

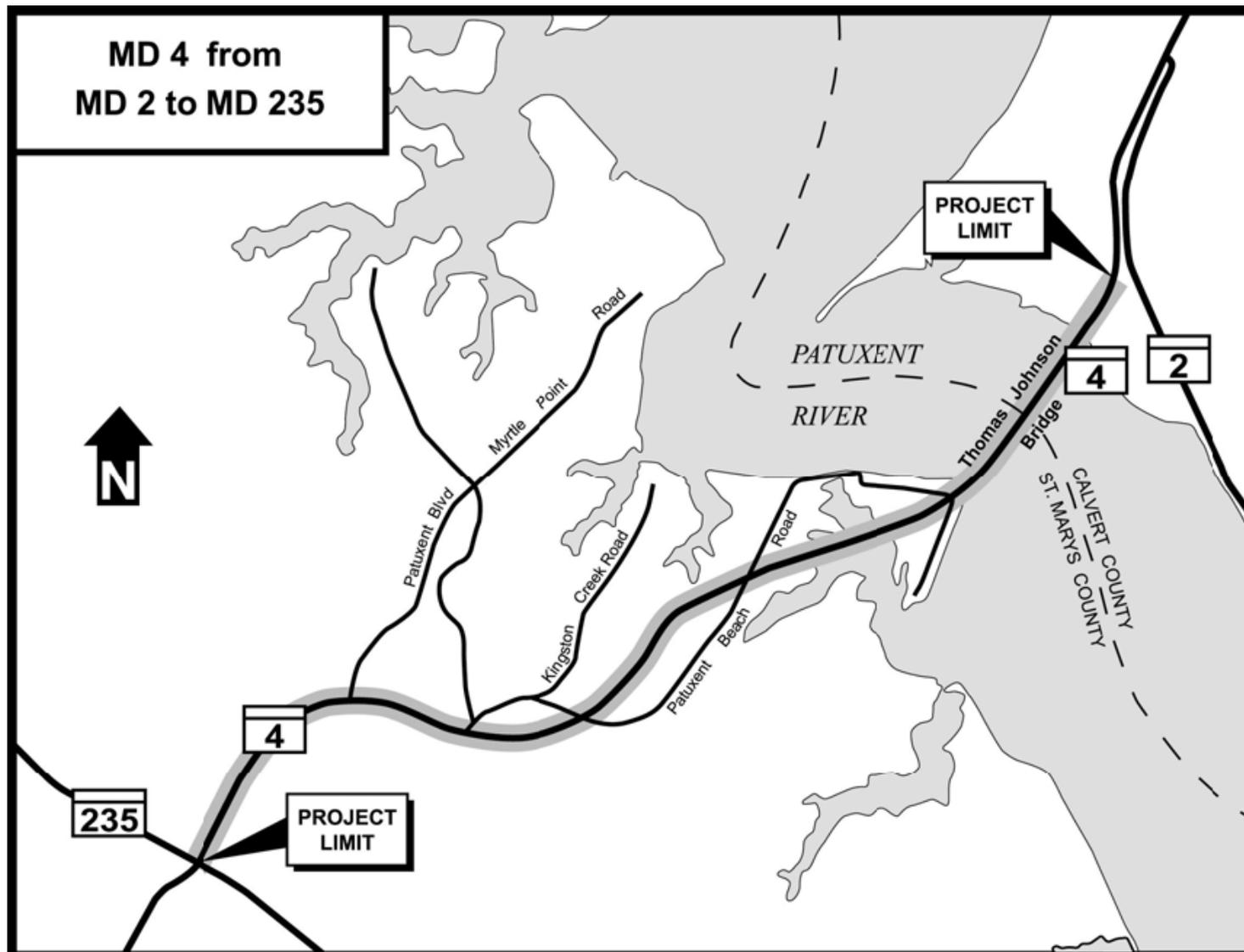


PURPOSE OF THE MEETING

- To introduce the MD 4 Thomas Johnson Bridge Study
- To present preliminary information on the study
 - Purpose & Need
 - Bridge Facts
 - Concepts Under Consideration
 - Context Sensitive Solutions
 - Environmental Inventory
- To get you involved and hear your input



PROJECT LOCATION MAP





PROJECT BACKGROUND

- MD 4 is one of Maryland's original state roads
- Corridor is approximately 3 miles in length and includes the Thomas Johnson Memorial Bridge
- Connects St. Mary's and Calvert Counties
- MD 4 provides commuters with access to points north (including Washington, DC) and points south (including the Patuxent River Naval Air Station)



EXISTING CONDITIONS

- MD 4 is currently a four-lane roadway in Calvert County through the junction with MD 2 at Solomon's Island, where it becomes a two-lane facility and remains so across the Thomas Johnson Bridge and into St. Mary's County to the MD 235 intersection.
- There is a double left turn at the MD 4/MD 235 intersection from southbound MD 4 to southbound MD 235 towards the Naval Air Station.



PURPOSE SUMMARY

- To improve existing capacity and traffic operations
- Increase vehicular and pedestrian safety
- Support existing and planned development in the area
- Improve travel times during maintenance or construction of the bridge



TRAFFIC ANALYSIS

Locations	2007 Existing Volume	2030 No-Build Volume*	Percent Growth
	Average Daily Traffic (Vehicles/Day)		
MD 235 (North of MD 4)	40,300	52,400	30%
MD 235 (South of MD 4)	55,800	64,600	16%
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%

* Assumes the construction of FDR Boulevard

** Includes the Thomas Johnson Bridge



LEVEL OF SERVICE

Limits	2007 LOS Existing		2030 LOS No-Build	
	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



CRASH SUMMARY

Crash Data for MD 4 was collected from 2003 – 2005

MD 4: FDR Blvd. to MD 235

- Crashes involving injuries and/or property damage and total crashes were significantly greater than the statewide average for similar roadways
- Sideswipe angles and fixed object crashes were significantly greater than the statewide average for similar roadways

MD 4: St Mary's County Line to MD 2

- Rear-end crashes were significantly greater than the statewide average for similar roadways

MD 2: MD 4 to Patuxent Point Parkway

- Left-turn crashes were significantly greater than the statewide average for similar roadways



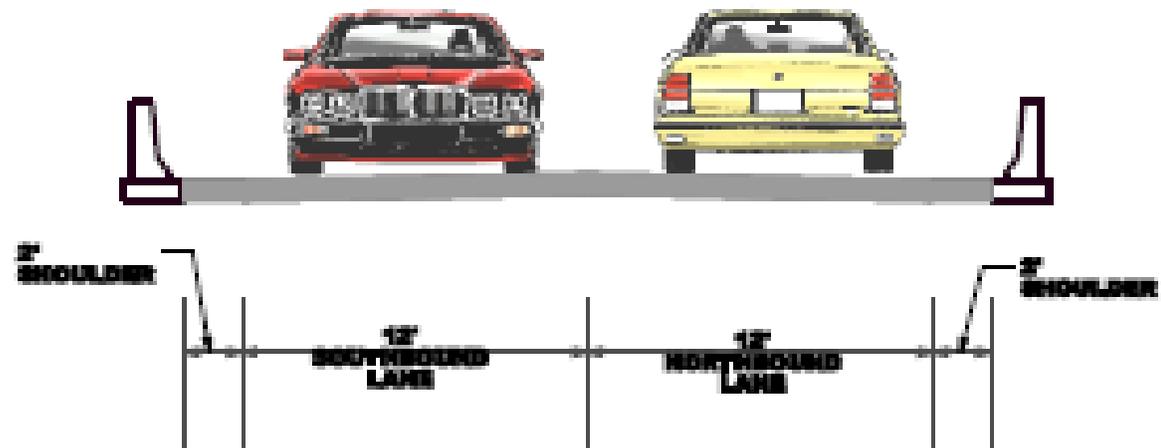
LAND USE AND ECONOMIC DEVELOPMENT

- Study Area is located within St. Mary's and Calvert Counties
- 72% of jobs in St. Mary's County are provided by Patuxent River Naval Air Station
- From 1970 to 2000, Calvert County was the fastest growing county in Maryland
- MD 4 corridor in St. Mary's County is within Lexington Park Development District
- Portions of the corridor in Calvert County are within a Town Center District



BRIDGE FACTS

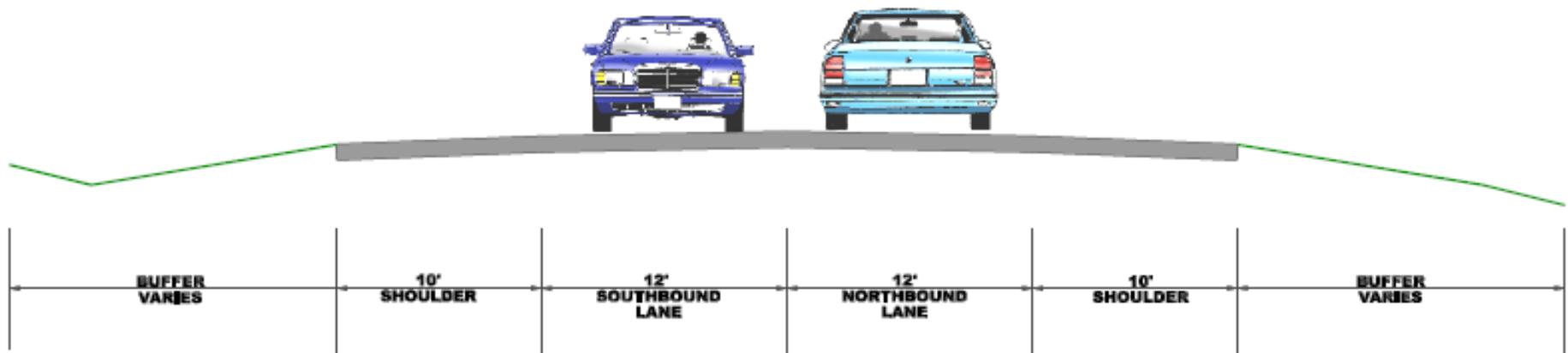
- Built in 1977
- 28 feet wide
- 7,207 feet long
- 140 feet at highest point
- Bridge is in satisfactory condition
- New deck needed in 15-20 years



Existing Thomas Johnson Bridge



CONCEPT 1 – NO BUILD



EXISTING ROADWAY CONDITIONS

- No major improvements proposed
- Minor, short-term improvements would occur as part of normal maintenance and safety projects
- Serves as a baseline comparison of other proposed alternatives



CONCEPT 2 – TSM/TDM

(Transportation System Management / Travel Demand Management)

TSM: Low-cost improvements consisting of minor construction and operational enhancements including traffic signal improvements, intersection improvements, and minor roadway widening

TDM: Strategies include improvements to transit service, telecommuting, staggering work hours, and carpooling

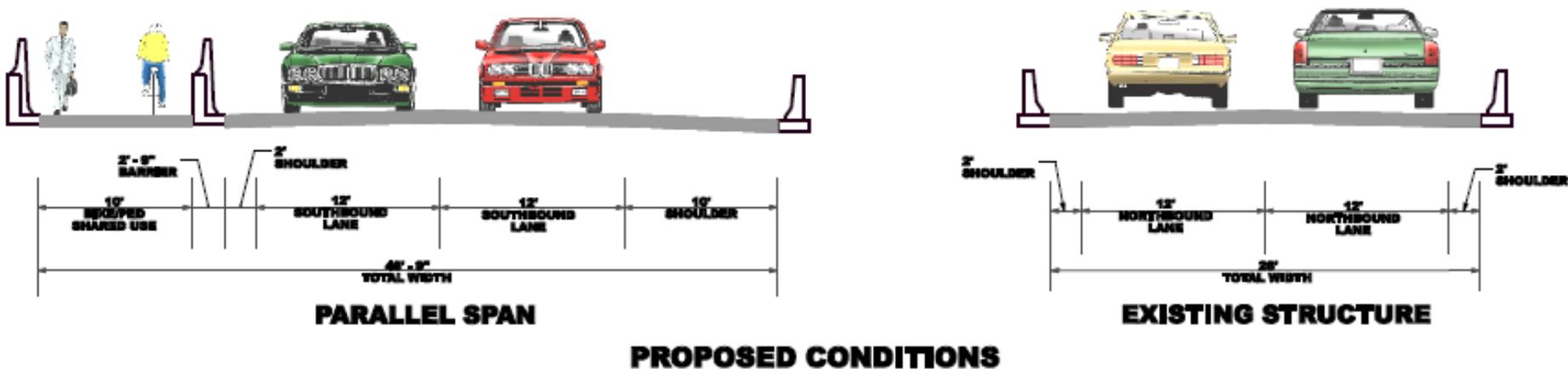


CONCEPT 3 – PARALLEL STRUCTURE

- Existing Structure: Converted to a one-way, 2-lane bridge
- Parallel Structure: One-way, 2-lane bridge with a 10-foot shoulder on one side and a 2-foot shoulder on the opposite side
- Bike/Ped Facility: 10-foot shared use path on proposed span
- High barrier on outside of bike/ped path for additional protection



CONCEPT 3 – PARALLEL STRUCTURE





ROADWAY OPTION A

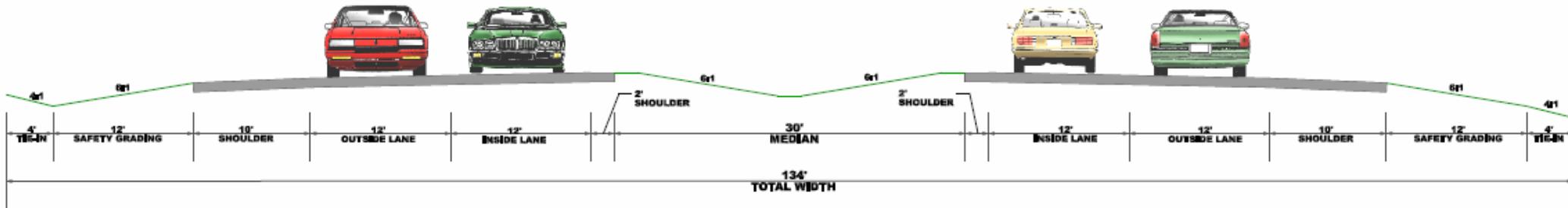
Open Median

- 4-lane Roadway: 12-foot lanes; 2 lanes in each direction with 30-foot median
- 10-foot Shoulders: To accommodate pedestrian/bicycle traffic and emergency use
- Median and edge of roadway to be open sections



ROADWAY OPTION A

Open Median



PROPOSED CONDITIONS



ROADWAY OPTION B

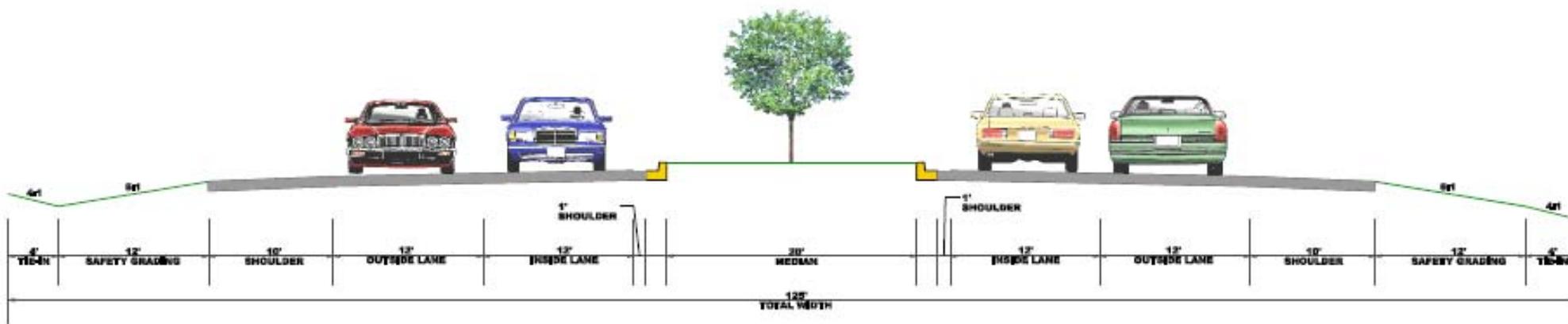
Closed Median

- 4-lane Roadway: 12-foot lanes; 2 lanes in each direction with 20-foot median
- 10-foot Shoulders: To accommodate pedestrian/bicycle traffic and emergency use
- 20-foot Median Closed median with curb and gutter and landscaping
- Outside lanes to be open section



ROADWAY OPTION B

Closed Median



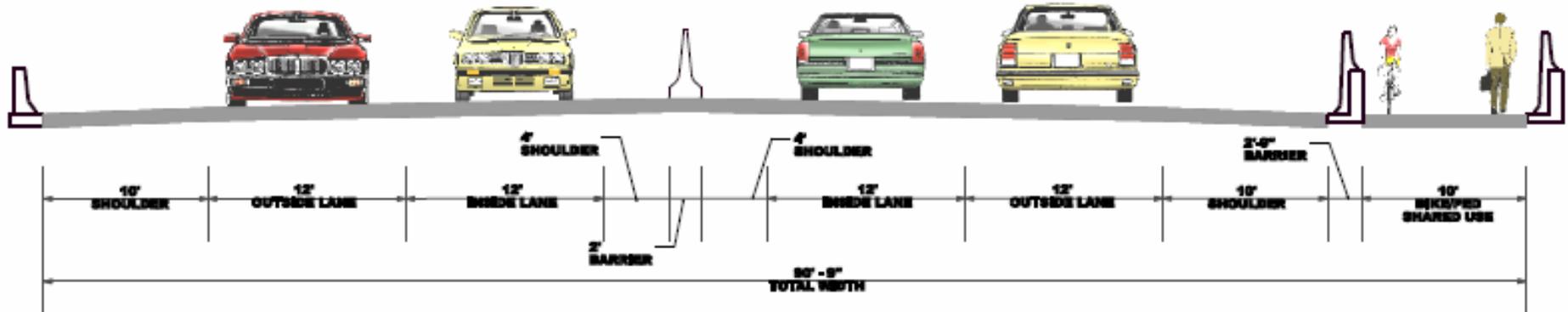


CONCEPT 4 – REPLACEMENT STRUCTURE

- 4-lane Roadway: 12-foot lanes; 2 lanes in each direction
- 10-foot Shoulders: Emergency use
- Bike/Ped Facility Bi-directional 10-foot shared use path
- Barrier separated travel lanes
- High barrier on outside of bike/ped path for additional protection
- New bridge height potentially different from existing structure
- Includes previous roadway improvements in Alternative 3



CONCEPT 4 – REPLACEMENT STRUCTURE





WHAT IS CSS?

"Context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility.

CSS is an approach that considers the total context within which a transportation improvement project will exist."



CSS AND THIS STUDY

- Satisfies the purpose and need as agreed to by a full range of stakeholders.
- Provide a safe facility for both the user and the community.
- The project is in harmony with the community, and it preserves environmental, scenic, aesthetic, historic, and natural resource values of the area.
- Exceeds expectations of both designers and stakeholders.
- Efficient and effective use of the resources.
- Seen as having added lasting value to the community.
- Stakeholders involvement with transportation officials throughout the process.
- The public involvement process, which includes formal and informal meetings, is tailored to the project.
- The landscape, the community, and valued resources are understood before engineering design is started.



TELL US ABOUT YOUR COMMUNITY

- How does MD 4 affect your community?
- What are the biggest problems that need to be addressed?
- In the project area, please tell us about any:
 - Sensitive environmental areas
 - Important community facilities, parks, schools, churches, etc.
 - Minority and/or low-income populations
- How important are these issues to you?
 - Traffic congestion
 - Pedestrian safety
 - Bicycle safety
 - Boat ramp
 - Noise
 - Attractiveness of bridge
 - Community compatibility of MD4/MD 235
 - Others?
- What should be the project team's highest priority?
- What should the project team avoid doing?
- What else should the project team know about?



SAFETEA-LU SECTION 6002

SUMMARY OF DRAFT COORDINATION PLAN

- The purpose of SAFETEA-LU Section 6002 Coordination Plans are:
 1. To facilitate and document SHA's interaction with the public and other agencies
 2. To inform the public and agencies of how the plan will be accomplished
- Lead Agencies: Federal Highway Administration, State Highway Administration
- **Cooperating and Participating Agencies:** Maryland Department of the Environment, United States Army Corps of Engineers, United States Coast Guard, United States Environmental Protection Agency
- **Participating Agencies:** Critical Area Commission for the Chesapeake and Atlantic Coastal Bays, Maryland Department of Natural Resources, Maryland Department of Planning, Maryland Historical Trust, National Marine Fisheries Service, Naval Air Station-Patuxent River, Tri-County Council of Southern Maryland, US Fish and Wildlife Service, St. Mary's County Department of Public Works and Transportation, Calvert County Department of Planning and Zoning

Cooperating and participating agencies identify any issue of concern regarding the project's potential environment or socio-economic impacts which could delay or prevent an agency from granting a permit or other approvals



SAFETEA-LU SECTION 6002

SUMMARY OF DRAFT COORIDINATION PLAN

- Concurrence points with other agencies are:
 - Purpose and Need and Study Area – Spring 2007
 - Alternatives Retained for Detailed Study – Spring 2008
 - Preliminary Draft Environmental Impact Statement (DEIS) – Spring 2009
 - Preferred Alternative and Conceptual Mitigation Package – Spring 2010
- Coordination with the public:
 - Public Meetings:
 - Open House Meeting – October 2007
 - Alternatives Public Workshop – Fall 2008
 - Informational Meeting – Spring 2009
 - Location / Design Public Hearing – Fall 2009
 - Possible additional Informational Meeting prior to the Selected Alternative – 2010
 - Newsletters published in Fall 2007, Spring 2008, Spring 2009, 2011



ENVIRONMENTAL CONSIDERATIONS

- Minimizing Residential Impacts
- Minimizing Natural Environmental Impacts
- Noise
- Navigable Waterway
- Chesapeake Bay Critical Area



NEXT STEPS

- Alternates Public Workshop – Fall 2008
- Alternatives Retained for Detailed Study – Fall/Winter 2008
- Location/Design Hearing – Fall 2009
- Location/Design Approval – Winter 2011