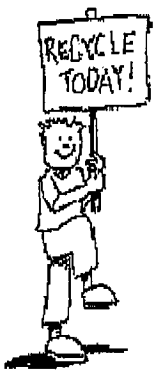
Fax

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:
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: 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:

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:

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

Additional Information Needed:

Signature: _____ Date: 11/1/07

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):

___ Federal Highway Administration
___ Environmental Protection Agency
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___ 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 Park Service
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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
___ 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 4 →

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):

___ 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 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
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):

___ 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.

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___ St. Mary's County
___ 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: Tim Tamburrino Date: 11/19/07

1 NOV 27 '07 AM 8:52

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):

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

___ **Concurs (without comments)** ___ **Concurs (with 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
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):

___ 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
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

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 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 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.

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 Priority Funding Area. 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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___ 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: 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
___ 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: _____ 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

4 '09JUL02 PM 1:23 RPP

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: Tim Tamburrino 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: Wayne Clark 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 ___ 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.

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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
_X_ Fish and Wildlife Service ___ MD Dept. of Natural Resources

___ 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):

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___ Corps of Engineers ___ US Coast Guard

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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:

Attached.

Additional Information Needed:

Signature: _____ Date: 7/27/2009

MDP

MDP
Maryland Department of Planning

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

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):

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___ 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

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___ 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) 295-3531

FAX TRANSMITTAL

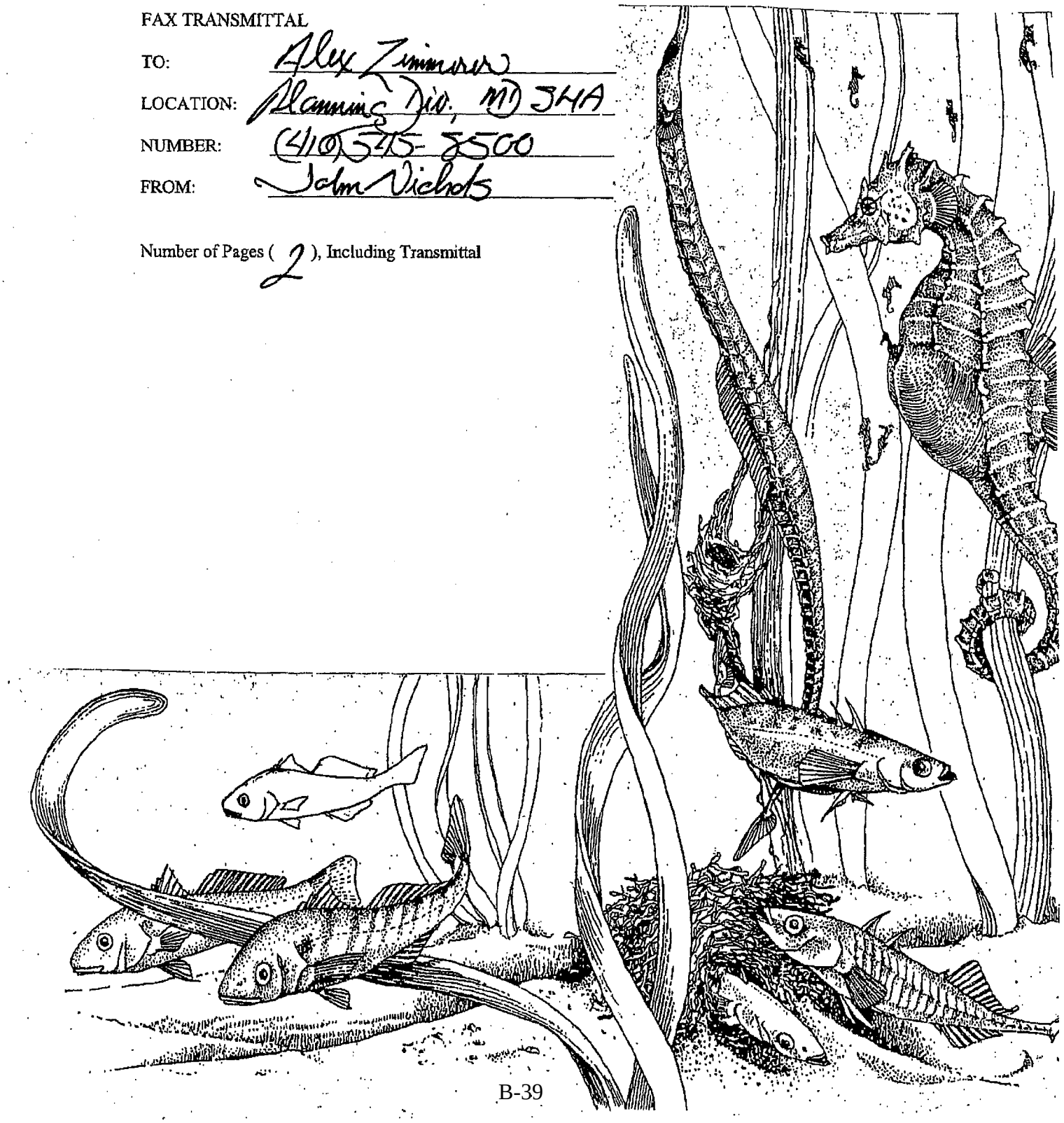
TO: Alex Zimmerman

LOCATION: Planning Div. MD SHA

NUMBER: (410) 545-8500

FROM: John Nichols

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:

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
___ 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: J. S. Jick 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
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*

SHA 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.

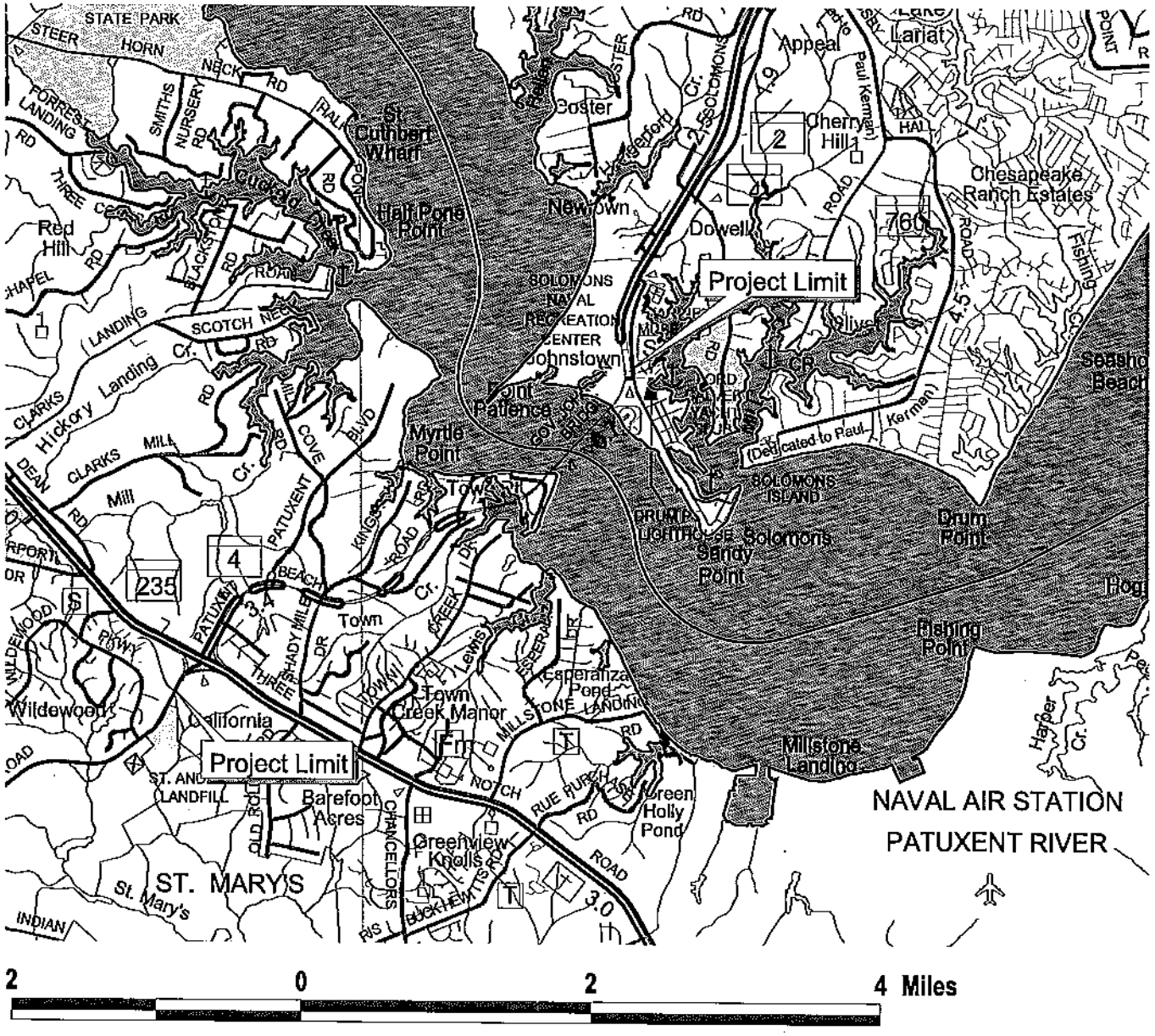
Very truly yours,

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*

SHA State Highway Administration

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

Maryland Department of Transportation

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,

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/ Maryland Historical Trust — Date

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*

SHA 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,

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								

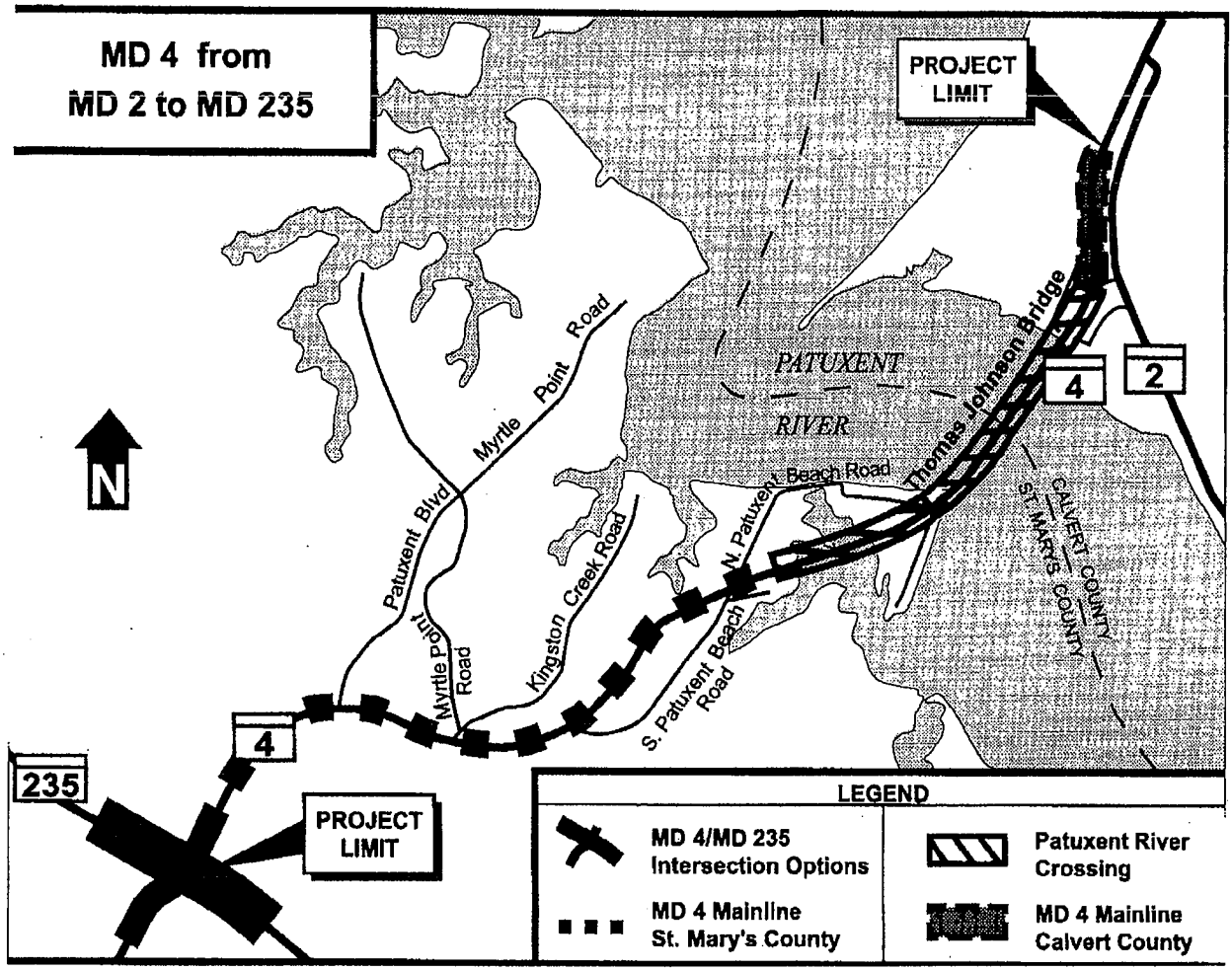
13834 Solomons Island Road	S	X	3/17/2010								
13816 Solomons Island Road	S	X	3/17/2010								
13820 Solomons Island Road	S	X	3/17/2010								
13800 Solomons Island Road	S	X	3/17/2010								
13836 Solomons Island Road	S	X	3/17/2010								
13838 Solomons Island Road	S	X	3/17/2010								
14261 Solomons 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:

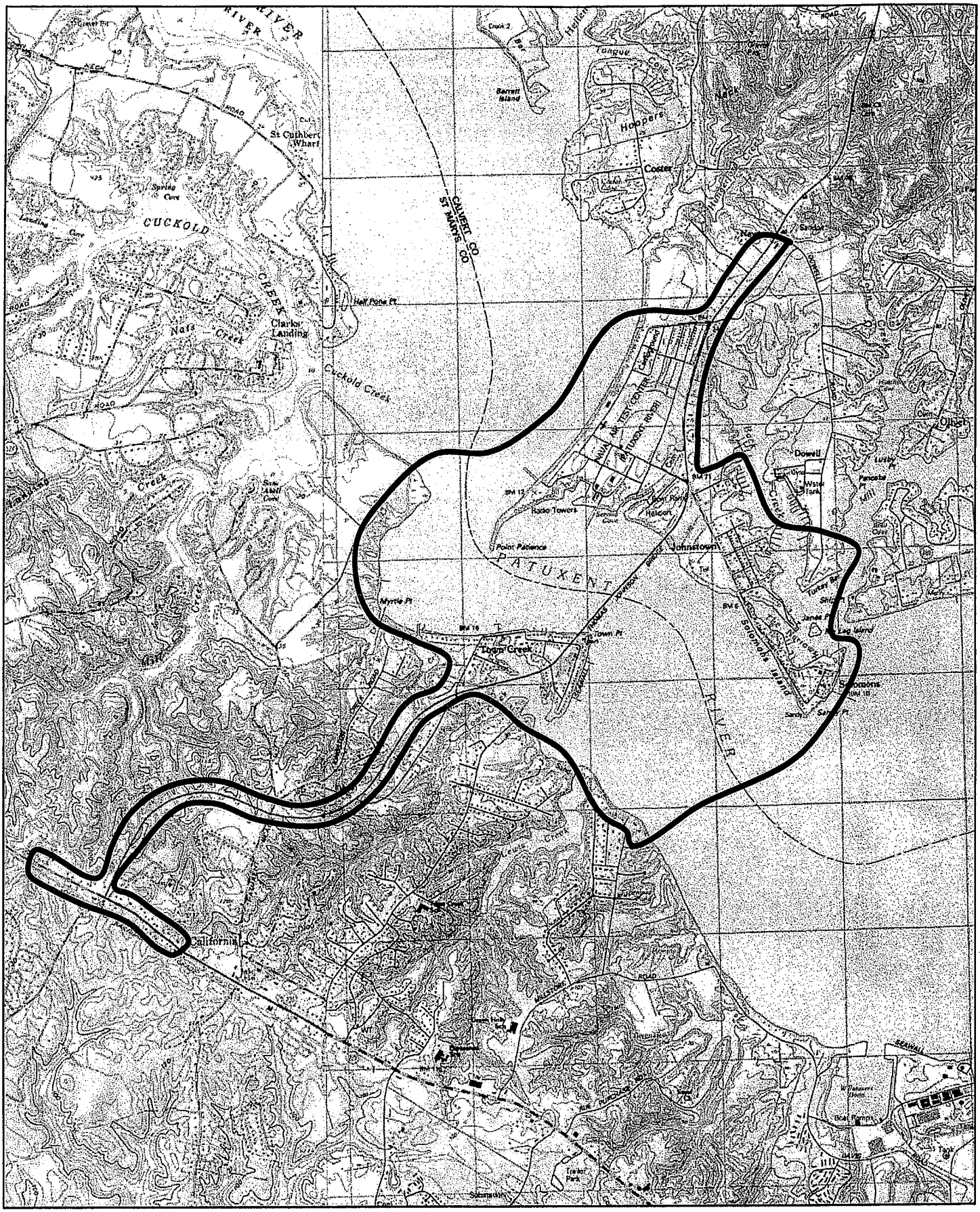
Resource Types: S (Structure), A (Archeological Site), HD (Historic District), NHL (National Historic Landmark)
NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)
SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO 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

N

Solomons and Hollywood Quads

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)

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

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*

SHA 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:

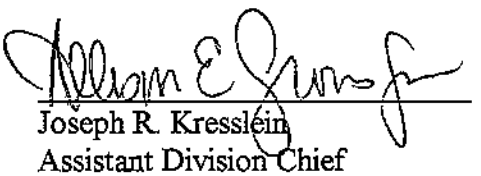
- Mapping and/or CADD files showing the school boundaries (existing and proposed) and outdoor recreation facilities (e.g., ball field, tennis court, track, etc.);
- Types of outdoor recreational facilities (existing and proposed) within the school property;
- Frequency of public use of these facilities;

- 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: 
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*

SHA 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.

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.

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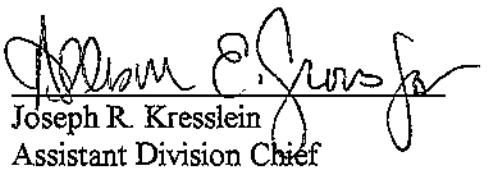
- Types of outdoor recreational facilities (existing and proposed) within the school property;
- Frequency of public use of these facilities;

- 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: 
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*

SHA 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:

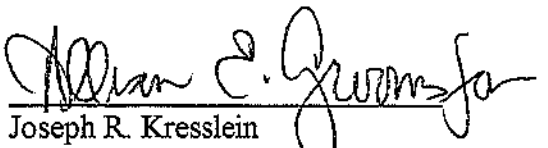
- The name of the official with jurisdiction over the parks;
- Mapping and/or CADD files showing the park boundaries;
- Funding sources: Were Program Open Space and/or Land and Water Conservation (Section 6(f) funds used to acquire or develop these parks?

- 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: 
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*

SHA 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:

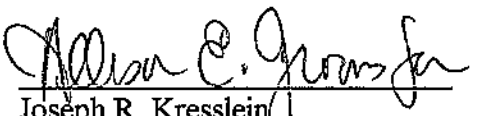
- The name of the official with jurisdiction over the parks;
- Mapping and/or CADD files showing the park boundaries;
- Funding sources: Were Program Open Space and/or Land and Water Conservation (Section 6(f) funds used to acquire or develop these parks?
- Types of facilities within the parks;

- 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: 
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*

SHA 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.

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,

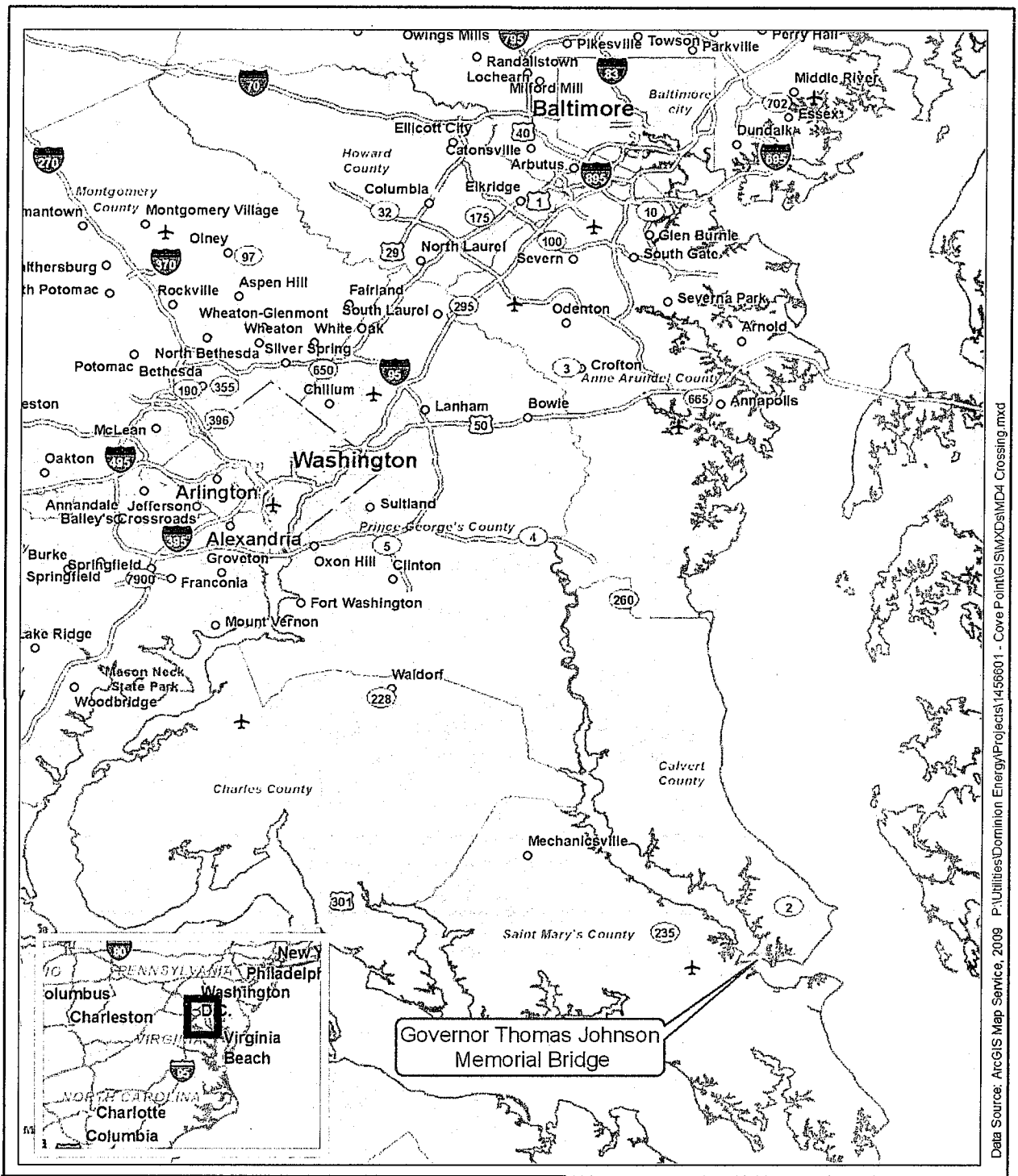
Donald H. Sparklin
Division Chief
Environment Planning Division

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) 295-3157

FAX TRANSMITTAL

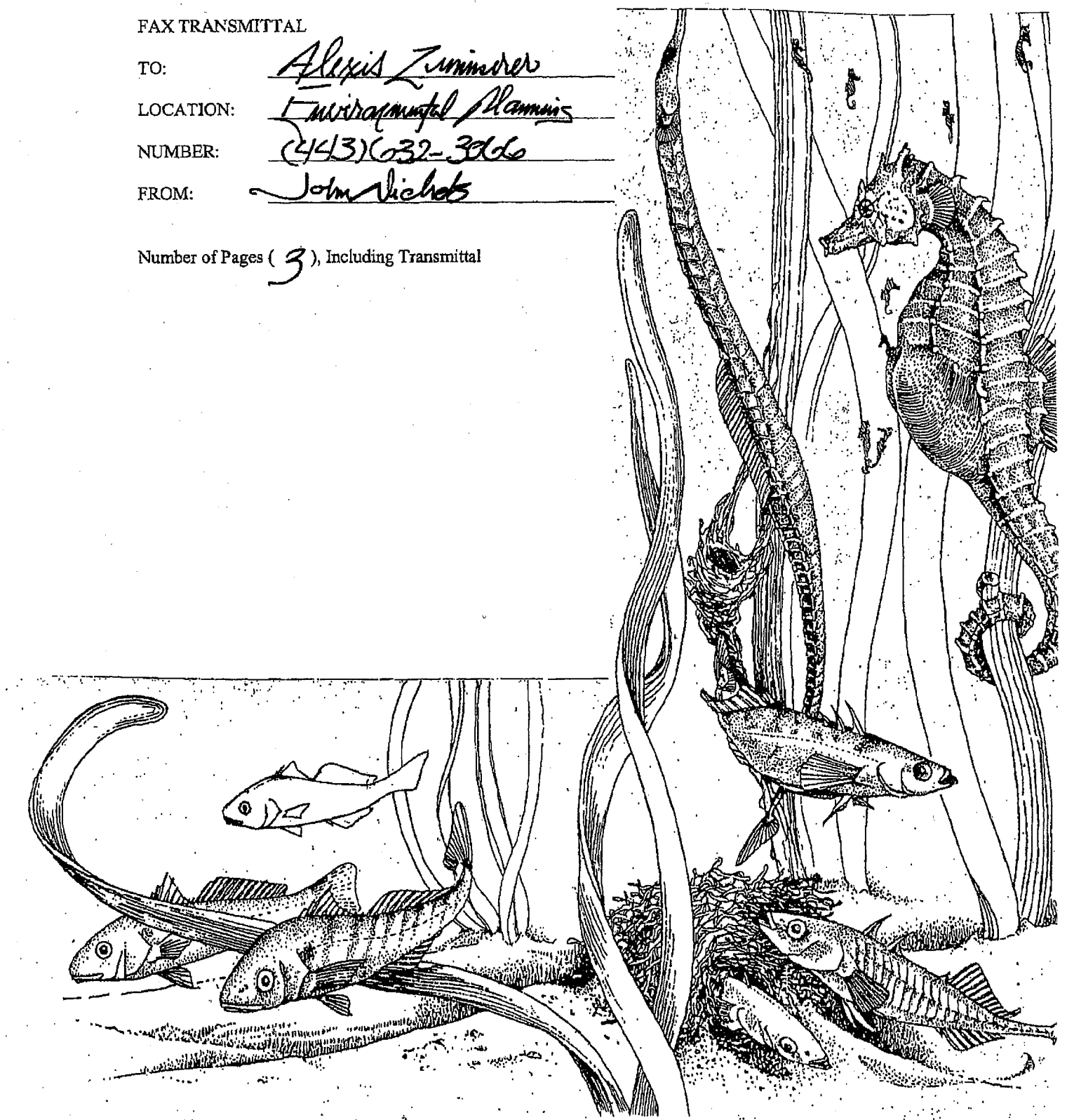
TO: Alexis Zuniniker

LOCATION: Environmental Planning

NUMBER: (443) 632-3066

FROM: John Nichols

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:* Signature / Bruce McGrew 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
Bob Maimone	MT	410-662-7400	rvmainome@mtmail.biz
Erica McNeill	WBCM	410-512-4574	emcneill@wbcm.com
Jim Wynn	WBCM	410-512-4556	jwynn@wbcm.com
Janie Tiedeman	URS	410-891-9287	Janie_tiedeman@urscorop.com
Alan Straus	SHA	410-545-8524	astraus@sha.state.md.us
Lauren Bowman	SHA	410-545-2879	lbowman@sha.state.md.us
Kameel Holmes	SHA-PPD	410-545-8542	kholmes@sha.state.md.us
Dennis Atkins	SHA-PPD	410-545-8520	datkins@sha.state.md.us
Prakash Dave	SHA-BDD	410-545-8355	pdave@sha.state.md.us
Jennifer Rohrer	SHA-PPD	410-545-8509	jrohrer@sha.state.md.us
Chisa Winstead	SHA	410-545-8546	cwinstead@sha.state.md.us
Sandy Hertz	SHA-EPD	410-545-8609	shertz@sha.state.md.us
Veronica Piskor	SHA-EPD	410-545-8631	vpiskor@sha.state.md.us
Alli Townsend	SHA-EPD	410-545-8593	atownsend@sha.state.md.us
Mark Duvall	SHA-EPD	410-545-8617	
Heather Murphy	SHA	410-545-8537	hmurphy@sha.state.md.us
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.

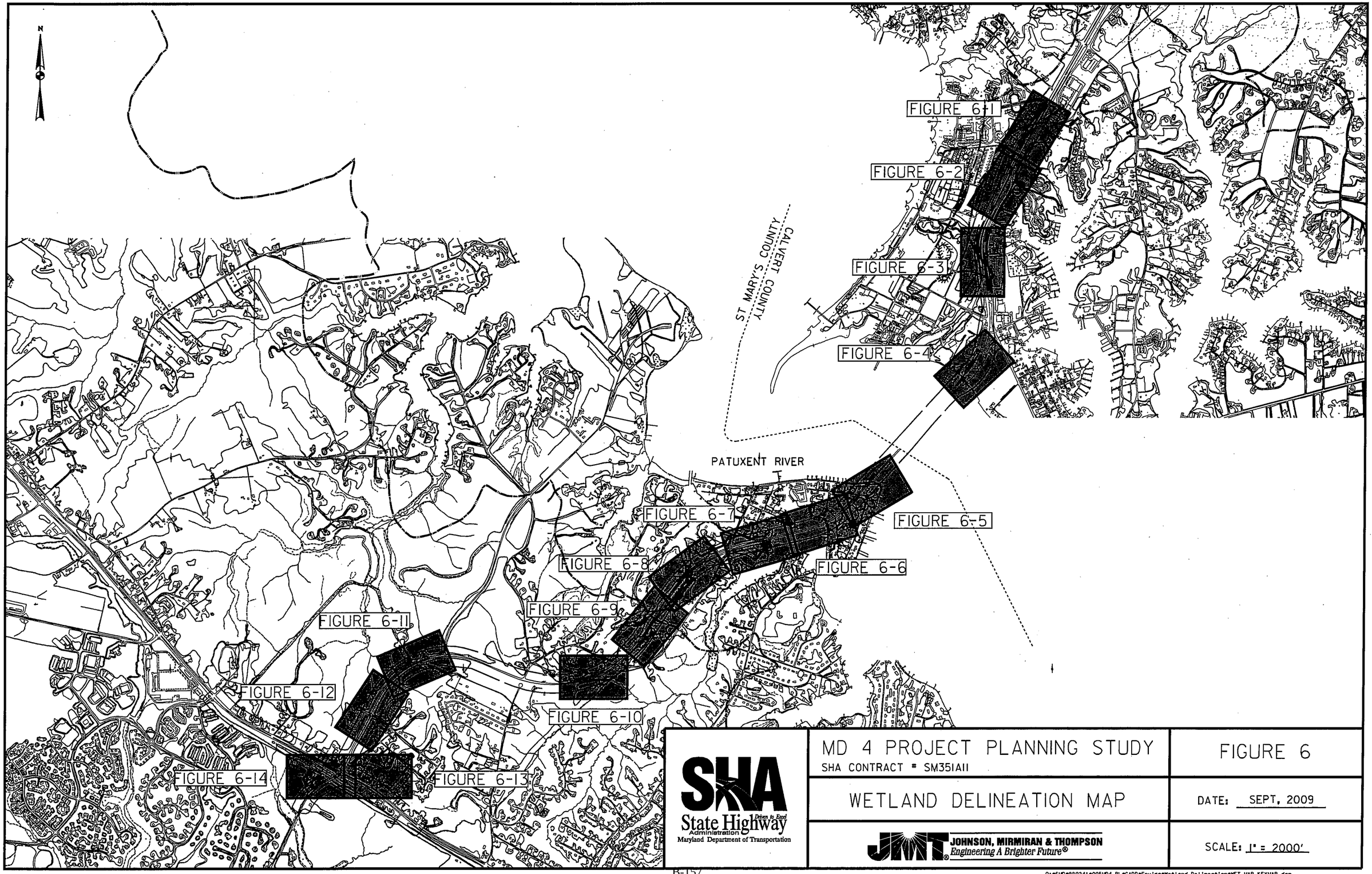
This ends the study area mapped environmental features.

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.

cc: Attendees



SHA State Highway Administration — Drive to Excel — 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'

O:\SHA\950241\005MD4_PL\CADD\Enviro\Wetland Delineation\WET_MAP_KEYMAP.dgn
Tuesday, September 22, 2009 AT 09:31 AM

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

CBCA

Ephemeral Conveyance 1 (Not WUS)

PATUXENT POINT PARKWAY

STUDY AREA

WET 1b

WUS 1

WUS 1a

WET 1a

WUS 1b

CRESTON LANE

MD 4/MD 2

MD 4/MD 2

MATCH TO MAP 6-2

LAND ROAD

STUDY AREA

WUS 4

WUS 2

WET 4

CBCA

SHA State Highway Administration, Maryland Department of Transportation — Drive to Excel	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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Tuesday, September 22, 2009 AT 08:49 AM

CBCA

LDA

STUDY AREA

WUS 7

WETLAND

WUS 6

MD 4/MD 2

SOLOMONS ISL

MATCH TO MAP 6-1

STUDY AREA

LDA

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- B — WETLAND BUFFER
- STORM WATER MANAGEMENT
- SPECIMEN TREE AND NUMBER
- UPL DP — DATA POINT
- wet 18-6 — FLAG IDENTIFICATION
- OE — OPEN-ENDED

SHA State Highway Administration
Maryland Department of Transportation
Drive to Excel

MD 4 PROJECT PLANNING STUDY

SHA CONTRACT # SM351A11

WETLAND DELINEATION MAP

FIGURE 6-2

DATE: SEPT. 2009

JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future®

SCALE: 1" = 100'

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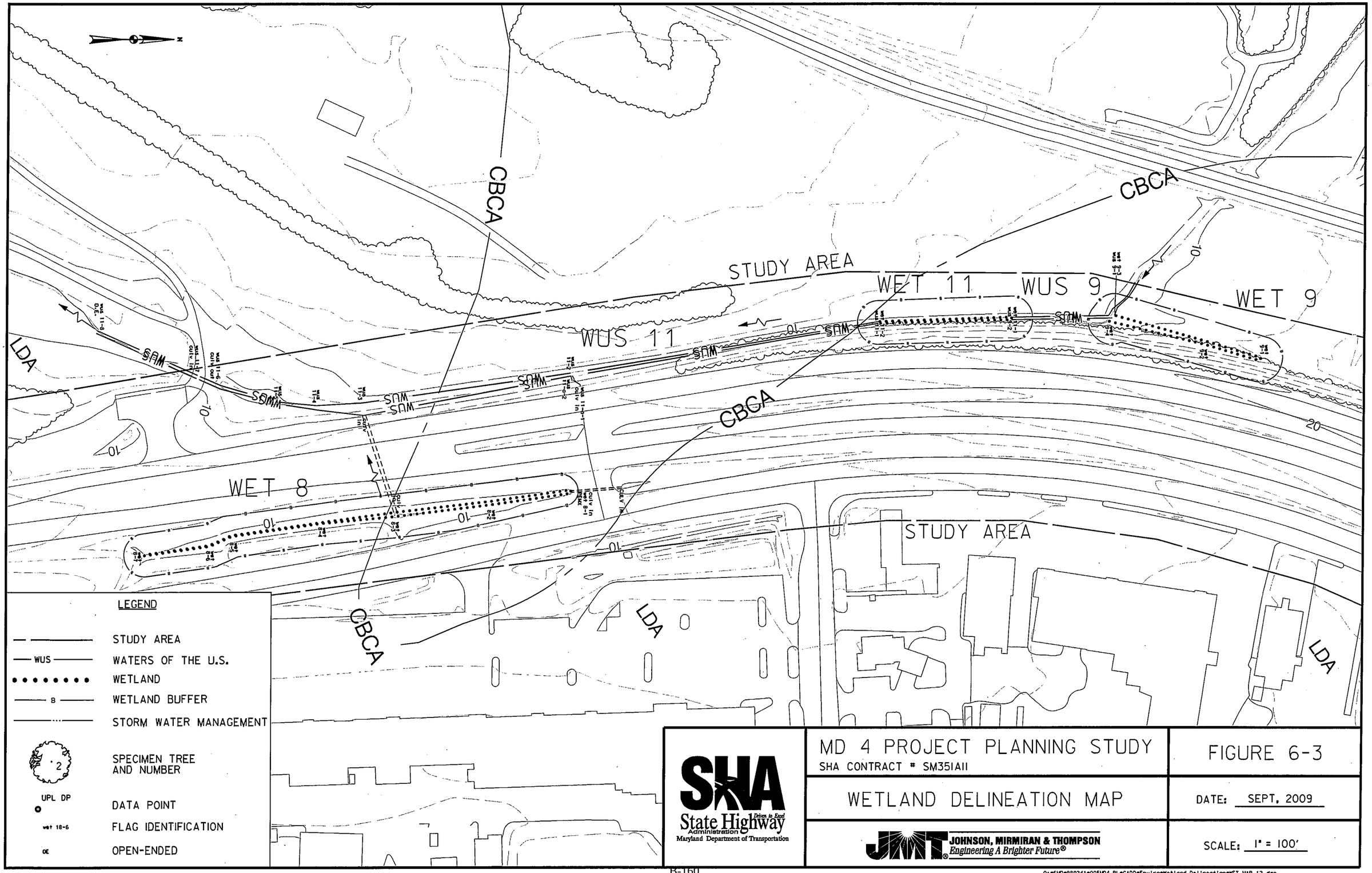

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

FIGURE 6-3

WETLAND DELINEATION MAP

DATE: SEPT, 2009

JOHNSON, MIRMIRAN & THOMPSON
Engineering A Brighter Future®

SCALE: 1" = 100'

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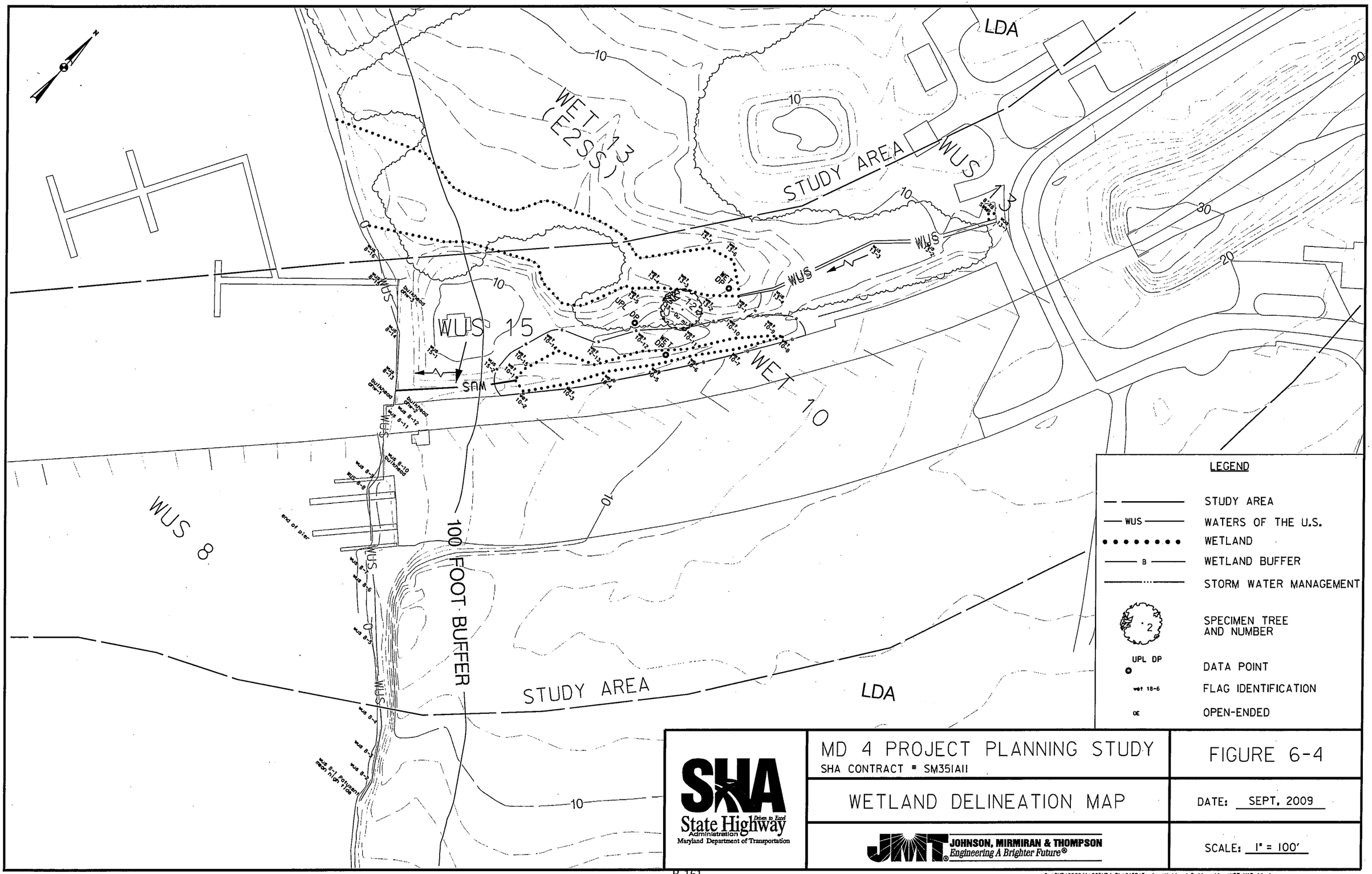

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MD 4 PROJECT PLANNING STUDY

SHA CONTRACT # SM351A11

FIGURE 6-4

WETLAND DELINEATION MAP

DATE: SEPT, 2009

JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®

SCALE: 1" = 100'

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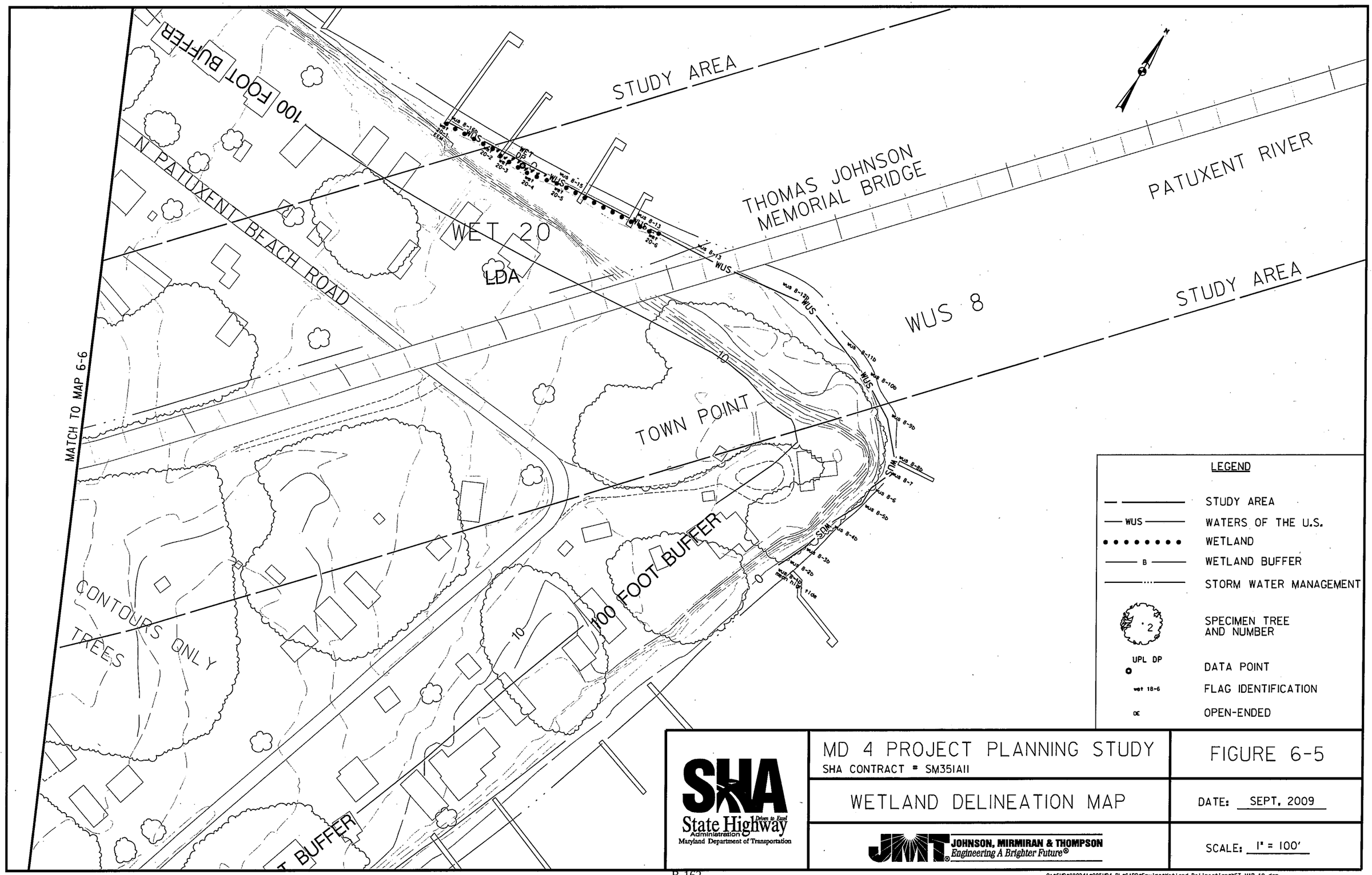

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

FIGURE 6-5

WETLAND DELINEATION MAP

DATE: SEPT. 2009

JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®

SCALE: 1" = 100'

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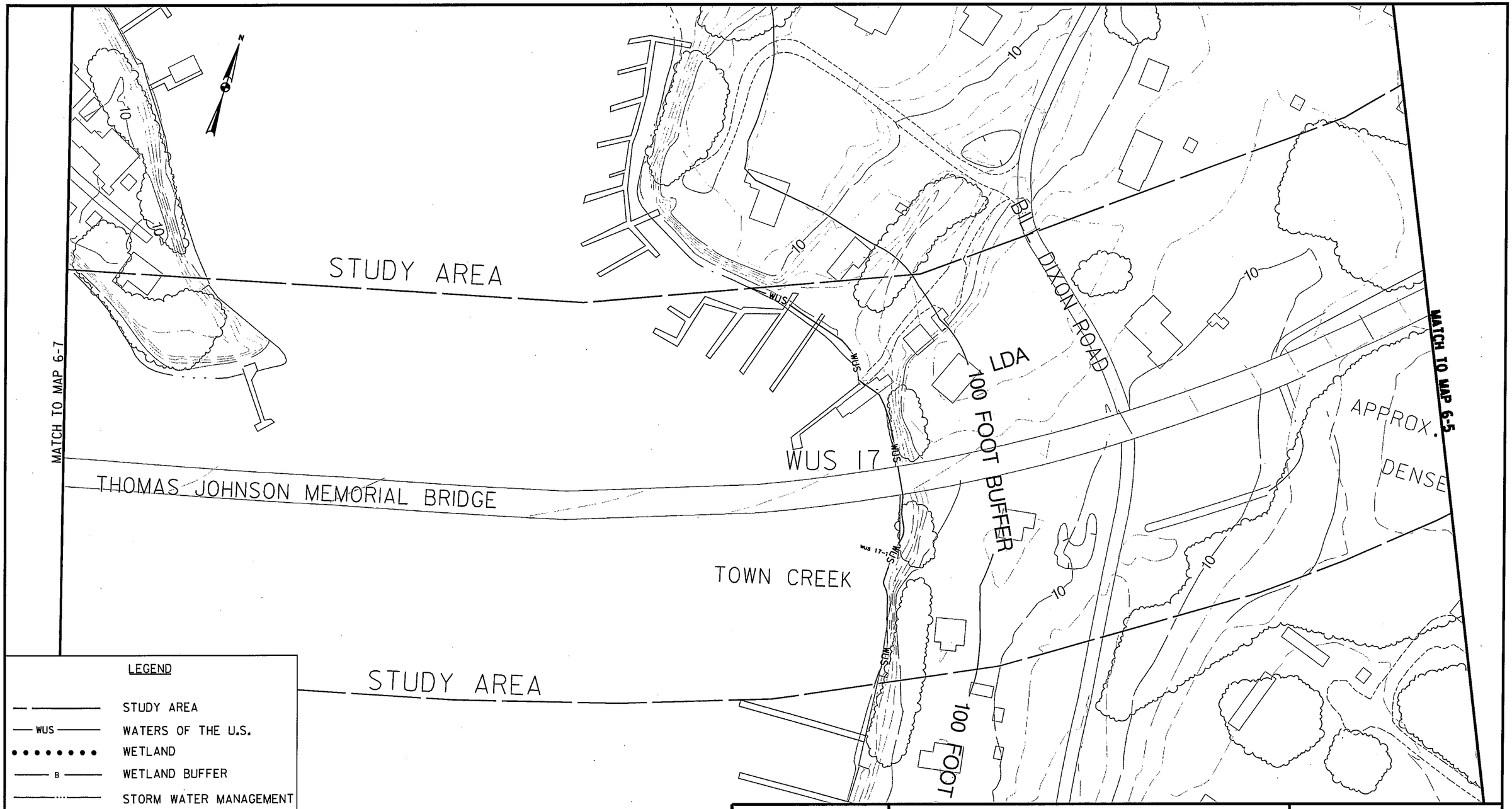

LEGEND

- STUDY AREA
- WUS — WATERS OF THE U.S.
- WETLAND
- B — WETLAND BUFFER
- STORM WATER MANAGEMENT
- 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 6-6

DATE: SEPT, 2009

SCALE: 1" = 100'

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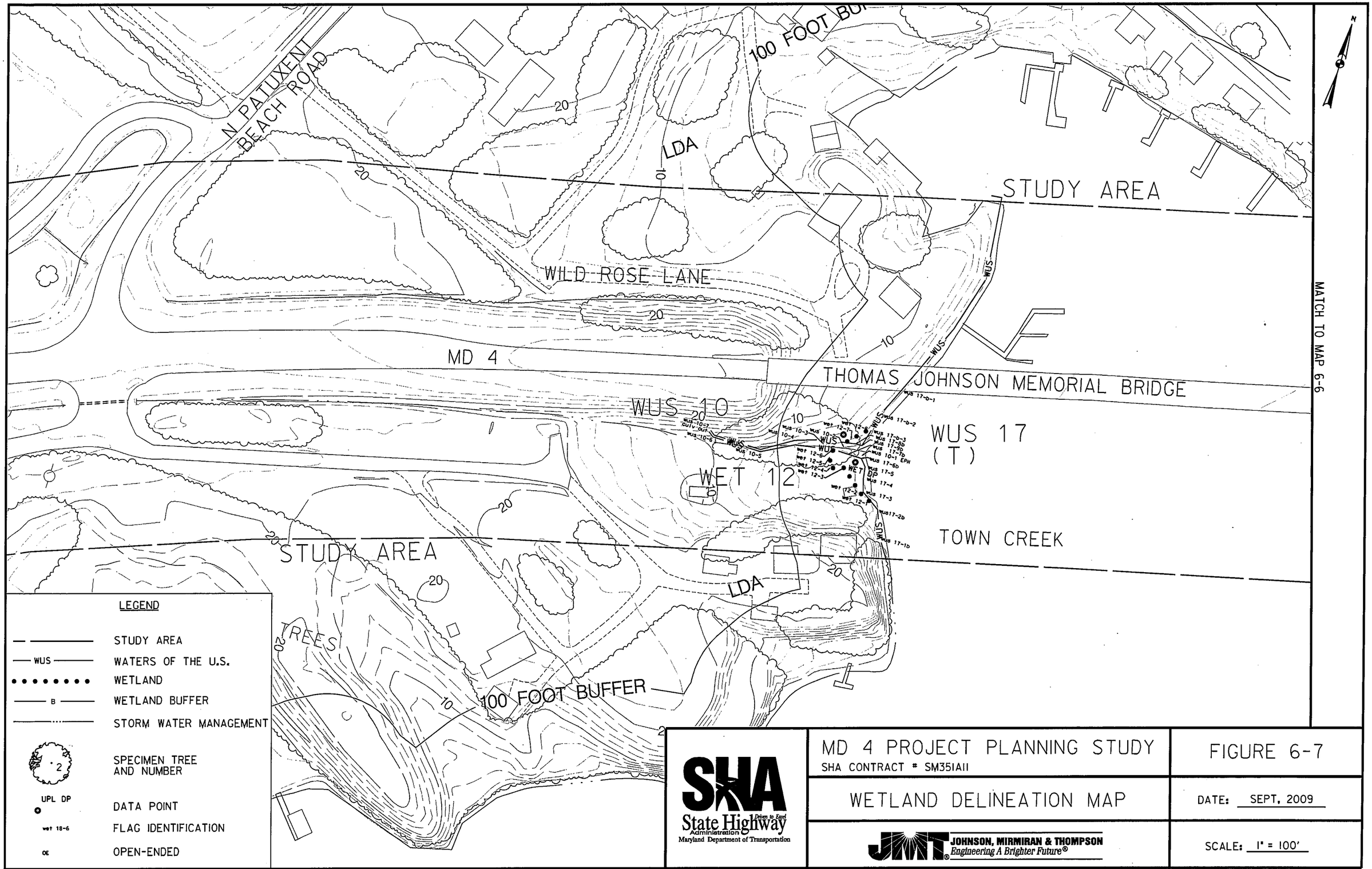
Tuesday, September 22, 2009 AT 08:42 AM



SHA State Highway Administration — Maryland Department of Transportation

MD 4 PROJECT PLANNING STUDY

SHA CONTRACT # SM351A11

FIGURE 6-7

WETLAND DELINEATION MAP

DATE: SEPT, 2009

JOHNSON, MIRMIRAN & THOMPSON *Engineering A Brighter Future®*

SCALE: 1" = 100'

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Tuesday, September 22, 2009 AT 08:42 AM

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

STUDY AREA

100 FOOT BUFFER

WUS 19 (P)

WETLAND (PSS, T)

TIDAL LIMIT

SWM

MATCH TO MAP 6-9

STUDY AREA

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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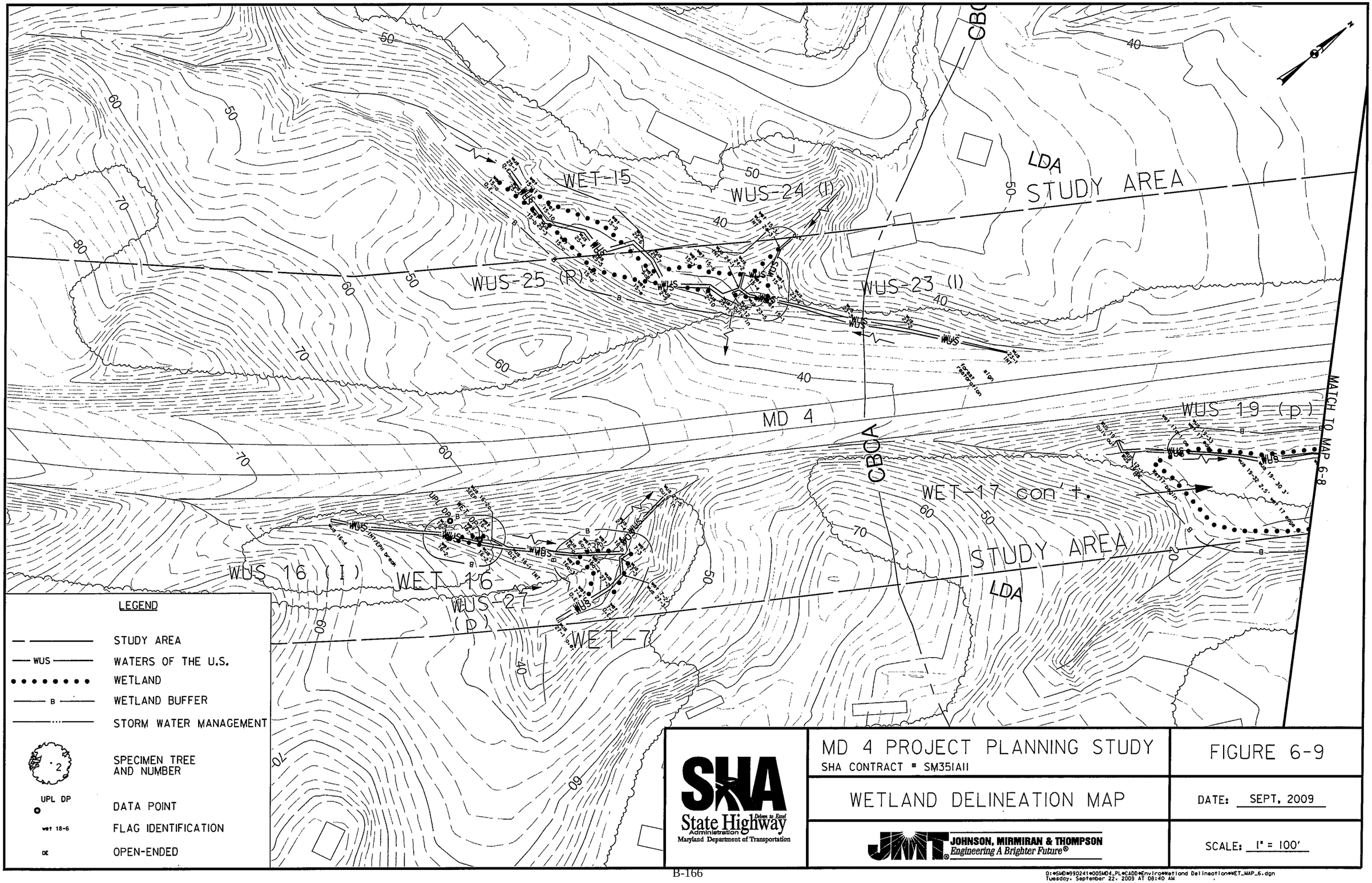

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

FIGURE 6-9

WETLAND DELINEATION MAP

DATE: SEPT, 2009

JOHNSON, MIRMIRAN & THOMPSON
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SCALE: 1" = 100'

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Tuesday, September 22, 2009 AT 08:40 AM

N

SEVEN GABLES LANE

STUDY AREA

S. PATUXENT BEACH ROAD

forest restoration sign 2

92.65

33" Li fu

18" drain culv

UPL DP

WET DP

WUS-21

WET 21

DENSE TREES

WUS-21 con't (P)

wus.21=con't culv out

WUS-28 (P)

WET-19

eph. drainage ditch not reg.

MD 4

STUDY AREA

110

100

90

80

70

60

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

FIGURE 6-10

WETLAND DELINEATION MAP

DATE: SEPT. 2009

JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®

SCALE: 1" = 100'

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Tuesday, September 22, 2009 AT 08:40 AM

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

STUDY AREA

WUS-18 con't

WUS-18 (P)

WUS-18A (P)

MD 4

PATUXENT BOULEVARD

EQUUS WAY

MATCH TO MAP 6-12

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MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

FIGURE 6-11

WETLAND DELINEATION MAP

DATE: SEPT, 2009

JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®

SCALE: 1" = 100'

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Tuesday, September 22, 2009 AT 08:39 AM

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

STUDY AREA

MD 4

OAK DRIVE

SWM

WUS 22

STUDY AREA

MATCH TO MAP 6-11

State Highway Administration, Maryland Department of Transportation	MD 4 PROJECT PLANNING STUDY SHA CONTRACT # SM351A11	FIGURE 6-12
	WETLAND DELINEATION MAP	DATE: SEPT, 2009
JOHNSON, MIRMIRAN & THOMPSON Engineering A Brighter Future®		SCALE: 1" = 100'

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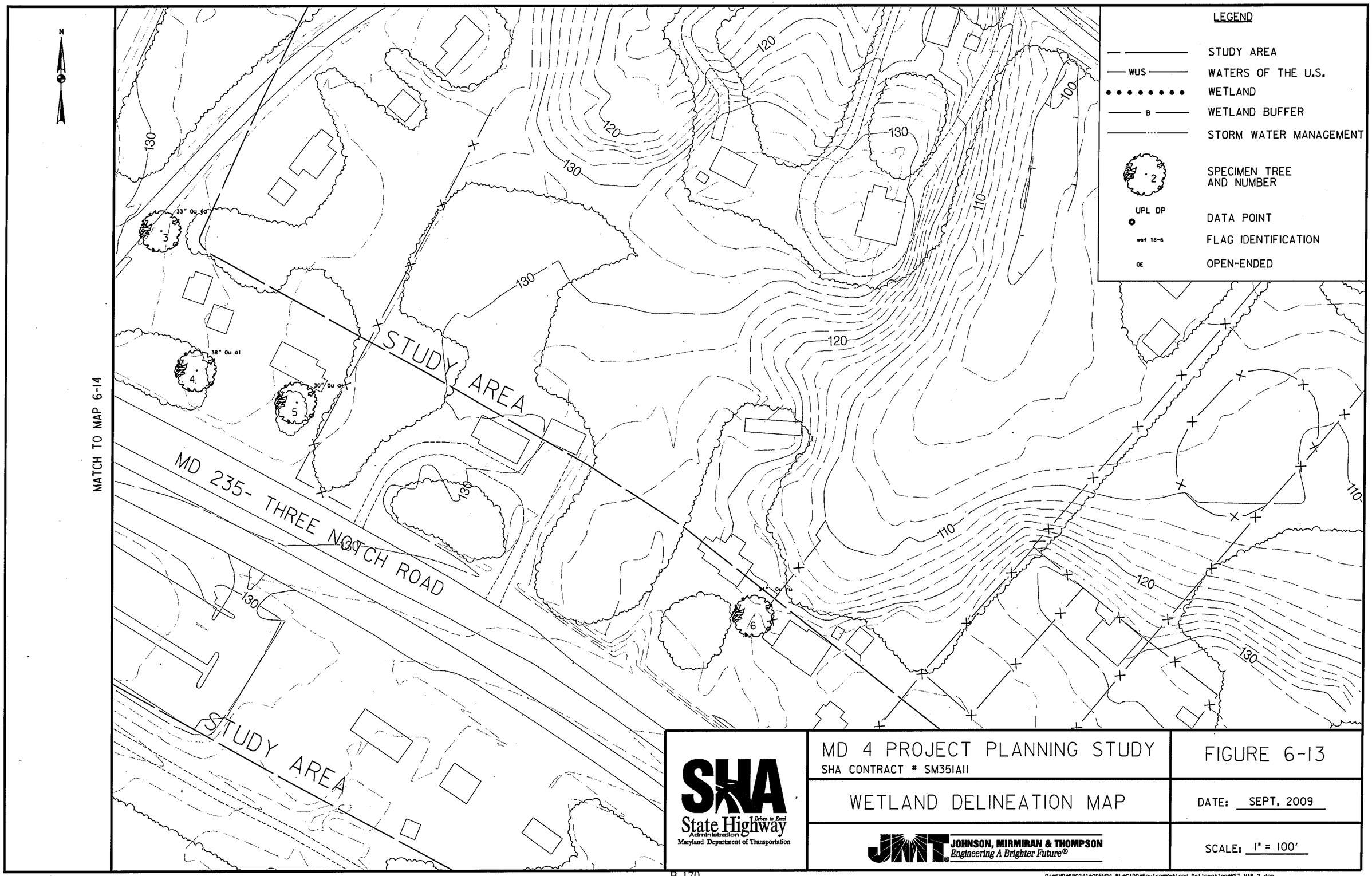

SHA State Highway Administration — Drive to Excel — Maryland Department of Transportation	MD 4 PROJECT PLANNING STUDY SHA CONTRACT # SM351A11	FIGURE 6-13
	WETLAND DELINEATION MAP	DATE: SEPT, 2009
	JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®	SCALE: 1" = 100'

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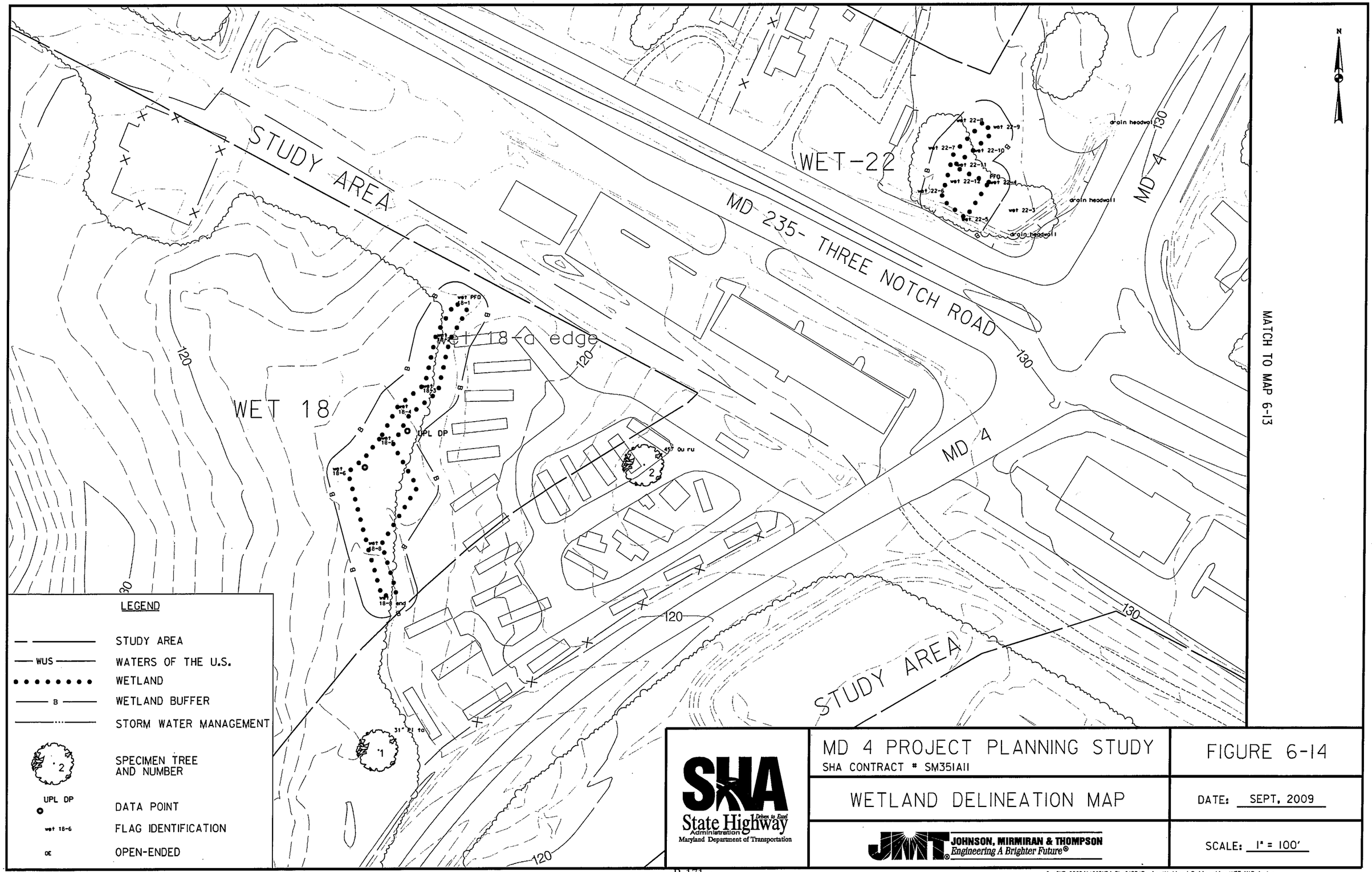
Tuesday, September 22, 2009 AT 08:37 AM



SHA State Highway Administration — Drive to Excel — Maryland Department of Transportation

MD 4 PROJECT PLANNING STUDY
SHA CONTRACT # SM351A11

FIGURE 6-14

WETLAND DELINEATION MAP

DATE: SEPT, 2009

JOHNSON, MIRMIRAN & THOMPSON — Engineering A Brighter Future®

SCALE: 1" = 100'

D:\SHA\990241\005MD4_PL\CADD\Enviro\Wetland Delineation\WET_MAP_1.dgn
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*

SHA 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.

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:

TJ Bridge / Patuxent River Crossing

- 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.

Mainline MD 4 - Prelim. Engr.

- 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?

MD 4 / MD 235 Interchange - Prelim. Engr.

- 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*

SHA 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 though was the ~~possibly~~ possibility of a draw bridge, high enough for sale 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.

☑ **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

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

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 Cg. **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 as enlarging Rt 4 and building a 2 lane or 4 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 '08JUL02 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*

SHA
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*

SHA
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.**

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*

SHA
State Highway Administration
Maryland Department of Transportation

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

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

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, Ph.D.
Secretary, Chesapeake Water Association

'08 JUL 17 PM 1:40

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

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– 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*

SHA 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.

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 '08 JUN 25 PM 1:14 PP

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

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*

SHA
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

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 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 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*

SHA
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

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 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*

SHA 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*

SHA
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 Sugarmaple #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*

SHA 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

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 4~~5~~ South out of Woodland Acres. Please consider either a light at Oak Drive/4~~5~~ 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.**

*** 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
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 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.**

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

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

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

Maryland Department of Transportation

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 piety. 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*

SHA 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 county 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 (state) government subsidizes it - they will save money on gas & it will not impact the environment negatively. This area used to have fewer - 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.**

* **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 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

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

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

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 Detlinger

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 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*

SHA
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 ped/bicycle/horse access across the river

Alternative 3 is OK

Alternative 4 is too expensive (work!)

☐ **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. 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 20653

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

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

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 656

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 BOOM BLVD TO THE EXISTING BRIDGE IF ALTERNATIVE 5 IS SELECTED MYRTLE PT TO PT PATIENCE

☐ **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 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

Opened January 2009
Drop and Write Winter 2010/11

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 Joan Holmes **DATE** _____

ADDRESS 11450 Asbury 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 - gone. And make bike/ped passage much safer. * Your ~~alter~~ 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.**

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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

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, 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*

SHA
State Highway Administration
Maryland Department of Transportation

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

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 No.

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*

SHA 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

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 HUGH 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

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

Maryland Department of Transportation

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,

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 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 RUSH HOUR 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 (35 MPH)
5. LEAVE INTX 235/4 the SAME. THE NEW FDR 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

Put on your 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

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 existing 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*

SHA 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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
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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 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

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

Maryland Department of Transportation

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, a 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
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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 KATHY BYRNES **DATE** 06.16.08

ADDRESS 1052 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/ RESIDENTS 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 + TONIGHT 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.**

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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

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.

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.**

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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, 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.**

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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 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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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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 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*

SHA
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,

for

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 Kavgas **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,

Ollie & Katie Kangas

Oliver and Catherine Kangas
301-862-3348
kangas@somdwireless.com

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

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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

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 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*

SHA
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

SHA • A Century of Progress 1908 • 2008

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

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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 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*

SHA
State Highway Administration
Maryland Department of Transportation

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

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

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 PERRY RAPP **DATE** 2008-06-17

ADDRESS 49276 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 COLUMNS + 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*

SHA 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
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 PHILIP C. RIEHL ANDERSON PROF. CNT **DATE** 6/17/08

ADDRESS 23131, 23127 THREE NOTCH RD.

CITY CALIFORNIA **STATE** MD. **ZIP** 20619

phil@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*

SHA 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*

SHA
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

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 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*

SHA 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)

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.
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 RANDALL/EFLER/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.**

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
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 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.

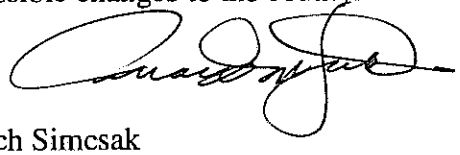
The Alternate 5 bridge construction has minimal impact to the present communities along RT 4 that could be locked into their community with the expansion of the highway in its present location. This bridge has the best features for those drivers that have a paranoia of crossing the Thomas Johnson Bridge. 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*

SHA 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 6/16/8

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 like 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 Core is the most feasible 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*

SHA 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

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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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 Comer 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

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
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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 Scott Belanger **DATE** June 16, 2008

ADDRESS 24170 N. PATUXENT BEACH RD

CITY CALIFORNIA **STATE** MD **ZIP** 20674

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 [redacted] 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*

SHA State Highway Administration

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

Maryland Department of Transportation

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

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*

SHA 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 unusual nature of the build-evacuation of southern Cal. vert 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 Nuttle 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 height? 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 ~~and~~ roads? Is it frequent enough to warrant three out lanes of each bridge and so some traffic may continue to flow (one lane each way) until the accident is cleared?

5. One of the purpose is needed, perhaps a demand one, is maintain the Patuxent River as a major ~~rec~~ recreational boating area.

Stephen C. Jones Jr
STEPHEN C. JONES JR.
2035 CROOK POINT 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 2025 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 WAS NECESSARY.

(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.

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
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 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 (Confft Ramp & Solomons) so that traffic during peak demand can be channeled w/o affecting local business
- Need to prevent 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*

SHA 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

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 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 Methodist

Church

☒ **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

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

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 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*

SHA 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
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 Trisha Brow **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 Myrtle Pt Park will be majorly effected 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 locals at Myrtle Point, Mill Cove, and Mill Cove Harbor. Through your own numbers price Alternate 5 is Ulest cost effective.

☒ **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

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 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.**

☐ **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

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

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 S 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*

SHA
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
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 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 Wild 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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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 Bob Mottehouse **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.**

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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 KAREN HAMILTON **DATE** 6/17/08

ADDRESS 45439 CLARK 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.**

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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 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
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SM351A11
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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

NAME _____ **DATE** _____

PLEASE

ADDRESS _____

PRINT

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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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
QUESTIONS AND/OR COMMENTS

SM351A11
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MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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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 Dana Sylier **DATE** 6-16-08

ADDRESS 1337 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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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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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Carolyn McHugh **DATE** 6-16-08

ADDRESS 2620 Aspen Rd

CITY Prince Frederick **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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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.**

☐ **Please delete 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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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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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 Commmons flow intersection appears fractional & less disruptive

* We believe the alternative 4 would be a better alternative should an emergency require existing Culvert 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

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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 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. It would also eliminate rain water run off and trash in our community from existing bridge -- not to mention the noise.

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Bill Wagoner **DATE** 6/16/08

ADDRESS 21055 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 RR exists, the Right of way would be very reasonable to buy w/o any distruption 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
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 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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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.**

☐ **Please delete 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 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 ~~grown~~ 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 view.

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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 move.

Alternative 5 is too expensive & destructive. Historical homes, farms, and the Naval Base. Bad Idea!

* Alternative 3 seems best choice.

Alternative 4 tears down existing Bridge. Why is it Unsafe!!! Am on your list.

☐ **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 Paula Coxon **DATE** 6/17/08

ADDRESS 23140 TownCreek 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~~ LANES ARE BRAND NEW.

DO ALT 4!

☒ **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 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]) would be robbing Peter (ruining natural beauty, 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 . . .

☐ **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 CARL F CIOFFI **DATE** 6-16-2008

ADDRESS 8303-DUPLAN ROAD

CITY Lusby **STATE** MD **ZIP** 20657

I/We wish to comment or inquire about the following aspects of this project:

THERE IS TOO MANY CARS CROSS THAT BRIDGE AND THEY NEED MORE LANES FOR PROJECT. TO TAKE TRAFFIC OFF THE ROAD. THERE ARE ALOT WRECKS AT NIGHTS NEED LIGHT ON BRIDGE

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME Bernita Thompson **DATE** 6/16/08

ADDRESS 1202 Brit 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 communities and keep planning building to grow.

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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 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" stripes. Traffic is horrendous — 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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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~~ OPTION D IS #2.

FOR BRIDGE, I'D PREFER ~~ALTERNATIVE~~ 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 GET YOU GO THAT WAY.

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TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Adeniji W. Akinladeny **DATE** 06/02/08

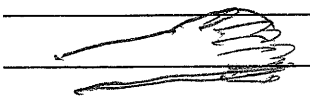
ADDRESS 11821 Poplar Ct.

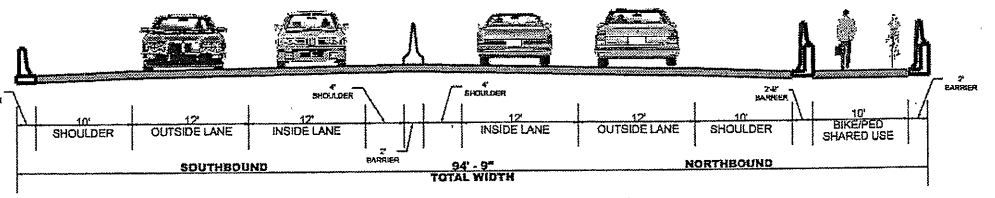
CITY Lusby **STATE** MD **ZIP** 20657

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. @ 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

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THE B-345 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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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 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 & cloverleaps 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
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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 TAX PAYER, 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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TUESDAY, JUNE 17, 2008
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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 when is needed should be determined before any construction occurs.

In regards to the 235/4 intersection, I am in favor of the option B.

If the Solomons Bridge is deemed unsafe → to cost, then I guess proposal 4 would be the best solution

to bring up to Standard

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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

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 fly over 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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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~~ water front 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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12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

PLEASE PRINT

NAME David Tork **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
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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
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NAME _____ **DATE** _____

PLEASE

ADDRESS _____

PRINT

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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LUSBY, MD 20657

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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TOWN CREEK ELEMENTARY SCHOOL
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 comects 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. (California)

CITY ~~St. Marys~~ **STATE** M.D **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 to do 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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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 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 Cost 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
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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 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.**

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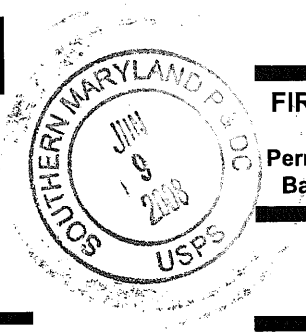
From: 45780 King Dr
Lexington Park, MD
20653



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BOX 717
BALTIMORE, MD 21203-0717

FOLD FOLD

STATE HIGHWAY ADMINISTRATION
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TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME The Gateau's
Lawrence & Joan
357 Deer Dr.
Lusby, MD 20657 **DATE** 6-12-2008

ADDRESS _____

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 2418 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:

☑ **Please add my/our name(s) to the mailing list.**

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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)
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.**

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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 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~~ ~~lane~~ right lane going westbound through Solomons and under pass are used as a by pass for 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
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?
All the part of the brochure are most valuable highlighted in Yellow. Thanks. Good bless.

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

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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 4 already would connect the New bridge and would need little widening to make it four lane.
(5) Widening Route 4 to accommodate 4 lanes would have minimal environmental impact.

☐ **Please add my/our name(s) to the Mailing List.**

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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 before the intersection has been partially developed a near safety crisis develops. For a demonstration, you should come to a near stop to turn into the new businesses (tight tutal 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
QUESTIONS AND/OR COMMENTS

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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 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 feel 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

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45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT

NAME Rimi O. Rivera **DATE** 18 July '08

ADDRESS 47825 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 INTERFERRING 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.**

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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*

SHA 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

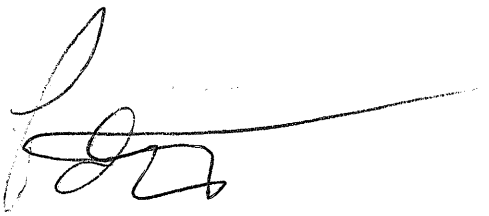
The original Four solutions rely on widening the existing route 4 and building a wider bridge in close proximity to the current Thomas Johnson Bridge location. The fifth proposed solution was purportedly sent to FHA/MDT by a citizen in Town Creek.

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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LUSBY, MD 20657

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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

PD62508

☑ **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.**

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
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 Francis W. Watts **DATE** _____

ADDRESS 23593 S. Patuxent Bch 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.**

* **Persons who have received a copy of the project brochure through the mail are already on the project Mailing List.**

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*

SHA 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.

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.**

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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 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. (MD Taxpayers)

→ Are we going to be responsible for clearing snow & ice in the winter?

☐ **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 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.**

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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 BCH 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 for 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)

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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 S 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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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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MD 4 - Thomas Johnson Bridge Planning Study

MARYLAND 4

PROJECT NEWSLETTER • FALL 2007

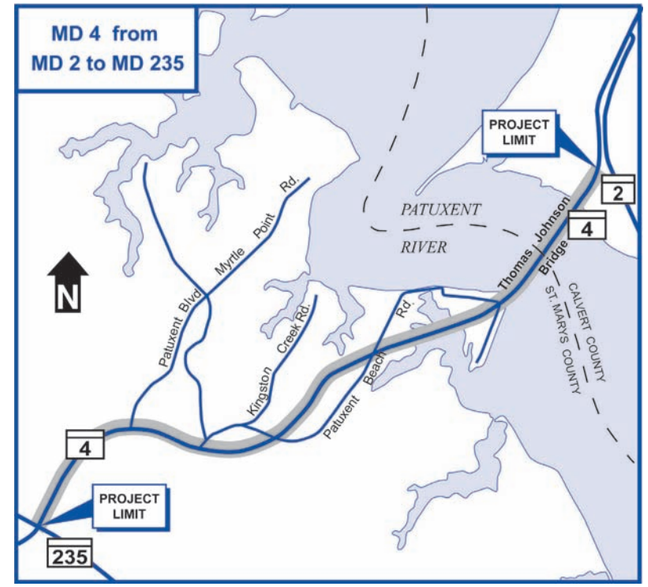
SHA Launches MD 4 - Thomas Johnson Bridge Planning Study

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.



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

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From: _____

_____

_____

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OFFICE OF PLANNING AND
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MS C-301
BOX 717
BALTIMORE, MD 21203-0717

ATTN: Felicia Alexander,
SHA Project Manager

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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.

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.

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

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

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.

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

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 217 ~~197~~ 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

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 Woodmont	[illegible]	chuckjeffers
5		TANA GLOCKNER	23028 THREE NOTCH	CALIFORNIA MD	tanaglo.@yahoo.com
6		TIM B FLOYD	24115 Ann Lane	California, MD	
7		Gary Gateau	24095 Ann Lane	California, Md	
8		Bonnie Gateau	24095 Ann Lane	California, Md	
9		B. H. Glotzbach	24025 Ann La.	Cal. MD.	
10		Kathy Glotzbach	24128 Ann La.	Cal. Md.	
11		Tonya Gateau	24015 Ann La	Cal MD	
12			24015 Ann La	California, MD	
13		MARY K. ROTA	24055 Ann Lane	California, MD	
14		Richard Ly	24048 Ann Lane	California MD	
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. Morton	23988 Iris Dr	Cal MD	3018636088

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(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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It has been proposed that the Thomas Johnson Bridge (Solomon's Bridge) be replaced and Route 4 widened.

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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 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 Mc[illegible]	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'Arista	24085 ANN LN	CALF. MD	3014663270
6 [illegible]	Joseph A Kangas	48588 Wynne Rd	Ridge, MD 20680	301 872 4422
7 Pamela Raymond	Pamela Raymond	48555 Wynne Rd	Ridge MD 20680	301-872-4472
8 Catherine M. Dixon	Catherine M Dixon	42489 Dean Forest Way	Leonardtown 20650	240-298-5952
9 Linda A. Kangas	Linda A Kangas	42489 Dean Forest Way	Leonardtown MD	301-~~475~~-2799
10 Nick E Nowotny	Nick E Nowotny	26170 [illegible]	Hollywood MD	301-373-8 [illegible]
11 [illegible]	William Wagner	24055 ANN LANE	California MD	301-863-5596
12 Alice Wagoner	Mary Alice Wagner	24055 Ann Lane	California MD	301-863-5596
13 Sue Wagoner	Susan R. Wagoner	871 ~~Bel Air~~ Elliott Drive	Bel Air MD	~~410~~ 443-465-8457
14 [illegible]	James D. Keen	24068 Ann Lane	Calif, MD	240925-1173
15 [illegible]	Judy M. Andrew	24068 Ann Lane	Calif. MD	301-904-3778
16 [illegible]	SHAWN A STANLEY	23400 Myrtle Point Rd	Calif MD	301-737-4201
17 Laura Comeau Stanley	LAURA COMEAU-STANLEY	23400 Myrtle Pt Rd.	Calif. MD	301-737-4201
18 Rebekah Stanley	Rebekah 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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	Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1		Christa Willett	45615 Nicholas Ct	Great Mills, MD	240 925 9120
2		Timothy Bass	Whisper [illegible]	St. Marys	703-856-1183
3		[illegible]	[illegible]	[illegible]	301 737 4376
4		Karen Hudgins	45603 Rock Crossing Ln	Calif MD	301-866-[illegible]
5		Julie Delane!	45549 Deer Crossing Lane	California MD	240 298 [illegible]
6		Duane Alexander	45540 Deer Crossing Ct	California MD	301 530 [illegible]
7		Amanda Kidwell	45540 Deer Crossing Ct	California MD	347 625-8665
8		FRANK SIMMONS	45549 DEER CROSSING LN.	CAL. MD 2064	301-373-4780
9		[illegible]	23706 [illegible]	Calif. MD 20619	3015622220
10		PAUL J MANCHA 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 Jay Pl Rd	Calif MD 20619	301-904-7407
14		DAVID EMERICK	45358 Jay Pl Ln	Cal MD 20619	3019622924
15		Leo van Bilia	45319 Mill Cove Harbor	Rd Calif MD 20619	8624671
16		Norma van Bilia	"	"	"
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	Calif MD 20619	301-863-9541
20		Susan Mackie	24035 Ann Ln	California MD 20619	301-904-3320

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(17) (4)

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	Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1		Nicole Sparaveccia	Mill Cove Harbor 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		[illegible]		California MD	(240) 434-1958
6		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. VOLLAND	24093 MILL COVE RD	CALIFORNIA, MD 20619	301 8637913
12		MARY JANE RYCES	24065 MILL COVE RD	calif MD 20619	3018625410
13		Maria 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		[illegible]	45372 Sypher	California	301-481-8433
17		Ricki L. Bayliss	45355 Sypher Rd	California	240-925-6495
18		Anthony Collins	45391 Sypher Rd	Ridge Circle	301-392-1667
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

Petition request to not use Alternative # 5 for improving existing capacity, traffic operations, and increasing vehicular and pedestrian safety along MD 4.

5

We the undersigned find alternative # 5 to be the least environmentally concerned and tax effective and decreases vehicular and pedestrian safety.

D

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	Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1	David P. Bosse	David P. Bosse	45625 [illegible]	[illegible] MD	240 298 8430
2	Jesse Jameson	Jesse M. Jameson	45635 Clearbrook	Cook Lane California MD	301-863-
3	Tracie Murphy	TRACIE MURPHY	45635 CLEARBROOK	COOK LN. CAL. MD	202-234 3641
4	Tracy Thompson	Tracey Thompson	45649 Clearbrook	California MD 20619	301 862-1038
5	Lonnie Thompson	Lonnie Thompson	45649 Clearbrook Ln	California MD	301-202-1038
6	Martha M. Keefe	MARTHA KEEFE	23290 PATUXENT	BLVD CAL. MD 20619	301-863-1250
7	Fred Lauterbach	FRED LAUTERBACH	"	"	301-863-1250
8	Oliver P. Kangas	OLIVER P KANGAS	45660 Steamboat Way	CALIFORNIA, MD	301-862-3348
9	Catherine M. Kangas	Catherine M Kangas	45660 Steamboat Way	Calif, MD 20619	301-862-3348
10	Kevin McDevitt	Kevin J. McDevitt	17835 St. Inigoes Rd	St. Inigoes MD 20684	410-925-8982
11	Nicholas Henderson	Nicholas Henderson	same	"	410 845-5163
12	[illegible]	Timothy S. Smith	45615 Steamboat 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	416194 Leeward Ct	Lexington, MD	301-609-2271
16	Raul A.	Raul Antonio	240 3045246		
17	Kathy S.	Kathy Salinas	"		
18	Diana Marshall	Diana Marshall	301-863-5877	California MD	23618 Myrtle Point Blvd California 20619
19	Andrew V Platis	Aplatis1@ [illegible]	301 737 6250	California MD	20619
20	Lisa Carter	Lisa Carter	[illegible]	[illegible]	301 [illegible]

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(19)

Petition request to not use Alternative # 5 for improving existing capacity, traffic operations, and increasing vehicular and pedestrian safety along MD 4. (6)

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	Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1		BRITANY A. HAYDEN	20881 THREE NOTCH RD	LEXINGTON PARK 2065[illegible]	[illegible] @GMail.com
2		JOHN Cacucci	48160 Waterview Rd	St. Inigoes, MD	
3		AUDRA Bishop	19783 Three Notch	Lexington Park MD	20653 abishop@[illegible]
4		DANIEL BISHOP	19783 THREE NOTCH RD	LEXINGTON PARK MD	20653
5		Sarah H. Rosey-Shipley	POB ox 1103	Park Hall MD	20667
6		Joshua Rush Brant	45147 Ft. Lookout	Park Hall MD	20667
7		John Shipley	P.O. Box 113	Park Hall MD	20667
8		[illegible]	21[illegible]	[illegible]	[illegible]
9		Samuel R. Cook	49980 Fenwick	Park Hall MD	240 (301) 872-4654
10		Kieron Cooper	49980 Fenwick	Park Hall MD	301-872-4656
11		[illegible]	21[illegible] Sunstone	Lexington Park	[illegible]
12		Kevin McKall	2[illegible]	Lexington Park	[illegible]
13		Robert Hall	22132 Shirley	California MD	301 [illegible]
14		Helen Hall	19319 Pullman Ln.	Lexington Pk. MD	301 862 9870
15		[illegible]	[illegible]	[illegible]	[illegible]
16		Dan Swaney	[illegible]	[illegible]	[illegible]
17		[illegible]	9114 4th Street	Lusby MD 2065	[illegible]
18		[illegible]	[illegible]	[illegible]	[illegible]
19		Andrea Benckert	19389 Pullman Ln	Lex Park MD 20653	[illegible]
20		Michael Shipley	[illegible]	Greenville	[illegible]

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(7)

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Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1 [signature]	M. Andrew Pipkin	24701 Blackstone Rd	Hollywood, MD 20636	301-373-[illegible]
2 [signature]	E. Moran	15094 Pt. Lookout Rd	St. Inigoes MD 20684	484-888-5115
3 [signature]	SUSAN MCCABE	39853 LADY BALT. AVE.	LEONARDTOWN, MD 20650	301-475-0362
4 [signature]	Joan Popielski	23161 Luckton Ct	Hollywood, MD 20636	3014750339
5 [signature]	Jema Gonzales	46500 Hilton Dr.	Lexington Park, MD 20653	
6 [signature]	Mona Dean	23998 Broad Run Ln	Hollywood, MD	20636
7 [signature]	Taylor Ball	47113 Sorrel	Lexington Park, MD	
8 [signature]	Robert Konkol	1911 Watson Rd	Owings, MD	20736
9 [signature]	Devin Miller	12853 Bay Drive	Lusby, MD 20657	[illegible]
10 [signature]	Kathryn McKelvey	23258 Sunny Way Apt E California, MD 20619	California, MD 20619	
11 [signature]	Erin O'Neil	23341 Rosewood Ct Apt 1032 California MD	California, MD	[illegible]
12 [signature]	Teresa Leard	41535 Trace Ct	Leonardtown MD 20650	
13 [signature]	LISA Morgan	43041 Fairgrounds Rd	Leonardtown MD 20653	
14 [signature]	Lilli Schow	41645 Ferker Ct	"	
15 [signature]	ERNESTO L. GUEVARA	LEONARDTOWN, MD		
16 [signature]	Andrey Smirnov	44108 Beechwood	California, MD 20619	301997-9654
17 [signature]	R.A. DUDDERAR	45636 SWANFALLS WAY	CALIFORNIA	301-863-5520
18 [signature]	Linda Dudderar	45636 Swanfalls Way	CAL, MD	"
19 [signature]	PAUL DEBENNON	45297 Mill Cove	Mill Cove Rd CALIF MD	3019045721
20 [signature]	Becky Zellikopf	45297 Mill Cove Rd		

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(13) (8)

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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. Gerald Skowzes	45740 Woodhaven Dr.	California MD 20619	301-737-1188
4		Barbara Skowzes	45740 Woodhaven	California MD	301-737-1188
5		Richard R. Pfarr	23628 Whispering Wood	California MD 20619	301-737-2257
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	California 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. LeClaire	45161 Woodhaven Dr.	California, MD	301-862-2960
16		Chris Ball	23619 Whispering Woods Way		301-466-2454
17		Paul O'Brien	45297 Mill Swamp Rd.	California, MD	301-904-5721
18					
19					
20					

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.

(17) (9)

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.

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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.

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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	M Berry	Mellie Berry	23989 MILL COVE RD	CA-MD	301-863-2122
2	Ken Berry	KEN BERRY	23989 MILL COVE	CALIF, MD	863-2122
3	Dan Rose	DAN, ROSE	45344 M. Cove	CAL, MD	862-5051
4	Sandra Rose	SANDRA ROSE	45344 Deer Pond Ln	Calif., Md 20619	862-5051
5	Peter M. Mesmer	PETER M. MESMER	45344 DEER POND LANE	CALIF. Md 20619	862-5051
6	Arline Mesmer	ARline MESMER	45344 Deer Pond Lane	California Md 20619	301-862-5051
7	Kathy E. Gordon	KATHY E. GORDON	45333 DEER POND LANE CALIFORNIA, MD	CALIFORNIA, MD	MOCHAJAVA @ YAHOO.COM
8	Jeanette Goldstone	Jeanette Goldstone	45333 Deer Pond Ln California MD	California, MD	11 11
9	Jo Stubble	Jo Stuble	45355 Deer Pond Ln.	California MD	301-862-3153
10	M. Stubble	M. Stubble	45355 Deer Pond Lane	California MD	301-862-3153
11	Corinne Dola	Corinne Dola	45366 Deer Pond	California MD	301-863-3419
12	Joseph Bow	Joseph Bow	45366 Deer Pond	California MD 20619	MD 301-863-3419
13	Melvyn D. Powell Jr.	Melvyn D. Powell Jr.	45278 Cove Manor Rd	California, MD 20619	301 863 3832
14	George T. Bycall	George T. Bycall	45278 Cove Manor Rd	Cal. Md 20619	301-863-3832
15	Tam Powell	Tam Powell	45278 Cove Manor Rd	Cal MD 20619	301-863-3832
16	Adam Powell	Adam Powell	11	11	11
17	Shannon Tucker	Shannon Tucker	45255 Cove Manor Rd	Cal. MD 20619	301-737-3353
18	Timothy Cundiff	Timothy Cundiff	45255 Cove Manor Rd	Cal. MD 20619	301-737-3353
19	Rolf Hammerer	Rolf Hammerer	45240 Cove Manor Rd	California MD 20619	301 863 3347
20	Winston Dillard	Winston Dillard	45235 " " "	" "	301 863 9012

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	Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1		Iris Hall Willey	23919 Mill Cove	Calif. 20619	301-862-3547
2		Merrill Dement Sr.	45290 Sypher Rd.	California, MD. 20619	301.481.9654
3		MARGARET E. MEDLIN	45352 SYPHER RD.	CALIF. MD 20619	240-538-5404
4		Pete DiFrancesco	19337 Cosmell Rd.	Leonardtown	301 994 9329
5		JOE CURBALEK	45352 SYPHER RD.	CALIF. MD	863-9553
6		BEN MORRIS	52355-Mill Cove	CALIF MD	2061? N/A
7		Rockwell Emery	48252 Sypher	20619	301-737-3261
8		Stephen J. Emery	48252 Sypher Rd	20619	301-737-3261
9		Suzanne K. Henderson	45263 Mill Cove Harbor Rd	California, MD 20619	301-863-0576
10		Deborah Shields	24141 Mill Cove Rd.	Calif. MD 20619	301-863-8492
11		Greg Shields	24141 Mill Cove Rd.	Calif. MD 20619	301-863-8492
12		Edward Laznicka	30373 Orchid rd	Ontario MD 21613	2629863cs
13		Anita Laznicka	30373 Orchid Rd	Ontario MD 21613	2629863cs
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Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1 [signature]	Russell Cox	420 Markle	Phila Pa 19128	
2 [signature]	David Sushinsky	13091 Pt Lookout Rd	Park Hall, MD 20667	
3 [signature]	Damon Frank	[illegible]	[illegible]	[illegible]
4 [signature]	Dan Sweeney	17200 [illegible]	[illegible]	
5 [signature]	Megan Kepferle	12910 Chestnut Rd	LP City 20653	WORST IDEA! [illegible] IT
6 [signature]	Steve DeBarr	LPCity	Great [illegible]	
7 [signature]	Suzanne DeBarr	Michelle Dr	Great Mills	
8 [signature]	James T Karaczynski	42489 Deer Forest [illegible]	Leonardtown MD	301 475 2795
9 [signature]	Mollijo C. Russell	24161 Ruff Ruff Ln	Hollywood, MD 206[illegible]	301-373-2969
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	Signature	Print Name	Street Address (optional)	City, State, Zip	Phone/Email (optional)
1		Shawn Slobaugh	Mechanicsville 20659	Lexington Park 20653	301 884-6194
2		Christine Nerrnethy	Lusby MD 20657	Lusby MD 20657	443-550-0515
3					
4	Jessica Bartodzey	Jessica Bartodzey			301-997-4744
5	John Bartodzey	John Bartodzey			240-434-1582
6	Steven Falba	Steven Falba	45135 Peachtree Way		240-431-86
7	Caitlin Cyr	Caitlin Cyr	42510 Kennetct	Hollywood MD 20636	240-434-1013
8	Dawn Redford	Dawn Redford	19770 Carterburg	Mechanicsville MD 20659	240-577-9005
9	Loren Jones	Loren 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	301-672-3685
12		Vincent Weartz	Hollywood	20636	(301)373-3837
13	Michele Weartz	Michele Weartz	Hollywood	20636	301-373-3830
14	Amanda A. 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*

SHA 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*

SHA State Highway Administration

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

Maryland Department of Transportation

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

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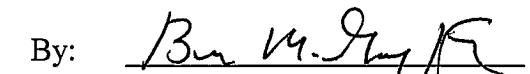
Very truly yours,

Neil J. Pedersen
Administrator

By: 
Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

Attachments: Project Location Map
Winter 2010 Newsletter

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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

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SHA 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

Chief William Red Wing Tayac
Piscataway Indian Nation, Inc.
P.O. Box 312
Port Tobacco, Maryland 20677

Dear Chief Tayac:

The Maryland State Highway Administration (SHA) would like to inform the Piscataway Indian 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. We have identified this as a project of potential interest to your tribe and invite you to consult on this project.

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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
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Anthony G. Brown, *Lt. Governor*

State Highway Administration

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

Maryland Department of Transportation

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.

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Very truly yours,

for Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

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SHA State Highway Administration

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

Maryland Department of Transportation

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.

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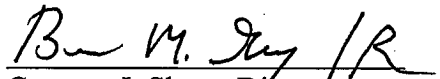
By: 
Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering

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
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Mr. Bruce Grey, Deputy Director, Office of Planning and Preliminary Engineering, SHA-OPPE
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SHA 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. Mervin Savoy, Tribal Chair
Piscataway Conoy Confederacy
and Subtribes, Inc.
P.O. Box 1484
La Plata, Maryland 20646

Dear Ms. Savoy:

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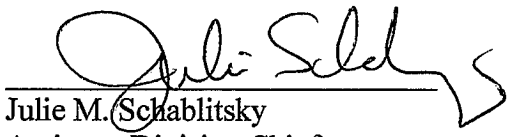

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

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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:

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Neil J. Pedersen
Administrator

By: _____
Gregory I. Slater, Director
Office of Planning and
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Winter 2010 Newsletter

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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
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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:

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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

Francis Jack Russell, President
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

ST. MARY'S COUNTY GOVERNMENT
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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

DRAFT

ENVIRONMENTAL JUSTICE GUIDELINES

for

MD State Highway Administration's Projects

Rev. 7/18/01

I. INTRODUCTION

President Clinton issued Executive Order 12898 on February 11, 1994, which **reinforces the importance of fundamental rights and legal requirements contained in Title VI of the Civil Rights Act of 1964 and the National Environmental Policy Act. The Executive Order directs** that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations". Other documents which have been issued to further clarify the Executive Order are the US Department of Transportation's (DOT) Order on Environmental Justice, dated April, 1997; the Council on Environmental Quality's (CEQ) "Environmental Justice Guidance Under the National Environmental Policy Act", dated December, 1997; and the Federal Highway Administration's (FHWA) Order on Environmental Justice, dated December, 1998.

Maryland is committed to the principles of environmental justice (EJ) and will be assessing and documenting the impacts of transportation projects on minority and low-income populations as a normal part of our environmental analysis efforts. A key aspect of an EJ analysis is to ensure the involvement of affected communities in the project development process. These guidelines are meant to provide the project team with a consistent framework for both preparing an EJ analysis and developing an effective public involvement strategy. They contain only **principles and** general procedures, which means that the specific approach must be **tailored to the unique circumstances of each project and those communities affected by it.** If the procedures do not seem appropriate for a particular project, then the team should develop a more suitable approach.

The guidelines apply to projects requiring all types of NEPA documentation (Environmental Impact Statements, Environmental Assessments, Categorical Exclusions or environmental reevaluations). The identification of minority or low-income populations **actually** begins during **systems planning by the Metropolitan Planning Organization (MPO) or SHA's Regional and Intermodal Planning Division. This information will be used and supplemented during the environmental inventory and alternatives development phases of the project development process as additional data, analysis and public input are refined. Decision-makers will be better informed about the important issues and concerns of low income and minority populations to be considered along with other factors in determining project location, design and mitigation**. The EJ analysis **during project development** will be conducted concurrently with other technical environmental analyses during the Alternatives Retained for Detailed Study stage.

An EJ analysis must be completed for each build alternative. Additionally, the No-Build alternative must be carefully considered as well. For example, it's possible that not building transportation improvements could impact minority or low-income populations (i.e., increased noise or air pollution, limited access to employment, etc.). A clearly written description of all EJ findings must be included in the environmental document.

II. ENVIRONMENTAL JUSTICE AND TITLE VI

The EJ Executive Order supplements the existing requirements of Title VI of the Civil Rights Act. Title VI says that each Federal agency is required to ensure that no person on grounds of race, color, or national origin is excluded from participation in, denied the benefits of, or in any other way subjected to discrimination under any program or activity receiving Federal assistance. Supplemental legislation provides these same protections from discrimination based on sex, age, disability or religion.

The concept of environmental justice is intended to ensure that procedures are in place to further protect groups which have been traditionally underserved. **The fundamental principles of environmental justice are:**

- **To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.**
- **To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.**
- **To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.**

The major similarities and differences between the EJ Executive Order and Title VI are described below:

SIMILARITIES	DIFFERENCES
▪ Both address non-discrimination. ▪ Both capture minority populations. ▪ Both are rooted in the constitutional guarantee (14th Amendment) that all citizens are created equal and are entitled to equal protection. ▪ Both address involvement of impacted citizens in the decision-making process through meaningful involvement and participation.	▪ EJ covers minority and low-income, while Title VI and supplemental legislation cover race, color, national origin, sex, age, disability and religion. ▪ EJ is an executive order (an order of the President of the United States), while Title VI is a law (an act of Congress). ▪ EJ mandates a process, while Title VI prohibits discrimination.

A listing of existing laws and regulations addressing environmental justice and Title VI is included at the end of these guidelines.

III. DEFINITIONS

For your information, the following definitions are provided. They have been taken directly from the US DOT Order on Environmental Justice:

Low-Income
A person whose median household income is at or below the Department of Health and Human Services poverty guidelines.

Minority
A person who is:
(a) Black (a person having origins in any of the black racial groups of Africa);
(b) Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race);
(c) Asian American (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands); or
(d) American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition)

Low-Income Population
Any readily identifiable group of low-income persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.

Minority Population
Any readily identifiable groups of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed DOT program, policy or activity.

Adverse Effects
The totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to:
- bodily impairment, infirmity, illness or death
- air, noise, and water pollution and soil contamination
- destruction or disruption of man-made or natural resources
- destruction or diminution of aesthetic values
- destruction or disruption of community cohesion or a community's economic vitality
- destruction or disruption of the availability of public and private facilities and services

- vibration
- adverse employment effects
- displacement of persons, businesses, farms, or nonprofit organizations
- increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community
- denial of, reduction in, or significant delay in the receipt of benefits of DOT programs, policies, or activities

Disproportionately High and Adverse Effects on Minority and Low-Income Populations

An adverse effect that:

(a) is predominately borne by a minority population and/or a low-income population, or

(b) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or non-low-income population

IV. PUBLIC OUTREACH

Public involvement is the foundation to effectively integrating environmental justice concerns into transportation decision-making. It is not a separate task, but must be fully integrated within the full range of SHA processes. Outreach to the public is already a critical component of SHA's project development process (as outlined in the Maryland Action Plan); environmental justice simply requires us to ensure that minority and low-income populations are included in this public outreach.

The public can provide valuable input and assist in validating information obtained from secondary sources such as census data. They can play an integral role in identifying issues and concerns of their communities, cataloging community resources and past actions affecting their quality of life, suggesting project alternatives, and negotiating avoidance, minimization, mitigation, and enhancements.

A primary goal of environmental justice is to **engage** those groups traditionally underrepresented in the project development process. For each project, the team should proactively reach out to the minority or low-income communities identified during **systems planning and** the environmental inventory and alternatives development stages. It doesn't matter whether the study area is predominantly minority or low-income, or if there is only a small EJ community. Outreach is still required to get them involved in the project development process. This outreach effort begins early in the project (i.e., in the same time frame as focus group formation) and continues throughout the process. In order to be effective, your public involvement strategy **should be tailored** to use adaptive or innovative approaches that overcome linguistic, institutional,

cultural, economic, historical, or other potential barriers to effective participation in the decision-making process.

Each project team will need to develop its own outreach strategy thoughtfully, based on the characteristics of the particular study area. There is no 'cookie-cutter' approach, so each project may need to be treated somewhat differently.

Your goal should be to identify minority and low-income populations, bring them into the project development process, and ensure that **reasonable efforts are made to address their concerns and provide them meaningful opportunities to influence transportation decisions.** This doesn't mean that your project outreach is directed only toward EJ communities to the exclusion of other communities. The outreach strategies listed below can be applied to all communities, not strictly to EJ communities.

Listed below is a menu of possible tools and strategies which may be useful in identifying, contacting, and engaging the public in the project development process. Remember, you don't have to use all of these strategies; you should use only those which are appropriate for your project and study area:

- For the following agencies, organizations and/or stores, consider posting fliers and notices on bulletin boards; including information in church bulletins, homeowner association newsletters, etc.; offering to make project presentations; etc.:
    - homeowner/community associations
    - community action agencies
    - religious organizations (churches, etc.)
    - civil rights organizations
    - minority business associations
    - Chambers of Commerce
    - business and trade organizations (e.g., Washington Board of Trade)
    - environmental and environmental justice organizations
    - rural/agricultural organizations
    - ethnic stores/shops
    - universities, colleges, vocational and local schools
    - fraternities/sororities
    - senior citizen groups (e.g., senior centers, county Office of Aging)
    - community/recreational centers
- Publish ads and notices in newspapers, radio and other media, particularly media targeted to minority and low-income populations
- In addition to ads and notices, actively pursue having articles about the project published in local newspapers
- Publish ads not just in the legal section of the newspapers, but also in more 'popular' sections
- Include minority or low-income people on project focus groups
- Depending on the make-up of the particular project area, consider translating documents, notices and hearings for limited English-speaking populations

- For public meetings and brochures:
    - include a slide asking for input from minority and low-income communities
    - include wording in brochures soliciting input and information
- If at all possible, hold public meetings in locations that are accessible to transit
- Hold meetings at times and locations that are convenient for the attendees
- If appropriate, consider using an independent facilitator at community meetings, task force meetings, etc.
- Consider providing a minute-taker at key community meetings and providing copies of the minutes to attendees and other interested people
- Hold neighborhood open-houses or charrettes
- In any notices for EJ community meetings, ask if there are unique needs/concerns (i.e., interpreter, etc.)
- Consider adding wording in project Initiation Ads and/or project mail-back cards to solicit input on, and active involvement from, minority/low-income/other populations – wording would have to be sensitive to any perception of discrimination
- Use the internet and other electronic media (e.g., SHA/MDOT web-site, some colleges and local schools have web-sites with bulletin boards, local governments)
- Place public meeting/workshop brochures, fliers and newsletters in the management offices of apartment buildings occupied by minority or low-income people
- Provide public meeting/workshop brochures, fliers and newsletters at local festivals and fairs
- Post signs in buses
- Distribute public meeting notices at bus/Metro stops
- Post notices in local libraries
- Contact school PTAs – they may be willing to have a presentation at one of their regular meetings
- Conduct in-street interviews to identify local issues/concerns
- Set up informational kiosks in malls, libraries, etc.

- Possible innovative/unique ideas for atypical projects:
    - Open a project field office in a minority or low-income area
    - In addition to the normal workshops or informational meetings which provide information about the project as a whole, hold workshops with affected populations by alternative in order to focus more on the alternative having the most impact on them
    - Use questionnaires to identify concerns of affected populations (issues, impacts, benefits, etc.) Any questionnaire would have to be developed and distributed early, so that ample time would be available to compile, analyze and use the data.
    - Put out fliers and do a “road show” in communities, parks, festivals, malls, etc.

To keep impacted communities involved and informed during final design and construction, consider having a community representative attend certain team meetings, developing flyers/brochures, etc.

V. IDENTIFICATION OF MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

The identification of minority or low-income populations will begin during **systems planning by the Metropolitan Planning Organization (MPO) or SHA's Regional and Intermodal Planning Division. This information developed during planning will be used and supplemented during the project development process as additional data, analysis and public input are refined to be included in the NEPA document**. As more information becomes available and the alternatives are developed, the locations of populations will continue to be refined.

You need to be sensitive to the fact that you are identifying both minority and low-income populations, so don't just concentrate on minority communities. Also, remember that there are many wealthy minority communities and many poor non-minority communities.

A. Environmental Inventory

For environmental inventory purposes, the main sources of information regarding locations of minority or low-income populations are:

1. Census Data

Because census data is so readily available and easy to use, it is typically the first information gathered when trying to determine if there are minority or low-income populations in the project study area. However, census data is just the starting point used to "flag" census areas that potentially contain minority or low-income populations. You have to keep in mind that even census areas with a very small minority or low-income percentage may contain a protected population in your study area – in some cases, a group of a few homes could be considered a population. **"Disproportionately high and adverse effects", not size, are the basis for environmental justice. A very small minority or low-income population in the project area does not eliminate the possibility of a disproportionately high and adverse effect on these populations**. That's why it is critical to continue gathering additional information from various sources in order to successfully locate and refine the geographic locations of the populations.

a. Determine whether you will use census "tracts" or "blocks". Generally, data based on census tracts should be used for larger project areas. For smaller project areas (like intersection improvements), data based on the smaller census blocks would probably be more appropriate.

b. Once the project study area is determined, identify all census tracts/blocks which overlap with it.

c. Determine the minority or low-income percentage for each census tract/block.

1) Minority Percentage

If there is more than one minority group in your study area, the minority percentage should be based on the aggregate of all minority people. For example, if the percentage of Black persons in the identified census tract/block is 20% and the percentage of Hispanic persons is 20%, then the total of 40% should be used for the minority percentage.

2) Low-Income Percentage

Census data provides the percentage of people below the poverty level (but does not actually provide the dollar amount of that poverty level). The dollar amount is defined by the Department of Health and Human Services. **The data is revised annually and can be accessed at www.aspe.hhs.gov or www.census.gov**. In order to be sensitive to low-income communities, do not include the poverty level dollar amount in the environmental document; you should simply keep the information in your project files. Be sure to identify the poverty level associated with the year of the census data being used (e.g., if you are using 1990 census data, use the corresponding 1990 poverty level).

Keep in mind that local jurisdictions may define their own 'poverty level'; however, you are to use the poverty level defined by the Department of Health and Human Services in order to maintain consistency between various jurisdictions.

d. Calculate the average minority percentage and average low-income percentage for your entire study area by averaging the individual tract/block percentages.

e. Determine which census tracts/blocks should be "flagged" because they could contain minority or low-income populations by comparing the minority or low-income percentage of each individual census tract/block to the average percentage for the study area. If this individual percentage is "meaningfully greater" than the average percentage, then a minority or low-income population is potentially located within that census tract/block.

On a project-by-project basis, the project team should define "meaningfully greater" and document the rationale. For example, if the minority percentage for a census tract is 10% and the study area average is 5%, this 5% difference could be "meaningfully greater" because it represents a doubling of the average. However, if the minority percentage for a census tract is 75% and the study area average is 70%, this 5% difference is probably not "meaningfully greater" since it represents only a small increase over the average.

2. SHA and Other Agencies

The project team should use a common sense approach when determining what further level of effort is appropriate for identifying EJ populations. For example, if the census data tells you that your project is in a mostly minority area, you probably don't need to use the other sources discussed below to identify minority populations – in essence, your entire project area would be a minority population. (However, you would still need to go beyond just the census data to identify low-income populations.)

Even if a census tract/block has a very small percentage of minority or low-income persons - and is therefore not identified during Step 1 above - it is possible that a population(s) may still be located in that census tract/block. For example, a 5% Asian American population may be entirely located in one particular community, thus qualifying as a minority population. Therefore, <u>you cannot rely on census data alone to identify populations</u>.

At a minimum, you should also contact the following sources, via phone conversations, meetings (including project team meetings) or correspondence:

a. Local planning and transportation staff, including MPOs

b. State Highway Administration
   1) Regional and Intermodal Planning Division
   2) Office of Equal Opportunity
   3) District Right-of-Way Office

In any conversations with or letters to the above sources, you must be careful to include the following information so they understand why you are collecting EJ information. Information regarding the locations of EJ communities may raise sensitive issues, so you shouldn't just request locations of EJ communities without explaining why you need the information and what you will be doing with it.

- Provide the purpose/background of environmental justice (reference the Executive Order)
- Emphasize that you are looking for information on both minority and low-income populations – and that they are not the same thing
- Explain what the 4 minority groups are and what the poverty level is
- Request information on the location of minority or low-income populations, based on their knowledge of the project study area

B. Alternatives Development

After the environmental inventory stage, as preliminary/conceptual alternatives are developed, **other sources of information must be used to confirm and further refine the locations of minority and low-income populations. As described earlier, public involvement is a critical component to this effort**. The project team will need to determine, based on each particular project, which sources are appropriate to contact.

This contact can be made via formal written correspondence (letters, flyers, etc.), meetings/presentations, phone calls and/or e-mails – the team needs to determine which method is most appropriate for a particular source. Some sources, such as religious groups and schools, in addition to providing race and national origin information about the people attending their services or classes, may also be able to provide information about any low-income communities they may assist. Keep in mind that it's very important to maintain a record of all sources you contact, as well as the input each source provides to you.

Possible additional information sources include, but are not limited to:

- homeowner/community associations
- community action agencies
- religious organizations (churches, etc.)
- civil rights organizations
- Maryland Department of Planning (GIS and other data)
- state and local tax and financing agencies
- minority business associations
- Chambers of Commerce
- business and trade organizations (e.g., Washington Board of Trade)
- environmental and environmental justice organizations
- rural/agricultural organizations
- economic and job development agencies (e.g., Welfare to Work)

- ethnic stores/shops
- universities, colleges, vocational and local schools
- fraternities/sororities
- senior citizen groups (e.g., senior centers, county Office of Aging)
- community/recreational centers

NOTE: For purposes of a secondary and cumulative effects analysis (SCEA), census data only will be used to identify minority or low-income populations. Each census tract which overlaps with the SCEA geographic boundary should be identified. Then the individual minority and low-income percentages for each tract are to be compared to the average study area percentages as determined in Section V.A.1.d (you do not need to calculate the average percentages for the entire SCEA boundary). Those individual tracts with percentages meaningfully greater than the study area average percentage will be considered to have minority or low-income populations.

C. Documentation

In the "Affected Environment" section of the environmental document, you will need to carefully discuss your findings regarding minority and low-income populations. While the project files should include all details of your efforts to identify minority or low-income populations in the study area (letters written to agencies/organizations, phone memos, responses or non-responses, etc.), the environmental document should only provide a summary.

1. Clearly state whether minority or low-income populations have been identified in the project study area.

2. Describe how you concluded whether or not there are minority or low-income populations.

    a. describe the results of the census data assessment

    b. list all of the agencies, organizations and/or other groups which were contacted and describe how they were contacted (letter, phone call, meeting, etc.),

    c. summarize the responses received and/or issues identified

    The most effective way to display this information is in a matrix format.

3. If minority or low-income populations are identified, characterize them by describing their make-up, size, general location, age, etc. It's recommended that study area mapping showing all locations of EJ populations not be included in the environmental document.

VI. ASSESSMENT OF DISPROPORTIONATELY HIGH AND ADVERSE IMPACTS

The definition of adverse effects (see Section II) encompasses a wide variety of potential impacts, including those to human health, the natural and social environment, the economy, community function, etc. It also includes the denial, reduction or delay in receiving benefits, which should be addressed like any other impact. For an EJ analysis, you'll need to consider all of these.

There is no magic formula for determining if a minority or low-income community will experience disproportionately high and adverse impacts due to your project. Since each project – and each minority or low-income community – is different, the team will have to carefully consider many factors in making its determination. You will need to use an approach that combines both qualitative and quantitative information to support your conclusion.

Keep in mind that the EJ analysis must be done for each alternative, including the No-Build. The No-Build alternative is defined as no other improvements being done except maintenance to the existing road. Even under the No-Build, minority or low-income populations may be affected. Impacts such as increased noise, air pollution, congestion, travel times, etc. must be considered and documented appropriately.

One of the most important factors to consider is whether and how the community itself believes it will be impacted. What one community perceives as an impact, another may perceive as a benefit. It's also possible that, within the same community, the same action may be perceived by various segments as both an impact and a benefit. Therefore, it's imperative that you work with the EJ community to see how they feel about the project.

A. Analysis of Disproportionately High and Adverse Effects

Since a one-size-fits-all approach won't work, the team will need to address a variety of questions and considerations in order to conclude if the project will have disproportionately high and adverse impacts (including denial, reduction or delay in receiving benefits) on an EJ population. You will, in essence, be assessing the context and intensity of effects on EJ populations as compared to non-EJ populations.

You will need to carefully consider all of the items below, since no single item will lead to a supportable conclusion:

1. Is the adverse effect predominantly borne by the EJ population? For example, are more minority or low-income people impacted than non-minority or non-low-income people? Is the percentage of minority or low-income people impacted greater than the percentage of minority or low-

income people in the study area? Be very cautious when using numbers like this, since numbers alone can be misleading.

2. Will the adverse effect on the EJ population be appreciably more severe or greater in magnitude than the adverse effect on the non-minority or low-income population? In other words, will the EJ population carry an unfair share of the impact? For example, if ten EJ residences and ten non-EJ residences will each experience noise levels above the federal standard, but noise at the EJ residences will increase by 20 decibels and noise at the non-EJ residences will increase by 10 decibels, there may be a disproportionate impact.

3. Does the project impact a resource that is especially important to an EJ populations? Does it serve an especially important social, religious or cultural function for the EJ community? For example, is a park which is used regularly for cultural festivals being impacted by the project?

4. Are there mitigation, enhancement measures or offsetting project benefits (see Section VI) to the affected EJ population? These should be taken into account when assessing if there are disproportionately high and adverse effects.

5. Have you assessed the type and severity of adverse effects on non-EJ populations? In order to determine if there are disproportionately high and adverse effects on EJ populations, you will have to take into consideration the comparative impacts in non-EJ areas.

Keep in mind that, while the identification of a disproportionately high and adverse effect on a low-income or minority population does not preclude the project from going forward, it should heighten our attention to alternatives (including alternative sites), mitigation strategies, monitoring needs and preferences expressed by the affected community or population.

Note: In the SCEA, you will need to consider the same questions and considerations listed above in order to determine if there are disproportionately high and adverse effects on EJ populations within the SCEA boundary.

B. Documentation

Your conclusions regarding impacts on minority or low-income populations must be thoroughly explained in the "Environmental Consequences" section of the environmental document.

1. The final environmental document should clearly conclude whether or not a disproportionately high and adverse impact on any minority or low-income population is likely to result. This conclusion must be reached for

each alternative, including the No-Build. Remember to take into account mitigation, enhancement measures or offsetting project benefits (see Section VI) to the affected EJ population.

2. Whether or not an alternative results in disproportionately high and adverse impact on minority or low-income populations, you need to supply supporting information to document how you reached that conclusion for each alternative – you have to "make your case".

   a. Present the analysis you completed and the issues you considered in order to reach your conclusions as concisely as possible. Include a description of impacts (type and severity), any offsetting benefits and mitigation/enhancements, comparison of impacts on EJ and non-EJ populations, etc.

   b. Document the efforts made to interact with the affected communities, the issues/concerns they identified, results of the interaction, etc. Examples of interaction could include meetings to determine whether a community considers a project's effects to be impacts or benefits, correspondence discussing potential mitigation or enhancement measures, etc. A helpful way to present this information would be in a matrix format, which should be included in the appendix of the environmental document. The information in the matrix could include meeting dates, correspondence dates, responses received, issues/concerns identified by the community, etc. You may also want to include copies of important minutes in the appendix.

   c. When mapping is necessary in order to clearly illustrate the effect of a project on an EJ population, mapping may be included in the environmental document; otherwise, document the impacts textually. If possible, you should refer to existing alternatives mapping rather than develop special mapping. Remember to be sensitive to the concerns of the affected communities when determining what type of mapping, if any, will be provided.

VII. AVOIDANCE, MINIMIZATION, MITIGATION AND ENHANCEMENT

If you determine that your project appears to have a disproportionately high and adverse impact on a minority or low-income population, you will then need to consider how the magnitude and severity of the impact can be prevented or reduced. The approach is first to avoid impacts if possible, then minimize impacts, then mitigate unavoidable impacts. Enhancements should also be considered. The definitions of

these terms and examples (from the Federal Highway Administration's "Community Impact Assessment" booklet) are provided below:

A. Definitions

1. avoid – to alter a project so an impact does not occur (i.e., shift an alignment to avoid displacements, redesign a road segment as an underpass to avoid cutting off access to a community facility, etc.)

2. minimize – to modify the project to reduce the severity of an impact (i.e., shift an alignment to reduce displacements, alter an alignment to increase the distance between the facility and residences to decrease noise impacts, phase the project to minimize impedance to business access during peak shopping periods, limit interchanges to minimize incompatible land use development, etc.)

3. mitigate – to take an action to alleviate or offset an impact or to replace an appropriated resource (i.e., set aside land for a park or add to public recreation areas to replace lost facilities, erect sound barriers to mitigate noise impacts, provide a bicycle/pedestrian overpass or underpass to provide access to public facilities, etc.)

4. enhance – to add a desirable or attractive feature to the project to make it fit more harmoniously into the community; this will <u>not</u> replace lost resources or alleviate project impacts (i.e., provide signing to recognize specific cultural or historic resources, develop bicycle trails or pathways adjacent to roadways, plant trees and add park benches, add public artwork or a façade to a transportation facility to match the aesthetic design goals of the community, etc.)

B. Considerations in Determining Appropriate Avoidance, Minimization, Mitigation and Enhancement Measures

1. Remember to take mitigation, enhancements and project benefits into account when you are assessing if there will ultimately be a disproportionately high and adverse impact on an EJ population.

2. Another important consideration is the fairness in distribution of avoidance, minimization, mitigation and enhancement measures between EJ and non-EJ communities. When considering these measures for an EJ community vs. the entire project area, keep in mind that the measures should be proportional to the level of impact on each.

3. A disproportionately high and adverse effect on an EJ population can only be carried out if further avoidance, minimization and mitigation measures are not practicable. In determining whether a measure is 'practicable', the

social, economic (including costs) and environmental effects of avoiding, minimizing or mitigating the adverse effects can be taken into account.

You can use experience on other projects to determine what measures may be considered practicable. You should also take into account the nature and severity of the disproportionate impacts when determining what is practicable. For example, it may be appropriate to go beyond 'the norm' depending on how disproportionate the impact is.

Throughout this effort, keep in mind that you may be able to eliminate, reduce or mitigate the initial disproportionate impacts to such a degree that the impacts to the EJ population are now proportional.

C. Coordination with the Impacted EJ Community

The most important consideration in developing avoidance, minimization, mitigation and enhancement measures is how the impacted EJ community feels about them. Throughout the process, you must consult with and elicit the views of the affected populations. Otherwise, you might unknowingly propose a mitigation measure which impacts the community in a different way. Also, if the same community is composed of various minority groups or income levels, each component may have separate (and possibly conflicting) issues or concerns to be considered by the project team.

You should be encouraging the members of the EJ communities that may suffer a disproportionately high and adverse impact to help develop and comment on possible avoidance/minimization alternatives as early as possible in the process.

In addition to community meetings and correspondence, you may want to consider using community questionnaires to solicit input on proposed mitigation and enhancement strategies and to suggest their own strategies, based on the EJ community's perception of impacts. Any questionnaire would have to be developed and distributed early, so that ample time would be available to compile, analyze and use the data.

Once you have worked with the affected EJ communities to determine the appropriate avoidance, minimization, mitigation and enhancement measures, you should continue to keep them informed about the project status and progress throughout the design and construction phases.

D. Possible Mitigation Strategies (to be coordinated with the affected community):

- Keep the impacted minority or low-income population informed (status, progress, design changes, etc.) during final design and construction of the project; this could be accomplished by posting/mailing notices, meeting with

the community, having a community representative serve a liaison role and attend construction partnering meetings, etc.
- Provide noise walls (appropriateness to be discussed with Noise Committee)
- Provide landscaping/visual screening
- Provide lighting
- Provide sidewalk improvements
- Provide multi-modal improvements (i.e., bus shelters, bicycle/pedestrian facilities)
- Build or rehabilitate community parks or recreation centers
- If relocations are required, attempt to relocate to the same area if possible to preserve community cohesiveness

Even when SHA has no responsibility to mitigate impacts not caused by the project, we may encourage other public/private groups to partner together to improve the quality of life in EJ communities.

E. Documentation

For each alternative, you will need to clearly explain in the "Environmental Consequences" section of the environmental document any avoidance, minimization, mitigation and enhancement measures which have been adopted.

1. Document the strategies taken to reduce, avoid or mitigate impacts to EJ communities. The discussion of these strategies should be clearly 'linked' to the associated community impacts. If appropriate, include a discussion of how these strategies helped turn a disproportionate adverse impact into a proportionate adverse impact.

2. Include a summary of the public interaction used to develop and/or review the various strategies.

3. If necessary in order to clearly illustrate the strategies and results, mapping may be included in the environmental document; otherwise, document the information textually.

Once mitigation commitments have been made in the final environmental document, they are to be recorded in the Environmental Compliance and Considerations Checklists and discussed at the project transition meeting between the planning and design divisions. Planning staff will continue to be involved in the project during final design to ensure that the commitments are incorporated into the construction documents.

EXISTING LAWS AND REGULATIONS

- Environmental Justice Executive Order 12898
- US DOT EJ Order, April 1997
- FHWA EJ Order, December 1998
- Title VI Act of 1964
- **23 USC 109(h)**
- US DOT Title VI Regulations [49 CFR 21.5 (b)(2)(3)] - addresses contracts and site selections
- Civil Rights Restoration Act of 1987
- National Environmental Policy Act of 1969
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
- 23 USC 324 – addresses discrimination on the basis of sex
- Section 504 of the Rehabilitation Act of 1973 (29 USC 790) – addresses discrimination of the basis of disability
- Age Discrimination Act of 1975 (42 USC 6101) – addresses discrimination on the basis of age
- Fair Housing Act of 1988 - addresses discrimination on the basis of religion
- Religious Freedom Restoration Act of 1993 - addresses discrimination on the basis of religion
- **23 CFR 450 - FHWA Planning Regulations**
- **23 CFR 771 - FHWA Environmental Regulations**

ADDITIONAL SOURCES OF INFORMATION

"Community Impact Assessment: A Quick Reference for Transportation" (FHWA, 9/96)

"Community Impact Mitigation Case Studies" (FHWA, 5/98)

"Transportation & Environmental Justice Case Studies" (FHWA, 12/00)

"Assistance for Reviewing the Application of Title VI and Environmental Justice in the Transportation Planning Process" (FHWA, 2001)

"Environmental Justice Guidance Under the National Environmental Policy Act" (CEQ, 12/97)

"Environmental Policy Statement" (FHWA, 1994)

"EPA Guidance for Consideration of Environmental Justice in Clean Air Act Section 309 Review" (EPA, 4/98)

OMB Bulletin 00-02, "Guidance on Aggregation and Allocation of Data on Race for Use in Civil Rights Monitoring and Enforcement" (OMB, 3/00)

Technical Advisory 6640.8A "Guidance for Preparing and Processing Environmental and 4(f) Documents" (FHWA, 10/87)

FHWA Environmental Justice web site: www.fhwa.dot.gov/environment/ej2.htm

Revised: June 10, 2005
State Highway Administration - Office of Real Estate

SUMMARY OF THE RELOCATION ASSISTANCE PROGRAM OF THE MARYLAND STATE HIGHWAY ADMINISTRATION

All State Highway Administration projects utilizing Federal funds must comply with the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (42 USC 4601) as amended by Title IV of the Surface Transportation and Uniform Relocation Assistance Act of 1987 (Public Law 100-17), Public Law 105-117 in 1997, and Title 49 CFR Part 24 in 2005. State-funded projects must comply with Sections 12-112 and Subtitle 2, Sections 12-201 to 12-212, of the Real Property Article of the Annotated Code of Maryland.

The State Highway Administration's Office of Real Estate administers the Relocation Assistance Program for the Maryland Department of Transportation.

The aforementioned Federal and State laws require that the State Highway Administration provide relocation assistance payments and advisory services to eligible persons who are displaced by a public project. There are two categories of residential occupants: 180-day owner-occupants and 90-day tenants and short-term owner-occupants. Non-residential occupants may be businesses, farms or non-profit organizations.

A displaced person that has owned and occupied a subject dwelling for at least 180 days prior to the initiation of negotiations for the property may receive a replacement housing payment of up to $22,500. The replacement housing payment is composed of three parts: a purchase price differential; an increased mortgage interest differential; and reimbursement for incidental settlement expenses.

The purchase price differential is the difference between the value paid by the State Highway Administration for the existing dwelling and the cost to the displaced owner of a comparable replacement dwelling, as determined by the State's replacement housing study.

The increased mortgage interest differential is a payment made to the owner at the time of settlement on the replacement dwelling to negate the effects of less favorable financing in the new situation. The payment is calculated by use of the "buy-down" mortgage method.

Reimbursable incidental expenses are necessary and reasonable incidental costs that are incurred by the displaced person in purchasing a replacement dwelling, excluding pre-paid expenses such as real estate taxes and insurance. The maximum reimbursable amount for these incidental expenses is based upon the cost of the comparable selected in the replacement housing study.

A displaced person who has leased and occupied a subject dwelling for at least 90 days prior to the initiation of negotiations for the property may receive a replacement rental housing payment of up to $5,250. The replacement rental housing payment is the difference between the

monthly cost of housing for the subject dwelling, plus utilities, and the monthly cost of housing for a comparable replacement rental unit, plus utilities, over a period of 42 months. Owner-occupants of 90-179 days prior to the initiation of negotiations for the subject dwelling are eligible for the same replacement rental housing payments as tenants.

As an alternative to renting, a displaced tenant-occupant may elect to apply the rental replacement housing eligibility amount toward the down payment needed to purchase a replacement dwelling.

The comparable properties used in calculating any replacement housing payment eligibility must comply with all local standards for decent, safe and sanitary (DS&S) housing and be within the financial means of the displaced person.

If affordable, comparable DS&S replacement housing cannot be provided within the statutory maximums of $22,500 for 180-day owner-occupants or $5,250 for 90-day tenants or short-term owners, the maximums may be exceeded on a case-by-case basis. This may only be done after the completion and approval of a detailed study that documents the housing problem, explores the available replacement options and selects the most feasible and cost-effective alternative for implementation.

In addition, eligible displaced residential occupants may be reimbursed for the expense of moving personal property up to a maximum distance of fifty (50) miles, using either an actual cost or fixed schedule method.

Actual cost moves are based upon the lower of at least two commercial moving estimates and must be documented with receipted bills or invoices. Other incidental moving expenses, such as utility reconnection charges, may also be paid in the same manner.

As an alternative method, the fixed schedule move offers a lump sum, all-inclusive payment based upon the number of rooms to be moved. Other incidental costs are not separately reimbursable with this method.

Non-residential displaced persons such as businesses, farms or non-profit organizations may also receive reimbursement for the expense of relocating and re-establishing operations at a replacement site on either an actual cost or fixed payment basis.

Under the actual cost method, a non-residential displaced person may receive reimbursement for necessary and reasonable expenses for moving its personal property, the loss of tangible personal property that is not moved, the cost of searching for a replacement site and a re-establishment allowance of up to $10,000.

The actual reasonable moving expenses may be paid for a move by a commercial mover or for a self-move. Payments for the actual reasonable expenses are limited to a 50-mile radius unless the State determines a longer distance is necessary. The expenses claimed for actual cost moves must be supported by firm bids and receipted bills. An inventory of the items to be moved must be prepared in all cases. In self-moves, the State will negotiate an amount for

payment, usually lower than the lowest acceptable bid. The allowable expenses of a self-move may include amounts paid for equipment hired, the cost of using the business vehicles or equipment, wages paid to persons who participate in the move, the cost of actual supervision of the move, replacement insurance for the personal property moved, costs of licenses or permits required and other related expenses.

In addition to the actual moving expenses mentioned above, the displaced business is entitled to receive a payment for the actual direct losses of tangible personal property that the business is entitled to relocate but elects not to move. These payments may only be made after an effort by the owner to sell the personal property involved. The costs of the sale are also reimbursable moving expenses.

If the business elects not to move or to discontinue the use of an item, the payment shall consist of the lesser of: the fair market value of the item for continued use at the displacement site, less the proceeds from its sale; or the estimated cost of moving the item.

If an item of personal property which is used as part of a business or farm operation is not moved and is promptly replaced with a substitute item that performs a comparable function at the replacement site, payment shall be the lesser of: the cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item; or the estimated cost of moving and reinstalling the replaced item.

In addition to the moving payments described above, a business may be eligible for a payment up to $10,000 for the actual reasonable and necessary expenses of re-establishing at the replacement site. Generally, re-establishment expenses include certain repairs and improvements to the replacement site, increased operating costs, exterior signing, advertising the replacement location, and other fees paid to re-establish. Receipted bills and other evidence of these expenses are required for payment. The total maximum re-establishment payment eligibility is $10,000.

In lieu of all moving payments described above, a business may elect to receive a fixed payment equal to the average annual net earnings of the business. This payment shall not be less than $1,000 nor more than $20,000. In order to be entitled to this payment, the State must determine that the business cannot be relocated without a substantial loss of its existing patronage; the business is not part of a commercial enterprise having more than three other establishments in the same or similar business that are not being acquired; and the business contributes materially to the income of a displaced owner during the two taxable years prior to the year of the displacement. A business operated at the displacement site solely for the purpose of renting to others is not eligible. Considerations in the State's determination of loss of existing patronage are the type of business conducted by the displaced business and the nature of the clientele. The relative importance of the present and proposed locations to the displaced business and the availability of suitable replacement sites are also factors.

In order to determine the amount of the "in lieu of" moving expense payment, the average annual net earnings of the business is to be one-half of the net earnings before taxes during the two taxable years immediately preceding the taxable year in which the business is relocated. If the two taxable years are not representative, the State may use another two-year

period that would be more representative. Average annual net earnings include any compensation paid by the business to the owner, owner's spouse, or dependents during the period. Should a business be in operation less than two years, the owner of the business may still be eligible to receive the "in lieu of" payment. In all cases, the owner of the business must provide information to support its net earnings, such as income tax returns, or certified financial statements, for the tax years in question.

Displaced farms and non-profit organizations are also eligible for actual reasonable moving costs up to 50 miles, actual direct losses of tangible personal property, search costs up to $2,500 and re-establishment expenses up to $10,000 or a fixed payment "in lieu of" actual moving expenses of $1,000 to $20,000. The State may determine that a displaced farm may be paid a minimum of $1,000 to a maximum of $20,000 based upon the net income of the farm, provided that the farm has been relocated or the partial acquisition caused a substantial change in the nature of the farm. In some cases, payments "in lieu of" actual moving costs may be made to farm operations that are affected by a partial acquisition. A non-profit organization is eligible to receive a fixed payment or an "in lieu of" actual moving cost payment, in the amount of $1,000 to $20,000 based on gross annual revenues less administrative expenses.

A more detailed explanation of the benefits and payments available to displaced persons, businesses, farms and non-profit organizations is available in the brochure entitled, "Relocation Assistance – Your Rights and Benefits," that will be distributed at the public hearing for this project and be given to all displaced persons.

Federal and State laws require that the State Highway Administration shall not proceed with any phase of a project which will cause the relocation of any persons, or proceed with any construction project, until it has furnished satisfactory assurances that the above payments will be provided, and that all displaced persons will be satisfactorily relocated to comparable decent, safe and sanitary housing within their financial means, or that such housing is in place and has been made available to the displaced persons.

In addition, the requirements of Public Law 105-117 provides that a person who is an alien and is not lawfully present in the United States shall not be eligible for relocation payments or other assistance under the Uniform Act. It also directed all State displacing agencies that utilize Federal funds in their projects to implement procedures for compliance with this law in order to safeguard that funding. To this end, displaced persons will be asked to certify to their citizenship or alien status prior to receiving payments or other benefits under the Relocation Assistance Program.

MD 4 WUS Impact Matrix

WUS ID	Permanent Impacts (LF)	Temporary Impacts (LF)	Permanent Impacts (SF)	Temporary Impacts (SF)	Permanent Impacts (Acres)	Temporary Impacts (Acres)
Alternative 2: TSM						
Ephemeral						
EPH TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
Perennial						
PER TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
Intermittent						
INT TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
ALTERNATIVE 2 TOTAL	0	0	0	0	0.00	0.00
MD 4 Mainline, Calvert County						
Ephemeral						
EPH TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
Perennial						
PER TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
Intermittent						
INT TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
MD 4 MAINLINE, CALVERT COUNTY TOTAL	0	0	0	0	0.00	0.00
MD 4 Mainline Widening, St. Mary's County						
Ephemeral						
EPH TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
Perennial						
WUS 19	0	27	0	155	0.00	0.00
WUS 19 - TIDAL	112	0	364	0	0.01	0.00
WUS 21	120	37	384	123	0.01	0.00
WUS 27	17	39	50	116	0.00	0.00
PER NON-TIDAL TOTAL	**137**	**103**	**434**	**395**	**0.01**	**0.01**
PER TIDAL TOTAL	**112**	**0**	**364**	**0**	**0.01**	**0.00**
PER TOTAL	**249**	**103**	**798**	**395**	**0.02**	**0.01**
Intermittent						
WUS 16	0	139	0	418	0.00	0.01
WUS 23	191	23	659	125	0.02	0.00
INT TOTAL	**191**	**163**	**659**	**543**	**0.02**	**0.01**
MD 4 MAINLINE WIDENING, ST. MARY'S COUNTY TOTAL	440	266	1,456	937	0.03	0.02
TIDAL TOTAL	112	0	364	0	0.01	0.00
NON-TIDAL TOTAL	327	266	1,093	937	0.03	0.02
Alternative 3: 2 Lane Span						
Ephemeral						
WUS 10	187	0	1,137	0	0.03	0.00
EPH TOTAL	**187**	**0**	**1,137**	**0**	**0.03**	**0.00**
Perennial						
WUS 8[1] - TIDAL	0	57	40,368	161,849	0.93	3.72
WUS 17[1] - TIDAL	0	57	17,966	71,862	0.41	1.65
PER TIDAL TOTAL	**0**	**114**	**58,334**	**233,711**	**1.34**	**5.37**
Intermittent						
INT TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
ALTERNATIVE 3 TOTAL	187	114	59,548	233,711	1.34	5.36
TIDAL TOTAL	0	114	58,411	233,711	1.34	5.37
NON-TIDAL TOTAL	187	0	1,137	0	0.03	0.00
Alternative 4: 4 Lane Parallel Span						
Ephemeral						
WUS 10	187	0	1,137	0	0.03	0.00
EPH TOTAL	**187**	**0**	**1,137**	**0**	**0.03**	**0.00**
Perennial						
WUS 8[1] - TIDAL	0	97	40,368	425,021	0.93	9.76
WUS 17[1] - TIDAL	0	97	29,460	174,134	0.68	4.00
PER TIDAL TOTAL	**0**	**194**	**69,828**	**599,155**	**1.60**	**13.75**
Intermittent						
INT TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
ALTERNATIVE 4 TOTAL	187	194	70,965	599,155	1.63	13.75
TIDAL TOTAL	0	194	69,828	599,155	1.60	13.75
NON-TIDAL TOTAL	187	0	1,137	0	0.03	0.00
Option A: Continuous Flow Intersection						
Ephemeral						
EPH TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
Perennial						
WUS 18	90	62	496	419	0.01	0.01
PER TOTAL	**90**	**62**	**496**	**419**	**0.01**	**0.01**
Intermittent						
INT TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
OPTION A TOTAL	90	62	496	419	0.01	0.01
Option B: At-Grade Intersection with One-Directional Flyover						
Ephemeral						
EPH TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
Perennial						
WUS 18	90	41	496	223	0.01	0.01
PER TOTAL	**90**	**41**	**496**	**223**	**0.01**	**0.01**
Intermittent						
INT TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
OPTION B TOTAL	90	41	496	223	0.01	0.01
Option D: Single Point Urban Interchange						
Ephemeral						
EPH TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
Perennial						
WUS 18	90	41	496	212	0.01	0.00
PER TOTAL	**90**	**41**	**496**	**212**	**0.01**	**0.00**
Intermittent						
INT TOTAL	**0**	**0**	**0**	**0**	**0.00**	**0.00**
OPTION D TOTAL	90	41	496	212	0.01	0.00

[1]WUS impacts calculated for the Patuxent River and Town Creek will be further defined as final design proceeds and the details about the bridge piers become available. The permanent impacts provided here are estimates based on information that is currently available for the piers. The temporary impacts represent shading impacts from the new bridge options and removal of the existing bridge in Alternative 4.

MD 4 Wetland Impact Matrix				
Wetland ID	Permanent Impacts (SF)	Temporary Impacts (SF)	Permanent Impacts (Acres)	Temporary Impacts (Acres)
Alternative 2: TSM				
PFO				
PFO TOTAL	**0**	**0**	**0.00**	**0.00**
PSS				
PSS TOTAL	**0**	**0**	**0.00**	**0.00**
PEM				
WET 8	50	0	0.00	0.00
PEM TOTAL	**50**	**0**	**0.00**	**0.00**
ALTERNATIVE 2 TOTAL	50	0	0.00	0.00
MD 4 Mainline, Calvert County				
PFO				
PFO TOTAL	**0**	**0**	**0.00**	**0.00**
PSS				
WET 9	10	0	0	0
PSS TOTAL	**10**	**0**	**0.00**	**0.00**
PEM				
WET 8	45	0	0.00	0.00
WET 11	115	0	0.00	0.00
PEM TOTAL	**160**	**0**	**0.00**	**0.00**
MD 4 MAINLINE, CALVERT COUNTY TOTAL	330	0	0.00	0.00
MD 4 Mainline Widening, St. Mary's County				
PFO				
PFO TOTAL	**0**	**0**	**0.00**	**0.00**
PSS				
PSS TOTAL	**0**	**0**	**0.00**	**0.00**
PEM				
WET 17	0	505	0.00	0.01
WET 21	0	0	0.00	0.00
PEM TOTAL	**0**	**505**	**0.00**	**0.01**
E2EM - TIDAL				
WET 17	8,720		0.20	0.00
E2EM TIDAL TOTAL	**8,720**	**0**	**0.20**	**0.00**
MD 4 MAINLINE WIDENING, ST MARY'S COUNTY TOTAL	8,720	505	0.20	0.01
TIDAL TOTAL	8,720	0	0.20	0.00
NON-TIDAL TOTAL	0	505	0.00	0.01
Alternative 3: 2 Lane Span				
PFO				
PFO TOTAL	**0**	**0**	**0.00**	**0.00**
PSS				
PSS TOTAL	**0**	**0**	**0.00**	**0.00**
PEM				
WET 8	620	0	0.01	0.00
PEM TOTAL	**620**	**0**	**0.01**	**0.00**
E2SS - TIDAL				
WET 12	447	0	0.01	0.00
TIDAL TOTAL	**447**	**0**	**0.01**	**0.00**
ALTERNATIVE 3 TOTAL	1,067	0	0.024	0.000
TIDAL TOTAL	447	0	0.01	0.00
NON-TIDAL TOTAL	620	0	0.01	0.00
Alternative 4: 4 Lane Parallel Span				
PFO				
PFO TOTAL	**0**	**0**	**0.00**	**0.00**
PSS				
PSS TOTAL	**0**	**0**	**0.00**	**0.00**
PEM				
WET 8	532	0	0.01	0.00
PEM TOTAL	**532**	**0**	**0.01**	**0.00**
E2SS - TIDAL				
WET 12	1,269	0	0.03	0.00
TIDAL TOTAL	**1,269**	**0**	**0.03**	**0.00**
ALTERNATIVE 4 TOTAL	1,801	0	0.04	0.00
TIDAL TOTAL	1,269	0	0.03	0.00
NON-TIDAL TOTAL	532	0	0.01	0.00
Option A: Continuous Flow Intersection				
PFO				
WET 22	1,358	589	0.03	0.01
PFO TOTAL	**1,358**	**589**	**0.03**	**0.01**
PSS				
PSS TOTAL	**0**	**0**	**0.00**	**0.00**
PEM				
PEM TOTAL	**0**	**0**	**0.00**	**0.00**
OPTION A TOTAL	1,358	589	0.03	0.01
Option B: At-Grade Intersection with One-Directional Flyover				
PFO				
WET 22	584	1,317	0.01	0.03
PFO TOTAL	**584**	**1,317**	**0.01**	**0.03**
PSS				
PSS TOTAL	**0**	**0**	**0.00**	**0.00**
PEM				
PEM TOTAL	**0**	**0**	**0.00**	**0.00**
OPTION B TOTAL	584	1,317	0.01	0.03
Option D: 2 Single Point Urban Interchange				
PFO				
WET 22	2,751	0	0.06	0.00
PFO TOTAL	**2,751**	**0**	**0.06**	**0.00**
PSS				
PSS TOTAL	**0**	**0**	**0.00**	**0.00**
PEM				
PEM TOTAL	**0**	**0**	**0.00**	**0.00**
OPTION D TOTAL	2,751	0	0.06	0.00

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