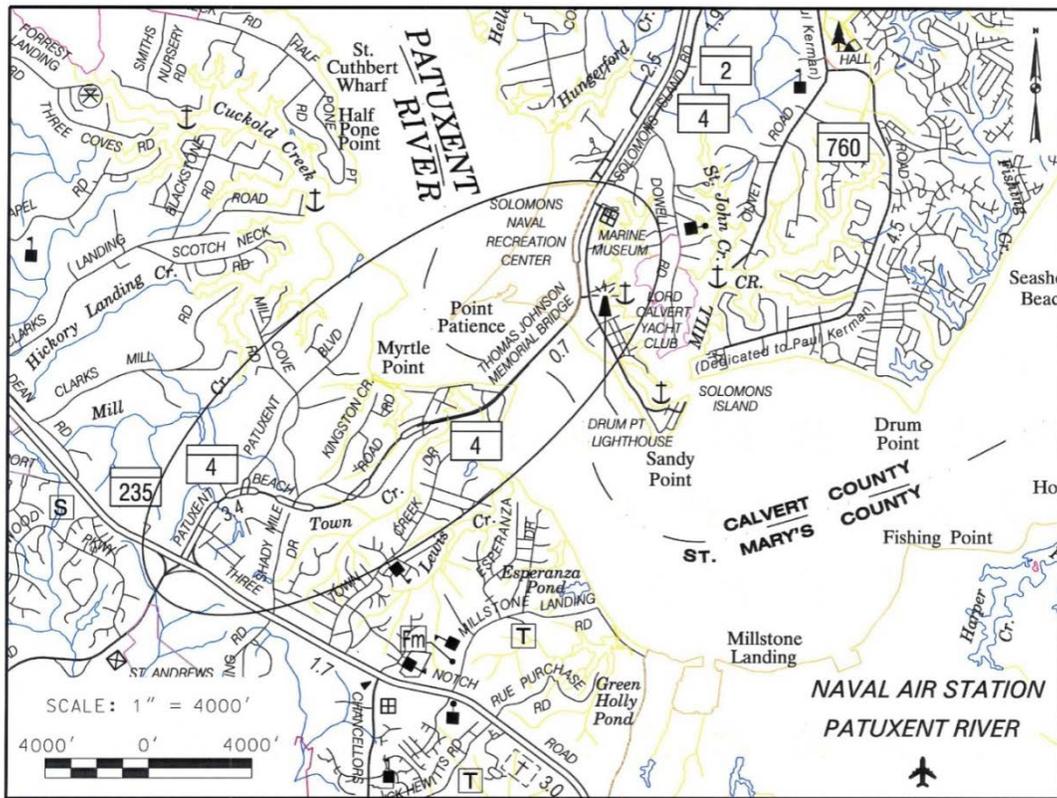


FINDING OF NO SIGNIFICANT IMPACT

MD 4 – THOMAS JOHNSON BRIDGE PROJECT PLANNING STUDY From Patuxent Point Parkway to MD 235

Calvert and St. Mary's Counties, Maryland

SHA Project Number SM351C11



September 2015

prepared by:



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION



MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FINDING OF NO SIGNIFICANT IMPACT
MD 4 – THOMAS JOHNSON BRIDGE PROJECT PLANNING STUDY
FROM PATUXENT POINT PARKWAY TO MD 235
CALVERT AND ST. MARY’S COUNTIES, MARYLAND

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
MARYLAND DIVISION

and

STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

The Federal Highway Administration (FHWA) has determined that the Maryland State Highway Administration (SHA) Preferred Alternative will have no significant impact on the human, natural, or cultural environment. The SHA Preferred Alternative includes: MD 4 Mainline - Calvert County; Patuxent River Crossing Alternative 4: Four-Lane Parallel Span; MD 4 Mainline Widening - St. Mary’s County; MD 4/MD 235 Intersection Option D (Revised): Single Point Urban Interchange (SPUI). Based on the information gathered during detailed engineering and environmental studies and the input received from agency and public comments, the SHA Preferred Alternative would best address existing and projected operational needs while minimizing environmental impacts throughout the study area.

The SHA Preferred Alternative will require three residential displacements, five business displacements and 56 acres of right-of-way from a total of 128 properties along the project corridor. Within the limits of disturbance for the SHA Preferred Alternative, five potentially significant archeological sites, nine residential noise sensitive areas, 26 sites with medium to high potential for hazardous materials, 6,370 linear feet (3.13 acre) of stream, 1.75 acres of wetlands, 0.13 acres of floodplain, 42.6 acres of Chesapeake Bay Critical Area, and 50.56 acres of forest may be impacted. The SHA Preferred Alternative reflects interagency coordination efforts to avoid and minimize environmental impacts and includes measures to mitigate those impacts which are unavoidable.

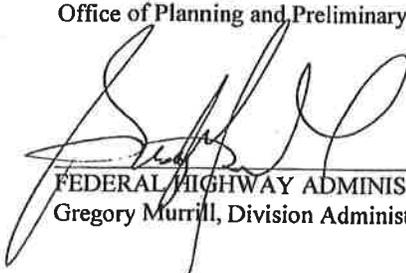
In accordance with the National Environmental Policy Act of 1969, as amended, and 23 CFR 771, this FONSI has been independently evaluated by the FHWA and SHA and determined to adequately and accurately discuss the need, environmental issues, and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement (EIS) is not required. The FHWA and SHA take full responsibility for the accuracy, scope, and content of the FONSI.

Douglas H. Simmons, Acting Administrator
Maryland State Highway Administration



MARYLAND STATE HIGHWAY ADMINISTRATION
Gregory I. Slater, Director
Office of Planning and Preliminary Engineering

9/10/15
Date



FEDERAL HIGHWAY ADMINISTRATION
Gregory Murrill, Division Administrator-Maryland Division

9/10/15
Date

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I. COMPARISON OF ALTERNATIVES

Table I-1: SUMMARY OF IMPACTS* BY THE 2015 SHA PREFERRED ALTERNATIVE AND ALTERNATIVES RETAINED FOR DETAILED STUDY (ARDS).

RESOURCE CATEGORY	Mainline Alternatives						MD 4/MD 235 Intersection Improvements				2012 SHA Preferred Alternative (Alternative 4, MD 4 Mainline, Option B)	2015 SHA Preferred Alternative Revised (Alternative 4, MD 4 Mainline, Option D Revised) (with ESD)
	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	Option D: Revised Single Point Urban Interchange (with ESD)		
			Alternative 3: 2-Lane Parallel Span	Alternative 4: 4-Lane Parallel Span (with ESD)	Mainline Calvert County (with ESD)	Mainline St. Mary's County (with ESD)						
Community Effects												
Residential Relocations (number)	0	0	0	3	0	0	2	0	4	0	3	3
Business Displacements (number)	0	0	0	0	0	0	1	0	4	5	0	5
Properties Impacted (number)	0	13	8	29	1	19	60	54	57	79	103	128
ROW Impacts (acre)	0	4.5	6.5	11.8	0.1	13.7	13.6	10.9	16.2	30.4	36.5	56
Historic Sites (number)	0	0	0	0	0	0	0	0	0	0	0	0
Natural Environment												
Stream Impacts (linear feet)	0	0	2,394	3,360	591	1,640	298	257	723	779	4,644	6,370
Stream Impacts (acres)	0	0	6.83**	2.50***	0.14	0.37	0.07	0.06	0.12	0.12	11.6	3.13
Wetlands (acres)	0	0.001	0.02	0.05	0.09	0.94	0.27	0.22	0.70	0.67	1.61	1.75
Forest (acres)	0	0.85	2.0	4.5	0.06	27.7	9.0	7.8	8.6	18.3	40.06	50.56
Floodplain (acres)	0	0	0.36	0.13	0	0	0	0	0	0	0.13	0.13
FIDS (acres)	0	0	0	0	0	3.85	1.3	2.3	0.78	3.89	6.15	7.74
Critical Area Impacted (acres)	0	2.0	9.2	12.0	10.5	20.1	0	0	0	0	33.3	42.6 (7.4 within 100' buffer)
Significant Trees Impacted (number)	0	0	0	0	0	2	3	5	5	5	7	7
Total Cost****YOE (millions)	N/A	N/A	440 - 470	493 - 518	10 - 11	86 - 90	106 - 111	107 - 112	209 - 219	227 - 238	696 - 731	816 - 857

*Impacts were calculated using updated resource locations and boundaries since 2012.

**Approximately 0.37 acre of this total are associated with the placement of the proposed bridge piers.

***Includes new bridge piers for Town Creek, Patuxent River and impacts to WUS 10.

**** Total cost includes PE, ROW and construction

II. SHA PREFERRED ALTERNATIVE

A. Summary of Purpose and Need and Project Background

The Maryland State Highway Administration has evaluated the need for potential improvements to MD 4 (Solomons Island Road/Patuxent Beach Road), which spans Calvert and St. Mary's counties in Maryland. The purpose of the project is to improve existing capacity and traffic operations and 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 Washington, D.C., and to points south, including the Patuxent Naval Air Station. MD 4 is also the main evacuation route for the Calvert Cliffs Nuclear Power Plant. The proposed 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.

Traffic volumes across the Thomas Johnson Bridge have increased from 12,900 vehicles per day (vpd) in 1990 to 27,000 vehicles per day in 2007. Residential development in the area just north of Solomons Island (Calvert County) has increased over 30 percent in the past few years. Over 43 percent of Calvert County residents commute outside 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 Bridge is problematic. Inadequate shoulder widths along the bridge cause major traffic delays. Additionally, any closures due to crashes or maintenance activities 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 AM and PM peak traffic hours.

The Thomas Johnson Bridge was completed in 1977. It is a two-lane, 28-foot-wide roadway with no sidewalks. The existing bridge is approximately 1.3 miles long and spans both the Patuxent River and Town Creek. The vertical clearance at its highest point is 140 feet. In addition to the need for capacity and safety improvements, bicycle and pedestrian access, which is restricted to the northern and southern portions of the study area, also warrants improvement. There is currently bicycle and pedestrian access along MD 4 south of the bridge in St. Mary's County; however, it terminates at the bridge. The Calvert County section of MD 4 is a designated bicycle route. The Thomas Johnson Bridge does not currently provide a dedicated pedestrian/bicycle lane.

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 (1) SHA's long range plan, the 2013 *Highway Needs Inventory* (HNI), (2) Calvert County's 2004 *Comprehensive Plan (Amended 2010)*, (3) St. Mary's County's 2006 *Transportation Plan*, and (4) St. Mary's County's 2010 *Comprehensive Plan, Quality of Life in St. Mary's County – A Strategy for the 21st Century*. The three master plans govern the land use for the study area and

all identify the need for improved capacity and safety along the section of MD 4 and/or the Thomas Johnson Bridge within the study area.

The study examined 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 II-1**), and explored improvement opportunities along the Thomas Johnson Bridge and the MD 4/MD 235 intersection. Five Patuxent River Crossing alternatives, two MD 4 Mainline alternatives, four MD 4/MD 235 intersection options, a Transportation Systems Management (TSM) Alternative and the No-Build Alternative were considered during the development of the MD 4 Project Planning Study. Of these, the No-Build Alternative, TSM Alternative, two MD 4 Mainline alternatives, two Patuxent River Crossing Alternatives, and three intersection improvement options were retained for detailed study.

B. Description of SHA Preferred Alternative

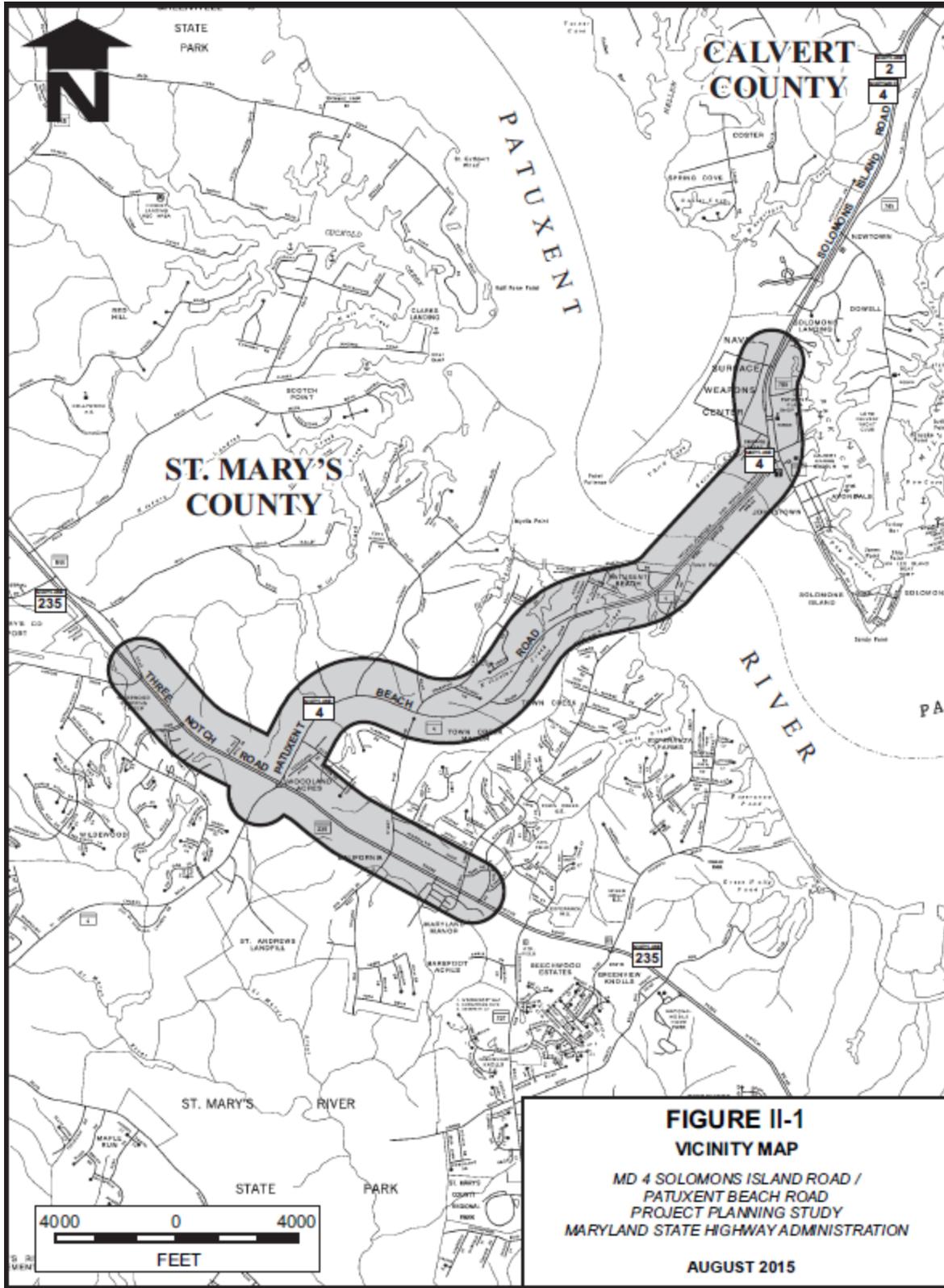
In December 2011, SHA selected a Preferred Alternative based on the information developed for the planning study and input from regulatory agencies and the public. The SHA Preferred Alternative consisted of a combination of the mainline alternatives, a Patuxent River crossing alternative and intersection Option B (at-grade intersection with one-directional flyover) at MD 4/MD 235 in St. Mary's County. Following further traffic and engineering analysis, the SHA Preferred Alternative was modified in March 2015 to include a revised version of intersection Option D (single point urban interchange, SPUI) rather than intersection Option B. A description of the current SHA Preferred Alternative (Calvert County Mainline, Alternative 4: Four-Lane Parallel Span; MD 4 Mainline Widening - St. Mary's County; MD 4/MD 235 Intersection Option D (Revised): Single Point Urban Interchange (SPUI)) is provided below and is shown in **Appendix B**.

1. MD 4 Mainline, Calvert County

The SHA Preferred Alternative for MD 4 mainline widening in Calvert County proposes expanding the roadway within the existing open grass median and would provide a four-foot-wide inside shoulder in each direction, from north of the Patuxent River crossing to the MD 4/Patuxent Point Parkway intersection (**Appendix B**). The median width would be narrowed to approximately 22 feet. The existing access from northbound MD 4 to southbound Solomons Island Road, closest to the Visitors' Center, would be closed due to its proximity of the new bridge span. In addition, the existing right-out from Solomons Island Road to MD 4 northbound would be closed. A new right-in/right-out access point for MD 4 northbound/Solomons Island Road would be provided at a location approximately 1,000 feet north of the closed access. The remaining access points along MD 4 would not be altered.

2. Patuxent River Crossing Alternative 4: Four-Lane Parallel Span

The SHA-Preferred Alternative 4 (Four-Lane Parallel Span) proposes the construction of a new bridge to be built a minimum of 25 to 75 feet parallel to the south side of the existing Thomas Johnson Bridge (**Appendix B**). Upon completion of the new bridge, the existing bridge would



be demolished. The new bridge would consist of two 12-foot-wide lanes, a four-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. In addition, a 10-foot-wide shared-use pedestrian/bicycle lane would be added on one side of the bridge and would be separated from the shoulder by a concrete barrier. The final height of the bridge would be determined during final engineering, which has been recommended to be between 70 to 140-feet.

3. MD 4 Mainline, St. Mary's County

The SHA Preferred Alternative for MD 4 mainline widening in St. Mary's County proposes widening to a four-lane divided roadway from Oak Drive to North Patuxent Beach Road, with a 30-foot-wide median (**Appendix B**). The typical section would consist of two 12-foot-wide lanes in each direction, 10-foot-wide outside shoulders, and four-foot-wide inside shoulders. The two southbound lanes would be constructed to the north of the existing two-lane roadway. The northbound lanes would be constructed along the existing roadway. Turn lanes may be added to all intersections along MD 4. A 10-foot-wide bicycle and pedestrian facility to be constructed to the south side of MD 4, and separated by a 10-foot-wide buffer is included. North of Patuxent Beach Road, the entire MD 4 section would be shifted to the south of the existing roadway. The median narrows, and two through-lanes would be provided in each direction.

4. MD 4/MD 235 Intersection Option D (Revised): Single Point Urban Interchange (SPUI)

The SHA Preferred Alternative also includes the construction of a Single Point Urban Interchange (SPUI) at the intersection of MD 4 and MD 235 in St. Mary's County (**Appendix B**). This option proposes a grade-separated interchange, with MD 235 crossing over MD 4 and MD 4 remaining at its existing grade. All through traffic on MD 235 would be free-flowing (without a traffic signal) with two lanes in each direction. Ramps are used to direct all turns to a single signalized intersection. Through traffic along MD 4 would also cross through the signal, with two through lanes in each direction. A bicycle and pedestrian path would be provided through the intersection and connect with the county's proposed Three Notch Trail. Access to MD 235 would be provided via service roads behind the properties along northbound MD 235; no direct access to MD 235 would be provided due to safety concerns.

5. Project Implementation

Large planning studies like the MD 4 Thomas Johnson Bridge Study require substantial human and financial resources to complete. The total estimated cost (YOE) for the MD 4 project ranged from \$816 to \$857 million. To make the costs easier to manage, proposed improvements are typically broken up into smaller design and construction phases. For the MD 4 Thomas Johnson Bridge Study, the design of the new Thomas Johnson Bridge has been selected by SHA to be the initial subsequent phase (Phase I) of this project.

The Preferred Alternative was broken into four design phases that were evaluated under 23 CFR 771.111(f). All of the sections or phases listed below, meet the criteria for connecting logical termini, and have sufficient length to address environmental matters on a broad scope; have

independent utility as a usable and reasonable expenditure, even if no additional transportation improvements are made in the area; and does not restrict consideration of other reasonably foreseeable transportation improvements.

- Phase 1: Thomas Johnson Bridge
 - Independent utility – Address current and future capacity needs; address future need for bridge rehab/replacement; bicycle and pedestrian compatibility
- Phase 2: St Mary’s County Roadway Widening (Thomas Johnson Bridge to MD 235)
 - Independent utility – Address current and future capacity needs; operational improvements; bicycle and pedestrian compatibility
- Phase 3: MD 4/MD 235 Interchange Construction
 - Independent utility – Intersection capacity and operational improvements; bicycle and pedestrian compatibility
- Phase 4: Calvert County Mainline Improvements (Thomas Johnson Bridge to Patuxent Point Parkway)
 - Independent utility – Access consolidation/improvements; operational improvements for ramp access to TJ bridge

The State of Maryland has committed \$15 million to fund final design activities (i.e. construction grade engineering documents) required for subsequent Phase I. The schedule and costs for Phase I are presented below. All cost estimates are adjusted to account for future inflation and these estimates are projected as year of expenditure (YOE) costs.

- Design - \$15 million: Fiscal Year FY 2015 – 2020
- Right-of-Way - \$11 - \$12 million: FY 2020 – 2022
- Construction - \$467 - \$491 million: FY 2022 - 2027

The MD 4 project area is included in the newly formed Calvert - St. Mary’s Metropolitan Planning Organization (CSMMPO), which is in the process of being established. A Long Range Transportation Plan is being prepared by the CSMMPO. While this Plan has yet to be formally adopted, a draft 2015-2018 Transportation Improvement Program (TIP) has been prepared and includes the MD 4 Thomas Johnson Bridge study (STIP# SM3511), it is currently in FY 2014-2019 CTP. Funding for Final Design, Right of Way Acquisition and Construction for Phases 2 through 4 will proceed as funding becomes available between FY 2016 and 2036. Approximate total costs for Phases 2 through 4 are as follows:

- Phase 2 - \$86 - \$90 million (YOE 2023)
- Phase 3 - \$227 - \$238 million (YOE 2028)
- Phase 4 - \$10 - \$11 million (YOE 2031)

C. Environmental Impact Summary

SHA prepared a detailed analysis to determine the potential for environmental impacts resulting from the construction of the SHA Preferred Alternative. Environmental features are shown on the Preferred Alternative mapping in **Appendix B. Table I-1** in **Section I** presents a comparison between the impacts for the SHA Preferred Alternative and the other alternatives that were considered. Environmental impacts associated with the SHA Preferred Alternative are discussed below. Impact avoidance, minimization and mitigation measures have been evaluated and included in the SHA Preferred Alternative to minimize the potential for adverse impacts.

1. Socio-Economic Environment

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. The northeastern portion of the study area is predominately institutional (U.S. Naval Recreation Center) and is located west of the MD 2/4 split. The SHA Preferred Alternative is consistent with local land-use plans such as the *2004 Comprehensive Plan, Calvert County, Maryland*; the *St. Mary's County Transportation Plan* (2006); and the *St. Mary's County Comprehensive Plan, Quality of Life in St. Mary's County – A Strategy for the 21st Century* (2010). 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. Due to the increased accessibility to the area and expansion of residential areas, travel patterns through affected communities would likely improve. Based on letters from the Calvert County Department of Public Safety and the St. Mary's County Department of Public Safety, response times of police, fire, and other emergency service providers that use this corridor would improve as congestion is alleviated. In turn, reduced congestion eases safety concerns of residents, commuters, and the workforce within the study area.

Right-of-Way and Displacements

The SHA Preferred Alternative would require approximately 56 acres of right of way (ROW) from a total of 128 properties. Three residential displacements, all located in St. Mary's County, would result from the mainline widening associated with the Preferred Alternative. Five commercial properties, which include a Wawa store, Bay Center Shopping Center (Country Liquors, Hearing Aid Corporation, Nextel, Sprint, Subway), a Pearle Vision Center, Feicht Contracting, LLC and Great Mills Trading Post Co. would also be displaced (see **Table I-1**). The business displacements would occur in St. Mary's County as well, resulting from the conversion of the MD 4/MD 235 intersection to a SPUI interchange under the Preferred Alternative. Adequate relocation opportunities for the displaced businesses are available within or adjacent to the study area and access to remaining properties would be maintained, therefore, no significant negative effect on community cohesion is anticipated. 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. Access to properties would be maintained during and after construction. Fair market value would be provided to all property owners as compensation for land acquisition, and property owners affected by displacements would receive relocation assistance in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended by the Surface Transportation and Uniform Relocation Assistance Act of 1987.

Smart Growth Initiative

Maryland's Smart Growth legislation requires the State to direct funding for highways and economic development to areas designated as Priority Funding Areas (PFAs). PFAs are existing communities and other local areas designated for development by local jurisdictions. The intent of Smart Growth 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, the SHA Preferred Alternative is in compliance with Smart Growth initiatives.

Environmental Justice (EJ)

U.S. Census data, field reviews, and extensive public involvement efforts did not identify any EJ communities within the MD 4 study area.

On August 7, 2007, SHA mailed newsletters to present the project to all potentially affected populations (including EJ populations). On October 2nd and 9th, 2007, SHA held Public Workshops. Each workshop included a station which provided residents the opportunity to identify EJ communities. Alternatives public Workshops were held on June 16th and 17th 2008. The brochures mailed prior to the workshop included contact information regarding "Non-discrimination in Federally Assisted and State-Aid Programs". A Property Owner Community Meeting was held on July 8, 2010. The letters sent to property owners announcing this meeting included a paragraph offering an interpreter for those needing assistance with the English language. No interpreters were requested. SHA has not been contacted by any EJ communities or individuals to date.

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 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 SHA Preferred Alternative includes the extension of the Three Notch Trail (shared-use pedestrian/bicycle path) along the southbound side of MD 4 through the project limits, including across the Thomas Johnson Bridge (**Appendix B**). These improvements would increase the accessibility of MD 4 and improve safety for pedestrians and bicyclists.

Parks and Recreational Areas

The Solomons Island Boat Launch and Fishing Pier are located beneath the Thomas Johnson Memorial Bridge, on the Calvert County side. 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. This lease is currently in the process of being renewed.

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 Alternative 4. The current access road to the pier would be slightly shifted to the south approximately 30 feet to avoid the proposed piers from Alternative 4. Operations of the boat ramp and fishing pier may be affected during construction and SHA will continue to coordinate with DNR and Calvert County to ensure the facility stays open to the public to the extent practicable.

Aesthetics

The Preferred Alternative would alter the visual landscape by widening MD 4, providing a shared-use pedestrian/bicycle path, replacing the existing Thomas Johnson Bridge, and constructing a SPUI at the MD 4/MD 235 intersection, which is already commercially developed. Implementation of Alternative 4 would require relocation of three residential properties in the Town Point community and Intersection Option D (Revised) would result in displacing five businesses. However, these changes would not significantly alter the affected communities in access, aesthetics or community cohesion. In addition, incorporation of the pedestrian/bicycle path would have an overall beneficial influence that dually promotes a more aesthetic community environment and improves bicyclist and pedestrian safety.

SHA would further incorporate aesthetic enhancements into the final design which could include, but are not limited to, adding landscaping where feasible; adding treatments to the proposed bridge; and, providing finishes for exposed concrete surfaces, guardrails and lighting.

Regional Economic Analysis

A regional economic analysis was conducted as part of the MD 4 study. The purpose of the economic study was to identify the economic benefits from the project. The analysis used St. Mary's County and Calvert County demographic information collected from census data, through interviews with county officials and staff, surveys, and county comprehensive plans. The results of the economic analysis indicated that 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. St. Mary's County is projected to 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).

2. Cultural Resources

Historic Standing Structures

In accordance with requirements of the National Historic Preservation Act of 1966 (NHPA), SHA has coordinated with MHT to identify eight historic standing structures either on or eligible for listing in the National Register of Historic Places (NRHP) within the Area of Potential Effects (APE) (**Appendix B**).

1. NAS Patuxent River Quarters A (Point Patience) (CT-69) (eligible);
2. Avondale (CT-1182) (eligible);
3. Our Lady Star of the Sea Roman Catholic Church (CT-967), a contributing resource within the National Register eligible Avondale Historic District;
4. J.C. Lore Oyster House (CT-788) (National Historic Landmark);
5. St. Peter's Episcopal Church (CT-70) (eligible);
6. William B. Tennison Bugeye (CT-799) (in NRHP);
7. Drum Point Lighthouse (CT-68) (in NHRP); and
8. Calvert Marine Museum (Solomons High School) (CT-997) (eligible).

A description of these properties is provided in the MD 4 EA, Section III.D (August 2010). SHA determined that the Preferred Alternative would have no adverse effects on any of the historic structures; MHT concurred with this assessment on July 23, 2010. Since that consultation, the APE was shifted to accommodate new project impact areas, to include previously coordinated resources that have reached 50 years of age, and to reduce the project area near the northern project limits. An additional 18 potentially historic resources were identified within the revised APE, and SHA determined that each of those resources were not eligible for listing in the NRHP. Therefore, the Preferred Alternative would still have no adverse effects on historic structures. MHT concurred with this determination on February 5, 2015.

Archeological Resources

SHA conducted Phase I underwater archeological survey of the Patuxent River crossing and terrestrial survey of undisturbed portions of the MD 4 study area in 2009 and 2010. Ten previously unrecorded archeological terrestrial sites (18ST830, 18ST831, 18ST832, 18ST833, 18ST836, 18ST837, 18ST838, 18ST839, 18ST840, and 18ST841) were identified, along with an additional component of a previously recorded site (18ST620). Site 18CV359, previously recorded by the Navy on the Patuxent Naval Recreation Center is also in the project area.

MHT concurred that archeological sites 18CV359, 18ST830, 18ST836, 18ST837, and 18ST838 are potentially significant and potentially eligible for listing in the NHRP. Phase II survey is recommended to determine NRHP eligibility if these sites will be impacted. Due to property access restrictions, Phase II surveys could not be conducted to determine the sites' eligibility. Therefore, SHA, FHWA and MHT entered into a Programmatic Agreement, signed March 10, 2011, (**Appendix D**) to structure future cultural resources investigations and Section 106 consultation, and to fully assess the project's effect. If, based upon final project design, any of the five archeological sites are impacted; SHA will conduct Phase II investigations and complete consultation with MHT. Pursuant to the Programmatic Agreement, if any of the sites are eligible for NRHP listing, SHA would develop a treatment plan, subject to MHT review, that addresses avoidance and mitigation measures.

Per SHA's January 29, 2015 letter to MHT, site 18ST838 is currently avoided by the Preferred Alternative. It is anticipated Phase II survey will be required at the remaining four archeological sites in accordance with stipulations provided in the Programmatic Agreement. Based on the current project limits of the Preferred Alternative, some minor additional Phase I archeological survey will be required to supplement Phase I investigations completed in 2009 and 2010. This would cover newly expanded limits of disturbance in the MD 4 and MD 235 intersection area and some parcels where access was previously denied. Supplementary Phase I analysis will be done in conjunction with Phase II investigations required at other sites mentioned above.

3. Natural Environment

Waters of the United States (WUS) and Wetlands

Field investigations for wetlands and Waters of the U.S. (WUS) were conducted within the project area and subsequently reviewed by the U.S. Army Corps of Engineers (USACE) and the Maryland Department of the Environment (MDE). Waters of the US, including wetlands, identified within the project area are shown in Appendix B. SHA will continue to coordinate with these agencies as the project moves toward final design with the intent to obtain the appropriate permits prior to beginning construction.

The SHA Preferred Alternative would cross six perennial streams, the Patuxent River (a Maryland Scenic River), Town Creek, Kingston Creek, an unnamed tributary to Mill Creek, and two unnamed tributaries to Town Creek. The SHA Preferred Alternative would impact a total of 6,370 linear feet (LF) (3.13 acres) of perennial, ephemeral, or intermittent streams. Approximately 2.49 acres of the stream impact is associated with the proposed bridge piers. The estimated temporary impact associated with potential dredging to accommodate placement of the proposed bridge piers is 0.93 acre. Stream impacts and impacts due to dredging would be further refined as final design proceeds and the details regarding the bridge piers become available. The Patuxent River and its tributaries are designated as Use II waters (support of estuarine and marine aquatic life and shellfish harvesting) within the study area. MDE regulations restrict in-stream work within these Use II waters from June 1st to September 30th and December 16th to March 14th.

The SHA Preferred Alternative would impact 1.75 acres of wetlands, which includes:

- 0.92 acre of palustrine forested wetlands;
- 0.42 acre of palustrine emergent wetlands;
- 0.10 acre of palustrine scrub-shrub wetlands;
- 0.02 acre of tidal Estuarine Intertidal Scrub-shrub wetlands; and,
- 0.29 acre of tidal Emergent wetlands.

Approximately 0.14 acre of the non-tidal wetland impacts occur within the Chesapeake Bay Critical Area (CA), with approximately 0.81 acre of those impacts within the CA 100-foot buffer. Approximately 0.32 acre of the tidal wetland impacts are within the Chesapeake Bay CA, all within the 100-foot buffer. The majority of impacted wetlands are high-quality wetlands that provide such principal functions as long-term storage of surface water and moderation of discharge, floodflow alteration, support for fish and shellfish populations, nutrient removal, and sediment stabilization, and that possess valuable wildlife habitat uniqueness/heritage.

Wetland and WUS Mitigation

In order to minimize impacts to aquatic resources, SHA applied 2 to 1 slopes to the design in locations where WUS and wetlands could potentially be impacted by the Preferred Alternative. The goals of the wetland and stream mitigation proposed for the MD 4 Thomas Johnson Bridge Project are to create or restore wetlands or streams within the same watersheds as the impacted features as well as replace, enhance, and preserve wetland and stream system functions lost due to the project impacts.

Based on standard acreage replacement ratios agreed upon by the USACE and MDE, the proposed project would require approximately 0.62 acres of tidal wetland mitigation, 2.46 acres of non-tidal wetland mitigation, 2.65 acres of tidal waterway mitigation and 2,803 linear feet of non-tidal waterway mitigation to compensate for impacts associated with the MD 4 Thomas Johnson Bridge Project (**Table II-1**). This amount of mitigation is based on the wetland replacement ratios stipulated under Section 404. Typically, emergent wetlands are mitigated at a 1:1 replacement ratio, while forested and scrub-shrub wetlands are mitigated at a 2:1 replacement ratio. The decision to replace function, acreage, or both may be adjusted at the discretion of the U.S. Army Corps of Engineers (USACE) or the Maryland Department of the Environment (MDE), depending on the practicability of the proposed mitigation. WUS impacts (impacts to perennial or intermittent watercourses) will be mitigated at a 1:1 replacement ratio. It must be noted that approximately 367 linear feet of the 2,803 linear feet of required stream mitigation is to regulated ephemeral channels. Impacts to ephemeral channels are expected to be mitigated on-site and in-kind, which results in 2,436 linear feet of non-tidal stream mitigation needed for the project.

Table II-1: Preferred Alternative – Compensatory Mitigation for Wetlands and Waters

	Impacted System						
	Tidal Scrub-Shrub Wetlands	Tidal Emergent Wetlands	Non-Tidal PEM Wetlands	Non-Tidal PFO Wetlands	Non-Tidal PSS Wetlands	Tidal Waters	Non-Tidal Waters
Impact (acres/linear feet)	0.02	0.29	0.42	0.92	0.10	2.65	2,803
Mitigation Ratio	2:1	2:1	1:1	2:1	2:1	1:1	1:1
Mitigation Required (acres/linear feet)	0.04	0.58	0.42	1.84	0.20	2.65	2,803

All mitigation measures employed to compensate for unavoidable impacts to Waters of the U.S., including wetlands, will follow the Federal Compensatory Mitigation Rule (33 CFR Part 332 and 40 CFR Part 230), and other state compensatory mitigation guidelines, as well as other recommendations from federal and state resource agencies. Mitigation options under the Federal Rule could include mitigation banking credits, in-lieu fees, or permittee-responsible mitigation using a watershed approach in that order of preference. Permittee-responsible mitigation may be in the form of establishment/creation, enhancement, or preservation to replace the loss of wetland, stream, and/or other aquatic resource functions. The mitigation plan must follow the 12 fundamental components set out in the Federal Mitigation Rule no matter which form of compensatory mitigation is adopted.

The wetland mitigation site search was conducted within the Lower Patuxent River and the St. Mary’s River watersheds and utilized the Watershed Resources Registry (WRR) and Geographic Information System (GIS) desktop analysis for the preliminary identification of potential mitigation areas. Site criteria for the potential mitigation areas identified include having non-forested or open areas at least five acres in size, containing hydric soils or soils with hydric inclusions, and being topographically low. The stream mitigation site search was conducted in the Lower Patuxent River watershed and also utilized GIS desktop analysis of potential sites previously identified in the Lower Patuxent Stream Corridor Assessment (Pellicano and Yetman, 2004). Additional wetland and stream mitigation site opportunities were identified through coordination with the Maryland State Highway Administration (SHA) and county government agencies in Calvert and St. Mary’s counties. Potential site areas identified by desktop analysis were visually verified during windshield surveys and then accepted or rejected depending on the site criteria previously mentioned. Acceptable wetland sites were documented with information on hydrologic conditions, soils, vegetation, existing wetlands, current land use, constraint issues, and any potential stream restoration opportunities associated with the site. Potential stream

restoration sites were similarly documented with information on bank erosion, floodplain condition, habitat and water quality, and construction feasibility.

Windshield surveys produced a total of 36 potential wetland sites and 13 potential stream sites. On-site investigations were conducted where property owner access was granted to verify GIS information and evaluate the site for mitigation feasibility. Wetland site investigations included performing soil profile borings, identification of hydrology sources and site constraints. Stream site investigation included an evaluation of existing erosion, floodplain connection, riparian vegetation, instream habitat and site constraints. Site investigations yielded ten potential wetland mitigation sites and six potential stream restoration sites. These sites were ranked based on the ability of the sites to replace functions lost from the impacted wetland and stream resources, site size and property owner participation. Based on this evaluation, the top sites were presented to environmental regulatory and review agency representatives. Two agency field reviews of the potential wetland and stream mitigation sites were held on April 17th and April 24th, 2015 to complete on-site reviews of these top rated potential mitigation sites. Individuals from MDE, USACE, Maryland Department of Natural Resources (MDNR), National Marine Fisheries Service (NMFS), United States Fish and Wildlife Service (USFWS), Environmental Protection Agency (EPA), Federal Highway Administration (FHWA), and SHA were in attendance.

A summary of the potential mitigation sites are shown below in **Table II-2**. Detailed site descriptions are provided below, and mitigation site fact sheets for the preferred sites are included in **Appendix G**.

Table II-2: Summary of Potential Mitigation Sites

<i>Site ID</i>	<i>Type of Mitigation</i>	<i>Potential Wetland Acreage</i>	<i>Potential Stream Length</i>	<i>Location</i>	<i>Watershed</i>	<i>Property Ownership</i>	<i>Source</i>
PAT-14	Non-tidal Wetland Restoration/Creation	9.3 Acres	N/A	Scotland	Lower Patuxent River	Private	WRR
PAT-8	Tidal Wetland Creation	4.5 Acres	N/A	Scotland	Lower Patuxent River	Private	WRR
Albaugh	Existing Non-tidal Wetland Site	0.5 Acre	N/A	Valley Lee	Saint Mary's River	SHA Easement	SHA
SM-5	Non-tidal Wetland Restoration	14.8 Acres	N/A	Valley Lee	Saint Mary's River	Private	WRR
PAT-7	Non-tidal	8.1 Acres	N/A	Lexington	Lower	Private	WRR

	Wetland Restoration/Creation			Park	Patuxent River		
PAT-MD 2/4	Stream	N/A	1,000 L.F.	Prince Frederick	Lower Patuxent River	Private	SHA
PAT-65	Stream & BMP's	N/A	1,625 L.F.	Prince Frederick	Lower Patuxent River	Private	Desktop Review
PAT-99	Stream	N/A	720 L.F.	Prince Frederick	West Chesapeake Bay	Private	Stream Site Property Owner

PAT-14

This potential non-tidal wetland mitigation site is located north of the intersection of Point Lookout Road (MD 5) and St. Michaels Manor Way in Scotland, MD, and is the most favored non-tidal wetland mitigation site by agency representatives. Currently the site is privately owned and is being used as an active agricultural field. PAT-14 has approximately 9.3 acres of potential mitigation. The site will likely require minimal grading to intercept groundwater and ditch diversions to increase water retention within created wetland areas. Replicated wetland functions and values include groundwater recharge/discharge, floodflow alteration, sediment/toxicant/pathogen retention, nutrient removal/retention/transformation, production export, wildlife habitat, uniqueness/heritage, and visual quality/aesthetics.

PAT-8

This potential tidal wetland mitigation site is located on Long Neck Road, about one mile east of Point Lookout Road (MD 193) in Scotland, MD, and is the most favored tidal mitigation site by agency representatives. The proposed mitigation site is situated on a privately owned, active agricultural field that is within the 100-year floodplain of the Lower Patuxent River. The site has approximately 4.5 acres of potential tidal wetland mitigation. The site will likely require minimal to moderate grading to allow tidal flooding from both Long Neck Creek and Deep Creek for creation or restoration of tidal scrub-shrub and emergent wetlands. Replicated wetland functions and values include floodflow alteration, fish and shellfish habitat, sediment/toxicant/pathogen retention, nutrient removal/retention/transformation, production export, sediment/shoreline stabilization, wildlife habitat, recreation, uniqueness/heritage, and visual quality/aesthetics.

Albaugh

The Albaugh site is located on Drayden Road, about 0.7 miles east of the intersection with Piney Point Road (MD 249) in Valley Lee, MD. The site is an existing wetland mitigation site that has already been constructed by SHA for non-tidal wetland mitigation. Albaugh has approximately 5.5 acres of additional non-tidal wetland mitigation credit that may be utilized for wetland

impacts within the St. Mary's River watershed. Replicated wetland functions and values include groundwater recharge/discharge, floodflow alteration, sediment/toxicant/pathogen retention, nutrient removal/retention/transformation, production export, wildlife habitat, uniqueness/heritage, and visual quality/aesthetics.

SM-5

This potential non-tidal wetland mitigation site is located on Andover Estates Road, about 0.2 mile east of Piney Point Road (MD 249) in Valley Lee, MD. Currently the site is a privately owned, active agricultural field that borders existing forested non-tidal wetlands. During the agency field reviews, the group expressed the desire for a larger wetland creation site than what was proposed. The potential creation area has since been updated and is anticipated to yield approximately 14.8 acres of non-tidal wetland mitigation. The site will likely require minimal grading to intercept groundwater as well as ditch diversion and plugging to increase water retention. Replicated wetland functions and values include groundwater recharge/discharge, sediment/toxicant/pathogen retention, nutrient removal/retention/ transformation, wildlife habitat, uniqueness/heritage, and visual quality/aesthetics.

PAT-7

This potential non-tidal wetland mitigation site is located on Demko Road, about 0.8 mile east of Three Notch Road (MD 235) in Lexington Park, MD. Currently the site is a privately owned active agricultural field that borders existing forested non-tidal wetlands. During the agency field reviews, USACE and MDE expressed concerns regarding depth to groundwater within the northern portion of the site. Future investigations would assess the groundwater depths within this area. If the groundwater depths are determined to be too deep, a smaller surface water driven wetland system could be created. Currently the site has approximately 8.1 acres of non-tidal mitigation potential. The site will likely require minimal to moderate grading to intercept groundwater and provide for a hydrological connection to adjacent forested wetlands. Replicated wetland functions and values include groundwater recharge/discharge, floodflow alteration, sediment/toxicant/ pathogen retention, nutrient removal/retention/transformation, production export, wildlife habitat, uniqueness/heritage, and visual quality/ aesthetics.

PAT-MD 2/4

This potential stream mitigation site is located between MD 2/4 and Prince Frederick Boulevard, adjacent to two large shopping centers in Prince Frederick, MD. This site was initially identified by the Maryland State Highway Administration as a stormwater water quality credit opportunity that is associated with the MD 2/4 improvement project in Prince Frederick. The site is currently in design and any additional stream restoration not needed for the MD 2/4 project would be used as stream mitigation credit for the MD 4 Thomas Johnson Bridge Project Planning Study Project. The selected stream is associated with the headwaters of Mill Creek, originating at a culvert crossing located under MD 2/4 and flows southwest towards Prince Frederick Boulevard. The channel is severely entrenched, making it difficult to access the floodplain during significant storm events. In addition, multiple sewerline utilities are exposed in the channel bed. PAT-MD

2/4 has a minimum of 1,000 linear feet of stream mitigation credit available for the MD 4 Project. The site will require in-stream structures and bank grading in order to improve channel stability, reconnect to the floodplain, reduce sediment loading, protect existing utilities, improve in-stream habitat, and restore adjacent wetland habitat. Replicated stream functions include system dynamics (stream evolution processes and energy management), hydrologic balance (hydrodynamic character, surface water storage processes and surface/subsurface water exchange), sediment processes and character (sediment continuity, substrate and structural processes), support for biological communities and processes and chemical processes and pathways (water and soil quality and chemical processes and nutrient cycles).

PAT-65

PAT-65 is located adjacent to 750 Prince Frederick Boulevard in Prince Frederick, MD. This potential stream mitigation site originates at a stormwater pond facility behind a commercial shopping center and flows southwest into Mill Creek. The channel is severely entrenched for a majority of the site length and is experiencing major erosion. The site has approximately 1,625 linear feet of stream restoration potential. Mitigation of the site will require the installation of in-stream structures and bank grading in order to improve channel stability, reconnection to the floodplain, reduce sediment loading, and improve in-stream habitat. Replicated stream functions include system dynamics (stream evolution processes, energy management and riparian processes), hydrologic balance (hydrodynamic character, surface water storage processes and surface/subsurface water exchange), sediment processes and character (sediment continuity, substrate and structural processes), support for biological communities and processes and chemical processes and pathways (water quality and chemical processes and nutrient cycles).

PAT-99

This potential stream mitigation site is located off of MD 2/4 northbound, about 0.2 miles west of Healing and Deliverance Church in Prince Frederick, MD. The site is associated with an unnamed tributary to Parkers Creek which is located in the West Chesapeake Bay watershed. Parkers Creek is known as an inverted stream that previously flowed west to the Patuxent River several hundred thousand years ago before significant erosion of uplands cliffs in what is today called the Chesapeake Bay. The stream is currently experiencing severe bank erosion and channel widening due to the highly erosive forces caused by storm events. PAT-99 has approximately 720 linear feet of stream restoration potential. The mitigation of the site would require the installation of in-stream structures and bank grading in order to improve channel stability, reduce sediment loading, improve riparian habitat, and enhance/expand fringe floodplain wetland areas within the upstream reach. Replicated stream functions include system dynamics (stream evolution processes, energy management and riparian processes), hydrologic balance (hydrodynamic character, surface water storage processes and surface/subsurface water exchange), sediment processes and character (sediment continuity), and chemical processes and pathways (water quality and chemical processes and nutrient cycles). USACE, USFWS and MD DNR agreed that this site was a good mitigation opportunity for the MD 4 Project particularly because of the amount of erosion and sedimentation occurring in the system and its effects on the high quality resources associated with Parkers Creek downstream of the site. MDE indicated that

the site may not qualify for stream mitigation credit since a majority of the site is associated with an ephemeral stream.

All sites included in Table II-2 were determined to be acceptable mitigation sites during the project's agency field review and will require further investigation for feasibility including, but not limited to, continued property owner coordination, groundwater investigations and water budget calculations for wetland sites, and detailed geomorphic surveys for stream sites. Based on field investigations and comments received during the agency field reviews, the favored wetland mitigation sites include PAT-14 and PAT-8 as well as the existing Albaugh wetland mitigation site located in the St. Mary's River watershed. SM-5 and PAT-7 will be retained as back-up sites. The favored stream mitigation sites include PAT-MD 2/4 and PAT-65. PAT-99 will remain as a back-up site as it could also provide an opportunity for stream mitigation, but will require further coordination with MDE.

Short and long-term impacts to aquatic resources 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 April 15, 2010, 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.

SHA included stormwater management controls and integrated Environmental Site Design (ESD) considerations into the Preferred Alternative. The principles behind ESD embrace the conservation of natural features, the minimized use of impervious surfaces, and reducing runoff to increase infiltration and evapotranspiration. The existing area of impervious surface encompasses approximately 45 acres. The SHA Preferred Alternative would require the addition of nearly 25.94 acres of impervious surface to the watershed.

Full integration of ESD in the conceptual stormwater management plan would reduce the impact of any additional impervious surface, and would provide additional stormwater quality 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.

SHA will consider additional avoidance, minimization, and mitigation measures as the project approaches final design. These may include the use of steeper roadway embankments, perpendicular crossing for waterways, and minor alignment adjustments.

Floodplains

The proposed action would comply with Executive Order 11988; Floodplain Management, and 23 CFR 650, Subpart A. For transportation projects, the U.S. Department of Transportation (DOT) Order 5650.0 entitled Floodplain Management and Protection prescribes policies and procedures for ensuring that proper consideration is given to the avoidance and mitigation of floodplain impacts. The Federal Emergency Management Agency (FEMA) and Flood Insurance

Rate Mapping (FIRM) for the study area show a 100-year floodplain for the Patuxent River (Appendix B). The 100-year floodplain impacts for the SHA Preferred Alternative would total 0.13 acre, which are associated with the Patuxent River Crossing 4-Lane Parallel Span Bridge. The impacts provided here are estimates based on information that is currently available for the bridge piers. Floodplain impacts will be further defined as final design proceeds and the details about the bridge piers become available. SHA will continue to consider measures to reduce floodplain impacts as the project progresses.

Aquatic Habitat

Coordination with the National Marine Fisheries Service (NMFS) has indicated that juvenile and adult summer flounder (*Paralichthys dentatus*), juvenile and adult bluefish (*Pomatomus saltatrix*), and juvenile red drum (*Sciaenops ocellatus*) are Essential Fish Habitat (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 the proposed bridge may be constructed. Potential time-of-year restrictions may preclude construction activities during the warmer months and 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 oysters (June 1 to September 30 and December 15 to March 14), anadromous fish (February 15 to June 15), and submerged aquatic vegetation (SAV) (April 1 to October 30). See Table II-3 for a summary of all proposed time-of-year restrictions.

Table II-3: Proposed MD 4 Thomas Johnson Bridge Project Time-of-Year Restrictions

MD 4 THOMAS JOHNSON MEMORIAL BRIDGE Proposed Time-of-Year Restrictions ¹											
AGENCY RECOMMENDATIONS											
January	February	March	April	May	June	July	August	September	October	November	December
<p>← shortnose and Atlantic sturgeon Spring Migration Period →</p> <p>← Anadromous fish (covers Use I In-Stream Work) →</p> <p>Submerged Aquatic Vegetation²</p> <p>Use II In-Stream Work (cont.) → ← Use II In-Stream Work</p> <p>American oysters (cont.) → ← American oysters</p> <p>American Peregrine Falcon Nesting Season</p> <p>(Hypoxic conditions in Patuxent R.)</p>											
PILE DRIVING											
January	February	March	April	May	June	July	August	September	October	November	December
All pile driving will employ construction techniques to limit pressure waves to 4 psi, and to satisfy the Underwater Noise Standards (UNS). (Pile driving will be prohibited during the spring migration (2/15 – 7/14) if the deep water area cannot be maintained below 150 dB.)											
DREDGING											
January	February	March	April	May	June	July	August	September	October	November	December
7/15 – 2/14	2/15 – 10/14 (Muck removal from inside a cofferdam IS permitted)					7/15 – 2/14					
SUBAQUEOUS BLASTING											
January	February	March	April	May	June	July	August	September	October	November	December
11/1 – 2/14	2/15 – 7/14					7/15 – 10/31 (Must be inside a double-wall dewatered cofferdam)				11/1 – 2/14	
DEBRIS REMOVAL											
January	February	March	April	May	June	July	August	September	October	November	December
7/15 – 2/14	2/15 – 7/14					7/15 – 2/14					

¹Assuming sturgeon do not overwinter in Patuxent River, but may use this river for spawning since oyster beds are present within action area.

²Growing season time-of-year restrictions may be appropriate for submerged aquatic vegetation (SAV). SHA will conduct inwater surveys in the immediate area prior to construction to document the presence/absence of horned pondweed and other SAV species.

COLOR KEY: Prohibited Restricted Permitted

As of February 2012, the Atlantic Sturgeon was listed as a protected resource under NMFS jurisdiction. On April 15, 2013, NMFS notified SHA that shortnose sturgeon (*Acipenser brevirostrum*), another federally-listed species under NMFS' jurisdiction, could be present within the study area. Please refer to the discussion of Rare, Threatened, and Endangered Species for additional information regarding coordination efforts with NMFS for these sturgeon species.

The SHA Preferred Alternative would have some adverse impacts on EFH due to the bridge widening. Project-related construction impacts would result from excavation of unsuitable foundation material where bridge footings would be placed, construction of bridge footings, and driving of bridge piles. Driving hollow steel piles with a diameter of 48 inches or greater can result in pressure waves that are lethal to fish. In memos dated October 20, 2009 and April 13, 2012, NMFS recommended measures to mitigate construction and excavation impacts that include shock-wave protective measures and applying the use of bubble curtain technology. These measures proved successful at minimizing potentially harmful effects to fish species and the ecosystem for similar scoped projects.

Temporary impacts on water quality may occur during construction activities from the SHA Preferred Alternative. Turbidity plumes and elevated concentrations of nutrients are likely in the vicinity of bottom excavation and pile-driving activities.

Temporary, adverse impacts 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 and return to the project area after construction is complete. A small portion of the water column would be lost because of bridge infrastructure.

The SHA Preferred Alternative may have additional adverse impacts associated with underwater blasting that may be used to demolish the existing span after a new span is constructed. Underwater blasting may cause a pressure wave that is potentially lethal to fish species. Additional impacts associated with underwater blasting are increased turbidity, decreased visibility, burial of the benthic community, and debris falling into the river.

As new information becomes available or if aspects of the project are revised, SHA will reinitiate consultation with the NMFS regarding potentially adverse impacts to aquatic habitat and species.

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 minimized 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 include stormwater management ponds and biofiltration systems, such as grassed medians and grassed drainage swales.

Forest/Woodlands

The SHA Preferred Alternative would impact 50.56 acres of woodland, including 7.74 acres of Forest Interior Dwelling Species (FIDS) habitat (Appendix B). Most impacts would occur to the existing forest edge and/or to narrow rows of trees next to the roadway. The SHA Preferred Alternative; including Alternative 4 (Patuxent River Crossing), the MD 4 Mainline Alternatives, and Intersection Option D (Revised); would also directly impact a total of seven significant trees. In design, further effort can be made in avoiding direct impacts to specimen trees by adjustment of the proposed alignment. Such adjustments would have to be fully evaluated for any potential impacts on other sensitive resources.

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.

Mitigation for the 50.56 acres of forest cover impacted by the Preferred Alternative would require replacement on an acre-for-acre, one-to-one basis within a year of project completion, in accordance with the Maryland Reforestation Law. Reforestation sites would be identified at the design phase of the project, and sites within the same county or watershed would be given the first priority. If local reforestation sites cannot be identified, SHA would contribute \$4,356 per cleared acre into the Reforestation Fund. To further minimize impacts of the Preferred Alternative on woodlands, SHA would cut or clear only the minimum number of trees or other woody plants that are necessary and consistent with sound design practices, and shall make every reasonable effort to minimize the cutting or clearing of trees and other woody plants.

Impacts to FIDS habitat will be minimized to the extent practicable and mitigation will be determined on a case by case basis with further consultation with DNR. Mitigation will be accomplished through either creation of new FIDS habitat or protection of existing FIDS habitat.

Soils

The study area lies within the Western Shore Uplands Region of the Coastal Plain Province and contains prime farmland soils, and soils of statewide importance. 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.

SHA proposes to use 2:1 slopes and/or retaining walls along the roadway embankments to minimize soil erosion impacts from construction due to the removal of vegetation and

impervious surfaces. SHA would also consider several methods to decrease erosion effects, including structural, vegetative and operational methods during construction; these 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
- Using diversion dikes, mulches, netting, energy dissipaters, and other physical erosion controls on slopes where vegetation cannot be supported

SHA will prepare a grading plan and erosion and sediment control plan as the project approaches final design.

4. Rare, Threatened, and Endangered Species

Coordination with the Maryland Department of Natural Resources (DNR), USFWS, and NMFS was initiated to determine whether any Federal or State-listed threatened or endangered species were known to occur within the MD 4 study area. Correspondence with the DNR Wildlife and Heritage Division noted that there is a breeding record for the American Peregrine Falcon (*Falco peregrinus anatum*). The American Peregrine Falcon (*Falco peregrinus anatum*) has been identified as “In Need of Conservation” status in Maryland. The DNR Wildlife and Heritage Division has requested that a survey be performed near the time of construction to evaluate the potential of the Falcon’s 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 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, 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; therefore, significant impacts are not anticipated.

In accordance with Section 7 of the Endangered Species Act, FHWA and SHA prepared a Biological Assessment (BA), which evaluated the potential impact of the proposed new Thomas Johnson Bridge on the shortnose and Atlantic sturgeon that may occur within the study area. Based on available scientific data and the general lack of suitable spawning and foraging habitat for shortnose and Atlantic sturgeon in the Patuxent River, the BA concluded that it is unlikely that these fish would be found within the action area of the MD 4 Thomas Johnson Bridge project during any time of the year. However, based on the capture data, it is still possible that shortnose and Atlantic sturgeon may be present within the Patuxent River. The likelihood of adults, larvae, or eggs being present in the project area would be greatest from late March

through May 15. According to BAs for the Nice Bridge and Woodrow Wilson Bridge projects in the Potomac River, the probability of encountering sturgeon was assumed to be lowest outside the spring migration period, from July 15 to February 14. Potential impacts to sturgeon could result from pressure waves due to pile driving, increased turbidity due to bottom excavation, and release of sediment during dredging. SHA will commit to protection methods during construction for the sturgeon, particularly during dredging and power driving of piles for the new bridge. Additionally, particular attention would be placed on ensuring the navigational channel, and the deep water areas within the navigational channel, are protected from violations of the Underwater Noise Standards discussed during the spring migration of sturgeon. NMFS-Annapolis noted methods are improving for mitigating shock waves produced from power driving of hollow steel piles, and bubble curtain technology has been introduced for pile driving in deep waters, where use of a “can” structure surrounding a pile being driven may be infeasible. Pile driving is proposed to be permitted year-round; however, if required, all pile driving will employ construction techniques to limit pressure waves to 4 psi and to satisfy the NMFS noise thresholds. Should these techniques not mitigate pressure waves and noise to comply with the thresholds, prohibition of pile driving could occur between February 15 and July 14. Mechanical dredging is proposed to be permitted from mid-July through mid-February. This time-of-year restriction considers the presence of yellow perch and other anadromous fish species (February 15 through June 15). Muck removal from inside a cofferdam would be permitted between mid-February and mid-July.

In NMFS’ October 2009 letter, they stated that if dredging would occur within 500 yards of Natural Oyster Bars within the project area, the following time-of-year restrictions were recommended to protect oyster spawning and winter quiescence during dredging operations. Also as required by NMFS (letter dated June 16, 2009), should blasting be required to demolish the existing bridge, seasonal restriction during periods of peak abundance and/or movements of finfish through the project area could be implemented to protect them from blast-related shock waves (**Table II-3**).

SHA will continue consultation with NMFS through the design/construction phases of the project to ensure that a “not likely to adversely affect” determination is appropriate and that the project would not have a significant impact on either shortnose or Atlantic sturgeon.

5. Unique and Sensitive Areas

Maryland’s Green Infrastructure

Green infrastructure is the strategically planned and managed network of natural lands, working landscapes, and other open spaces that conserve ecosystem functions and provide associated benefits to human populations. The DNR, using satellite imagery, road and stream locations, and biological data, has identified a green infrastructure network for the state of Maryland. The green infrastructure network is composed of core areas, hubs, and corridors. Unfragmented natural areas, called hubs, include large blocks of contiguous interior forest and large wetland complexes. Linear stretches of land called corridors consist of stream valleys and ridge tops that allow animals and seeds to move between hubs and areas of disconnect between the hubs and

corridors which are called gaps. The SHA Preferred Alternative would impact approximately 5.3 acres of hubs, 5.3 acres of corridors, and 4.1 acre of gaps (Appendix B). Potential effects of the impacts to the green infrastructure network include loss of habitat and habitat fragmentation. There are currently no mitigation requirements for impacts to Green Infrastructure, but SHA will use knowledge of the network to enhance other types of mitigation as discussed below.

SHA, in coordination with County planners and regulatory agencies, has used green infrastructure data throughout the planning and design phases 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. Green infrastructure would be utilized in the design phase to identify gaps and areas of maximum ecological benefit for tree mitigation.

Animals would be channeled naturally by the roadway embankments and culverts during low flow periods. The practicality of including wildlife passage features, especially for small animals, to the design of the culverts will be analyzed further later in the project.

Chesapeake Bay Critical Area (CBCA)

The SHA Preferred Alternative would impact 42.6 acres of the CBCA. The Critical Area Buffer (CAB) would be delineated and expanded based on field conditions. Approximately 7.4 acres of that impact are within the minimum 100-foot buffer area. Impacts within the CBCA are expected to result from earth disturbance, removal of vegetation, placement of fill, and increased impervious areas. CAB mitigation ratios commensurate to the impact type would be determined in coordination Critical Area Commission (CAC) staff. Mitigation for forested areas within the CBCA will be required at a 1:1 ratio. All mitigation will be shown on a Buffer Management Plan that identifies species, stocking density, and a planting schedule. SHA conducted a field review with the Critical Area Commission (CAC) on July 7, 2009. SHA will continue coordination with the CAC to determine appropriate mitigation during the design phase of the project.

6. Air Quality

A project-level air quality technical analysis was completed in accordance with the U.S. Environmental Protection Agency (EPA), FHWA, and SHA 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.

St. Mary's County is currently listed by the EPA as not in non-attainment for ozone, PM_{2.5}, PM₁₀, CO, and Nitrogen Dioxide. Calvert County is currently listed by the EPA as not in

non-attainment for PM_{2.5}, 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. Therefore, the project conforms to the state air quality implementation plans (SIPs) and Mobile Emission Budget.

St. Mary's County has been designated as not in non-attainment of the National Ambient Air Quality Standards (NAAQS) for PM_{2.5} and, therefore this project is exempt from regional or micro-scale PM_{2.5} analysis. Results of the project level quantitative CO analysis indicate that the 8-hour concentration of CO at each of the analyzed sites within the project area will be less than the NAAQS 8-hour standard of 9.0 parts per million both under existing conditions and all alternatives. The project will not significantly impact air quality for CO nor will it cause or contribute to an exceedance of the NAAQS for CO. FHWA Guidance on Air Toxic Analysis in NEPA Documents requires analysis of Mobile Source Air Toxics (MSAT) under specific conditions. Under the Preferred Alternative in design year 2030, reduced MSAT emissions in the immediate area of the project are expected relative to the no build alternative due to EPA's MSAT reduction programs.

The MD 4 project area is included in the newly formed Calvert - St. Mary's Metropolitan Planning Organization (CSMMPO), which is in the process of being established. A Long Range Transportation Plan is to be prepared by the CSMMPO. While a Long Range Transportation Plan has yet to be prepared by the CSMMPO, the project has been included in SHA's FY 2015-2020 Consolidated Transportation Program (CTP), dated December 1, 2014 (STIP reference No. SM3511, page SHA-SM-2).

The construction phase of the proposed project has the potential to impact the local ambient air quality by generating fugitive dust through activities such as demolition and materials handling. The State Highway Administration has addressed this possibility by establishing "Specifications for Construction and Materials" which specifies procedures to be followed by contractors involved in site work. The Maryland Air and Radiation Management Administration was consulted to determine the adequacy of the "Specifications" in terms of satisfying the requirements of the "Regulations Governing the Control of Air Pollution in the State of Maryland". The Maryland Air and Radiation Management Administration found the specifications to be consistent with the requirements of these regulations. Therefore, during the construction period, all appropriate measures (Code of Maryland Regulations 26.11.06.03D) would be incorporated to minimize the impact of the proposed transportation improvements on the air quality of the area. Mobile source emissions can also be minimized during construction by not permitting idling delivery trucks or other equipment during periods of unloading or other non-active use. The existing number of traffic lanes should be maintained during construction, to the maximum extent possible, and construction schedules should be planned in a manner that will not create traffic disruption and increase air pollutants. Application of these measures will ensure that construction impact of the project is insignificant.

7. Noise

Impact analysis was performed in compliance with FHWA and SHA methodologies for each of the proposed build alternatives, including the SHA Preferred Alternative with Option D: Revised SPUI. The Noise Sensitive Areas (NSAs) within the study area include individual residences, playgrounds, a church, restaurants and other commercial establishments and multi-story condominiums. A total of nine NSAs (NSAs 4-6-7-9-14-15-18-19-20) are predicted to experience noise levels equal to or exceeding the 66-dBA criteria in the design year (2030) and warranted consideration of noise abatement measures. Two of the nine NSAs (NSAs 15 and 19 located in the vicinity of the proposed SPUI), meet feasibility and reasonableness criteria established in SHA's Highway Noise Policy (July 13, 2011) and will be further evaluated for noise abatement.

8. Hazardous Materials

An *Initial Site Assessment (ISA)* (2009) identified a total of 193 sites within the project study corridor that could potentially contain a range of hazardous materials. SHA applied its Project Impact Ranking Criteria (PIRC) system to each site based upon early findings. The PIRC scores sites from 1 to 6. A score of 1 has a high potential to contain hazardous material, and a score of 5 or 6 has a low potential to contain hazardous material. Of the 193 sites investigated, 62 are ranked in the medium to high severity category. Of the 62 medium to high sites, the majority pose no risk due to the location of the tanks and pumps observed on-site. It is recommended that Preliminary Site Investigation (PSI) Screening be completed in the design phase for 26 of the 62 medium to high ranked sites (**Table II-4**), 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. This investigation could include soil sampling and groundwater testing to determine whether hazardous materials remain on-site that require proper excavation and removal/disposal. SHA's Office of Materials and Technology (OMT) will handle any extraction and/or remediation of underground storage tanks. Please refer to the 2009 ISA for more detailed information regarding hazardous materials sites.

Table II-4: Initial Site Assessment Study Areas.

Site ID	Land Use	Description
Site 10	Trailer Park	Multiple AST's were observed to be in poor condition with minor staining. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Soil sampling should be performed in the vicinity of the storage tanks in order to confirm or negate the presence of any contamination that may be encountered during the cut and fill operations of construction.
Site 15	Multiple Residences	One heating oil UST and three heating oil AST's observed to be in poor condition. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Soil sampling should be performed in the vicinity of the storage tanks in order to confirm or negate

Table II-4: Initial Site Assessment Study Areas.

Site ID	Land Use	Description
		the presence of any contamination that may be encountered during the cut and fill operations of construction.
Site 19	Wawa Gas Station	Site has three 20,000 gallon gasoline UST's on-site. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Further research should be performed in order to obtain all monitoring well documentation to determine if any potential contamination has occurred.
Sites 23, 43, 64, 75, 76, 95, 96, 100, 110, 149, 165, and 191	Residences	Heating oil UST's were observed at each residence. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Soil sampling should be performed in the vicinity of the storage tanks to confirm or negate the presence of any contamination that may be encountered during the cut and fill operations of construction.
Site 60	Farm and residence	One gasoline UST and two heating oil AST's were observed on-site. Minor tractor and farm equipment repair is performed in the barns onsite. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Soil sampling should be performed in the vicinity of the storage tanks and repair area in order to confirm or negate the presence of any contamination that may be encountered during the cut and fill operations of construction.
Site 72	Scrap Yard	Large areas of dumping containing junk cars, unlabeled containers, and batteries. Areas of stained soils were observed in the vicinity of the dumping. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Soil sampling should be performed in the vicinity of the dumping in order to confirm or negate the presence of any contamination that may be encountered during the cut and fill operations of construction.
Site 91, 93, and 182	Residence	Dumping of abandoned AST, batteries, waste drums, and household debris. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Soil sampling should be performed in the vicinity of the dumping in order to confirm or negate the presence of any contamination that may be encountered during the cut and fill operations of construction.
Site 99	Auto Repair Facility and Recycling Center	Large storage areas of batteries, waste antifreeze, and waste oil observed on-site. A paint booth and several heating oil AST's were observed on-site. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Soil sampling should be performed in the vicinity of the dumping and storage tanks in order to

Table II-4: Initial Site Assessment Study Areas.

Site ID	Land Use	Description
		confirm or negate the presence of any contamination that may be encountered during the cut and fill operations of construction.
Site 162, 163, and 181	U.S. Naval Base Solomons Complex	Majority of the property was unable to be investigated since permission was not granted. The investigation for these sites was only performed in the road right of way that extends approximately 100 feet from the edge of the MD 2/4 roadways. The only area of the Naval Base that is located within the study area is associated with the security checkpoint and visitor center. No concerns were observed along the roadway but it is highly possible that there is hazardous waste materials around the main buildings located outside of the study area, due to the nature of the sites. According to the database review, there are multiple ASTs and USTs located on the property. If the proposed construction were to impact this property, further investigation within the LOD may be prudent.
Site 173	Gas Station and Convenience Store	Three gasoline UST's, one diesel UST, one kerosene UST, and multiple fuel dispensers observed on-site. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Further research should be performed in order to obtain all monitoring well documentation to determine if any potential contamination has occurred.
Site 193	Residence	Dumping of abandoned heating oil AST and abandoned car at the rear of the property. If the proposed construction were to impact this property, further investigation within the LOD may be prudent. Soil sampling should be performed in the vicinity of the dumping in order to confirm or negate the presence of any contamination that may be encountered during the cut and fill operations of construction.

9. Indirect and Cumulative Effects Analysis (ICE)

The ICE Analysis examined the four sections of the MD 4 project study area; Calvert County mainline, the MD 4 Patuxent River bridge, St. Mary's County widening mainline, and the MD 4/MD 235 intersection. The past, present, and future effects on natural resources, socio-economic resources, and cultural resources were evaluated as part of the ICE analysis.

An ICE analysis was prepared in 2009 (following modification of the ARDS), with an addendum prepared in August 2010 for inclusion in the EA. The addendum reviewed changes in cumulative and indirect effects due to further design modifications that occurred after submittal of the original technical report. In that addendum SHA recognized that the ICE boundary did not change, but SHA adjusted the timeframe for analysis due to the availability of new land use data.

Despite this adjustment, SHA found that the overall indirect and cumulative effects remained relatively unchanged. SHA made further engineering modifications to the proposed project design based upon public and stakeholder involvement after publication of the EA.

There were no changes in ICE analysis methodology or in project geography; however, new stormwater regulations drove slight modification to environmental site design (ESD) measures. SHA also adjusted the past time frame from 1970 to 1973, but the future time frame remained unchanged (SHA 2010). Finally, since the 2009 ICE analysis St. Mary's County's Comprehensive Plan was approved in April 2010, which provides guidance for future growth, development, resource management, and provision of services.

Indirect Effects

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), *the Solomon's Master Plan and Zoning Ordinance* (May, 2006), and the *2004 Comprehensive Plan, Calvert County Maryland*. Although there are planned development within the Indirect and Cumulative Effects geographic boundary, the currently planned developments would occur regardless of the MD 4 improvements. There are no planned public or private development projects that are dependent upon improvements associated with the MD 4 project. Therefore, no indirect impacts to environmental resources are anticipated as a result of any type of development-related projects that are dependent upon the MD 4 for completion.

Based on the direct impacts associated with the SHA Preferred Alternative, including design modifications and changes in stormwater guidance that modified ESDs, there may be downstream indirect impacts on natural resources such as surface water, forest/terrestrial habitat, floodplains, and wetlands within the ICE boundary. The extent of these impacts, associated with construction is anticipated to be minor due to the inclusion of safeguards such as best management practices for sediment and erosion control.

Since the EA was approved, design modifications along the MD 4 Mainline Alternative and the selection of MD 4/MD 235 Intersection Option D resulted in increased wetland and stream impacts. These design changes may have an incremental increase in downstream impacts on natural resources above the 2010 assessment. However, since these are relatively minor changes that would be subject to approved mitigation, the resulting indirect impacts to natural resources may be minimal.

Overall, the direct impacts to natural resources including floodplains, vegetation and wildlife are anticipated to be somewhat higher than what was assessed in the EA; but given the relatively small net increases in direct impacts compared to the widespread area over which indirect impacts may occur, the resulting indirect impacts to natural resources are anticipated to remain minor. No additional indirect impacts are anticipated to parks and recreational facilities, communities or businesses, or to historic sites and structures over what was assessed in the 2009 ICE.

Cumulative Effects

Major known long-term growth plans and projections are addressed in the St. Mary’s County’s Comprehensive Plan (2010), *the Solomon’s Master Plan and Zoning Ordinance* (May, 2006), and the *2004 Comprehensive Plan, Calvert County Maryland*. All planned developments would occur regardless of the MD 4 improvements and are not dependent upon this project; therefore, the anticipated cumulative impacts occurring from land use changes, community and business development, or other socioeconomic indicators into the reasonably foreseeable future would be consistent with local planning priorities. Planned developments are listed in **Table II-5**.

Table II-5: Planned Development.

Project Name	Location	Description
Calvert County		
The Harbours at Solomons	Dowell Road	Mixed Use (30 acres)
Collision Works	MD 765	Commercial (3 acres)
St. Mary’s County		
Oakcrest Center	23326 Three Notch Road, California	Mixed Use (19.5 acres)
St. Andrews Corporate Center	44732 St. Andrews Church Road, California	Office (0.3 acre)
Park Place at Lexington Park	22954 Three Notch Road, California	Mixed Use (5.5 acres)
Woods at Myrtle Point	Myrtle Point Road, California	Residential (100 acres est.)
St. Mary;s Marketplace	MD 4 / MD 235	Commercial (5 acres)
St. Mary’s Crossing	MD 4	Residential (300) acres)
PNC Bank	22610 Three Notch Road, Lexington Park	Office (0.3 acre)
St. Mary’s Industrial Park	27955 Three Notch Road, California	Office (5 acres)
Victory Housing	22381 Three Notch Road, Lexington Park	Residential (47 acres)
Patel Hotel Site	21885 Three Notch Road, Lexington Park	Commercial (10 acres)
Lexington Village	22555 Three Notch Road, Lexington Park	Commercial, Retail (5 acres)
Oak Crest Center	23326 Three Notch Road, Lexington Park	Industrial (1 acre)
Philip Bean Center Expansion	24035 Three Notch Road, Lexington Park	Office (1 acre)

Improved access along the Patuxent resulting from the MD 4 project, when coupled with the planned development identified above and presently unknown development in the ICE boundary, may increase the demand for supporting transportation infrastructure, as well as recreational uses in the area such as boating, hiking/biking, picnicking and fishing. While such development would have beneficial effects on transportation and recreation, there may be unintended adverse effects to surface water, forest/terrestrial habitat, floodplains, and wetlands. Likewise, as the comprehensive plans for both counties forecast development along the MD 4 corridor, there

would be some anticipated cumulative loss of natural resources throughout the ICE boundary over time. These losses are not presently quantifiable, but would be subject to regulatory oversight and review, and avoidance and impact minimization measures. There are presently no anticipated additional cumulative impacts to historic sites and structures and archeology sites; but adverse effects to known and currently undocumented resources may occur over time. Impacts to these resources cannot be reasonably determined.

Mitigation

Avoidance and minimization strategies have been incorporated into the SHA Preferred Alternative to reduce impacts on environmental resources resulting from construction of the project. SHA has developed mitigation for unavoidable direct impacts that remain 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 on environmental resources must be considered by the responsible parties and regulatory agencies.

III. SUMMARY OF PUBLIC INVOLVEMENT

1. Public Workshops and Hearing

Alternatives Public Workshops were held on June 16, 2008, in Calvert County, and on June 17, 2008, in St. Mary's County. The workshops provided the opportunity for residents, business owners, and community members to review and comment on the mainline alternatives and the MD 4/MD 235 intersection options. A total of 343 people attended the two workshops and 242 comment cards were returned during or after the meeting. The public commented on the Patuxent River Crossing design, cited concerns about property displacement and changes to access, and expressed concerns about pedestrian/bicyclist accessibility and safety. Following the Alternatives Public Workshop, the SHA, in coordination with the FHWA, reviewed public and agency comments to determine which alternatives should be studied in detail. More information on these workshops and the corresponding public comment period, including responses to public comments, is available in the MD 4 EA (**Appendix F**).

Following completion of the MD 4 EA, SHA held two Location/Design Public Hearings: on September 28, 2010, at Patuxent High School in Calvert County; and on September 29, 2010, at Esperanza Middle School in St. Mary's County. The purpose of the public hearings was to formally present the Alternatives Retained for Detailed Study (ARDS) and the results of the detailed engineering and environmental studies that have been conducted for this project. The hearings provided an opportunity for public participation in the overall planning process before a Preferred Alternative was selected.

Representatives from the SHA presented the alternatives under consideration to 328 attendees and received approximately 180 written, 24 public testimonials, and seven private testimonial comments through the closing date of November 1, 2010. The public testimonials were overwhelmingly in support of the Alternative 4 in that the plans promote enhanced public safety for bicyclists and pedestrians, improve traffic flow and would reduce traffic accidents, and would support future community growth. Elements of Alternative 4 were ultimately chosen as part of the SHA Preferred Alternative. Several commenters offered their support for a higher bridge that would allow more clearance for larger boats. A few commenters expressed their discontent with project costs and offered alternative solutions for SHA to consider which unfortunately did not meet the purpose or need for the project. Business owners-operators in attendance encouraged SHA to consider engineering solutions that would enable safer access along MD 4, including adding acceleration lanes in some areas to improve merging. Other concerns included such topics as eminent domain and a need for more noise abatement. A transcript of the public hearing is available upon request.

SHA, in coordination with FHWA considered all testimonial and written comments and made slight engineering modifications that reasonably addressed the public's concerns while providing additional protection to the environment and meeting the project's purpose and need.

Following the Location/Design Public Hearings, an Informational Public Meeting was held on April 22, 2015 at Esperanza Middle School and attended by 225 residents and two County

Commissioners. The purpose of this meeting was to present the changes made to the SHA Preferred Alternative since the Hearings. Generally, the public supported the project and expressed interest in the design of the new bridge, funding opportunities, and how soon construction could start. During the course of the planning study SHA held several meetings with community groups and other stakeholders. Please see Table IV-2 for a list of these meetings.

2. Summary of Written Comments from the Location/Design Public Hearings

MD 4 Mainline, Calvert County

Most comments were evenly split between Right-Turn Options A and B for the MD 4 Mainline in Calvert County, with 53 persons preferring to move the ramp from MD 4 southbound to Thomas Johnson Road to a four-way intersection and 49 preferring to move the ramp to a T-intersection. The Left-Turn Option had 20 supporters, and the No-Build Option had 16. The Access-Control options for the MD 4 Calvert County Mainline had 50 supporters of the Median Shoulder Widening Option, 45 supporters of the No-Build Option, and 33 supporters of the Median Shoulder Widening with Access Closures Option (**Figure III-1 and III-2**).

Patuxent River Crossing Alternative 4: Four-Lane Parallel Span

Of the four bridge alternatives, Alternative 4: Four-Lane Bridge received the most support from the public, and as the majority of commenters supported a bridge with a lower height than the current 140-foot bridge. Alternative 3: Two-Lane Bridge received less than half the public support of Alternative 4; of the Alternative 3 supporters, the majority of commenters preferred a higher bridge (at or close to the 140-foot height of the existing bridge for aesthetic reasons). Several citizens commented that if the existing bridge remains in place, any parallel span should match its height. Alternatives 1 and 2 received minimal public support (**Figure III-3**).

MD 4/MD 235 Intersection Option D: Single Point Urban Interchange (SPUI)

Of the MD 4/MD 235 intersection options, Option A: Continuous Flow Intersection (CFI) received support from 46 commenters, Option B: Flyover from MD 4 westbound to MD 235 southbound received support from 60, and Option D: SPUI received support from 54. Common concerns included the project cost and the intersection Level-of-Service (**Figure III-4**).

Pedestrian/Bicycle Facility

Most commenters (81 percent) supported the bike trail alongside the MD 4 Mainline in St. Mary's County (**Figure III-5**).

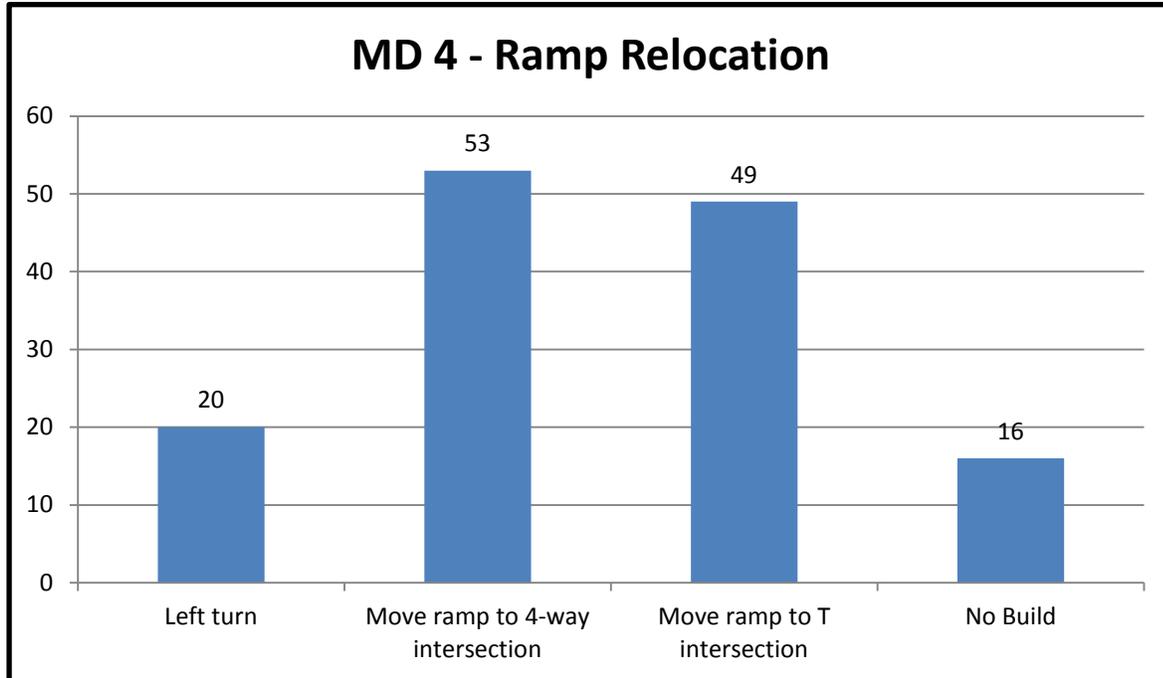


Figure III-1: Breakdown of Public Comments on the Ramp Relocation Options.

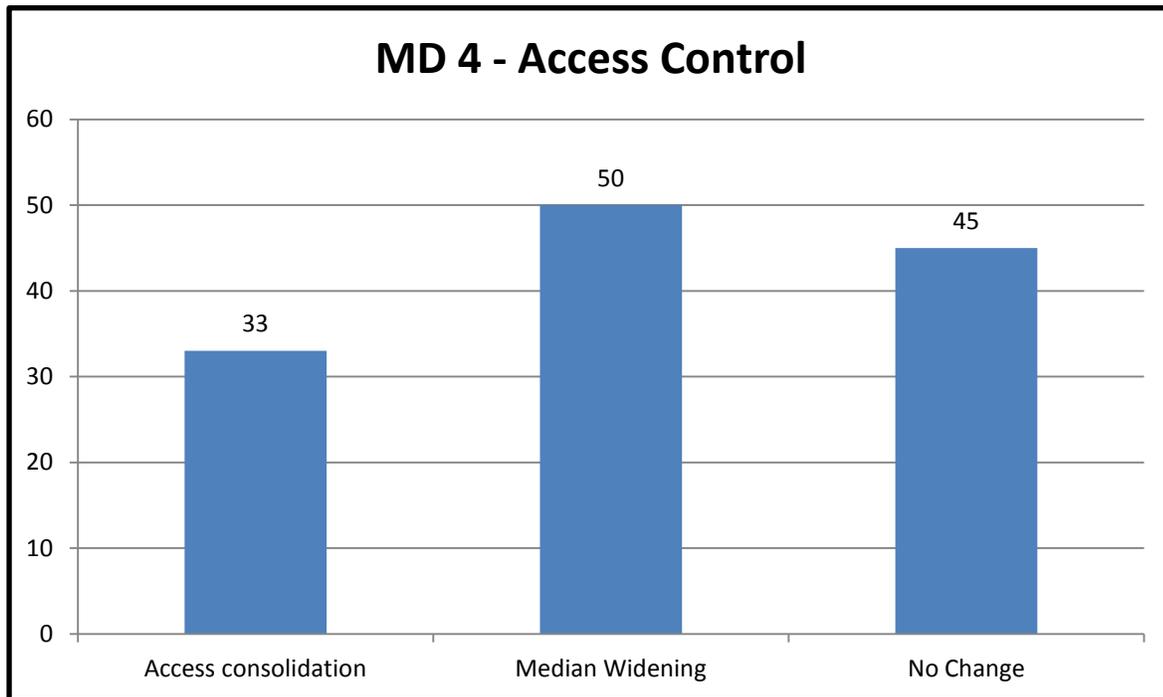


Figure III-2: Breakdown of Public Comments Showing Support for Median Shoulder Widening Option under the MD 4 Calvert County Mainline Alternative.

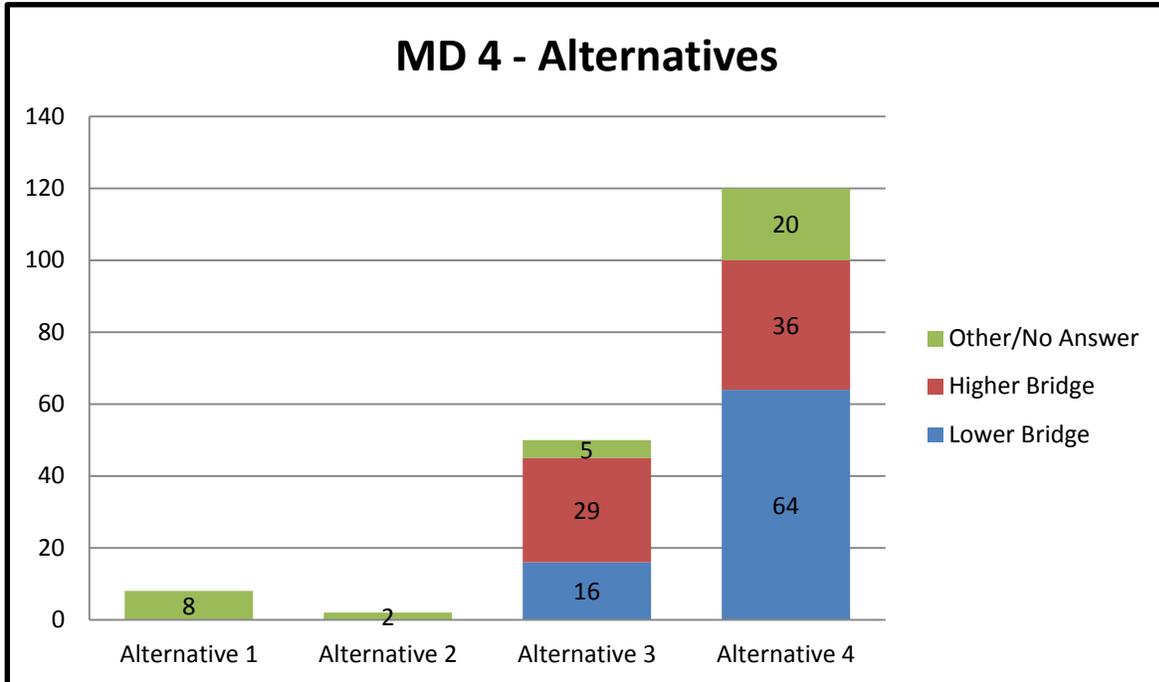


Figure III-3: Breakdown of Public Comments Showing Support for Alternative 4 of the MD 4 Bridge Alternatives.

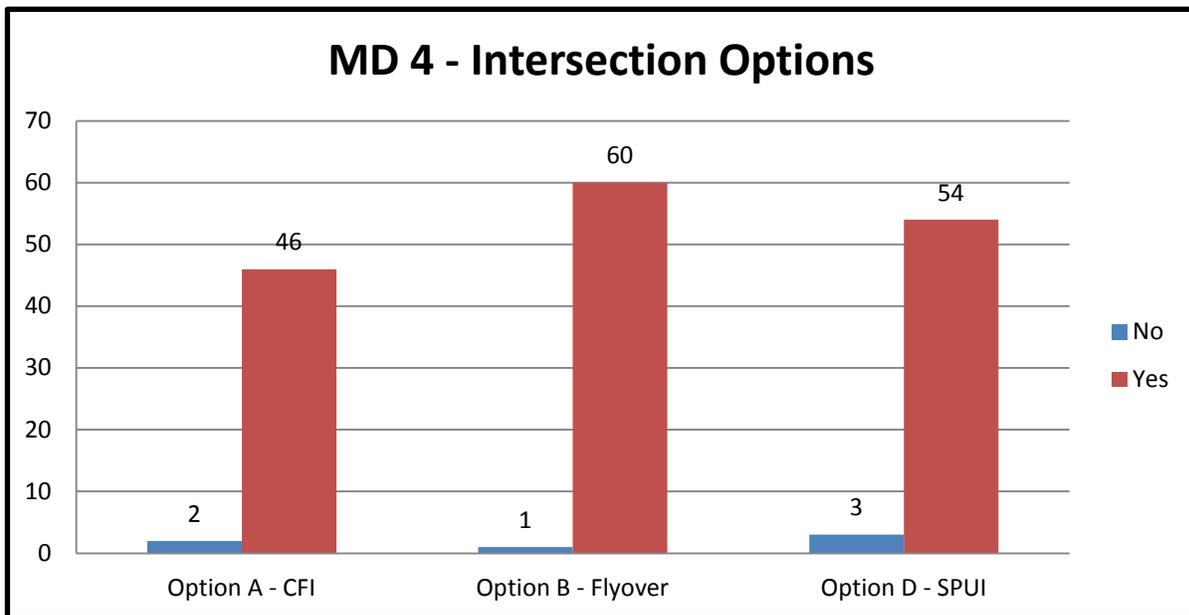


Figure III-4: Breakdown of Public Comments Showing Support for Option D - SPUI at the MD 4/MD 235 Intersection.

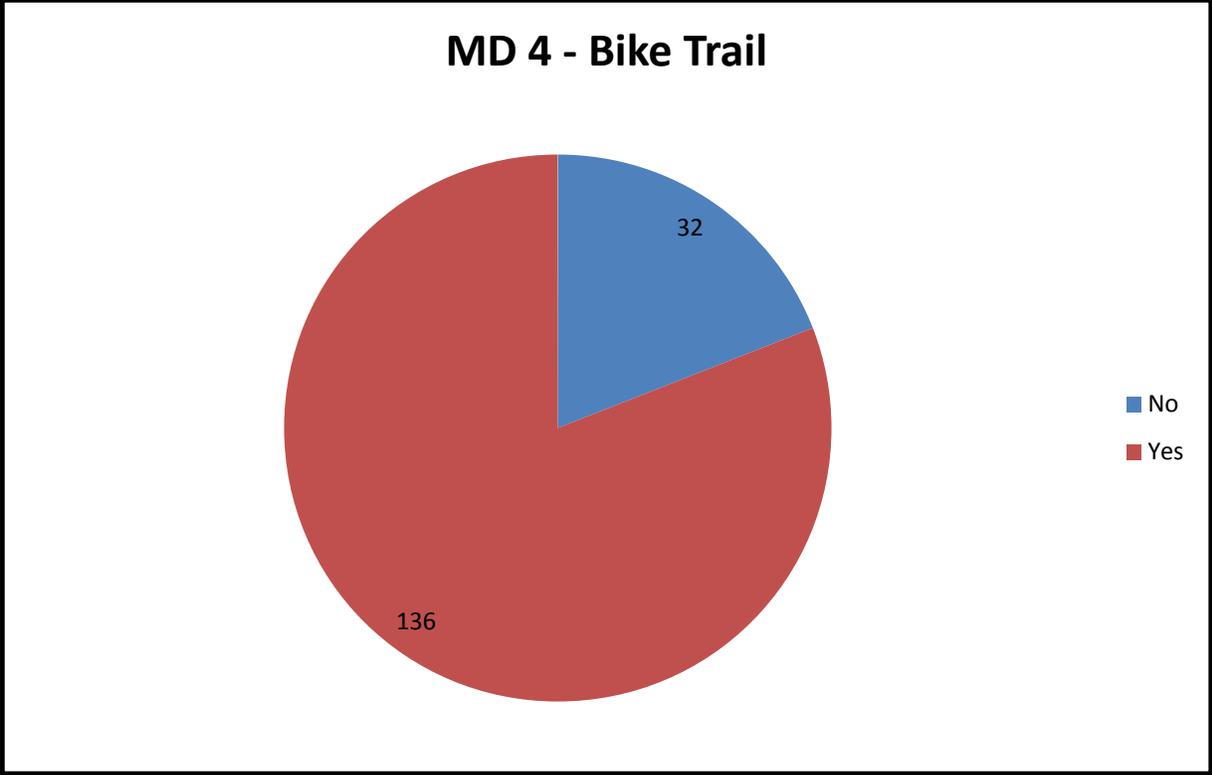


Figure III-5: Breakdown of Public Comments Supporting Bike Trail Alongside MD 4 Mainline in St. Mary’s County.

3. Engineering Modifications After Public Hearing

The engineering modifications described below were evaluated and/or implemented based on comments received at or subsequent to the September 2010 Public Hearings. These modifications were designed to minimize impacts, improve access, and improve safety. The modifications proposed are shown in **Appendix B – SHA Preferred Alternative**. In addition, the environmental impacts associated with the engineering modifications are detailed in the discussion below. Generally, changes in impacts can be attributed to changes in the design of Option D: Revised (SPUI), modification of service roads, inclusion of stormwater management/environmental site design (SWM/ESD), and updated environmental resource boundaries. These changes were presented to the public at the 4/22/15 informational public meeting.

4. MD 4 Mainline, Calvert County

Crossing at Patuxent Point Parkway

A crosswalk has been added to the MD 4 Mainline Alternative at the intersection of MD 4 and Patuxent Point Parkway to allow pedestrians to cross MD 4. The intersection would remain signalized, with the crosswalk placed south of Patuxent Point Parkway.

5. Patuxent River Crossing

Solomons Island Ramp Relocation

The Solomons Island Ramp was relocated to provide an adequate acceleration lane from the ramp to MD 4 prior to crossing Patuxent River. The ramp would be placed in a parcel that is currently occupied by an uninhabited building. A portion of this property was previously identified for right-of-way acquisition to accommodate SWM. With the aforementioned modification, this parcel would be acquired by SHA in its entirety.

Calvert County Visitor Center Relocation

The relocation for the Visitor Center was considered to provide easier access and visibility of the Visitor Center to vehicles along MD 4. The cost associated with moving the Visitor Center building would be the relocation, addition of a parking lot, new sidewalk and earthwork associated with the existing location. With the relocation of the building the retaining wall adjacent to bike/pedestrian trail could be removed and the area could be graded down prior to affecting Solomons Island Access Road. The relocation would occur on the property mentioned above for the Solomons Island Ramp Relocation. No additional ROW would be required. A decision on the relocation of the Visitors Center would be made during final engineering in consultation with Calvert County.

Bridge Height Evaluation

In March 2010, a newsletter was distributed to the project's mailing list, which included 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 did not receive any comments from upstream property owners as a result of the distribution of the March 2010 newsletter. Following the March 2010 newsletter, the Southern Maryland Sailing Association provided a written comment supporting an 80-foot-vertical clearance. A reduced bridge height (i.e., less than the existing 140 feet) would provide more manageable grades for vehicles, pedestrians, and bicyclists. During the Public Hearing process, the project team received comments from two upstream property owners who requested that the bridge height accommodate their sailboats, which have approximately 100-foot mast heights. The recommended possibilities of bridge heights for a new crossing of the Patuxent River are 70 feet, 80 feet, 105 feet, and 140 feet. Vertical alignments for all four options have been developed. Providing a clearance of 105-foot would accommodate all known sailboats in the area. The proposed height of the bridge would be reevaluated during final engineering to determine the selected height, which could likely range from 70 to 140-feet.

Access Point Relocation: Patuxent Plaza

The existing access to Solomons Island Road from MD 4 would be aligned to the existing south entrance/exit into Patuxent Plaza. This alignment would provide more direct access to planned future development behind the Patuxent Plaza. The access location would limit vehicles from Solomons Island Road to MD 4 to a right-in/right-out movement. Vehicles would be allowed to make a left turn in from southbound MD 4 to Solomons Island Road. The access point relocation will be reevaluated during final engineering to consider changes in land use.

Access Modifications at Patuxent Beach Road North and Patuxent Beach Road South

Construction of a “Z”- type median at the intersection of MD 4 and Patuxent Beach Road North and Patuxent Beach Road South would prevent left turn movements from these roadways; however the median would allow left turns from MD 4 into the Patuxent Beach Road. Northbound vehicles exiting Patuxent Beach Road North would be required to travel southbound on MD 4 and utilize a U-turn with an acceleration lane that has been developed south of Kingston Creek Bridge. Southbound vehicles exiting Patuxent Beach Road South would connect with MD 4 by way of Patuxent Beach Road South’s east connection with MD 4, where left turn movements are permitted. The “Z median” was developed due to safety concerns with the previous design having a full-movement unsignalized intersection at this location. The goal was to reduce vehicle conflicts and increase safety at this unsignalized intersection by reducing the number of movements.

6. MD 4 Mainline, St. Mary’s County

U-turn and Acceleration Lane

A median opening for U-turn movement would be provided south of Kingston Creek Bridge. The opening would allow U-turns for southbound vehicles from MD 4, accommodating northbound vehicles accessing MD 4 from Patuxent Beach Road North. The U-turn would have additional pavement beyond the shoulder of the northbound direction to allow for larger design vehicles (i.e. car-boat trailers) to make this turn. An acceleration lane and taper length has been developed that utilizes the shoulder and ends prior to the bridge. A separate bridge will be provided for the hiker/biker trail.

Patuxent Beach Road South Exit only

The east connection of Patuxent Beach Road South would provide exit-only access to MD 4 northbound at a median opening between the U-turn and Kingston Creek Road. Vehicles from Patuxent Beach Road South would be able to enter MD 4 by making a left turn movement. All other crossing movement would be precluded. This modification was made to address safety concerns with the previous design having a full-movement unsignalized intersection at this location. The goal was to reduce vehicle conflicts and increase safety at this unsignalized intersection by reducing the number of movements. The missing movements can be made at the MD 4 intersection with North Patuxent Beach Road/South Patuxent Beach Road.

MD 4 at Patuxent Boulevard Modifications

A median opening would be provided at Patuxent Boulevard along MD 4 for all maneuvers throughout the intersection. Additional pavement beyond the shoulder would be added to allow for larger vehicles to make U-turns. U-turns would be necessary at the intersection for vehicles from Kingston Creek Road wanting to proceed northbound as well as vehicles exiting Oak Drive wanting to proceed southbound towards the MD 4/MD 235 intersection.

At Patuxent Boulevard and Southbound MD 4, an island has been added to channelize vehicles to turn right from MD 4 to Patuxent Boulevard. The island would prevent vehicles from utilizing

the right turn lane as a thru lane along MD 4. A third thru lane has been added to accommodate vehicles entering the two-lane flyover ramp at the MD 4/MD 235 intersection.

A crosswalk would be placed crossing MD 4 south of the intersection to allow for bicyclist/pedestrians to access the shared use path along northbound MD 4.

7. MD 4/MD 235 Intersection Option D: Single Point Urban Interchange (SPUI)

Single Point Urban Interchange

The SPUI design presented at the September 2010 Location/Design Public Hearings had MD 4 depressed under MD 235; MD 235 would have remained at its existing grade on a structure over MD 4. Based on updated traffic analysis, the SPUI design was revised to keep MD 4 at-grade and elevate MD 235. This revision results in reduced grading and right-of-way impacts because the ramps at the four quadrants of the interchange now remain at-grade. In addition, the distance between the ramps and mainline MD 235 has been minimized relative to the 2010 SPUI design by incorporating retaining walls along MD 235.

Additional service roads are being provided in the revised SPUI design to allow access for properties along MD 235. Direct access to properties along the SPUI ramps will not be allowed due to safety concerns. The 'By The Mill Road' service road has been extended north to connect to the commercial development at the existing MD 235/Wildewood Boulevard intersection. A new service road along northbound MD 235 is proposed south of MD 4 to connect to the existing MD 235/First Colony Boulevard intersection. Access to the businesses along southbound MD 235 south of MD 4 will now be provided across the ex-railroad alignment owned by St. Mary's County to connect to the existing shopping center development.

Lane Drop NB MD 4

From the MD 4/MD 235 intersection northbound MD 4 would be a three lane roadway, with two lanes as accepting thru movement from the intersection, the third lane would be a channelized right turn lane from MD 235 northbound. Beyond Oak Drive the three lanes begin to reduce to two lanes. The right lane would merge at an appropriate taper.

MD 4 Realignment South of MD 235

MD 4, south of MD 235, was realigned to avoid impacts to the parking lot of the shopping center and one parcel, currently occupied by two mobile homes previously considered relocations. The realignment of MD 4 would eliminate these relocations, reducing the number of relocations to zero for the flyover alternative.

Closed Section (Curb and Gutter system) along MD 4 SB

A closed section median would be provided from FDR Boulevard north to Oak Drive and the Patuxent River Assembly of God church access. This closed section median would utilize a curb and gutter system, which would continue from Oak Drive and the Patuxent River Assembly of God church access to Patuxent Boulevard (west side only). The closed system would permit

roadside landscaping beginning at Patuxent Boulevard and minimize the ROW requirement for this section of the roadway.

On-Road Bike Lane

On-road bike lanes were added in the closed section areas along MD 4 and MD 235, in conjunction with the sidewalk and shared use path that connect into Three Notch Trail.

Oak Drive/Church Entrance/Exit

The access to Oak Drive and the Patuxent River Assembly of God Church would be controlled with a “Z”-type median to only allow left turns into Oak Drive and the church from MD 4, as shown in **Figure III-6**. Vehicles exiting these locations would not be allowed to make left turns. A U-turn movement at MD 235 would accommodate the low volume of northbound vehicles leaving the church. A U-turn movement at Patuxent Boulevard would provide southbound access for vehicles exiting Oak Drive.

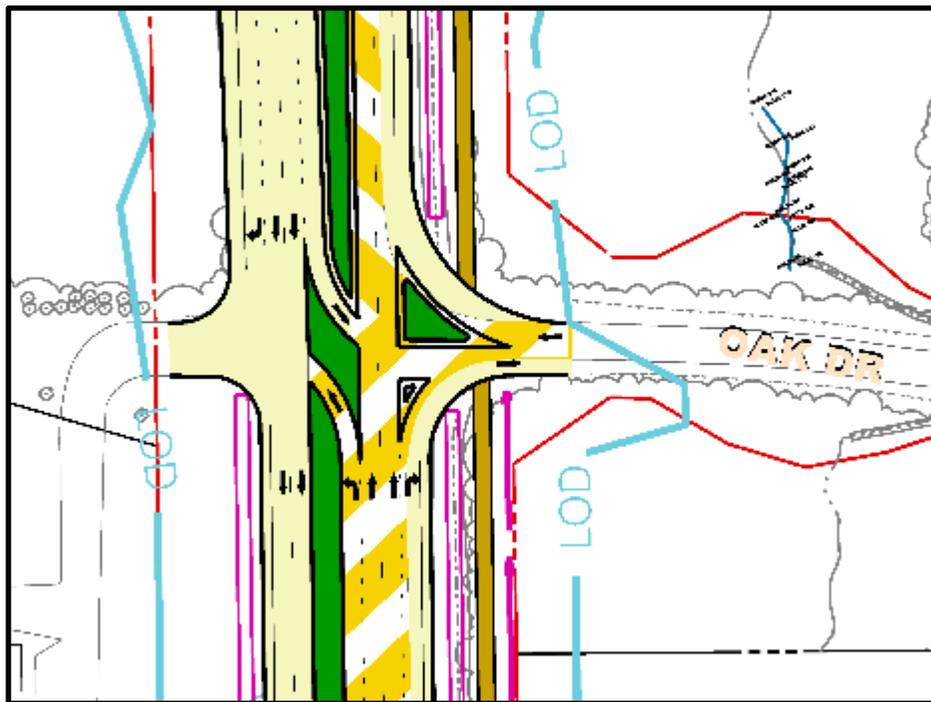


Figure III-6: Oak Drive Intersection “Z”-Median.

IV. AGENCY CORRESPONDENCE AND COORDINATION

Agency coordination and public involvement were conducted throughout the project planning process for the MD 4 Project. This section summarizes the coordination with federal, state, and local agencies that was conducted since the approval of the MD 4 Environmental Assessment in August 2010.

1. Streamlined Process Coordination

As part of the SHA streamlined environmental and regulatory review process, interagency meetings were held throughout the course of the MD 4 Project Planning Study. Agencies involved in the meetings included SHA, FHWA, NMFS, USFWS, Environmental Protection Agency (EPA), USACE, DNR, MDE, MHT, Maryland Transportation Authority (MDTA), Maryland Department of Planning (MDP), U.S. Coast Guard (USCG) and other federal, state, and local government agencies. Key milestones of the Interagency Project Review included meetings for field reviews, concurrence on the project Purpose and Need, concurrence on Alternatives Retained for Detailed Study (ARDS), and concurrence on the SHA Preferred Alternative/Conceptual Mitigation (PACM) Package.

The streamlined process coordination documentation for the Purpose and Need and ARDS can be found in the EA. Since approval of the EA, SHA presented the PACM package to the agencies. A draft Preferred Alternative Concurrence Package (PACM) package was submitted on March 7, 2012. After receiving agency comments, a revised PACM package was resubmitted to the agencies on April 16, 2012. Due to changes in the Preferred Alternative, a revised PACM was prepared and was submitted to the agencies for their review on May 8, 2015 in advance of the project being presented at the May 20, 2015 Interagency Review Meeting. Comments on the PACM have been addressed and the package has been submitted to the following agencies to be considered for concurrence:

Table IV-1: AGENCY CONCURRENCES

Correspondence	From	Date
Concurrence on PACM	Federal Highway Administration (FHWA)	
Concurrence on PACM	U.S. Fish and Wildlife Service (USFWS)	
Concurrence on PACM	Maryland Department of the Environment (MDE)	
Concurrence on PACM	Maryland Department of Planning (MDP)	
Concurrence on PACM	Maryland Department of Natural Resources (DNR)	
Concurrence on PACM	Maryland Historical Trust (MHT)	
Concurrence on PACM	Environmental Protection Agency (EPA)	
Concurrence on PACM	United States Coast Guard (USCG)	
Concurrence on PACM	National Marine Fisheries Service (NMFS)	

2. Government Agency and Elected Officials Coordination

Meetings were held with local, state, and federal agencies as well as the public at critical points in the project planning process to keep involved parties informed and solicit feedback. These meetings are listed below in **Table IV-2**.

Table IV-2: SUMMARY OF MEETINGS

Meeting	Purpose	Date	Attendees
Briefing to the Property Owners Association of the Chesapeake Ranch Estates	Briefing to residents in the Lusby area with a brief overview of the project.	9/7/10	Community leaders and local property owners
Meeting with Robert Swann and Commissioner Gerald Clark	Provide a brief overview of the project and describe potential viewshed impacts on Solomons Island.	9/9/10	Elected officials and local property owners
Meeting with Town Point and S. Patuxent Road homeowners	Provide a brief overview of the project.	9/11/10	Local property owners
Meeting with Myrtle Point property owners and some members of the Southern Maryland Sailing Association	Provide a brief overview of the project.	9/14/10	Local property owners
Interagency Review Meeting (IRM)	Provide an update on the project with focus on hearing alternatives.	9/15/10	SHA, FHWA, MDE, USACE, MTA, USFWS, CAC, MDP, BMC, EPA
Meeting with Asbury Solomons community	Provide a brief overview of the project.	9/27/10	Local residents
Briefing to St. Mary's County Commissioners	Provide a brief overview of the project with focus on hearing alternatives.	9/28/10	Elected officials, business leaders, residents, community leaders, and Southern Maryland News/Independent/Enterprise
Meeting with Bill Clements	Respond to resident's concerns about property impacts.	10/19/10	Local property owners
Meeting with Patuxent River Assembly of God	Provide a brief overview of the project.	1/12/11	Pastor and parishioners of Patuxent River Assembly of God church
Meeting with Southern MD Delegation, Patuxent River Assembly of God, and Patuxent Presbyterian Church	Provide an update on the project with focus on revised alternatives in response to Church comments.	3/11/2011	Elected officials, religious leaders, local residents

Table IV-2: SUMMARY OF MEETINGS

Briefing to St. Mary's County Commissioners	Provide an update on the project with focus on revised alternatives.	6/28/2011	Elected officials, business leaders, residents, community leaders, and Southern Maryland News/Independent/Enterprise
Briefing to Calvert County Commissioners	Provide an update on the project with focus on revised alternatives.	7/19/2011	Elected officials, business leaders, residents, community leaders, and Southern Maryland News/Independent/Enterprise
Interagency Review Meeting (IRM)	Provide an update on the project with focus on preferred alternative.	7/20/2011	SHA, FHWA, MDE, USACE, MTA, USFWS, CAC, MDP, BMC, EPA
Meeting with Southern MD Delegation	Provide an update on the project.	8/25/2011	Elected officials
Interagency Review Meeting (IRM)	Provide an update on the project and present Preferred Alternative Concurrence Package.	3/21/2012	SHA, BMC, SHA-EPLD, WRA, MHT, MTA, USACE, EPA, NMP, MDP, PL GEC, MDE, USFWS, FHWA, FTA, DNR, MDOT
Meeting with Southern MD Delegation and Tri-County Council	Provide an update on the project.	6/20/2013	Elected officials
SHA/FHWA Coordination Meeting	Brief FHWA on the reasons for modifying the Preferred Alternative from Option B Flyover to a "revised" Option D SPUI.	12/13/2013	FHWA
Meeting with St. Mary's County Department of Public Works & Transportation	Present the revised SPUI design to St. Mary's County staff.	2/27/2014	St. Mary's County Department of Public Works & Transportation
Meeting with St. Mary's County Commissioners	Provide an update on the project with focus on the MD 4/ MD 235 intersection options.	4/4/2014	Elected officials
Agency Jurisdictional Determination Field Review	Review the revised wetland delineation in the field with the agencies.	3/9/15	SHA, MDE, USACE, , USFWS, DNR, EPA,
Agency Mitigation Field Reviews	Review proposed conceptual mitigation in the field with the agencies.	4/17/15 & 4/24/15	SHA, FHWA, NMFS, MDE, USACE, USFWS, DNR, EPA
Informational Public Meeting	Present changes made to the SHA Preferred Alternative since the Location/Design Public Hearings	4/22/15	SHA staff, elected officials, 225 residents

Table IV-2: SUMMARY OF MEETINGS

IRM	Present the Preferred Alternative Package to the agencies	5/20/15	SHA, BMC, SHA-EPLD, WRA, MHT, MTA, USACE, EPA, NMP, MDP, PL GEC, MDE, USFWS, FHWA, FTA, DNR, MDOT
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Appendix A

Administrator's Selection Meeting Minutes



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

Beverley K. Swaim-Staley, Secretary
Melinda B. Peters, Administrator

MEMORANDUM

TO: Mr. Gregory I. Slater
Director
Office of Planning and
Preliminary Engineering

Handwritten signature: Kurt G. McClelland

THROUGH: Mr. Kirk McClelland
Director
Office of Highway Development

FROM: Bruce M. Grey
Deputy Director *Handwritten signature: Bruce M. Grey*
Office of Planning and
Preliminary Engineering

DATE: April 17, 2012

SUBJECT: Project Number SM351C11
MD 4 Thomas Johnson Bridge Planning Study

RE: December 12, 2011 – Administrator’s Selection Meeting

A meeting with the SHA Administrator to select the Preferred Alternative for the MD 4 Thomas Johnson Bridge Project Planning Study was held on Monday, December 12, at SHA Headquarters in Baltimore. The following people were in attendance:

Jeremy Beck	SHA – PMD	410-545-8518
Vivian Berra	SHA – OHD	410-545-8852
Lindsay Bobian	SHA – OHD	410-545-8765
Carol Ebright	SHA – EPLD	410-545-2879
Sarah Fowler	SHA – PMD	410-545-8519
Madan Gaddam	SHA – OMT	443-572-5065
Sarah Gary	SHA – TFAD (JMT)	410-545-5769
Bruce Grey	SHA – OPPE	410-545-8500
Joe Harrison	SHA – EPLD	410-545-8506
Mulowa K. Kajoba	SHA – PMD	410-545-8039
Barry Kiedrowski	SHA – PMD	410-545-8769
Jeffrey Knaub	SHA – OOS	410-545-8359
Joe Kresslein	SHA – EPLD	410-545-8550
Heather Lowe	SHA – EPLD	410-545-8526
L’Kiesha Markley	SHA – RIPD	410-545-5565

Kirk McClelland	SHA – OHD	410-545-8800
Harvey Muller	SHA – RIPD	410-545-5671
Amit Patel	JMT	410-316-2292
Melinda Peters	SHA – Administrator	410-545-0400
Zane Rettstatt	St. Mary's County	301-863-8400
Chrissy Sheckells	SHA – EPLD	410-545-2874
Shiva Shrestha	SHA – RIPD	410-545-5667
Doug Simmons	SHA – Deputy Administrator	410-545-0411
Lee Starkloff	SHA – D5	410-841-1001
Chanel Torsell	SHA – TFAD	410-545-5644
Kim Tran	SHA – D5 Traffic	410-841-1019
Nicole Washington	SHA – PMD	410-545-8570

The meeting began at 12:30 PM. The following is a summary of the topics discussed.

Introductions/Purpose of Meeting

Jeremy Beck began the meeting with attendee introductions and presented the purpose of the meeting, which was to discuss the project's alternatives including recent changes to the alternatives to discuss comments received from the public and agencies on the alternatives and to receive approval from the SHA Administrator on the team's recommended alternative.

Project Background

Jeremy first presented background information on the project. The project was initiated in December 2006. The project limits extend from the intersection of MD 2/4 with Patuxent Point Parkway in southern Calvert County to the MD 4/MD 235 intersection in St. Mary's County, and include the Thomas Johnson Bridge. The total project length is approximately 4.1 miles. The purpose of the project is to improve existing capacity and traffic operations; to increase vehicular, bicycle, and pedestrian safety; and to support existing and planned development. Currently, the bridge becomes a bottleneck when crashes occur or when maintenance is scheduled on or near the bridge.

MD 4 is currently a four-lane divided roadway from the northern project limit at Patuxent Point Parkway until the junction with MD 2, at Solomons Island. From the junction with MD 2 at Solomons Island to the intersection with MD 235, MD 4 becomes a two-lane undivided roadway across the Thomas Johnson Bridge into St. Mary's County. The bridge was built in 1977, and has no shoulders and no pedestrian or bicycle accommodations. The bridge has a 28-foot-wide inside width, and is 1.3 miles long. At its highest point, the clearance under the bridge is 140 feet, and the maximum depth of the Patuxent River Channel under the bridge is approximately 130 feet.

feet, and the maximum depth of the Patuxent River Channel under the bridge is approximately 130 feet.

Review of Project Alternatives

Jeremy presented the project's alternatives.

Patuxent River Crossing Alternatives

Alternative 1 is the No-Build Alternative. Alternative 2 is the Transportation Systems Management (TSM) Alternative, which consists of spot improvements and access management along the corridor, but does not include any improvements to the Thomas Johnson Bridge. TSM improvements include modifying the existing ramps and access points on the Calvert County side and improving intersections along the remaining study corridor. Melinda Peters asked whether the TSM improvements are being focused on high-crash locations. Sarah Gary replied that there are no high-crash locations within the study corridor, but the TSM improvements would be located where there are capacity and operational issues.

The study team evaluated two Patuxent River crossing alternatives. Alternative 3 is a new, two-lane bridge that would be built parallel to, and to the south side of, the existing bridge. The existing bridge would remain in place and would be converted to carry traffic in the southbound direction. The new span would carry traffic in the northbound direction and would consist of two 12-foot-wide travel lanes, a 4-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. The new bridge would have a 10-foot-wide shared use bicycle/pedestrian path on the south side.

Alternative 4 is a new four-lane bridge that would be built parallel to, and to the south side of, the existing bridge. In each direction, the new bridge would consist of two 12-foot-wide travel lanes, a 4-foot-wide inside shoulder and a 10-foot-wide outside shoulder. In addition, there would be a 10-foot-wide shared use bicycle/pedestrian path on the south side. Upon completion of the new bridge, the existing bridge would be removed.

Bridge Height Options

Two bridge height options were evaluated by the study team for Alternatives 3 and 4. Option A would lower the proposed vertical clearance to approximately 70 feet. Option B would maintain the existing 140-foot vertical clearance over the Patuxent River shipping channel. The project team has coordinated with local marinas, property owners, and the Navy. It was noted that the Southern Maryland Sailing Association has recommended increasing the minimum bridge height to 80 feet and several property owners upstream of the bridge have reported owning sailboats with approximately 100-foot masts. Therefore, the study team also evaluated a bridge height of 105 feet. Melinda asked whether there is a difference in cost or impacts with the different bridge height options. Sarah Fowler noted that the Office of Structures has indicated that there is approximately a 1% difference in cost between a 70-foot-tall bridge and a 140-foot-tall bridge. Doug Simmons asked if the Coast Guard has concerns about lowering the bridge clearance. Jeremy replied that the Coast Guard did not have concerns about the bridge height options.

Calvert County Options

The study team evaluated several options for MD 4 in Calvert County. With any of the build alternatives, the existing ramp at the base of the bridge from northbound MD 4 to Solomons Island Road would need to be relocated. The study team evaluated several options for relocating this ramp, including:

- Shifting the ramp approximately 1,100 feet north and creating a "T" intersection with the parallel service road;
- Shifting the ramp approximately 900 feet north and creating a four-way intersection with the service road and retail center entrance; and
- Removing the right turn access and creating a left turn access onto the existing off-ramp from southbound MD 4 towards the Solomons Island boat launch.

The study team developed several options for access to and from the parallel service road for Solomons Island in response to feedback from citizens, business owners, and elected officials:

- A "no change" option that maintains the access points as they exist today, with the exception of the ramp from northbound MD 4 to Solomons Island at the base of the bridge;
- A "median widening" option that adds 4-foot-wide shoulders to the inside of MD 4, reducing the width of the open grass median to 22 feet; and
- An "access control" option that consolidates the access points to and from the service road between the base of the bridge and Patuxent Point Parkway.

After the hearing, the team investigated whether the existing on-ramp from Solomons Island onto southbound MD 4 at the base of the bridge could be relocated or extended. By purchasing one additional parcel, which currently is an uninhabitable structure, this ramp could be extended, presenting a better condition for merging traffic.

St. Mary's County Mainline Options

In St. Mary's County, MD 4 would be widened to a four-lane divided roadway from the base of the bridge to the intersection with MD 235. This dualization would primarily be on the north (southbound) side of the existing road. The proposed typical section would be two 12-foot-wide travel lanes, a 4-foot-wide inside shoulder, a 10-foot-wide outside shoulder in each direction, and a 30-foot-wide grass median. Turn lanes would be added to intersections where needed along MD 4. A Z-intersection is being evaluated on MD 4 at North/South Patuxent Beach Road, allowing lefts from MD 4 into the roads, with a left onto MD 4 from South Patuxent Beach Road at its southern end, and a U-turn on MD 4 between the two intersections. Kim Tran noted that the developer of Myrtle Point has recently installed a traffic signal on MD 4 at Patuxent Boulevard. An optional 10-foot-wide shared use bicycle/pedestrian path was evaluated along the south side of MD 4. Melinda asked what the path would tie into; Zane Rettstatt replied that the path would connect to the Three Notch Trail currently under construction by St. Mary's County.

MD 4/MD 235 Intersection Options

At the MD 4 intersection with MD 235, the study team evaluated three options:

- Option A would modify the existing signal to provide a Continuous Flow Intersection (CFI). The CFI legs are on the southbound MD 4 and MD 235 approaches. Option A would have a 2-3 year construction time.
- Option B would add a flyover ramp from southbound MD 4 to southbound MD 235. The traffic signal would remain for all other movements. A left-turn lane would be provided as a redundant movement to the flyover ramp for local access to businesses. Option B would have a 2-3 year construction time.
- Option D would replace the existing intersection with a Single Point Urban Interchange, with MD 4 crossing under MD 235. Option D would have a 4-5 year construction time.

It was noted by the project team that the CFI option and the SPUI option have more displacements than the flyover option. The SPUI is the most costly option, whereas the flyover is the least costly. The CFI option has multiple bicycle/vehicle conflict points, while the flyover potentially has only one.

It was noted that although the flyover ramp would be at grade before the intersection with First Colony Boulevard, turns from southbound MD 235 onto First Colony Boulevard would need to be restricted. Doug noted that a possible benefit of the flyover option is that it separates commuter traffic (using the flyover ramp) from local traffic (using the existing intersection).

Traffic

Sarah Gary presented the traffic data for the project alternatives. Currently, approximately 27,000 vehicles cross the Thomas Johnson Bridge per day, up from 12,900 in 1990. Traffic volumes across the bridge are projected to increase to 33,600 by the year 2030.

The no-build AM/PM peak period level of service on the Thomas Johnson Bridge is expected to be F/F in 2030; for either the two-lane or four-lane bridge alternative, that is expected to improve to B/B. At the MD 4/MD 235 intersection, the 2030 no-build AM/PM peak period level of service is F/F. For the CFI, that is expected to improve to E/C; for the flyover, it is expected to be C/E; and for the SPUI, it is expected to be C/D. A table showing the existing, no-build, and build level of service is attached in the handout packet.

Doug asked whether the project team looked at the traffic friction caused by the numerous driveway openings along the MD 235 corridor. Sarah Gary replied that the MD 235 corridor overall is operating at a failing level of service in 2030, and this project is not intended to address traffic issues along MD 235.

Comments Received on Alternatives

Sarah Fowler presented the feedback received from the two public hearings, held September 28 and 29, 2010. Of the four bridge alternatives, Alternative 4 – Four-Lane Bridge received the most support, of which a majority of commenters supported a lower bridge. Alternative 3 – Two-Lane Bridge received less than half of the support of Alternative 4, with a majority of commenters supporting a higher bridge. Alternatives 1 and 2 received minimal support.

Of the MD 4/MD 235 intersection options, Option A – CFI received support from 46 citizens, Option B – Flyover received support from 60 citizens, and Option D – SPUI received support from 54 citizens. Common concerns expressed included the project cost and the intersection levels of service. A majority (81%) of commenters supported the bike trail alongside MD 4 in St. Mary's County.

Commenters were evenly split between the two right-turn ramp relocation options in Calvert County, with 53 supporters preferring to move the ramp to a four-way intersection and 49 supporters preferring to move the ramp to a T-intersection. The left-turn option had 20 supporters and the no-build option had 16 supporters. For the Access Control options in Calvert County, median widening had 50 supporters, no change had 45 supporters, and access consolidation had 33 supporters.

The St. Mary's County Commissioners preferred the four-lane bridge with a 105-foot clearance over the Patuxent River, dualization of MD 4 between the bridge and MD 235 with the bicycle/pedestrian path, and MD 4/MD 235 Option D (SPUI). St. Mary's County has told the team that they would consider Option B (Flyover) acceptable if SHA can demonstrate it would operate at an acceptable level of service. The project team is coordinating with the County to make sure they have received the information they need to make a final recommendation.

The Calvert County Commissioners preferred the four-lane bridge with a 105-foot clearance over the Patuxent River, widening MD 4 into the median on the Calvert County side, Right Turn Option B for access to Solomons Island. For construction phasing, Calvert County preferred constructing the bridge first.

The Tri-County Council preferred the four-lane bridge but did not specify a height preference over the Patuxent River.

Chrissy Sheckells presented agency comments received throughout the planning process. The resources agencies were generally supportive of the project. The Maryland Department of Natural Resources would like the team to complete surveys for potential peregrine falcon nests on the bridge prior to construction. The Chesapeake Bay Critical Area Commission requested that the team coordinate with them as the project progresses into design to determine appropriate mitigation for critical area impacts

Environmental Impacts

Chrissy presented the environmental impacts of the Team Recommended Alternative. The environmental impact matrix is attached in the handout packet. The recommended alternative would result in 3 residential relocations and require 36.5 acres of right-of-way from 103 properties. It would also impact 1292 linear feet of streams, 0.52 acre of floodplains, 28.5 acres of woodlands, 0.35 acres of wetlands, and 26.5 acres of critical area. Melinda asked if the team had taken the new stormwater management regulations into account when calculating impacts. Chrissy replied that the alternatives and impacts had been updated to include new stormwater management regulations.

Regional Economic Study

Jeremy presented the regional economic study that was developed by Transportation Economics & Management Systems, Inc. (TEMS) in June 2010. It is projected that this project would result in approximately \$1.25B in economic benefits over 30 years, giving it a benefit/cost ratio of 1.77, compared to many transportation projects which have a benefit to cost ratio closer to 1. The project would result in more than 1,000 new jobs, \$80M in extra household income per year, and \$440M in increased property development potential. The increased tax payments from this would equal 75% of the project cost. St. Mary's and Calvert counties would receive most of the benefits.

Project Team's Recommended Alternative

Jeremy presented the project team's recommended alternative. The team's recommendation is for:

- New four-lane bridge over the Patuxent River;
- 105-foot maximum bridge clearance over the Patuxent River channel, with the possibility of a design competition in the detailed design stage that would allow the possibility of an 80-foot minimum clearance over the channel;
- MD 4/MD 235 Intersection Option B – two-lane Flyover with the Z-median crossing at Oak Drive/PRAG Church entrance;
- Dualization of MD 4 in St. Mary's County with the separate bike/pedestrian path and the North/South Patuxent Beach Road access modifications; and
- Calvert County mainline improvements, including the median widening, relocated southbound MD 4 ramp to Solomons Island and the visitor's center relocation.

Short-Term Options

The project team is evaluating one short-term option: extending the second northbound through lane on MD 4 from MD 235 past Oak Drive. The current acceleration lane is relatively short and may be conflicting with the right turn onto Oak Drive. This improvement should alleviate some of the PM traffic congestion on northbound MD 235 turning right onto MD 4. Lee Starkloff noted that the local elected officials have been pushing for short-term improvements along the MD 4 corridor. Melinda asked what the cost of the improvement would be; Lee replied that it would cost approximately \$400K. Zane also noted that a \$750K earmark was provided for the project in 2010, with the intention of it being used on short term improvements. The project team is working with the District 5 office to perform additional analysis on the proposed short-term improvement.

Key Issues

Calvert County Visitor's Center Relocation

Relocation of the Calvert County visitor's center can be avoided under both bridge alternatives by placing a retaining wall between the structure and the new bridge. However, there will be space on the new parcel required for the Solomons Island ramp relocation to relocate the visitor's center. The team is evaluating the cost comparison of relocating the visitor's center versus installing a retaining wall to preserve the visitors' center in its current location.

PRAG Church Entrance/Oak Drive

In response to comments received from the Patuxent River Assembly of God, the project team has developed a Z-intersection at their driveway entrance across MD 4 from Oak Drive, allowing left and right turns into their driveway, and only allowing right turns out. Drivers wanting to head north on MD 4 would make a U-turn at the MD 235 intersection. The project team plans to meet with the church once a final determination has been made on the selected alternative.

Likewise, left turns out of Oak Drive onto MD 4 would be prohibited. Drivers wanting to head south on MD 4 would make a U-turn at the Patuxent Boulevard intersection, which now has a signal. The team felt that this would be a safer movement than a full movement intersection at Oak Drive.

Calvert County Access Control

With any build alternative, the existing ramp from northbound MD 4 to Solomons Island must be relocated. When the project moves into the Design phase, further coordination with Calvert County will be needed to confirm that the proposed new ramp location is consistent with their land use changes.

Potential Bridge Design Competition

The project team has raised the idea of a design competition for the design of the future bridge replacement, if a four-lane bridge is selected. If conducted, the design competition could take into account aesthetics, constructability, and cost as factors.

Mr. Gregory I. Slater
MD 4 Thomas Johnson Bridge Planning Study
Administrator's Selection Meeting: December 12, 2011
Page 9

I concur that the above statements accurately represent the decisions made by the Administrator at the December 12, 2011 Administrator's Selection Meeting.

Concurrence:


Kirk McClelland, Director
Office of Highway Development


Date

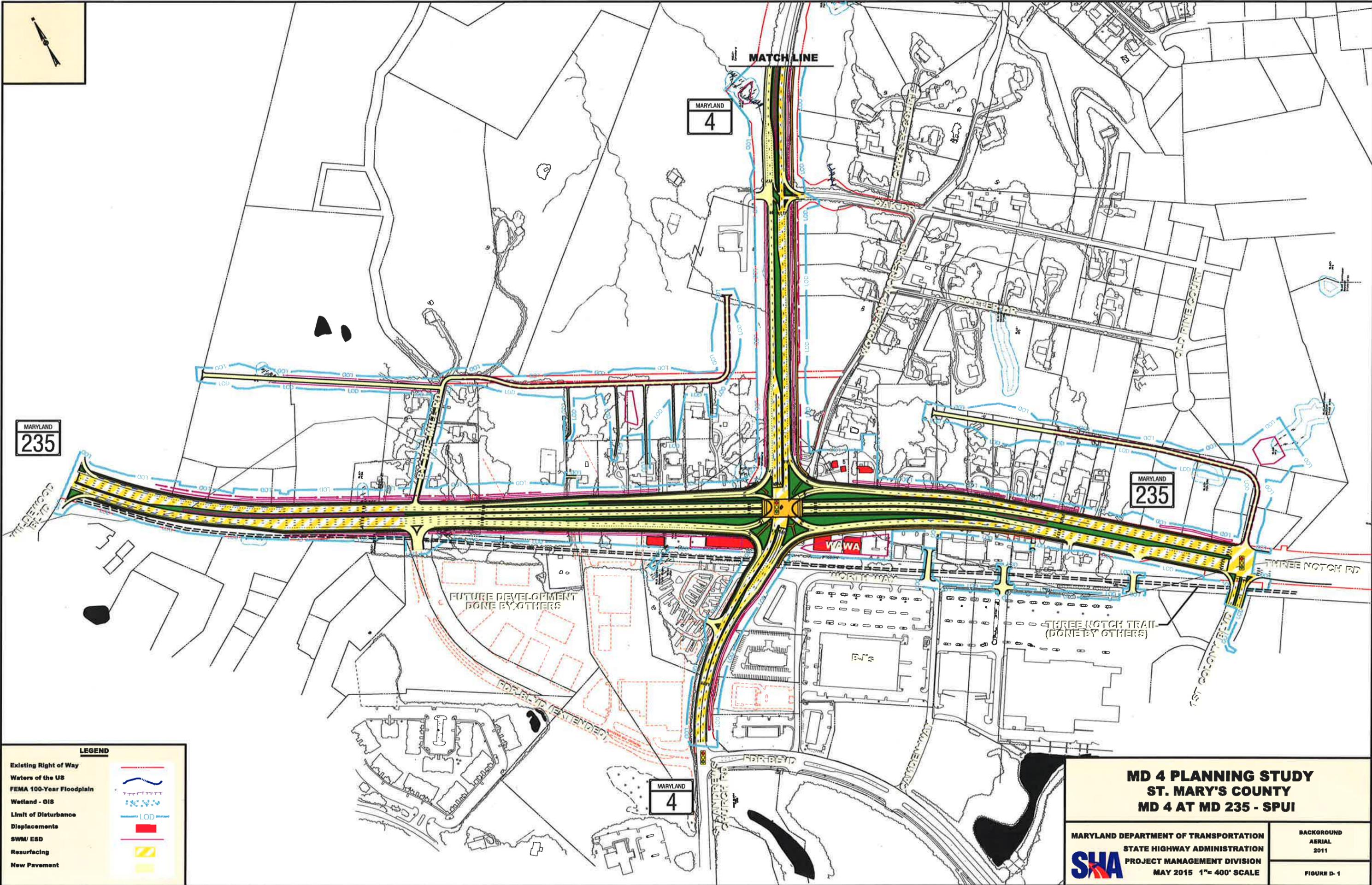

Gregory I. Slater, Director
Office of Planning and
Preliminary Engineering


Date

Attachment (handout packet)
cc: File (w/attachment)
Attendees
Project Team

Appendix B

Preferred Alternative Mapping



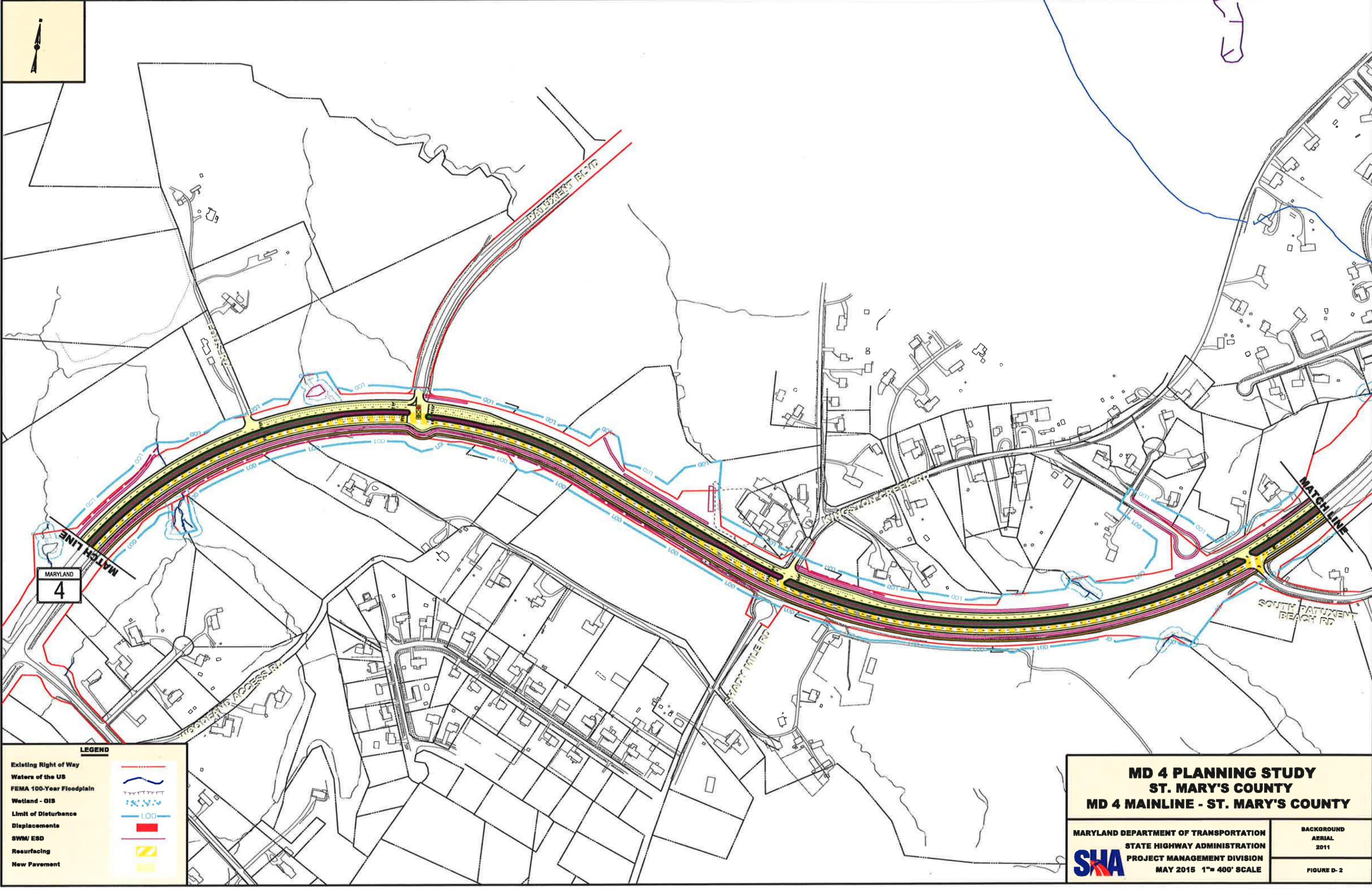
LEGEND

- Existing Right of Way
- Waters of the US
- FEMA 100-Year Floodplain
- Wetland - GIS
- Limit of Disturbance
- Displacements
- SWM/ ESD
- Resurfacing
- New Pavement

**MD 4 PLANNING STUDY
ST. MARY'S COUNTY
MD 4 AT MD 235 - SPUI**

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PROJECT MANAGEMENT DIVISION
MAY 2015 1"= 400' SCALE

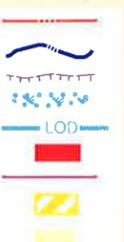
BACKGROUND
AERIAL
2011
FIGURE D-1



MARYLAND
4

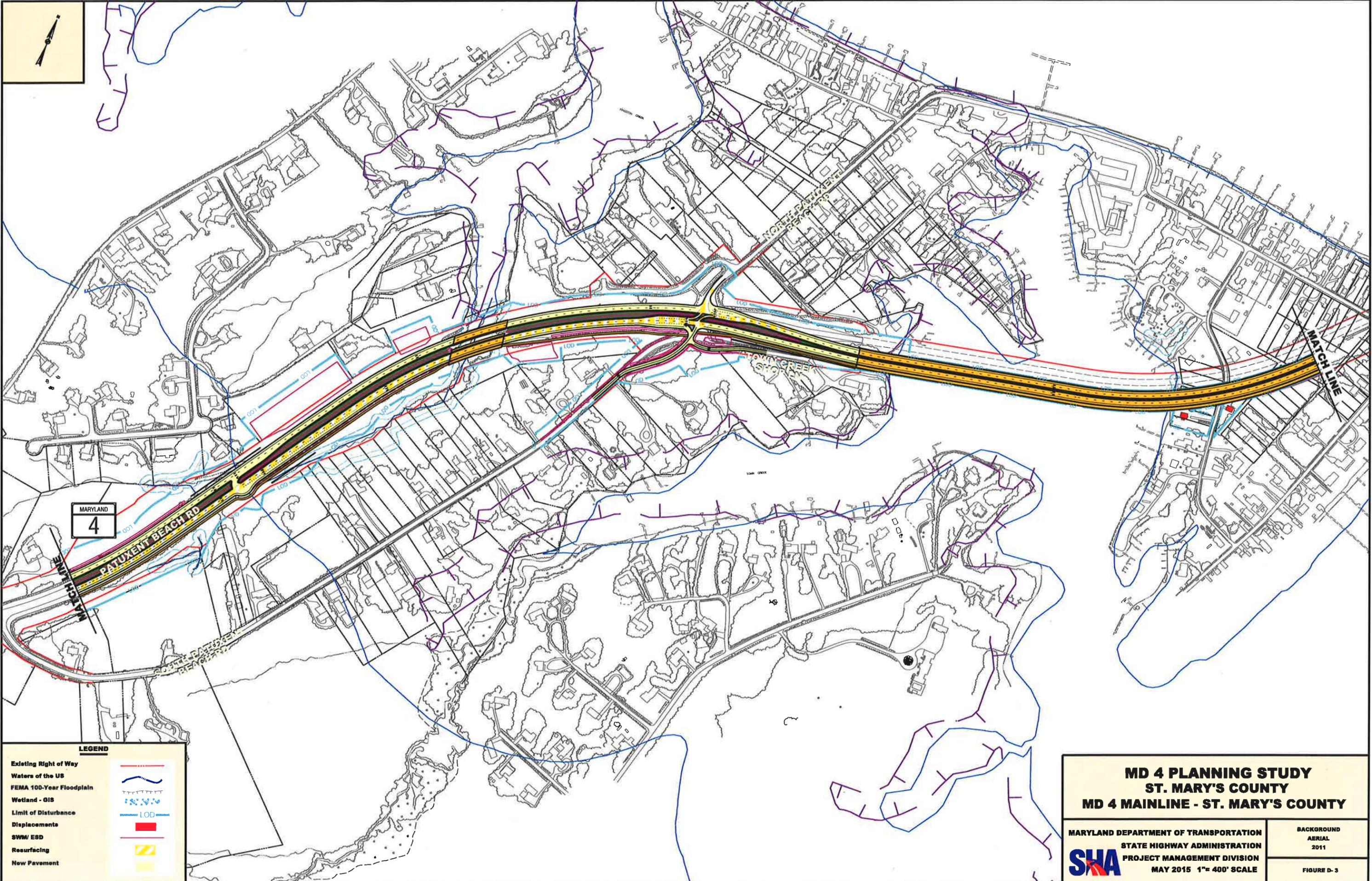
LEGEND

- Existing Right of Way
- Waters of the US
- FEMA 100-Year Floodplain
- Wetland - GIS
- Limit of Disturbance
- Displacements
- SWW/ESD
- Resurfacing
- New Pavement



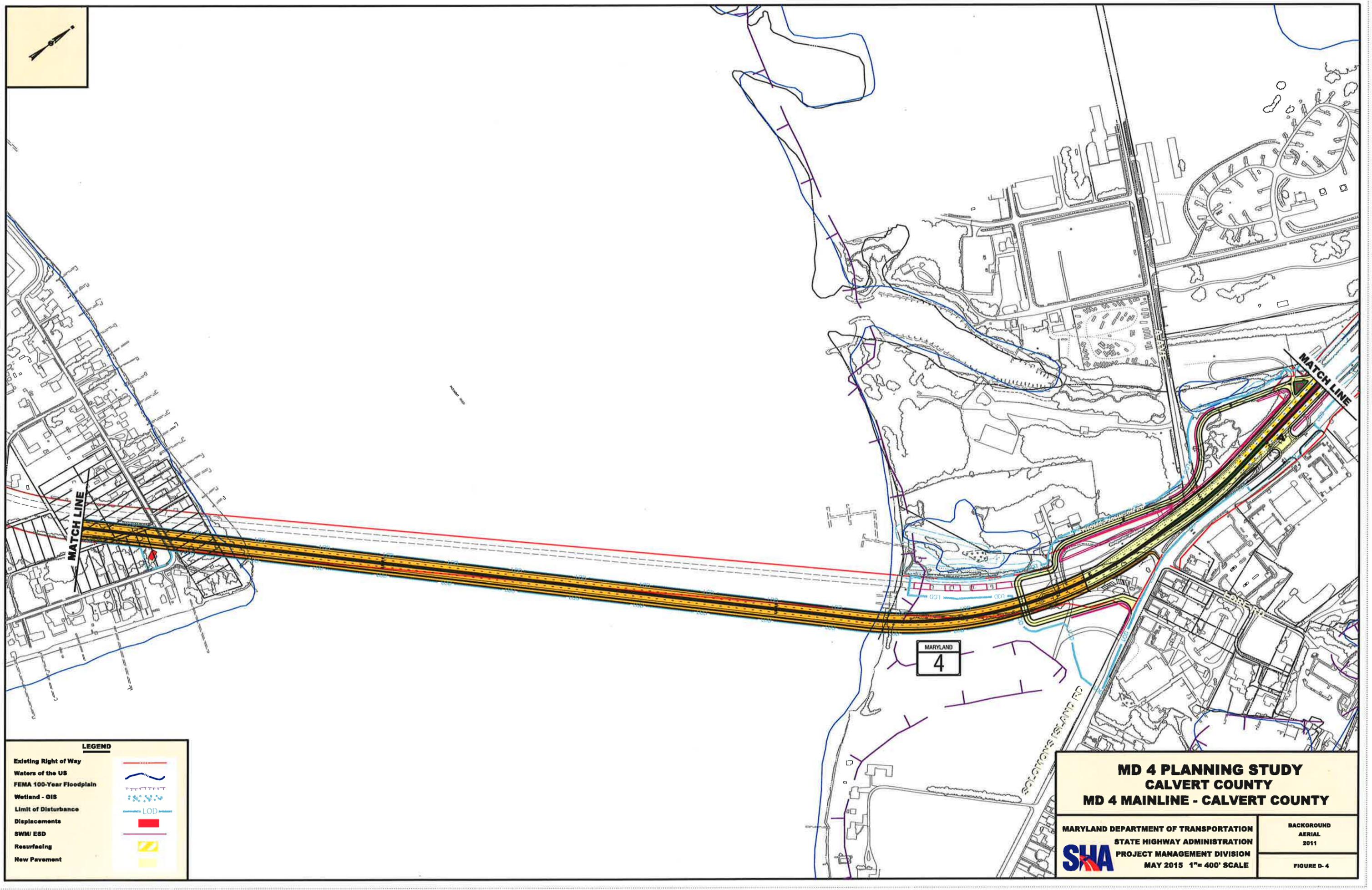
MD 4 PLANNING STUDY ST. MARY'S COUNTY MD 4 MAINLINE - ST. MARY'S COUNTY	
MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT MANAGEMENT DIVISION MAY 2015 1" = 400' SCALE	BACKGROUND AERIAL 2011 FIGURE D-2





MD 4 PLANNING STUDY
ST. MARY'S COUNTY
MD 4 MAINLINE - ST. MARY'S COUNTY

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT MANAGEMENT DIVISION MAY 2015 1"= 400' SCALE	BACKGROUND AERIAL 2011 FIGURE D-3
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LEGEND

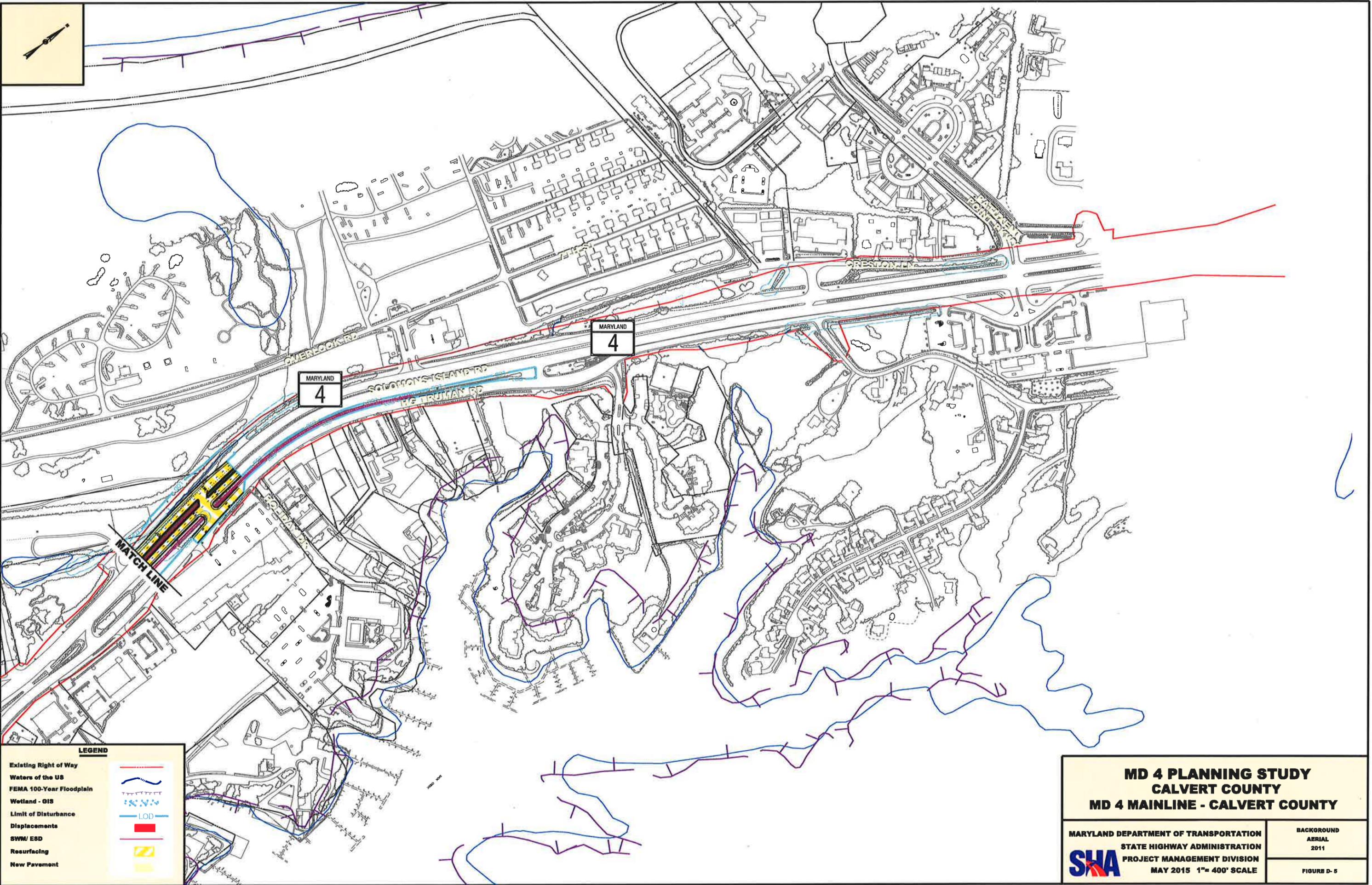
- Existing Right of Way 
- Waters of the US 
- FEMA 100-Year Floodplain 
- Wetland - GIS 
- Limit of Disturbance 
- Displacements 
- SWM/ ESD 
- Resurfacing 
- New Pavement 

**MD 4 PLANNING STUDY
CALVERT COUNTY
MD 4 MAINLINE - CALVERT COUNTY**

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
SHA PROJECT MANAGEMENT DIVISION
MAY 2015 1"= 400' SCALE

BACKGROUND
AERIAL
2011

FIGURE D-4



LEGEND

- Existing Right of Way —
- Waters of the US —
- FEMA 100-Year Floodplain —
- Wetland - GIS —
- Limit of Disturbance — LOD
- Displacements —
- SWM/ESD —
- Resurfacing —
- New Pavement —

**MD 4 PLANNING STUDY
CALVERT COUNTY
MD 4 MAINLINE - CALVERT COUNTY**

MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION PROJECT MANAGEMENT DIVISION MAY 2015 1" = 400' SCALE	BACKGROUND AERIAL 2011 FIGURE D-5
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Appendix C

Summary of the MD 4 Preferred Alternative

Appendix C:

Summary Statement from the SHA Preferred Alternative Concurrence Package

MD 4 Project Planning Study FONSI

Project 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. 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 and will also explore improvement opportunities along the Thomas Johnson Memorial Bridge and at the MD 4/MD 235 intersection.

Project Purpose Statement

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.

Purpose of Package

The purpose of this package is to request agency concurrence with the SHA Preferred Alternative for the MD 4 Project Planning Study. Concurrence on specific mitigation sites and submission of a permit application for impacts to wetlands and waterways will be deferred until the final design stage.

Description of the SHA Preferred Alternative

Based on the information gathered during detailed engineering and environmental studies and the input received from agency and public comments, MD 4 Mainline, Calvert County; MD 4 Mainline Widening, St. Mary's County; Patuxent River Crossing Alternative 4: Four-Lane Parallel Span; MD 4/MD 235 Intersection Option D: Single Point Urban Interchange; and the Pedestrian-Bicycle Facility has been designated as SHA's Preferred Alternative. The SHA Preferred Alternative would best address existing and projected operational needs while minimizing environmental impacts throughout the study area.

MD 4 Mainline, Calvert County

The MD 4 Mainline in Calvert County would be widened into the existing open grass median to provide a four-foot-wide inside shoulder in each direction from north of the Patuxent River crossing to the MD 4/Patuxent Point Parkway intersection. The median width would be narrowed to approximately 22 feet. The existing access from northbound MD 4 to southbound Solomons Island Road, closest to the Visitor's Center, would be closed due to its proximity of the new

bridge span. In addition, the existing right-out from Solomons Island Road to MD 4 northbound would be closed. A new right-in/right-out access point for MD 4 northbound/Solomons Island Road would be provided at a location approximately 1000 feet north of the closed access. In the southbound MD 4, the intersection with Thomas Johnson Road would be reconstructed. The remaining access points along MD 4 would not be altered.

Patuxent River Crossing Alternative 4: Four-Lane Parallel Span

Alternative 4: Four-Lane Parallel Span would be built parallel to the south side of the existing Thomas Johnson Bridge. Upon completion of the new bridge, the existing bridge would be demolished. The bridge would consist of two 12-foot-wide lanes, a four-foot-wide inside shoulder, and a 10-foot-wide outside shoulder. In addition, a 10-foot-wide shared-use pedestrian/bicycle lane would be added on one side of the bridge and would be separated from the shoulder by a concrete barrier. The new bridge would be placed a minimum of 25 to 75 feet from the existing bridge. The final height of the bridge would be determined during final engineering.

MD 4 Mainline Widening, St. Mary's County

The MD 4 Mainline in St. Mary's County would be widened to a four-lane divided roadway from Oak Drive to North Patuxent Beach Road, with a 30-foot-wide median. The typical section would consist of two 12-foot-wide lanes in each direction, 10-foot-wide outside shoulders, and four-foot-wide inside shoulders. The two southbound lanes would be constructed to the north of the existing two-lane roadway. The northbound lanes would be constructed along the existing roadway. Turn lanes may be added to all intersections along MD 4. A 10-foot-wide bicycle and pedestrian facility to be constructed to the south side of MD 4, and separated by a 10-foot-wide buffer is included. North of Patuxent Beach Road, the entire MD 4 section would be shifted to the south of the existing roadway. The median narrows, and two through-lanes would be provided in each direction.

MD 4/MD 235 Intersection Option D (Revised): Single Point Urban Interchange (SPUI)

The Single Point Urban Interchange (SPUI) option is a grade-separated interchange, with MD 235 crossing over MD 4 in St. Mary's County. MD 4 would remain at its existing grade. All through traffic on MD 235 would be free-flowing (without a traffic signal) with two lanes in each direction. Ramps are used to direct all turns to a single signalized intersection. Through traffic along MD 4 would also cross through the signal, with two through lanes in each direction. A bicycle and pedestrian path would be provided through the intersection and connect with the county's proposed Three Notch Trail. Access to MD 235 would be provided via service roads behind the properties along northbound MD 235: no direct access to MD 235 would be provided due to safety concerns.

Pedestrian/Bicycle Facility

The ten-foot-wide pedestrian/bicycle path would be constructed along the south side of MD 4 connecting MD 235 to MD 4 north of the Thomas Johnson Bridge. This would connect the Three Notch Trail with St. Mary's County on the west side of MD 235 and the designated bike shoulders on MD 4 in Calvert County, thereby completing the network through this region.

Description of Impacts

The SHA Preferred Alternative would require three residential displacements, four business displacements and 56 acres of right-of-way (ROW) from a total of 128 properties along the project corridor.

The SHA Preferred Alternative would have no adverse impacts on historic standing structures within the area of potential effects (APE). Five potentially significant archeological sites were identified within the APE. As mandated by a Programmatic Agreement executed on March 10, 2011, Phase 2 archeological investigations will be conducted during the design phase of the project to determine the eligibility of impacted sites for listing in the NRHP.

No violations of the applicable State and National Ambient Air Quality Standards (NAAQS) are expected from this project. The SHA Preferred Alternative would result in a total of five Noise Sensitive Areas (NSAs) – four residential and one restaurant – that would experience noise levels equal to or exceeding the 66-dBA criteria. Two of the five NSAs were identified as eligible for noise abatement and require further consideration during detailed design.

The SHA Preferred Alternative would impact approximately 33.3 acres of the Chesapeake and Atlantic Coastal Bays Critical Area (CACBCA) due to earth disturbance, removal of vegetation, placement of fill, and increased impervious areas.

There are a total of 48 sites potentially containing hazardous materials that would be impacted by the SHA Preferred Alternative. Based upon recommendations of the Initial Site Assessment (SHA, 2009) and SHA Project Impact Ranking Criteria (PIRC), a Preliminary Site Investigation Screening will be completed in the design phase for 26 of the 48 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.

Approximately 50.56 acres of forest, including seven significant trees (trees with a diameter at breast height of 30 inches or greater), would be impacted by the SHA Preferred Alternative.

The SHA Preferred Alternative would require mitigation for 1.75 acre of unavoidable wetland impacts and 6,370 linear feet (3.13 acre) of waters of the U.S. (WUS) impacts. Approximately 2.65 acre of these impacts is associated with the proposed bridge piers. WUS impacts will be further defined as final design proceeds and the details regarding the bridge piers become available.

Minimization and Mitigation Measures

As part of the development of Alternatives for the MD 4 Project Planning Study, several avoidance and minimization efforts as well as mitigation measures have been introduced throughout the study corridor. Avoidance/minimization and mitigation efforts for the SHA Preferred Alternative include:

Socio-Economic Environment

SHA undertook extensive community outreach in the development of its Preferred Alternative to minimize impacts on residential communities and community facilities. In order to avoid displacements of businesses and relocation of residences, retaining walls were incorporated into the revised SPUI design and the overall SPUI footprint was minimized, which resulted in fewer displacements as compared to the original SPUI design.

Cultural Resources

Mitigation measures, such as avoidance, have been incorporated into the SHA Preferred Alternative to minimize impacts to cultural resources. Five potentially significant archeological sites were identified within the APE. As mandated by a Programmatic Agreement executed on March 10, 2011, Phase 2 archeological investigations will be conducted during the design phase of the project to determine the eligibility of impacted sites for listing in the NRHP.

Natural Environment

Wetlands and Waters of the United States

A detailed assessment of the project's 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.

The Preferred Alternative's impacts to tidal waters would be dependent on the removal of the existing bridge. Stream impacts for Alternative 4 associated with the proposed bridge piers are 2.49 acre. The estimated temporary impact associated with potential dredging to accommodate placement of the proposed bridge piers is 0.93 acre. If the entire or a portion of the existing structure is removed, the acreage associated with removal of piers from the existing structure would be used as credit for placement of new piers for the proposed structure.

The goals of the mitigation are to replace, preserve, restore, and enhance functions within the same watershed that were lost due to the impacts associated with the project. This amount of required mitigation is based on wetland replacement ratios stipulated in the Maryland Compensatory Mitigation Guidance developed by the Interagency Mitigation Task Force and Code of Maryland Regulations (COMAR) 26.24.05.01 et seq.

Based on standard acreage replacement ratios agreed upon by the USACE and MDE, the proposed project would require approximately 0.33 acres of tidal wetland mitigation, 2.46 acres of non-tidal wetland mitigation, 2.65 acres of tidal waterway mitigation and 2,803 linear feet of non-tidal stream mitigation to compensate for impacts associated with the MD 4 Thomas Johnson Bridge Project (**Table C-1**). This amount of mitigation is based on the wetland replacement ratios stipulated under Section 404. Typically, emergent wetlands are mitigated at a 1:1 replacement ratio, while forested and scrub-shrub wetlands are mitigated at a 2:1 replacement ratio. The decision to replace function, acreage, or both may be adjusted at the discretion of the USACE or MDE, depending on the practicability of the proposed mitigation. WUS impacts

(impacts to perennial or intermittent watercourses) will be mitigated at a 1:1 replacement ratio. It must be noted that approximately 367 linear feet of the 2,803 linear feet of required stream mitigation is to regulated ephemeral channels. Impacts to ephemeral channels are expected to be mitigated on-site and in-kind.

Table C-1: Preferred Alternative – Compensatory Mitigation for Wetlands and Waters

	Impacted System						
	Tidal Scrub-Shrub Wetlands	Tidal Emergent Wetlands	Non-Tidal PEM Wetlands	Non-Tidal PFO Wetlands	Non-Tidal PSS Wetlands	Tidal Waters	Non-Tidal Waters
Impact (acres/linear feet)	0.02	0.29	0.42	0.92	0.10	2.65	2,803
Mitigation Ratio	2:1	1:1	1:1	2:1	2:1	1:1	1:1
Mitigation Required (acres/linear feet)	0.04	0.29	0.42	1.84	0.20	2.64	2,803

Aquatic Resources

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 would be permitted in the Use II streams from June 1st to September 30th, or December 16th through March 14th, 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 April 15, 2010, 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 SHA Preferred Alternative. 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 would be identified in the final environmental document.

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 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.

Though impacts to groundwater are expected to be minimal, any groundwater contamination from construction activities would be kept to a minimum by implementation of BMPs. BMPs to protect streams may include seeding, sodding, and stabilizing slopes as soon as possible to minimize the exposed area during construction, as well as stabilizing ditches at the tops of cuts and at the bottoms of fill slopes before excavation and formation of embankments. 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.

A grading plan and erosion and sediment (E&S) control plan would be prepared and implemented in accordance with MDE regulations. The grading and E&S control plans would 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 would be reviewed and approved by MDE prior to initiation of construction. Measures to prevent erosion in highly susceptible areas (i.e., steep slopes) would be included in the E&S control plans when necessary.

Forest/Woodlands

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.

Reforestation of 50.56 acres would be provided at a one-to-one ratio consistent with the Maryland Reforestation Act for forest impacts greater than one acre. To the extent possible, reforestation would be provided within the project limits. Reforestation off-site within the same sub-watershed and fee-in-lieu payments into the reforestation fund will be investigated as options if the full reforestation amount cannot be provided within the project limits. Potential woodland mitigation sites will be identified during final design. Coordination is ongoing with the Maryland Department of Natural Resources (DNR) to determine reforestation areas and would attempt to mitigate in such a manner as to support contiguous establishment of DNR's Green Infrastructure by filling gaps between areas of Green Infrastructure.

Impacts to FIDS habitat will be minimized to the extent practicable and mitigation will be determined on a case by case basis with further consultation with DNR. Mitigation will be accomplished through either creation of new FIDS habitat or protection of existing FIDS habitat.

Rare, Threatened, and Endangered Species

Impacts to fish are most likely to occur during construction. Pile driving of hollow steel piles greater than 4 feet in diameter can cause an oscillation that is lethal to fish. If larger sized piles are required, sound dampening techniques would be required. BMPs, such as turbidity curtains, will likely be employed to minimize re-suspended sediment movement and transport away from the construction site. In addition, dredging, power-driving of large hollow steel piles (exceeding 4' in diameter), and cofferdam installation and removal will be restricted between April 1 – June 30, which is the period of maximum abundance of early juvenile summer flounder in the coastal bays. Bubble curtains contained by a “can” will likely be used to minimize the shock wave effects of power driving large diameter hollow steel piles. Consultation with the DNR, US Fish and Wildlife Service and NOAA - National Marine Fisheries Service is ongoing and will continue throughout the planning, design and construction process in an effort to avoid, or minimize impacts to fish and other important aquatic species

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 1st to September 30th and December 15th to March 15th, and the time-of-year restriction for hydraulic dredging is June 1st to September 30th. The time-of-year restrictions would protect oyster spawning and winter quiescence during dredging operations.

The American Peregrine Falcon (*Falcon peregrinus anatum*) 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 evaluate the potential of 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.

In accordance with Section 7 of the Endangered Species Act, FHWA and SHA prepared a Biological Assessment (BA), which evaluated the potential impact of the proposed new Thomas Johnson Bridge on the shortnose and Atlantic sturgeon that may occur within the study area. Based on available scientific data and the general lack of suitable spawning and foraging habitat for shortnose and Atlantic sturgeon in the Patuxent River, the BA concluded that it is unlikely that these fish would be found within the action area of the MD 4 Thomas Johnson Bridge project during any time of the year. However, based on the capture data, it is still possible that shortnose and Atlantic sturgeon may be present within the Patuxent River. The likelihood of adults, larvae, or eggs being present in the project area would be greatest from late March through May 15. According to BAs for the Nice Bridge and Woodrow Wilson Bridge projects in the Potomac River, the probability of encountering sturgeon was assumed to be lowest outside the spring migration period, from July 15 to February 14. Should one or both of the sturgeon species be present in the study area during construction, potential impacts could result from pressure waves due to pile driving, increased turbidity due to bottom excavation, and release of sediment during dredging.

SHA is proposing to commit to protection methods during construction for the sturgeon, particularly during dredging and power driving of piles for the new bridge. Additionally, particular attention would be placed on ensuring the navigational channel, and the deep water areas within the navigational channel, are protected from violations of the Underwater Noise Standards (UNS) discussed during the spring migration of sturgeon (February 15 to July 14).

NMFS-Annapolis noted methods are improving for mitigating shock waves produced from power driving of hollow steel piles, and bubble curtain technology has been introduced for pile driving in deep waters, where use of a “can” structure surrounding a pile being driven may be infeasible. Pile driving is proposed to be permitted year-round; however, if required, all pile driving will employ construction techniques to limit pressure waves to 4 psi and to satisfy the NMFS noise thresholds. Should these techniques not mitigate pressure waves and noise to comply with the thresholds, prohibition of pile driving could occur between February 15 and July 14.

Mechanical dredging is proposed to be permitted from mid-July through mid-February. This time-of-year restriction considers the presence of yellow perch and other anadromous fish species (February 15 through June 15), as requested in a letter from NMFS-Annapolis dated June 16, 2009. Mechanical dredging using a clamshell bucket to dig sediment from bottom substrates can lead to increased turbidity within the water column as compared to hydraulic dredging that vacuums sediment through a pipe. However, hydraulic dredging has been shown to kill sturgeon. Therefore, mechanical dredging is proposed to reduce the potential take of shortnose or Atlantic sturgeon. Muck removal from inside a cofferdam would be permitted between mid-February and mid-July.

In NMFS’ October 2009 letter, they stated that if dredging would occur within 500 yards of Natural Oyster Bars within the project area, the following time-of-year restrictions were recommended to protect oyster spawning and winter quiescence during dredging operations (see time-of-year restrictions chart). Also as required by NMFS (letter dated June 16, 2009), should blasting be required to demolish the existing bridge, seasonal restriction (as depicted in the time-of-year restriction chart) during periods of peak abundance and/or movements of finfish through the project area could be implemented to protect them from blast-related shock waves.

SHA is committed to continuing consultation with NMFS to ensure that a “not likely to adversely affect” determination is appropriate and that the project would not have a significant impact on either shortnose or Atlantic sturgeon.

Unique and Sensitive Areas

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, a scenic river under the Maryland Scenic and Wild Rivers Program.

Chesapeake and Atlantic Coastal Bays Critical Area

The preferred alternative would impact approximately 33.3 acres of the Critical Area and approximately 2.562 acres of the 100-foot buffer. The impacts are due to the disturbance required for the new bridge construction and tie-in of the bridge to the roadway including removal of vegetation, placement of fill, and increased impervious area. Mitigation for any disturbance to the Buffer will be required at 3:1 ratio and mitigation for disturbance to vegetation outside the 100-foot Buffer will be required at a 1:1 ratio. All mitigation will be shown on a planting plan that identifies species, stocking density, and a planting schedule. SHA will continue coordination of the project with CAC during the design phase of the project.

Air Quality

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 impacts to air quality would be kept to a minimum for carbon monoxide and would not cause or contribute to an exceedance of the NAAQS for CO.

Short-term impacts to air quality due to construction of the SHA Preferred Alternative 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 Constructions 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.

Noise

During construction of the project, the residences closest to the construction area will likely be impacted by construction noise as a result of the project. In order to minimize the impact to the residential community, all proposed construction will comply with applicable Federal, State and Local noise control regulations, as well as the Occupational Safety and Health Act of 1970. Where practicable, construction activity should be confined to time periods that would create a minimum amount of disturbance to the community. The Contractor should use only equipment adapted to operate with the least possible noise, and should conduct his work so that annoyance to occupants of nearby property and the general public would be reduced to a minimum.

Noise impacts/abatement measures were determined based on a noise analysis using the revised SHA *Highway Noise Policy* that came into effect July 13, 2011. Consideration of noise abatement was warranted at five NSA's. Three of these five NSAs (NSAs 14, 18 and 20) warranted consideration, but were found to not meet the reasonableness criteria. However, two NSAs (NSAs 15 and 19) involving condominiums within the vicinity of the SPUI, were found to meet both feasibility and reasonableness criteria, and require further consideration. NSA 15 includes a newly constructed complex, north of the existing MD 235/MD 4 intersection and NSA 19 includes the existing condominiums located between Wildewood Boulevard and FDR Boulevard. According to SHA Policy, as part of the final reasonableness determination, the

views of the benefitted property owners and residents in each condominium complex must be solicited regarding the acceptability of providing noise barriers; there must be greater than 50 percent opposition from the benefitted owners and residents for either barrier to be excluded from the project.

Hazardous Materials

There are a total of 48 sites potentially containing hazardous materials that would be impacted by the SHA Preferred Alternative. Based upon recommendations of the *Initial Site Assessment* (SHA, 2009) and SHA Project Impact Ranking Criteria (PIRC), a Preliminary Site Investigation Screening will be completed in the design phase for 26 of the 48 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. This investigation could include soil sampling and groundwater testing to determine whether hazardous materials remain on-site that require proper excavation and removal/disposal. SHA's Office of Materials and Technology (OMT) will handle any extraction and/or remediation of underground storage tanks.

Aesthetics

Aesthetic treatments would be incorporated into the ultimate design of the new bridge structure and flyover ramp to make them more visually pleasing to adjacent homes, businesses, and roadway commuters and more consistent with the overall landscape of the study area. Aesthetic treatments to the proposed bridge may include but are not limited to finishes for exposed concrete surfaces, guardrails and lighting.

Appendix D

Programmatic Agreement

**PROGRAMMATIC AGREEMENT AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE MARYLAND STATE HIGHWAY ADMINISTRATION AND
THE MARYLAND STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR 800 REGARDING
MD 4 FROM MD 2 TO MD 235
INCLUDING THE THOMAS JOHNSON BRIDGE
IN CALVERT AND ST. MARY'S COUNTIES, MARYLAND**

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist the Maryland State Highway Administration (MD SHA) with improvements to MD 4 from MD 2 to MD 235, including the Thomas Johnson Bridge (Undertaking) in Calvert and St. Mary's Counties as described in the Environmental Assessment (EA) for the project; and

WHEREAS, the FHWA has established the Undertaking's Area of Potential Effects (APE), as defined at 36 CFR 800.16(d), to encompass areas subject to direct construction impacts, a 250 foot-wide corridor adjacent to the worst case limits of disturbance, and areas from which the Thomas Johnson Bridge is plainly visible, to encompass the geographic areas within which the Undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE may require modification as more detailed engineering for the Undertaking is developed; and

WHEREAS, the FHWA has determined that the Undertaking as currently designed will have no adverse effects on historic standing structures eligible for inclusion in the National Register of Historic Places (National Register); and

WHEREAS, the FHWA has determined that the Undertaking may adversely affect on archeological properties within the APE identified as archeological sites 18CV359, 18ST830, 18ST836, 18ST837, and 18ST838 that are potentially significant and may be eligible for listing in the National Register, but have not yet been evaluated due to complex access issues; and

WHEREAS, the FHWA has determined that the Undertaking's effects on archeological properties cannot be fully determined prior to approval of the Undertaking; and

WHEREAS, it is understood that this Programmatic Agreement (PA) is based upon review of conceptual design alternatives, which will be refined during the final design process and reviewed by the signatory parties to this PA during the final design process; and

WHEREAS, the FHWA has consulted with the Maryland State Historic Preservation Officer (MD SHPO), pursuant to 36 CFR 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the MD SHA has participated in the consultation, has responsibilities for implementing stipulations under this Programmatic Agreement (PA), and pursuant to 36 CFR 800.6(c)(2) has been invited to be a signatory to this PA; and

WHEREAS, the FHWA has identified and invited the following parties to consult in the Section 106 process: the Department of the Navy, the Calvert County Department of Planning and Zoning, the St. Mary's County Department of Land Use and Growth Management, the Oneida Indian Nation, the Onondaga Nation, the Tuscarora Nation, the St. Regis Mohawk Tribe, the Delaware Nation, the Eastern Shawnee Tribe of Oklahoma, the Maryland Commission on Indian Affairs (MCIA), the Piscataway Indian Nation, Inc., the Piscataway-Conoy Confederacy and Subtribes, Inc., and the Cedarville Band of Piscataway Indians; and

WHEREAS, the FHWA and the MD SHA sought and considered the views of the public on this Undertaking through the public involvement process, including a website, and mass mailing and;

WHEREAS, the FHWA notified the Advisory Council on Historic Preservation (Council) of the Undertaking's potential adverse effect on historic properties and its intent to use a PA for this undertaking pursuant to 36 CFR 800.14(b)(1)(ii), and the Council has declined to participate in the consultation;

NOW, THEREFORE, the FHWA, the MD SHA, and the MD SHPO agree that upon the FHWA's decision to proceed with further planning and construction of the Undertaking, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effects of the Undertaking on historic properties, and that these stipulations shall govern the Undertaking and all its parts until this PA expires or is terminated.

STIPULATIONS

The FHWA shall ensure the following measures are carried out:

I. Treatment of Archeological Resources

A. Site Evaluations

The MD SHA will complete Phase II evaluation of the following currently known archeological sites, if slated for impact by the selected alternative, to determine their eligibility for the National Register: 18CV359, 18ST830, 18ST836, 18ST837 and 18ST838. The MD SHA shall complete the investigations in consultation with the MD SHPO and in accordance with 36 CFR 800.4(c) and shall ensure that all work adheres to the relevant performance standards in Stipulation V of this PA. The MD SHA will submit the Phase II report to the MD SHPO for review and concurrence. The MD SHA shall provide the results of any such evaluation efforts to the MD SHPO, the FHWA, and relevant consulting parties for review and comment. If the MD SHPO and other consulting parties do not provide comments within 30 calendar days of receipt, the MD SHA may assume the acceptance of the results.

B. Treatment of National Register Eligible Archeological Sites

1) *Consultation to resolve adverse effects:* If the MD SHA and the MD SHPO determine that any of the sites evaluated pursuant to Stipulation I.A are eligible for listing in the National Register, the MD SHA shall develop a plan for its avoidance, protection, recovery, or destruction without recovery, and public education/interpretation in

consultation with the MD SHPO, the FHWA and relevant consulting parties. The MD SHA shall submit the treatment plan to the MD SHPO for a 30 day review period. Unless the MD SHPO objects within 30 days after receipt of the plan, the MD SHA shall implement it prior to the start of project ground disturbing activities within or immediately adjacent to the site area.

2) *Data Recovery*: Should data recovery investigations be selected as the treatment measure, the MD SHA shall ensure that a data recovery plan is developed in consultation with the MD SHPO, the FHWA and relevant consulting parties consistent with the performance standards outlined in Stipulation V. The plan shall specify, at a minimum:

- The portions of the property where mitigation shall occur;
- Any portions of the property that will be destroyed without data recovery;
- The research questions to be addressed through data recovery with a description of their relevance and importance;
- The research and field methods to be used, with an explanation of their relevance to the research questions;
- The methods to be used in analysis, data management, and dissemination of data, including a schedule;
- The proposed disposition of recovered materials and records;
- Proposed methods for involving and informing the interested public;
- A proposed schedule for the submission of progress reports to the MD SHA and the MD SHPO; and
- Concepts for a public interpretive component.

The MD SHA and the MD SHPO will meet on-site to evaluate the success of the fieldwork phase of any data recovery program, near the end of the fieldwork efforts. The MD SHA shall submit a management summary to the MD SHPO documenting the completion of fieldwork for 15 day review. Upon receipt of the written concurrence from the MD SHPO, the MD SHA may proceed with construction activities in the site areas concurrently with completion of the remaining laboratory, analyses, and reporting phases of the data recovery work.

II. **Design Development, Alignment Modifications and Ancillary Activities**

The project may result in unforeseen effects on other historic properties due to changes made during design development, alignment modifications, or as a result of associated ancillary activities including, but not limited to: construction staging areas, stormwater management facilities, wetland mitigation areas, reforestation areas, environmental stewardship activities, or other actions. All design and construction elements that may affect historic properties will be subject to review and concurrence by the MD SHPO. The FHWA and the MD SHA will ensure that avoidance of adverse effects to historic properties is the preferred strategy and will utilize all feasible, prudent, and practicable measures to avoid adverse effects.

Should such activities be added for which cultural resources studies have not been

completed, the MD SHA shall ensure that consultation ensues with the MD SHPO, the FHWA and other relevant consulting parties as appropriate, and that all required cultural resources studies are implemented in accordance with the applicable performance standards in Stipulation V and with the following procedures:

1) *Identification*: The MD SHA professional cultural resources staff shall review any additions or changes to the project and implement identification investigations as necessary to identify any historic properties that may be impacted by the proposed activity or alignment modification. The MD SHA shall provide all completed information to the MD SHPO, the FHWA, and relevant consulting parties under this PA for review and comment. If the MD SHPO does not provide comments within 30 calendar days of receipt, the MD SHA may assume the MD SHPO acceptance of the results.

2) *Evaluation*: The MD SHA shall evaluate all cultural resources identified in the areas inventoried under Stipulation II.A.1 in accordance with 36 CFR 800.4(c) to determine their eligibility for the National Register. The MD SHA shall provide the results of any such evaluation efforts to the MD SHPO, the FHWA, and relevant consulting parties for review and comment. If the MD SHPO does not provide comments within 30 calendar days of receipt, the MD SHA may assume the MD SHPO acceptance of the results.

3) *Treatment*: Should any property eligible for inclusion in the National Register be identified under Stipulations II.A.1 and II.A.2, the MD SHA shall make a reasonable and good-faith effort to avoid adversely impacting the resources by relocating or modifying the proposed action. If adverse effects are unavoidable, the MD SHA, the FHWA, the MD SHPO and relevant consulting parties shall consult in accordance with 36 CFR 800.6 to resolve adverse effects on National Register-eligible historic properties. The FHWA shall solicit the participation of the Advisory Council on Historic Preservation (Council). If adverse effects are unavoidable, the MD SHA, the FHWA, the MD SHPO and relevant consulting parties shall develop and implement appropriate treatment options in a Memorandum of Agreement. The FHWA and the MD SHA shall implement the mitigation plan once the MD SHPO concurs with the plan. The MD SHA shall ensure that any resulting cultural resources work is accomplished in accordance with the relevant performance standards in Stipulation V.

III. Human Remains

A. Compliance with Maryland State Burial Law

In the event that human burials are encountered during archeological investigations or construction in any portion of the project, the MD SHA will ensure that human remains and associated funerary objects are brought to the immediate attention of the MD SHPO, the FHWA, and the Calvert County or St. Mary's County States Attorney, as appropriate. No activities that might disturb or damage the remains will be conducted until the MD SHPO has determined whether excavation is necessary and/or desirable. The MD SHA, in consultation with the MD SHPO and other interested parties, as appropriate, shall comply with Maryland State burial law (Title 10 Subtitle 4 §§ 10-401 through 10-404 of the Annotated Code of Maryland).

B. Treatment of Native American Human Remains

1) *Notification and Consultation:* If human remains are Native American, the MD SHA will immediately notify and consult with the Oneida Indian Nation, the Onondaga Nation, the Tuscarora Nation, the Delaware Nation, the MCIA, the Piscataway Indian Nation, the Piscataway-Conoy Confederacy and Subtribes, the Cedarville Band of Piscataway Indians; and the appropriate County States Attorney. This consultation will clarify the next steps in the process, based on the specific circumstances surrounding the finds and the potential for any human remains to be avoided. The MD SHA shall notify all consulting parties of the outcome of the consultation.

2) *Documentation:* The MD SHA will ensure that any Native American human remains and associated funerary objects encountered will be exposed, recorded, and documented through non-destructive analysis.

- No samples of human remains will be retained.
- The MD SHA will ensure that no direct photographs of human remains will be taken. Drawings and LIDAR scanning may be used for documenting human remains and associated funerary objects in lieu of photographs.
- Photographs of excavations may be taken of other aspects of the archeological investigation for documentation purposes.

IV. Unexpected Discovery of Historic Properties during Construction

If historic properties are discovered or unanticipated effects on historic properties are found after the Undertaking is implemented the MD SHA shall ensure that reasonable efforts are made to avoid, minimize, or mitigate adverse effects to such properties, and shall consult with the MD SHPO, the FHWA, Indian Tribes that may attach traditional cultural and religious significance to the affected property, the MCIA, and other relevant consulting parties to resolve any adverse effects pursuant to 36 CFR 800.13(b). The MD SHA shall ensure that any resulting cultural resources work is accomplished in accordance with the relevant performance standards in Stipulation V.

V. Professional Standards

A. Professional Qualifications

The MD SHA shall ensure that all cultural resources work performed pursuant to the PA is carried out by or under the direct supervision of a person or persons meeting at a minimum the Professional Qualifications Standards set forth in the Secretary of the Interior's Standards for Archeology and Historic Preservation (36 CFR Part 61).

B. Standards and Guidelines

The MD SHA shall ensure that all cultural resources investigations and work performed pursuant to this PA shall be conducted in a manner consistent with the principles and standards contained in the documents (and subsequent revisions thereof) listed below:

- *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (1983 and successors);
- *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994);
- *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (Maryland Historical Trust, 2000);
- *General Guidelines for Compliance-Generated Determinations of Eligibility and Standards and Guidelines for Architectural and Historical Investigations in Maryland* (Maryland Historical Trust, 2002);
- *Advisory Council on Historic Preservation – Section 106 Archaeology Guidance* (ACHP 2007);
- *Recommended Approach for Consultation on Recovery of Significant Information for Archeological Sites*, ACHP 2007 (64 FR 27085-27087);
- *Advisory Council on Historic Preservation Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects* (ACHP 2007).
- *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68).

C. Curation

All materials and records, including but not limited to field reports, photographs, field sketches, etc., and records resulting from cultural resources investigations conducted for the project will be curated in accordance with 36 CFR 79 at the Maryland Archeological Conservation Laboratory.

VI. Dispute Resolution

A. Resolution of Objections by the Signatories

Should the MD SHPO, or any of the signatories to this PA, object in writing within 30 days to any plans or actions proposed pursuant to this PA, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that such objection cannot be resolved, the FHWA will:

1) Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

2) If the ACHP does not provide its advice regarding the dispute within the 30 day time period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the PA, and provide them and the ACHP with a copy of such written response.

3) The FHWA's responsibility to carry out all other actions subject to the terms of this PA that are not the subject of the dispute remains unchanged.

B. Resolution of Objections by the Public

At any time during implementation of the measures stipulated in this PA, should an objection pertaining to this agreement or the effect of the undertaking on historic properties be raised by another consulting party, a concurring party to the PA, or a member of the public, the FHWA shall notify the parties to this agreement and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this agreement to resolve the objection.

VII. Amendment

This PA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

VIII. Termination

If any signatory to this PA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories.

Once the PA is terminated, and prior to work continuing on the undertaking, the FHWA must either (a) execute an PA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FHWA shall notify the signatories as to the course of action it will pursue.

IX. Duration

This PA shall be null and void if its terms are not carried out within ten (10) years from the date of its execution, unless the signatories agree to amend it in accordance with Stipulation VII.

Execution of the PA by the FHWA, the MD SHA, the MD SHPO, and the ACHP and implementation of its terms provide evidence that the FHWA has afforded the signatories an opportunity to comment on the Undertaking and its effects on historic properties, and that FHWA has taken into account the potential effects of the undertaking on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By: William A. Wade
Hassan Raza, Division Administrator

Date: 3/10/2011

MARYLAND STATE HIGHWAY ADMINISTRATION

By: Neil J. Pedersen
Neil J. Pedersen, Administrator

Date: 3/2/11

MARYLAND STATE HISTORIC PRESERVATION OFFICER

By: J. Rodney Little
J. Rodney Little, State Historic Preservation Officer

Date: 2-16-11

Appendix E

Commitments & Considerations Checklist

**Appendix D:
Commitments and Considerations
MD 4 Project Planning Study
FONSI**

MD 4 Mainline: Calvert County

There have been no commitments and/or special considerations identified within the MD 4 Mainline: Calvert County segment of the planning study.

Patuxent River Crossing Alternative 4: Four-Lane Parallel Span

The SHA has committed to maintaining access to the Pepper Langley Fishing Pier and Boat Launch Facility upon completion of the project. Temporary access closures may be necessary to reconstruct the access entrance.

There have been several considerations that should be evaluated and coordinated further during final engineering design. These considerations include:

- A preferred concept has been selected for a new access from northbound MD 4 to Solomons Island Road South. The new access location was developed in consideration of engineering requirements, operations and safety along northbound MD 4, adjacent land use activities, public and Calvert County official input. There are several adjacent undeveloped and/or underutilized parcels within the immediate area. During final engineering, the SHA will consider any changes in the adjacent parcels and access points.
- The Calvert County Visitor's Information Center is located along northbound MD 4. The Preferred Alternative includes a retaining wall to avoid the building and minor parking lot adjustments to retain the same number of existing parking spaces. A potential for relocation of the Visitor's Center was identified by Calvert County within the reconstructed intersection with Thomas Johnson Road. During final engineering, the SHA will coordinate with Calvert County to evaluate the Preferred Alternative versus a relocation of the Visitor's Center.
- Consideration will be given during final engineering to the bridge height. Based upon the mast-height surveys and public input an under-clearance of no less than 80' and no greater than 105' should be considered.
- A consideration for a bridge competition should be evaluated prior to final engineering. The bridge competition should consider the bridge type, height implications, cost differentials, architectural treatments and the view shed from Solomons Island.

MD 4 Mainline Widening, St. Mary's County

There have been no commitments identified within the MD 4 Mainline: St. Mary's County segment of the planning study.

There has been one consideration that should be evaluated and coordinated further during final engineering design. This consideration includes:

- The use of steep slopes and retaining walls have been identified on the Preferred Alternative mapping to avoid and/or minimize impacts to environmental resources. During final engineering, detailed delineations of the resources will be updated. Consideration of the latest state of the art engineering techniques will be evaluated to avoid/minimize environmental resource impacts.

MD 4/MD 235 Intersection Option B: At-Grade Intersection with One-Directional Flyover Ramp

There have been no commitments identified within the MD 4 Mainline: St. Mary's County segment of the planning study.

There have been several considerations that should be evaluated and coordinated further during final engineering design. These considerations include:

- The use of steep slopes and retaining walls have been identified on the Preferred Alternative mapping to avoid and/or minimize impacts to environmental resources. During final engineering, detailed delineations of the resources will be updated. Consideration of the latest state of the art engineering techniques will be evaluated to avoid/minimize environmental resource impacts.
- Alternative access to Oak Drive has been discussed with St. Mary's County. If an alternative access is provided to Oak Drive, consideration of closing the access location on MD 4 will be evaluated.
- Consideration should be given by SHA and St. Mary's County for access consolidation along southbound MD 235, north of the MD 4 intersection. The Preferred Alternative plan identifies a future commercial access location.
- Consideration should be given by SHA and St. Mary's County for access consolidation along northbound MD 235, south of the MD 4 intersection. The Preferred Alternative plan identifies a future commercial access location.

Pedestrian/Bicycle Facilities

There have been no commitments and/or special considerations identified within the Pedestrian/Bicycle Facilities segment of the planning study.

Appendix F

Agency and Public Correspondence



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
65 Great Republic Drive
Gloucester, MA 01930-2170

Gregory Murrill
U.S. Department of Transportation
Federal Highway Administration, DelMar Division
10 South Howard Street, Suite 2450
Baltimore, MD 21201

Re: MD 4 Thomas Johnson Memorial (MD 4 TJ) Bridge

Dear Mr. Murrill,

We would like to offer the following comments in response to your letter dated June 26, 2013, and other correspondence related to a consultation, pursuant to section 7 of the Endangered Species Act (ESA) of 1973, as amended, regarding the MD 4 TJ Bridge Project over the Patuxent River in Maryland. You have been identified as the lead action agency for this project, which includes the construction of a new four-lane parallel span just south of the existing MD 4 TJ Bridge. Following construction of the new bridge, the existing bridge will be demolished.

Coordination on the proposed project has been ongoing between NOAA's National Marine Fisheries Service (NMFS) and the U.S. Federal Highway Administration (FHWA) since 2009. You would like to eventually initiate section 7 consultation with us regarding the impacts of the proposed project on federally-listed shortnose sturgeon (*Acipenser brevirostrum*) and five distinct population segments (DPSs) of Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) that may use the Patuxent River. Section 7 consultation is necessary as certain aspects of the proposed project, specifically bridge construction and demolition activities (e.g., pile driving, dredging, and subaqueous blasting), may affect shortnose and Atlantic sturgeon. The project proponent, the Maryland State Highway Administration (SHA), has indicated that a final design for the new bridge has not yet been determined. As construction plans for the new bridge and demolition plans for the existing bridge are not yet finalized, it is not currently possible to adequately analyze the effects of this project on shortnose and Atlantic sturgeon.

Although the Maryland SHA has indicated their commitment to certain construction techniques, time-of-year restrictions, and performance specifications, we still require specific project information such as the number (or a more defined range) of in-water piers to be constructed, the number (or a more defined range) of piles that will be proposed, the types and sizes of piles that will be driven, the location and amount of dredging that will occur, and the types and sizes of explosives that will be used during subaqueous blasting activities. Although the recently completed Woodrow Wilson Bridge has been mentioned as a comparable project, we cannot use design specifications and mitigation measures from that project as a proxy during the section 7



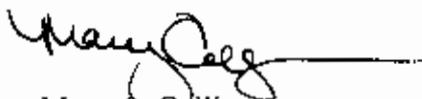
consultation process since the proposed MD 4 TJ Bridge is neither identical to it nor will construction/demolition activities occur under identical circumstances. Per the ESA section 7 regulations, we must review each proposed Federal action individually.

You have been working with the Maryland SHA during their project scoping to address the potential impacts of the project to shortnose and Atlantic sturgeon, and the FHWA will be reviewing and approving the final designs for the bridge construction and demolition when they are prepared. At that time, we request that a final Biological Assessment (BA) be prepared and submitted with your request for consultation, after which we will then assess the impacts of the proposed project on listed species in the Patuxent River. Once the bridge construction and demolition designs are complete and a final BA prepared, we anticipate that we will have the information necessary to conduct a section 7 consultation.

We believe that this approach is the most practical way to move forward with the consultation on this project, and that the information and analysis in the May 2013 draft BA supports a path forward for the final design of the bridge improvement project that will minimize effects to listed species. We expect to receive periodic updates from the FHWA on the progress of the project and the development of the final bridge plans.

My staff looks forward to continuing to work cooperatively with your staff as this project moves forward. Should you have any questions or concerns regarding this correspondence, please contact either Bill Barnhill (978-282-8460; William.Barnhill@noaa.gov) or Chris Vaccaro (978-281-9167; Christine.Vaccaro@noaa.gov).

Sincerely,



Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

cc: Vaccaro, F/NER3
Boelke, F/NER4
Jeanette Mar, FHWA



United States Department of the Interior



FISH AND WILDLIFE SERVICE
Chesapeake Bay Ecological Services Field Office
177 ADMIRAL COCHRANE DRIVE
ANNAPOLIS, MD 21401
PHONE: (410)573-4599 FAX: (410)266-9127

Consultation Code: 05E2CB00-2015-SLI-0605

February 16, 2015

Event Code: 05E2CB00-2015-E-00521

Project Name: MD 4 Project Planning Study

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

A Biological Assessment is required for construction projects (or other undertakings having

similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

<http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF>

Please be aware that bald and golden eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*), and projects affecting these species may require development of an eagle conservation plan (http://www.fws.gov/windenergy/eagle_guidance.html). Additionally, wind energy projects should follow the wind energy guidelines (<http://www.fws.gov/windenergy/>) for minimizing impacts to migratory birds and bats.

Guidance for minimizing impacts to migratory birds for projects including communications towers (e.g., cellular, digital television, radio, and emergency broadcast) can be found at: <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/towers.htm>; <http://www.towerkill.com>; and <http://www.fws.gov/migratorybirds/CurrentBirdIssues/Hazards/towers/comtow.html>.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment



United States Department of Interior
Fish and Wildlife Service

Project name: MD 4 Project Planning Study

Preliminary Species list

Provided by:

Chesapeake Bay Ecological Services Field Office
177 ADMIRAL COCHRANE DRIVE
ANNAPOLIS, MD 21401
(410) 573-4599

Consultation Code: 05E2CB00-2015-SLI-0605

Event Code: 05E2CB00-2015-E-00521

Project Type: Transportation

Project Name: MD 4 Project Planning Study

Project Description: The Maryland State Highway Administration (SHA) and Federal Highway Administration (FHWA) are conducting a project planning study for improvements to MD 4, which spans both Calvert and St. Marys Counties. 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. Marys County and will also explore improvement opportunities along the Thomas Johnson Memorial Bridge and at the MD 4/MD 235 intersection.

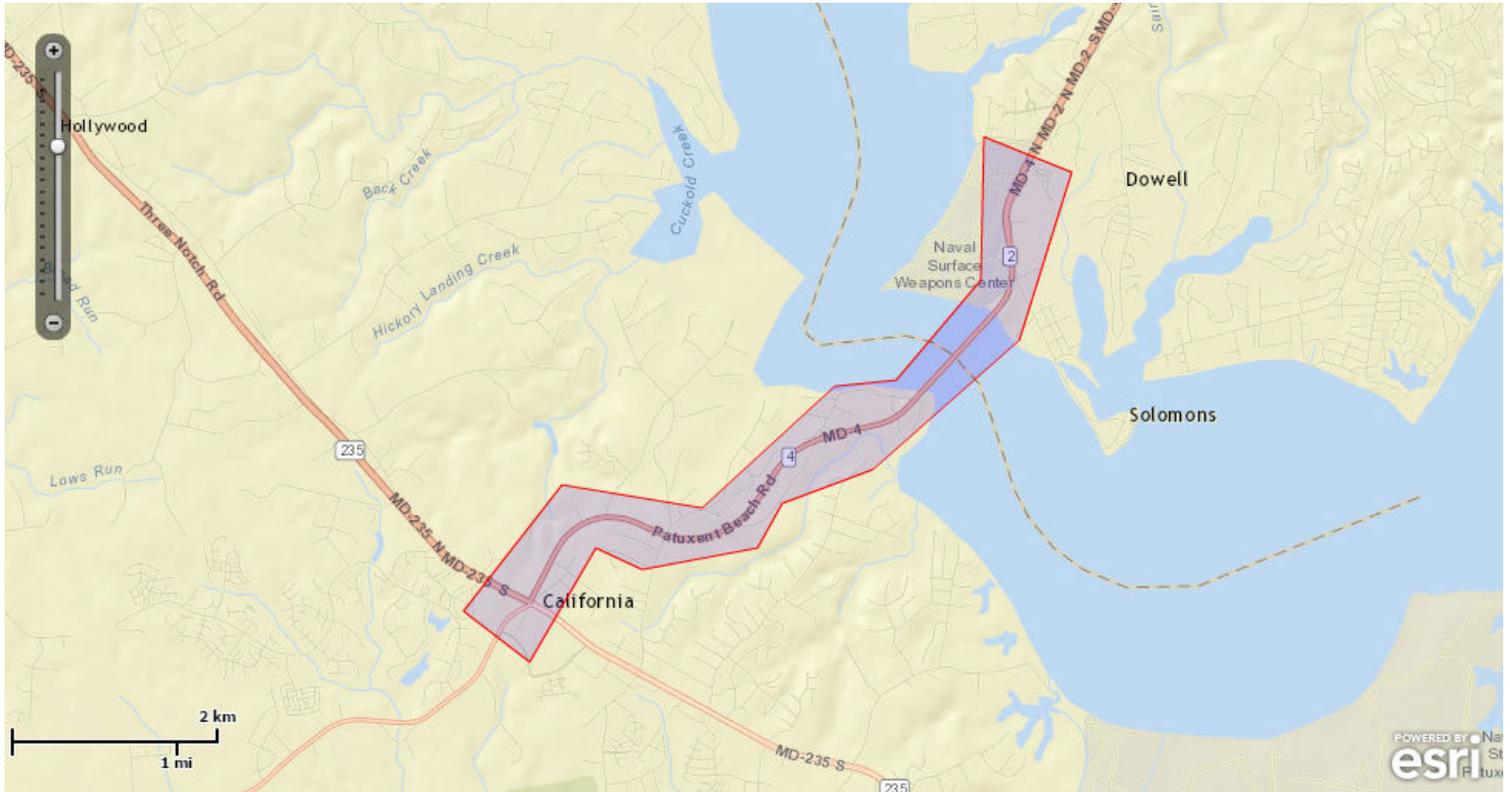
Please Note: The FWS office may have modified the Project Name and/or Project Description, so it may be different from what was submitted in your previous request. If the Consultation Code matches, the FWS considers this to be the same project. Contact the office in the 'Provided by' section of your previous Official Species list if you have any questions or concerns.



United States Department of Interior
Fish and Wildlife Service

Project name: MD 4 Project Planning Study

Project Location Map:



Project Coordinates: MULTIPOLYGON (((-76.469158 38.3443699, -76.4593818 38.34128, -76.4652183 38.3266029, -76.4815176 38.3152833, -76.4916542 38.3123268, -76.4943922 38.3084206, -76.5072668 38.3065281, -76.5124166 38.3084206, -76.5198066 38.2984522, -76.5271795 38.3028977, -76.5161932 38.3139431, -76.500572 38.3119228, -76.4858091 38.3225628, -76.4789426 38.3231015, -76.4695013 38.3318547, -76.469158 38.3443699)))

Project Counties: Calvert, MD | St. Mary's, MD



United States Department of Interior
Fish and Wildlife Service

Project name: MD 4 Project Planning Study

Endangered Species Act Species List

There are a total of 0 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section further below for critical habitat that lies within your project. Please contact the designated FWS office if you have questions.

There are no listed species identified for the vicinity of your project.

Preliminary



United States Department of Interior
Fish and Wildlife Service

Project name: MD 4 Project Planning Study

Critical habitats that lie within your project area

There are no critical habitats within your project area.

Preliminary

Lawrence J. Hogan, Jr., Governor
Boyd K. Rutherford, Lt. Governor



Pete K. Rahn, Acting Secretary
Melinda B. Peters, Administrator

January 29, 2015

Re: Project No. SM351C11
MD 4 from MD 2 to MD 235
Replacement of the Thomas Johnson Bridge
Calvert and St. Mary's Counties, MD
USGS *Solomons Island/Hollywood 7.5'* Quadrangles

Ms. Elizabeth Hughes
State Historic Preservation Officer
Maryland Historical Trust
100 Community Place
Crownsville MD 21032-2023

Dear Ms. Hughes:

Introduction and Project Description

This letter serves to inform the Maryland Historical Trust (MHT) of changes to Project No. SM351C11, MD 4 from MD 2 to MD 235 in Calvert and St. Mary's counties. The Maryland State Highway Administration (SHA) continues to assume that there may be adverse effect on historic properties by the proposed project, pending the completion of archaeological investigations. The project involves the proposed replacement of the Thomas Johnson Bridge that spans the Patuxent River between St. Mary's and Calvert counties.

During previous consultation, SHA was studying alternatives that consisted of a no build, building a parallel two-lane span to the Thomas Johnson Bridge or replacing the Thomas Johnson Bridge with a new four-lane span. SHA has selected the alternative that involves building a new four-lane bridge parallel to the current alignment. The existing Thomas Johnson Bridge will be demolished at the conclusion of the project. A variety of associated improvements are planned along MD 4 (Patuxent Beach Road) between MD 2 (Solomons Island Road) and MD 235 (Three Notch Road). This work will consist of widening the roadway; consolidating access points; improving intersections; providing sidewalks and dedicated bike lanes; expanding stormwater management facilities; and mitigating for impacts to wetlands, streams, and trees. New cultural resource investigations were spurred by proposed changes around the intersection of MD 235 and MD 4 in St. Mary's County. Alternatives at this location consist of at-grade improvements for the construction of a grade-separated single-point urban interchange (SPUI). Additional right-of-way will be required to complete the scope of work.

The project was most recently coordinated with MHT by letter dated January 12, 2011, transmitting a Programmatic Agreement (PA) for signature. The PA was executed on March 10, 2011 and established a process to complete Phase II archaeological site evaluations, assess

My telephone number/toll-free number is _____

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effects and resolve any adverse effects. The PA also covers unforeseen effects on other historic properties due to design changes. In a prior letter dated July 16, 2010, SHIA reviewed the project's coordination history, presented revisions to the limits of disturbance (LOD), provided additional information about the National Register of Historic Places (NRHP) eligibility of historic standing structures and determined impacts to historic standing structures. On July 23, 2010, MHT concurred that the project would have no adverse impacts on historic standing structures.

Concept plan sheets showing the revised LOD are enclosed as **Attachment 1**.

Funding

Federal funds are anticipated for this project.

Area of Potential Effects

Since previous consultation, the APE has been enlarged to accommodate new work along By the Mill Road and access roads east of By the Mill Road and north of 1st Colony Boulevard at the MD 4 and MD 235 intersection. In determining the APE for this project, SHIA considered possible visual, audible, atmospheric and/or physical impacts to historic properties, including changes to significant views and vistas that may occur as a result of the undertaking. In a September 16, 2009 letter to MHT, the APE was defined as extending 250 feet from the worst case LOD for the proposed project and additionally includes the area where the Thomas Johnson Bridge is plainly visible. This definition of the APE remains valid.

Since our previous correspondence the Environmental Site Design has been completed for the preferred alternative and the design of the MD 4 and MD 235 intersection has been altered to include improvements along By the Mill Road and two new access roads. Owing to the passage of time, additional resources within the previously coordinated APE have reached fifty years of age. Also, the scope of work on the north end of the project has been reduced. The APE for the proposed project has shifted to accommodate these changes. As a result, four properties determined not eligible for the NRHP as part of the cultural resource investigation associated with this project in 2010 are no longer in the APE: 95, 105, 111, and 121 Newtown Road. The APE is depicted on the SHIA quadrangle maps for Solomon's Island and Hollywood enclosed as **Attachment 2**. The archaeological survey area is defined as the worst case LOD for the preferred alternative.

Identification Methods and Results

Potentially significant architectural and archaeological resources were both researched as part of the historic investigation instigated by the proposed safety and resurfacing work.

Architecture: SHIA Consultant Architectural Historian Jon Schmidt reviewed previous correspondence, the SHIA-GIS Cultural Resource Database, Maryland Inventory of Historic Properties (MIHP) forms, National Register of Historic Places (NRHP) nominations, historic maps and photographs, aerial photographs, land records, and as-built plans. Previous consultation with MHT identified eight historic properties within the APE: NAS Patuxent River

Quarters A (CT-69), Avondale Historic District (CT-1182), Our Lady Star of the Sea Roman Catholic Church (CT-967) as a contributing resource within the Avondale Historic District, J.C. Lore Oyster House (CT-788), St. Peter's Episcopal Church (CT-90), William B. Tennison Bugeye (CT-799), Drum Point Lighthouse (CT-68) and Calvert Marine Museum (CT-887). The APE contains 38 additional properties listed in the MHP that have been previously determined not eligible for the NRHP. An additional 58 properties greater than fifty years of age within the APE have been determined not eligible for the NRHP and documented on DOE short forms.

The cultural resource investigation associated with the changes to the proposed project identified eighteen additional resources greater than fifty years of age within the revised APE. SHIA determined each of these resources not eligible for the NRHP and documented them on the DOE short forms enclosed as **Attachment 3**.

Table 1. Additional Properties Greater than Fifty Years of Age in Revised APE

23279 By the Mill Rd.	45920 Harbor Lane	23205 Potter Drive	23344 Three Notch Rd.
23393 Esperanza Cr.	45934 Harbor Lane	46155 River Hill Rd.	23575 Three Notch Rd.
23396 Esperanza Cr.	45942 Harbor Lane	Spring Cove Marina	23595 Three Notch Rd.
45910 Harbor Lane	23201 Potter Drive	23262 Three Notch Rd.	23615 Three Notch Rd.
23110 Old Pine Ct.	23118 Old Pine Ct.		

The proposed changes to the project will not alter the impacts to the eight historic properties within the APE. The project will not involve any right-of-way acquisition or direct physical alterations within the boundaries of any of the historic properties. While the proposed project will result in visual impacts, the replacement of the Thomas Johnson Bridge will take place along a parallel alignment at or near the same height. The character defining features of NAS Patuxent River Quarters A, Avondale Historic District, J.C. Lore Oyster House, St. Peter's Episcopal Church, William B. Tennison Bugeye, Drum Point Lighthouse and Calvert Marine Museum will not be impacted by the proposed project. SHIA continues to find that the proposed Thomas Johnson Bridge replacement project along MD 4 from MD 2 to MD 235 will have no adverse impacts on historic standing structures. An Eligibility and Effects Table indicating SHIA's finding is enclosed as **Attachment 4**.

Archaeology: SHIA Archaeologist Carol A. Ebright re-assessed the potential of the worst case LOD of the preferred alternative and reconfigured interchange at MD 4 and MD 235, with newly redesigned ESD. Resources consulted include the SHIA-GIS Cultural Resources Database, aerial photographs, and archeological reports and site forms from prior investigations. Field visits were made on June 27 and July 8, 2014. Based on LOD defined in April 2014, some minor additional Phase I archaeological survey will be required to supplement Phase I investigations completed for this project in 2009 and 2010 (Crowl et al. 2010). This would cover some newly expanded LOD in the MD 4 and MD 235 intersection area and some parcels where access was previously denied. This supplementary Phase I survey will be done in conjunction with Phase 2 investigations that will be required on other sites.

Previously, five sites (18ST830, 18ST836, 18ST837, 18ST838, and 18CV359) were determined to be potentially significant and Ph 2 evaluation was recommended to determine

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NRHP eligibility if the sites were to be impacted. Current plans with LOD indicate that only 18ST838 is clearly avoided. Sites 18ST837 and 18ST836 adjoin and probably extend into the LOD. Deeply buried site 18ST830 will be impacted and will require Ph 2 testing using backhoe trenching or other methods of deep testing. This site is known only through artifacts recovered from an earlier backhoe trench; access was denied to relevant parcels on both sides on MD 4 on the western bridge approach. Because these owner issues still exist, Phase 2 testing cannot proceed at the current time. Site 18CV359, located on Navy property, is now impacted by the project and will require an ARPA permit to conduct Ph 2 testing. This future work is covered under the PA executed on March 10, 2011. The results of these investigations will be forwarded to your office for review when available.

Tribal consultation with the sovereign federally recognized Oneida Indian Nation, Onondaga Nation, Tuscarora Nation, St. Regis Mohawk Tribe, Delaware Nation, and Eastern Shawnee Tribe of Oklahoma was initiated in 2010. Consultation will be re-initiated with the addition of the Delaware Tribe of Indians, Absentee Shawnee Tribe of Oklahoma, and Shawnee Tribe who have since agreed to consult on Federal Highway Administration projects.

Other Native American groups previously invited to consult as regular consulting parties include the Maryland Commission on Indian Affairs, the Piscataway Indian Nation, Inc., the Piscataway-Conoy Confederacy and Subtribes, Inc., and the Cedarville Band of Piscataway Indians. As of 2012, the three Piscataway groups, along with the Choptico Band of Piscataway, are subsumed within two state-recognized Piscataway tribes. Prior SIA outreach to the Piscataway community occurred in 2011 via a MD 4 project booth set up at the annual Cedarville Powwow.

Review Request

Please examine the attached plan, map and Eligibility and Effects Table. We request your concurrence by February 12, 2015 that there would continue to be no adverse impacts on historic standing structures by Project SM351C11, MD 4 from MD 2 to MD 235. Under the PA for this project, SHA continues to assume an adverse effect, pending completion of archaeological studies. 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, the Calvert Marine Museum, the Piscataway Indian Nation, the Cedarville Band of Piscataway Indians, the Piscataway-Conoy Confederacy and Subtribes, Inc., and the Choptico Band of Piscataway to provide comments and participate in the Section 106 process. Pursuant to the requirements of the implementing regulations found at 36 CFR Part 800, SIA seeks their assistance in identifying historic preservation issues as they relate to this specific project (see 36 CFR §800.2(e)(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 February 12, 2015 we will assume that these offices decline to participate. Please call Jon Schmidt at 410-545-2899 (or via email at j.schmidt3@sha.state.md.us) with questions regarding standing structures for this project. Carol

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Ebright may be reached at 410-545-2879 (or via email at CEbright@sha.state.md.us) with concerns regarding archaeology.

Very truly yours,



Digitally signed by April Lehr
DN: cn=April Lehr, o=MD SHA,
ou=Cultural Resources Section,
email=alehr@sha.state.md.us, c=US
Date: 2015.01.29 09:46:15 -0500

Julie M. Schablitsky
Assistant Division Chief
Environmental Planning Division

Attachments: 1) Concept Plans
2) APE Map
3) Short Forms for Ineligible Properties
4) Eligibility and Effects Table

cc: Mr. C. Douglass Alves, Jr. Calvert Marine Museum (w/ Attachments)
Mr. Jeremy Beck, SHA-OPPE
Ms. Carol Ebright, SHA-EPLD (w/ Attachments)
Ms. Heather Lowe, SHA-EPLD (w/ Attachments)
Dr. Julie M. Schablitsky, SHA-EPLD
Mr. Jon Schmidt, SHA-EPLD (w/ Attachments)
Mr. Phillip J. Shire, St. Mary's Co. Dept. of Land Use and Growth Management
(w/ Attachments)
Mr. Michael A. Smolek, Patuxent Naval Air Station (w/ Attachments)
Ms. Kirsti Uunila, Calvert County Department of Planning and Zoning (w/ Attachments)
Mr. Keith Colston, Maryland Commission on Indian Affairs (w/ Attachments)
Chief William Redwing Tayac, Piscataway Indian Nation (w/ Attachments)
Ms. Mervin Savoy, PCT/Piscataway-Conoy Confederacy and Subtribes, Inc.
(w/ Attachments)
Mr. Rico Newman, PCT/Choptico Band of Piscataway (w/ Attachments)
Mr. Maurice Proctor, PCT/Cedarville Band of Piscataway Indians, Inc. (w/ Attachments)

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

Project Number: SM351C11
Project Name: MD 4 from MD 2 to MD 235
County: St. Mary's and Calvert
Letter Date: January 29, 2015

MHT Log No. 201500362

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 and Effects Table [Attachment 4]):

- Concur
- Do Not Concur

Effect (as noted in the Eligibility and Effects Table [Attachment 4]):

- No Properties Affected
- No Adverse Effect **ON HISTORIC STANDING STRUCTURES**
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect

Comments:

*MHT awaits the results of the supplementary
Phase I survey, when done, in accordance with
the provision of the PA.*

By: *Tim J. Quinn*
MD State Historic Preservation Office/
Maryland Historical Trust

2/5/2015
Date

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: 410-209-5046

Hybrid Eligibility/Effects Table

Attachment #4

MD 4 from MD 2 to MD 235, Thomas Johnson Bridge Replacement

January 29, 2015

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
23279 By the Mill Rd.	S	X	Requested 2/15	None	Requested 2/15	3	
23393 Esperanza Circle	S	X	Requested 2/15	None	Requested 2/15	3	
23396 Esperanza Circle	S	X	Requested 2/15	None	Requested 2/15	3	
45910 Harbor Lane	S	X	Requested 2/15	None	Requested 2/15	3	
45920 Harbor Lane	S	X	Requested 2/15	None	Requested 2/15	3	
45934 Harbor Lane	S	X	Requested 2/15	None	Requested 2/15	3	
45942 Harbor Lane	S	X	Requested 2/15	None	Requested 2/15	3	
23110 Old Pine Court	S	X	Requested 2/15	None	Requested 2/15	3	
23118 Old Pine Court	S	X	Requested 2/15	None	Requested 2/15	3	
23201 Potter Drive	S	X	Requested 2/15	None	Requested 2/15	3	
23205 Potter Drive	S	X	Requested 2/15	None	Requested 2/15	3	
46155 River Hill Drive	S	X	Requested 2/15	None	Requested 2/15	3	
Spring Cove Marina/455 Lore Road	S	X	Requested 2/15	None	Requested 2/15	3	
23262 Three Notch Road	S	X	Requested 2/15	None	Requested 2/15	3	
23344 Three Notch Road	S	X	Requested 2/15	None	Requested 2/15	3	
23575 Town Creek Drive	S	X	Requested 2/15	None	Requested 2/15	3	
23595 Town Creek Drive	S	X	Requested 2/15	None	Requested 2/15	3	
23615 Town Creek Drive	S	X	Requested 2/15	None	Requested 2/15	3	

1 of 5

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

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
18ST830	A	ND	3/17/2010				Phase II recommended if impacted
18ST836	A	ND	7/23/2010				Phase II recommended if impacted
18ST837	A	ND	7/23/2010				Phase II recommended if impacted
18ST838	A	ND	7/23/2010				Phase II recommended if impacted
18CV359	A	ND	7/24/2001				Phase II recommended if impacted
18ST620	A	X	1/29/1991				
18ST831	A	X	3/17/2010				
18ST832	A	X	3/17/2010				
18ST833	A	X	3/17/2010				
18ST839	A	X	7/23/2010				
18ST840	A	X	7/23/2010				
18ST841	A	X	7/23/2010				

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
Avondale Historic District (CT-1182)	HD	NR	6/23/2004	No Adverse	7/23/2010		
Drum Point Lighthouse (CT-68)	S	NRL	4/23/1976	No Adverse	7/23/2010		
NAS Patuxent River Quarters A (CT-69)	S	NR	12/23/2004	No Adverse	7/23/2010		
St. Peter's Episcopal Church (CT-70)	S	NR	6/7/1993	No Adverse	7/23/2010		
J.C. Lore Oyster House (CT-788)	S	NRL	3/22/1984	No Adverse	7/23/2010		
William B. Tennison Bugeye (CT-799)	S	NRL	3/27/1980	No Adverse	7/23/2010		
Calvert Marine Museum (CT-887)	S	NR	3/9/2010	No Adverse	7/23/2010		
Our Lady Star of the Sea (CT-967)	S	NR	3/17/2010	No Adverse	7/23/2010		
Kingston (SM-131)	S	X	7/16/2010	None	7/23/2010		
Myrtle Point Barn (SM-377)	S	X	7/16/2010	None	7/23/2010		
Winans Apartments (CT-882)	S	X	7/16/2010	None	7/23/2010		Demolished
Calvin Clark House (CT-883)	S	X	7/16/2010	None	7/23/2010		
Clark-Weems House (CT-881)	S	X	7/16/2010	None	7/23/2010		Demolished
Gross House (CT-878)	S	X	7/16/2010	None	7/23/2010		
Jefferson House (CT-879)	S	X	7/16/2010	None	7/23/2010		
235 Lore Road	S	X	7/16/2010	None	7/23/2010		
2400 S. Patuxent Beach Rd	S	X	3/17/2010	None	3/17/2010		
23410 S. Patuxent Beach Rd	S	X	3/17/2010	None	3/17/2010		
23622 Kingston Shores Lane	S	X	3/17/2010	None	3/17/2010		
445885 Town Shop Road	S	X	3/17/2010	None	3/17/2010		
44930 St. Andrew's Church Road	S	X	3/17/2010	None	3/17/2010		
23046 Three Notch Road	S	X	3/17/2010	None	3/17/2010		
23190 Woodland Acres Road	S	X	3/17/2010	None	3/17/2010		
23296 By the Mill Road	S	X	3/17/2010	None	3/17/2010		
23286 By the Mill Road	S	X	3/17/2010	None	3/17/2010		
23263 By the Mill Road	S	X	3/17/2010	None	3/17/2010		
23270 Three Notch Road	S	X	3/17/2010	None	3/17/2010		
23278 Three Notch Road	S	X	3/17/2010	None	3/17/2010		
23290 Three Notch Road	S	X	3/17/2010	None	3/17/2010		
44930 St. Andrew's Church Road	S	X	3/17/2010	None	3/17/2010		

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
23639 Town Creek Drive	S	X	3/17/2010	None	3/17/2010		
23630 Town Creek Drive	S	X	3/17/2010	None	3/17/2010		
23629A Town Creek Drive	S	X	3/17/2010	None	3/17/2010		
23629B Town Creek Drive	S	X	3/17/2010	None	3/17/2010		
23585 S. Patuxent Beach Road	S	X	3/17/2010	None	3/17/2010		
23549 S. Patuxent Beach Road	S	X	3/17/2010	None	3/17/2010		
23539 S. Patuxent Beach Road	S	X	3/17/2010	None	3/17/2010		
23455 S. Patuxent Beach Road	S	X	3/17/2010	None	3/17/2010		
45531 Seven Gables Lane	S	X	3/17/2010	None	3/17/2010		
23424 Kingston Creek Lane	S	X	3/17/2010	None	3/17/2010		
23396 Kingston Creek Lane	S	X	3/17/2010	None	3/17/2010		
23364 Kingston Creek Lane	S	X	3/17/2010	None	3/17/2010		
23350 Kingston Creek Lane	S	X	3/17/2010	None	3/17/2010		
23442 Myrtle Point Road	S	X	3/17/2010	None	3/17/2010		
23338 Kingston Creek Road	S	X	3/17/2010	None	3/17/2010		
Tarleton Property	S	X	3/17/2010	None	3/17/2010		
13955 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
14120 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
205 Holiday Drive	S	X	3/17/2010	None	3/17/2010		
14261 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13838 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13836 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13800 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13820 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13816 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13834 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
210 Lore Road	S	X	3/17/2010	None	3/17/2010		
100 Lore Road	S	X	3/17/2010	None	3/17/2010		

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
Strathmore Farm, 11430 Solomons Island Rd.	S	X	3/17/2010	None	3/17/2010		
255 Alexander Lane	S	X	3/17/2010	None	3/17/2010		
115 Lore Road	S	X	3/17/2010	None	3/17/2010		
20 Lore Road	S	X	3/17/2010	None	3/17/2010		
13840 Hospitality Lane	S	X	3/17/2010	None	3/17/2010		
13880 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13862 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13814 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13810 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
13750 Solomons Island Road	S	X	3/17/2010	None	3/17/2010		
95 Newtown Lane	S	X	3/17/2010	None	3/17/2010		Outside revised APE
105 Newtown Road	S	X	3/17/2010	None	3/17/2010		Outside revised APE
111 Newtown Road	S	X	3/17/2010	None	3/17/2010		Outside revised APE
121 Newtown Road	S	X	3/17/2010	None	3/17/2010		Outside revised APE
10 Creston Lane	S	X	3/17/2010	None	3/17/2010		
30 Creston Lane	S	X	3/17/2010	None	3/17/2010		
40 Creston lane	S	X	3/17/2010	None	3/17/2010		
50 Creston Lane	S	X	3/17/2010	None	3/17/2010		
60 Creston Lane	S	X	3/17/2010	None	3/17/2010		
Myrtle Point House No. 2 (SM-379)	S	X	3/17/2010	None	3/17/2010		Demolished
Myrtle Point House No. 1 (SM-378)	S	X	3/17/2010	None	3/17/2010		Demolished
Myrtle Point Barn (SM-377)	S	X	3/17/2010	None	3/17/2010		
Kenneth Lore House (CT-889)	S	X	3/17/2010	None	3/17/2010		
Solomons Methodist Cemetery (CT-888)	S	X	3/17/2010	None	3/17/2010		
Calvert Marine Museum, north annex (CT-886)	S	X	3/17/2010	None	3/17/2010		
Higgison House (CT-885)	S	X	3/17/2010	None	3/17/2010		
Joseph Lore House (CT-884)	S	X	3/17/2010	None	3/17/2010		

Resource	Type	SHA NR Det.	SHPO Opinion	Impact	SHPO Concur	Attachment	Remarks
Stanton House (CT-880)	S	X	3/17/2010	None	3/17/2010		Demolished
Dare House (CT-875)	S	X	3/17/2010	None	3/17/2010		Demolished
Calvert Marina/Naval Amphib. Training (CT-800)	S	X	3/17/2010	None	3/17/2010		
Myrtle Point Bed and Breakfast (SM-474)	S	X	3/17/2010	None	3/17/2010		
Patuxent Beach Survey District (SM-914)	HD	X	3/17/2010	None	3/17/2010		
Solomons Island Survey District (CT-1315)	HD	X	3/17/2010	None	3/17/2010		
23038 Three Notch Road (SM-690)	S	X	11/6/1998	None	3/17/2010		
23119 Three Notch Road (SM-687)	S	X	11/6/1998	None	3/17/2010		
23088 Three Notch Road (SM-686)	S	X	11/6/1998	None	3/17/2010		
23092 Three Notch Road (SM-685)	S	X	11/6/1998	None	3/17/2010		
22268 Three Notch Road (SM-684)	S	X	11/6/1998	None	3/17/2010		
128 Three Notch Road (SM-683)	S	X	11/6/1998	None	3/17/2010		
23112 Three Notch Road (SM-682)	S	X	11/6/1998	None	3/17/2010		
132 Three Notch Road (SM-681)	S	X	11/6/1998	None	3/17/2010		
23134 Three Notch Road (SM-680)	S	X	11/6/1998	None	3/17/2010		
East Side of Three Notch Road (SM-679)	S	X	11/6/1998	None	3/17/2010		
23148 Three Notch Road (SM-678)	S	X	11/6/1998	None	3/17/2010		
23176 Three Notch Road (SM-677)	S	X	11/6/1998	None	3/17/2010		
23182 Three Notch Road (SM-676)	S	X	11/6/1998	None	3/17/2010		
East Side of Three Notch Road (SM-675)	S	X	11/6/1998	None	3/17/2010		
23206 Three Notch Road (SM-674)	S	X	11/6/1998	None	3/17/2010		
23218 Three Notch Road (SM-673)	S	X	11/6/1998	None	3/17/2010		
23230 Three Notch Road (SM-672)	S	X	11/6/1998	None	3/17/2010		
23264 Three Notch Road (SM-671)	S	X	11/6/1998	None	3/17/2010		
Effect				NAE	Requested 2/15		

**PROGRAMMATIC AGREEMENT AMONG
THE FEDERAL HIGHWAY ADMINISTRATION,
THE MARYLAND STATE HIGHWAY ADMINISTRATION AND
THE MARYLAND STATE HISTORIC PRESERVATION OFFICER
PURSUANT TO 36 CFR 800 REGARDING
MD 4 FROM MD 2 TO MD 235
INCLUDING THE THOMAS JOHNSON BRIDGE
IN CALVERT AND ST. MARY'S COUNTIES, MARYLAND**

WHEREAS, the Federal Highway Administration (FHWA) proposes to assist the Maryland State Highway Administration (MD SHA) with improvements to MD 4 from MD 2 to MD 235, including the Thomas Johnson Bridge (Undertaking) in Calvert and St. Mary's Counties as described in the Environmental Assessment (EA) for the project; and

WHEREAS, the FHWA has established the Undertaking's Area of Potential Effects (APE), as defined at 36 CFR 800.16(d), to encompass areas subject to direct construction impacts, a 250 foot-wide corridor adjacent to the worst case limits of disturbance, and areas from which the Thomas Johnson Bridge is plainly visible, to encompass the geographic areas within which the Undertaking may directly or indirectly cause alterations in the character or use of historic properties. The APE may require modification as more detailed engineering for the Undertaking is developed; and

WHEREAS, the FHWA has determined that the Undertaking as currently designed will have no adverse effects on historic standing structures eligible for inclusion in the National Register of Historic Places (National Register); and

WHEREAS, the FHWA has determined that the Undertaking may adversely affect on archeological properties within the APE identified as archeological sites 18CV359, 18ST830, 18ST836, 18ST837, and 18ST838 that are potentially significant and may be eligible for listing in the National Register, but have not yet been evaluated due to complex access issues; and

WHEREAS, the FHWA has determined that the Undertaking's effects on archeological properties cannot be fully determined prior to approval of the Undertaking; and

WHEREAS, it is understood that this Programmatic Agreement (PA) is based upon review of conceptual design alternatives, which will be refined during the final design process and reviewed by the signatory parties to this PA during the final design process; and

WHEREAS, the FHWA has consulted with the Maryland State Historic Preservation Officer (MD SHPO), pursuant to 36 CFR 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the MD SHA has participated in the consultation, has responsibilities for implementing stipulations under this Programmatic Agreement (PA), and pursuant to 36 CFR 800.6(c)(2) has been invited to be a signatory to this PA; and

WHEREAS, the FHWA has identified and invited the following parties to consult in the Section 106 process: the Department of the Navy, the Calvert County Department of Planning and Zoning, the St. Mary's County Department of Land Use and Growth Management, the Oneida Indian Nation, the Onondaga Nation, the Tuscarora Nation, the St. Regis Mohawk Tribe, the Delaware Nation, the Eastern Shawnee Tribe of Oklahoma, the Maryland Commission on Indian Affairs (MCIA), the Piscataway Indian Nation, Inc., the Piscataway-Conoy Confederacy and Subtribes, Inc., and the Cedarville Band of Piscataway Indians; and

WHEREAS, the FHWA and the MD SHA sought and considered the views of the public on this Undertaking through the public involvement process, including a website, and mass mailing and;

WHEREAS, the FHWA notified the Advisory Council on Historic Preservation (Council) of the Undertaking's potential adverse effect on historic properties and its intent to use a PA for this undertaking pursuant to 36 CFR 800.14(b)(1)(ii), and the Council has declined to participate in the consultation;

NOW, THEREFORE, the FHWA, the MD SHA, and the MD SHPO agree that upon the FHWA's decision to proceed with further planning and construction of the Undertaking, the FHWA shall ensure that the following stipulations are implemented in order to take into account the effects of the Undertaking on historic properties, and that these stipulations shall govern the Undertaking and all its parts until this PA expires or is terminated.

STIPULATIONS

The FHWA shall ensure the following measures are carried out:

I. Treatment of Archeological Resources

A. Site Evaluations

The MD SHA will complete Phase II evaluation of the following currently known archeological sites, if slated for impact by the selected alternative, to determine their eligibility for the National Register: 18CV359, 18ST830, 18ST836, 18ST837 and 18ST838. The MD SHA shall complete the investigations in consultation with the MD SHPO and in accordance with 36 CFR 800.4(c) and shall ensure that all work adheres to the relevant performance standards in Stipulation V of this PA. The MD SHA will submit the Phase II report to the MD SHPO for review and concurrence. The MD SHA shall provide the results of any such evaluation efforts to the MD SHPO, the FHWA, and relevant consulting parties for review and comment. If the MD SHPO and other consulting parties do not provide comments within 30 calendar days of receipt, the MD SHA may assume the acceptance of the results.

B. Treatment of National Register Eligible Archeological Sites

1) Consultation to resolve adverse effects: If the MD SHA and the MD SHPO determine that any of the sites evaluated pursuant to Stipulation IA are eligible for listing in the National Register, the MD SHA shall develop a plan for its avoidance, protection, recovery, or destruction without recovery, and public education/interpretation in

consultation with the MD SHPO, the FHWA and relevant consulting parties. The MD SHA shall submit the treatment plan to the MD SHPO for a 30 day review period. Unless the MD SHPO objects within 30 days after receipt of the plan, the MD SHA shall implement it prior to the start of project ground disturbing activities within or immediately adjacent to the site area.

2) *Data Recovery*: Should data recovery investigations be selected as the treatment measure, the MD SHA shall ensure that a data recovery plan is developed in consultation with the MD SHPO, the FHWA and relevant consulting parties consistent with the performance standards outlined in Stipulation V. The plan shall specify, at a minimum:

- The portions of the property where mitigation shall occur;
- Any portions of the property that will be destroyed without data recovery;
- The research questions to be addressed through data recovery with a description of their relevance and importance;
- The research and field methods to be used, with an explanation of their relevance to the research questions;
- The methods to be used in analysis, data management, and dissemination of data, including a schedule;
- The proposed disposition of recovered materials and records;
- Proposed methods for involving and informing the interested public;
- A proposed schedule for the submission of progress reports to the MD SHA and the MD SHPO; and
- Concepts for a public interpretive component.

The MD SHA and the MD SHPO will meet on-site to evaluate the success of the fieldwork phase of any data recovery program, near the end of the fieldwork efforts. The MD SHA shall submit a management summary to the MD SHPO documenting the completion of fieldwork for 15 day review. Upon receipt of the written concurrence from the MD SHPO, the MD SHA may proceed with construction activities in the site areas concurrently with completion of the remaining laboratory, analyses, and reporting phases of the data recovery work.

II. **Design Development, Alignment Modifications and Ancillary Activities**

The project may result in unforeseen effects on other historic properties due to changes made during design development, alignment modifications, or as a result of associated ancillary activities including, but not limited to: construction staging areas, stormwater management facilities, wetland mitigation areas, reforestation areas, environmental stewardship activities, or other actions. All design and construction elements that may affect historic properties will be subject to review and concurrence by the MD SHPO. The FHWA and the MD SHA will ensure that avoidance of adverse effects to historic properties is the preferred strategy and will utilize all feasible, prudent, and practicable measures to avoid adverse effects.

Should such activities be added for which cultural resources studies have not been

completed, the MD SHA shall ensure that consultation ensues with the MD SHPO, the FHWA and other relevant consulting parties as appropriate, and that all required cultural resources studies are implemented in accordance with the applicable performance standards in Stipulation V and with the following procedures:

- 1) *Identification:* The MD SHA professional cultural resources staff shall review any additions or changes to the project and implement identification investigations as necessary to identify any historic properties that may be impacted by the proposed activity or alignment modification. The MD SHA shall provide all completed information to the MD SHPO, the FHWA, and relevant consulting parties under this PA for review and comment. If the MD SHPO does not provide comments within 30 calendar days of receipt, the MD SHA may assume the MD SHPO acceptance of the results.
- 2) *Evaluation:* The MD SHA shall evaluate all cultural resources identified in the areas inventoried under Stipulation II.A.1 in accordance with 36 CFR 800.4(c) to determine their eligibility for the National Register. The MD SHA shall provide the results of any such evaluation efforts to the MD SHPO, the FHWA, and relevant consulting parties for review and comment. If the MD SHPO does not provide comments within 30 calendar days of receipt, the MD SHA may assume the MD SHPO acceptance of the results.
- 3) *Treatment:* Should any property eligible for inclusion in the National Register be identified under Stipulations II.A.1 and II.A.2, the MD SHA shall make a reasonable and good-faith effort to avoid adversely impacting the resources by relocating or modifying the proposed action. If adverse effects are unavoidable, the MD SHA, the FHWA, the MD SHPO and relevant consulting parties shall consult in accordance with 36 CFR 800.6 to resolve adverse effects on National Register-eligible historic properties. The FHWA shall solicit the participation of the Advisory Council on Historic Preservation (Council). If adverse effects are unavoidable, the MD SHA, the FHWA, the MD SHPO and relevant consulting parties shall develop and implement appropriate treatment options in a Memorandum of Agreement. The FHWA and the MD SHA shall implement the mitigation plan once the MD SHPO concurs with the plan. The MD SHA shall ensure that any resulting cultural resources work is accomplished in accordance with the relevant performance standards in Stipulation V.

III. Human Remains

A. Compliance with Maryland State Burial Law

In the event that human burials are encountered during archeological investigations or construction in any portion of the project, the MD SHA will ensure that human remains and associated funerary objects are brought to the immediate attention of the MD SHPO, the FHWA, and the Calvert County or St. Mary's County States Attorney, as appropriate. No activities that might disturb or damage the remains will be conducted until the MD SHPO has determined whether excavation is necessary and/or desirable. The MD SHA, in consultation with the MD SHPO and other interested parties, as appropriate, shall comply with Maryland State burial law (Title 10 Subtitle 4 §§ 10-401 through 10-404 of the Annotated Code of Maryland).

B. Treatment of Native American Human Remains

1) *Notification and Consultation:* If human remains are Native American, the MD SHA will immediately notify and consult with the Oneida Indian Nation, the Onondaga Nation, the Tuscarora Nation, the Delaware Nation, the MCIA, the Piscataway Indian Nation, the Piscataway-Conoy Confederacy and Subtribes, the Cedarville Band of Piscataway Indians; and the appropriate County States Attorney. This consultation will clarify the next steps in the process, based on the specific circumstances surrounding the finds and the potential for any human remains to be avoided. The MD SHA shall notify all consulting parties of the outcome of the consultation.

2) *Documentation:* The MD SHA will ensure that any Native American human remains and associated funerary objects encountered will be exposed, recorded, and documented through non-destructive analysis.

- No samples of human remains will be retained.
- The MD SHA will ensure that no direct photographs of human remains will be taken. Drawings and LIDAR scanning may be used for documenting human remains and associated funerary objects in lieu of photographs.
- Photographs of excavations may be taken of other aspects of the archeological investigation for documentation purposes.

IV. Unexpected Discovery of Historic Properties during Construction

If historic properties are discovered or unanticipated effects on historic properties are found after the Undertaking is implemented the MD SHA shall ensure that reasonable efforts are made to avoid, minimize, or mitigate adverse effects to such properties, and shall consult with the MD SHPO, the FIIWA, Indian Tribes that may attach traditional cultural and religious significance to the affected property, the MCIA, and other relevant consulting parties to resolve any adverse effects pursuant to 36 CFR 800.13(b). The MD SHA shall ensure that any resulting cultural resources work is accomplished in accordance with the relevant performance standards in Stipulation V.

V. Professional Standards

A. Professional Qualifications

The MD SHA shall ensure that all cultural resources work performed pursuant to the PA is carried out by or under the direct supervision of a person or persons meeting at a minimum the Professional Qualifications Standards set forth in the Secretary of the Interior's Standards for Archeology and Historic Preservation (36 CFR Part 61).

B. Standards and Guidelines

The MD SHA shall ensure that all cultural resources investigations and work performed pursuant to this PA shall be conducted in a manner consistent with the principles and standards contained in the documents (and subsequent revisions thereof) listed below:

- *Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation* (1983 and successors);
- *Standards and Guidelines for Archeological Investigations in Maryland* (Shaffer and Cole 1994);
- *Standards and Guidelines for Architectural and Historical Investigations in Maryland* (Maryland Historical Trust, 2000);
- *General Guidelines for Compliance-Generated Determinations of Eligibility and Standards and Guidelines for Architectural and Historical Investigations in Maryland* (Maryland Historical Trust, 2002);
- *Advisory Council on Historic Preservation – Section 106 Archaeology Guidance* (ACHP 2007);
- *Recommended Approach for Consultation on Recovery of Significant Information for Archeological Sites*, ACHP 2007 (64 FR 27085-27087);
- *Advisory Council on Historic Preservation Policy Statement Regarding Treatment of Burial Sites, Human Remains and Funerary Objects* (ACHP 2007).
- *Secretary of the Interior's Standards for the Treatment of Historic Properties* (36 CFR Part 68).

C. Curation

All materials and records, including but not limited to field reports, photographs, field sketches, etc., and records resulting from cultural resources investigations conducted for the project will be curated in accordance with 36 CFR 79 at the Maryland Archeological Conservation Laboratory.

VI. Dispute Resolution

A. Resolution of Objections by the Signatories

Should the MD SHPO, or any of the signatories to this PA, object in writing within 30 days to any plans or actions proposed pursuant to this PA, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that such objection cannot be resolved, the FHWA will:

1) Forward all documentation relevant to the dispute, including the FHWA's proposed resolution, to the ACHP. The ACHP shall provide the FHWA with its advice on the resolution of the objection within 30 days of receiving adequate documentation. Prior to reaching a final decision on the dispute, the FHWA shall prepare a written response that takes into account any timely advice or comments regarding the dispute from the ACHP, signatories and concurring parties, and provide them with a copy of this written response. The FHWA will then proceed according to its final decision.

2) If the ACHP does not provide its advice regarding the dispute within the 30 day time period, the FHWA may make a final decision on the dispute and proceed accordingly. Prior to reaching such a final decision, the FHWA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the PA, and provide them and the ACHP with a copy of such written response.

3) The FHWA's responsibility to carry out all other actions subject to the terms of this PA that are not the subject of the dispute remains unchanged.

B. Resolution of Objections by the Public

At any time during implementation of the measures stipulated in this PA, should an objection pertaining to this agreement or the effect of the undertaking on historic properties be raised by another consulting party, a concurring party to the PA, or a member of the public, the FHWA shall notify the parties to this agreement and take the objection into account, consulting with the objector and, should the objector so request, with any of the parties to this agreement to resolve the objection.

VII. Amendment

This PA may be amended when such an amendment is agreed to in writing by all signatories. The amendment will be effective on the date a copy signed by all of the signatories is filed with the ACHP.

VIII. Termination

If any signatory to this PA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation VII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories.

Once the PA is terminated, and prior to work continuing on the undertaking, the FHWA must either (a) execute an PA pursuant to 36 CFR § 800.6, or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR § 800.7. The FHWA shall notify the signatories as to the course of action it will pursue.

IX. Duration

This PA shall be null and void if its terms are not carried out within ten (10) years from the date of its execution, unless the signatories agree to amend it in accordance with Stipulation VII.

Execution of the PA by the FHWA, the MD SHA, the MD SHPO, and the ACHP and implementation of its terms provide evidence that the FHWA has afforded the signatories an opportunity to comment on the Undertaking and its effects on historic properties, and that FHWA has taken into account the potential effects of the undertaking on historic properties.

FEDERAL HIGHWAY ADMINISTRATION

By: William A. Wadde
Hassan Raza, Division Administrator

Date: 3/10/2011

MARYLAND STATE HIGHWAY ADMINISTRATION

By: Neil J. Pedersen
Neil J. Pedersen, Administrator

Date: 3/2/11

MARYLAND STATE HISTORIC PRESERVATION OFFICER

By: J. Rodney Little
J. Rodney Little, State Historic Preservation Officer

Date: 2-16-11



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

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

Maryland Department of Transportation

February 27, 2007

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

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

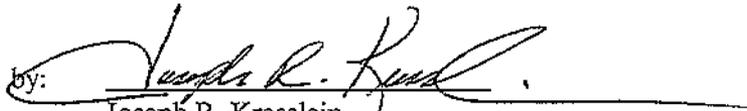
Dear Mr. Ray:

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

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

Very truly yours,

Bruce Gray
Deputy Director
Office of Planning and
Preliminary Engineering

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

Enclosures (1)

cc: Felicia Alexander, SHA-PPD
Karen Arnold, SHA-PPD
Sheila Knowlton, SHA-PPD

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



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

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

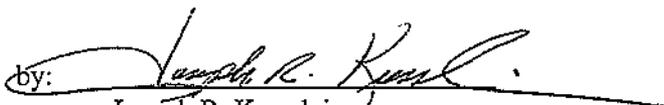
Dear Ms. Byrne:

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
Assistant Division Chief
Project Planning Division

Enclosures (5)

cc: Felicia Alexander, SHA-PPD
Karen Arnold, SHA-PPD
Sheila Knowlton, SHA-PPD

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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

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

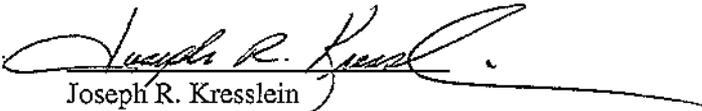
Dear Mr. Dintaman:

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
Assistant Division Chief
Project Planning Division

Enclosures (3)

cc: Felicia Alexander, SHA-PPD
Karen Arnold, SHA-PPD
Sheila Knowlton, SHA-PPD

My telephone number/toll-free number is _____

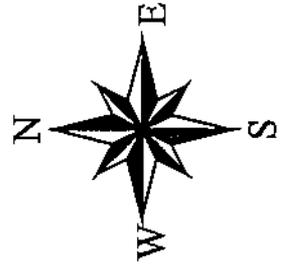
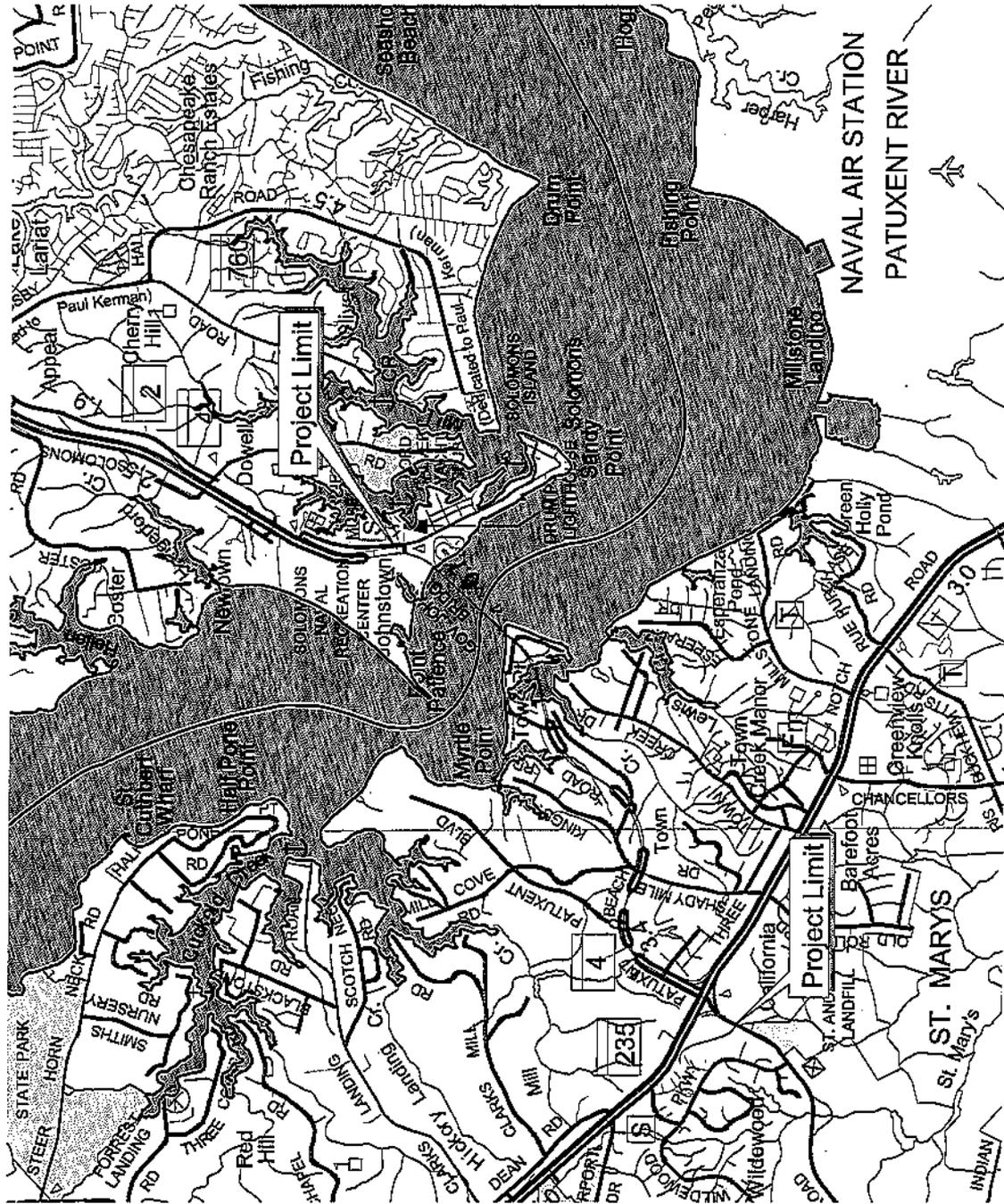
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

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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



4 Miles

2

0

2



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,

A handwritten signature in cursive script that reads "Mary Ratnaswamy". The signature is written in black ink and is positioned above the typed name.

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



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

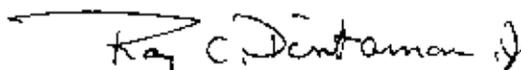
Dear Mr. Kresslein:

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., Director
Environmental Review Unit

RCD



Martin O'Malley, Governor
Anthony G. Brown, Jr., 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 $\frac{1}{4}$ 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,

A handwritten signature in black ink that reads "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

Let 6.



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

State Highway
Administration

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

Maryland Department of Transportation

September 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:

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

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410-545-0300 • www.marylandroads.com



- The 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 Gould 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. The 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 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.

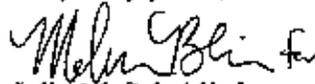
Review Request

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

Mr. J. Rodney Little
MD 4 from MD 2 to MD 235
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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,



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 Unila, 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]):

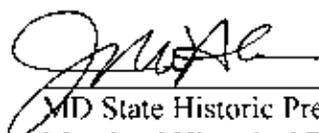
- No Properties Affected
- No Adverse Effect
- Conditioned upon the following action(s) (see comments below)
- Adverse Effect
- - See Continuation Sheet

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:  _____ Date 3-17-10
MD State Historic Preservation Office/
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 SHIA'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 SHIA's comments on the draft report (Attachment to SHIA's letter). We look forward to receiving 2 copies of the final document for our library, when available.
2. The Trust agrees with SHIA 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 SHIA 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)
- Higginson 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

**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 MD 235
County: Calvert and St. Mary's Counties
Letter Date: September 16, 2009

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 Lunila, Calvert County Historic Preservation Planner, when undertaking survey efforts in Calvert County.**
- **Please provide our office with a copy of the DOE database on CD once the survey documentation is finalized.**

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

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

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

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

EJC/TJT/200903641



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

State Highway
Administration

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

Maryland Department of Transportation

July 16, 2010

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

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

Dear Mr. Little:

Introduction and Project Description

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

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

Area of Potential Effects

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

My telephone number/toll-free number is _____

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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

Mr. J. Rodney Little
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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.

Mr. J. Rodney Little
MD 4 from MD 2 to MD 235
Page Five

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

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MD 4 from MD 2 to MD 235
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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.

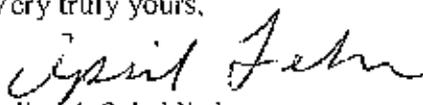
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MD 4 from MD 2 to MD 235
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The eligibility table in Attachment 8 summarizes the findings of the combined Phase 1 surveys. DOE forms for the newly discovered ineligible sites 18ST839, 18ST840, and 18ST841 have been submitted to your office electronically. Complex access issues, particularly on sites 18CV359 and 18ST830, have caused 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

Mr. J. Rodney Little
MD 4 from MD 2 to MD 235
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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/
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

Hybrid Eligibility/Effects Table

Attachment 8

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 (Hannon 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								

(CT-887)																							
Kingson (SM-131)	S	NR	Requested 7/16/2010	None																	5		
Myrtle Point Barn (SM-377)	S	X	Requested 7/16/2010																			5	
Wharves 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 (Archaeological Site), HD (Historic District), NHL (National Historic Landmark)

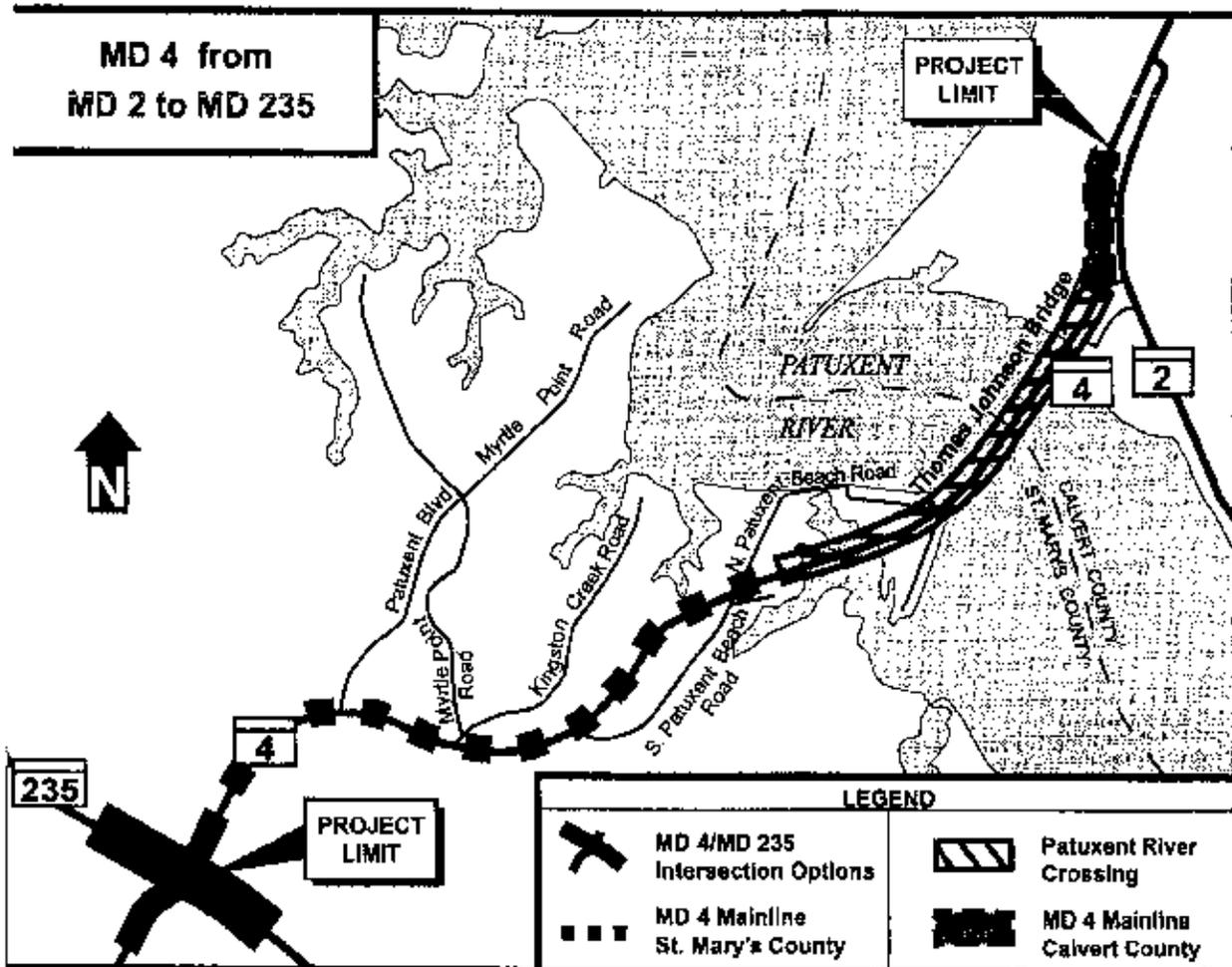
NR Determination: ND (Not Determined), X (Not Eligible), NR (Eligible), NRL (Listed), NHL (Landmark)

SHPO Opinion: (B) designates opinion regarding boundary, Code following date signifies SHPO opinion

Impact: None, No Adverse, Adverse

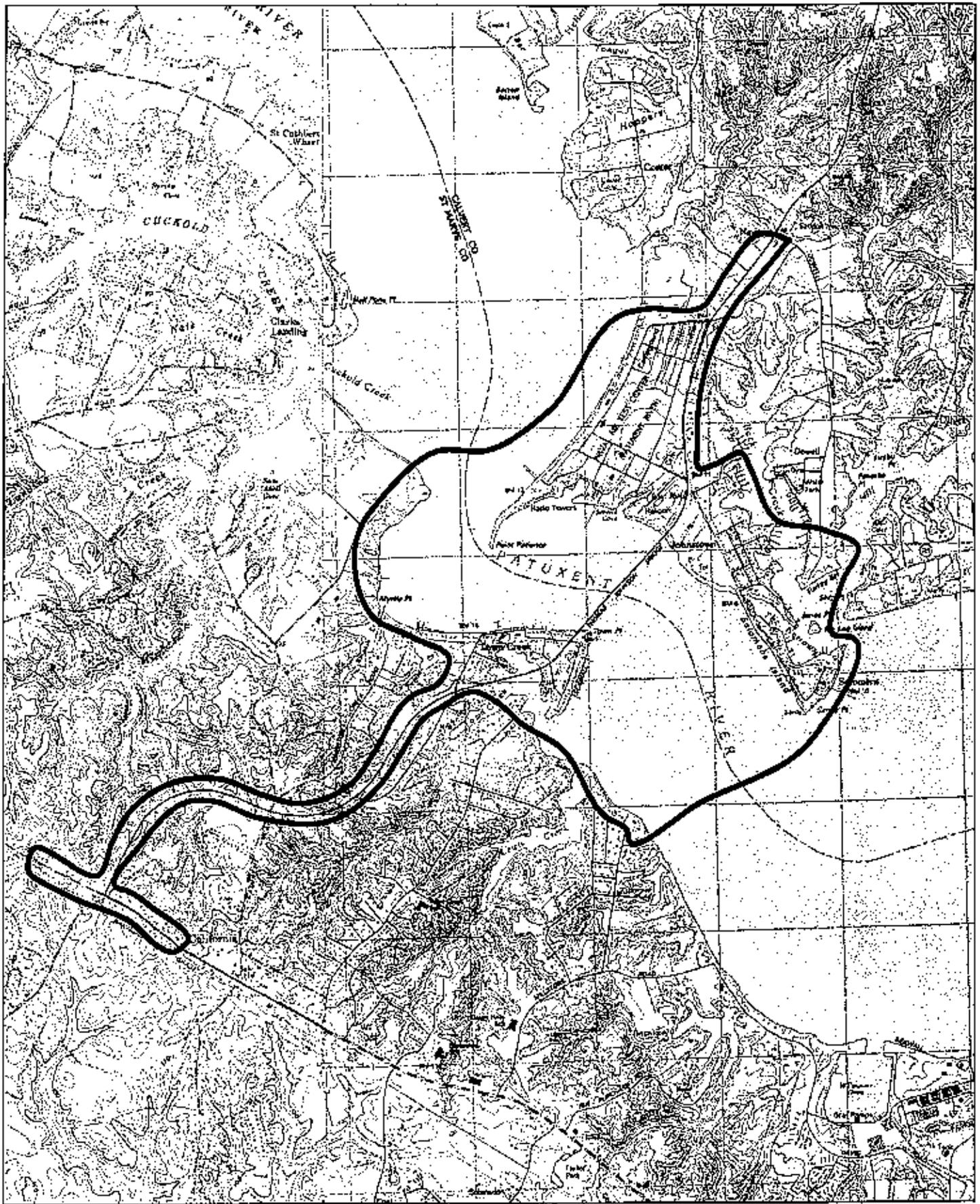
Effect: NPA (No Properties Affected), NAE (No Adverse Effect), AE (Adverse Effect)

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 0.25 0.5 Miles

B-95

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

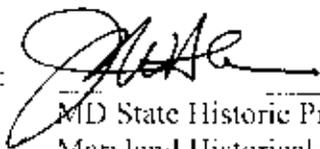
No Properties Affected
 No Adverse Effect
 Conditioned upon the following action(s) (see comments below)
 Adverse Effect

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: 
MD State Historic Preservation Office/
Maryland Historical Trust

7-23-10
Date

Return by U.S. Mail or Facsimile to
Dr. Julie M. Szablitsky, 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 Bertage (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.

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

1. The Trust agrees with SHA's comments on the draft report (Attachment 7 to SHA's letter). In addition to SHA's remarks, the consultant should address the following items in the final report:
 - The final report should accurately reflect all of SHA's determinations for the sites examined. Thus, it should state that Phase II archeological evaluation of 18ST838 is warranted.
 - It is not necessary to include copies of the site inventory forms for the newly recorded sites in an appendix, as those forms are already on file in the Trust's records and databases.
 - The consultant should complete a site update form for 18ST620 to reflect the results of the recent testing efforts at the site and submit it to Jenny Cosham at the Trust.
2. We look forward to receiving 2 copies of the final document for our library, when available.
3. The Trust agrees with SHA that the following newly identified sites do not meet the criteria for eligibility in the National Register of Historic Places: 18ST839, 18ST840, 18ST841, and extension of 18ST620. Further investigation of these sites is not warranted.
4. We agree with SHA that further Phase I/II study of the following newly identified sites is warranted if the sites are slated for disturbance as part of the undertaking: 18ST836, 18ST837, and 18ST838.
5. Further Phase I terrestrial and underwater archeological survey is not needed, unless project plans are modified to include additional areas that have not yet been investigated.

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

**CONTINUATION SHEET #2
Maryland Historical Trust Comments**

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

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

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

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

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

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

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

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

CONTINUATION SHEET #3
Maryland Historical Trust Comments

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

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

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



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

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

Maryland Department of Transportation

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,

A handwritten signature in black ink, appearing to read 'Raja Veeramachaneni', written over a horizontal line.

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-OB



DEPARTMENT OF THE NAVY
NAVAL AIR STATION
22268 CEDAR POINT ROAD
PATUXENT RIVER, MARYLAND 20670-1154

To:
Felicia
Alexander

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

Beverly 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,

Beverly K. Swaim-Staley
Acting Secretary

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

General Victor E. Renuart Jr., USAF
Page Two

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-OB
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*

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;

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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Dr. J. Kenneth Horsman
MD 4 – Thomas Johnson Bridge Study
Page Two

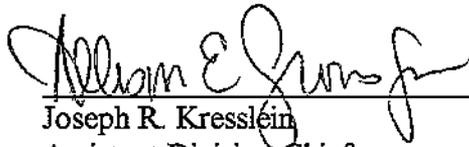
- Your determination whether these facilities serve a “significant” function in providing for the overall recreational needs of the communities in the park area. The Federal Highway Administration defines “significant” as: “In comparing the availability and use of recreation and park facilities with 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*

State Highway
Administration

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

Maryland Department of Transportation

April 1, 2008

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

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

Dear Ms. Richardson:

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

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- Frequency of public use of these facilities;

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Ms. Patricia M. Richardson
MD 4 – Thomas Johnson Bridge Study
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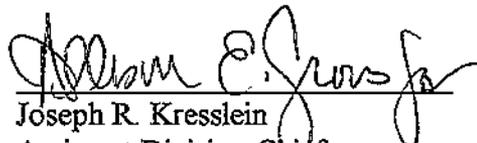
- Your determination whether these facilities serve a “significant” function in providing for the overall recreational needs of the communities in the park area. The Federal Highway Administration defines “significant” as: “In comparing the availability and use of recreation and park facilities with 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*

State Highway
Administration

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

Maryland Department of Transportation

April 1, 2008

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

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

Dear Mr. Meadows:

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

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

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

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

My telephone number/toll-free number is _____

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Mr. Paul D. Meadows
MD 4 – Thomas Johnson Bridge Study
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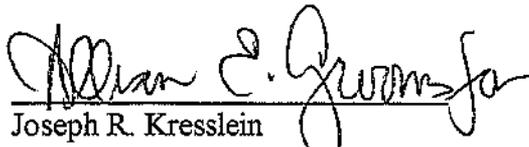
- Types of facilities within the parks;
- Frequency with which the public uses these facilities;
- Park Master Plans;
- Your determination whether the parks serve a “significant” function in providing for the overall recreational needs of communities in the park area. The Federal Highway Administration 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*



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

Maryland Department of Transportation

April 1, 2008

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

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

Dear Mr. Rollins:

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

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

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

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

My telephone number/toll-free number is _____

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Mr. Phillip D. Rollins
MD 4 – Thomas Johnson Bridge Study
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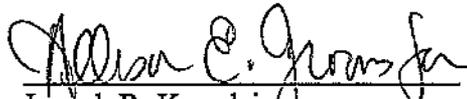
- Frequency with which the public uses these facilities;
- Park Master Plans;
- Your determination whether the parks serve a “significant” function in providing for the overall recreational needs of communities in the park area. The Federal Highway Administration defines “significant” as: “In comparing 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 Bridge 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





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

State Highway
Administration

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

MARYLAND DEPARTMENT OF TRANSPORTATION

September 3, 2009

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

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

Dear Mr. Nichols:

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

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone 410.545.0300 • www.sha.maryland.gov

Mr. John Nichols
MD 4 from Patuxent Point Parkway to MD 235
Page Two

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.

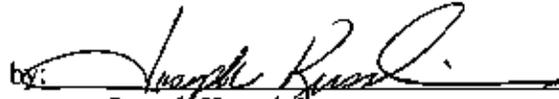
Mr. John Nichols
MD 4 from Patuxent Point Parkway to MD 235
Page Three

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 R. Kresslein
Assistant Division Chief
Environment Planning Division

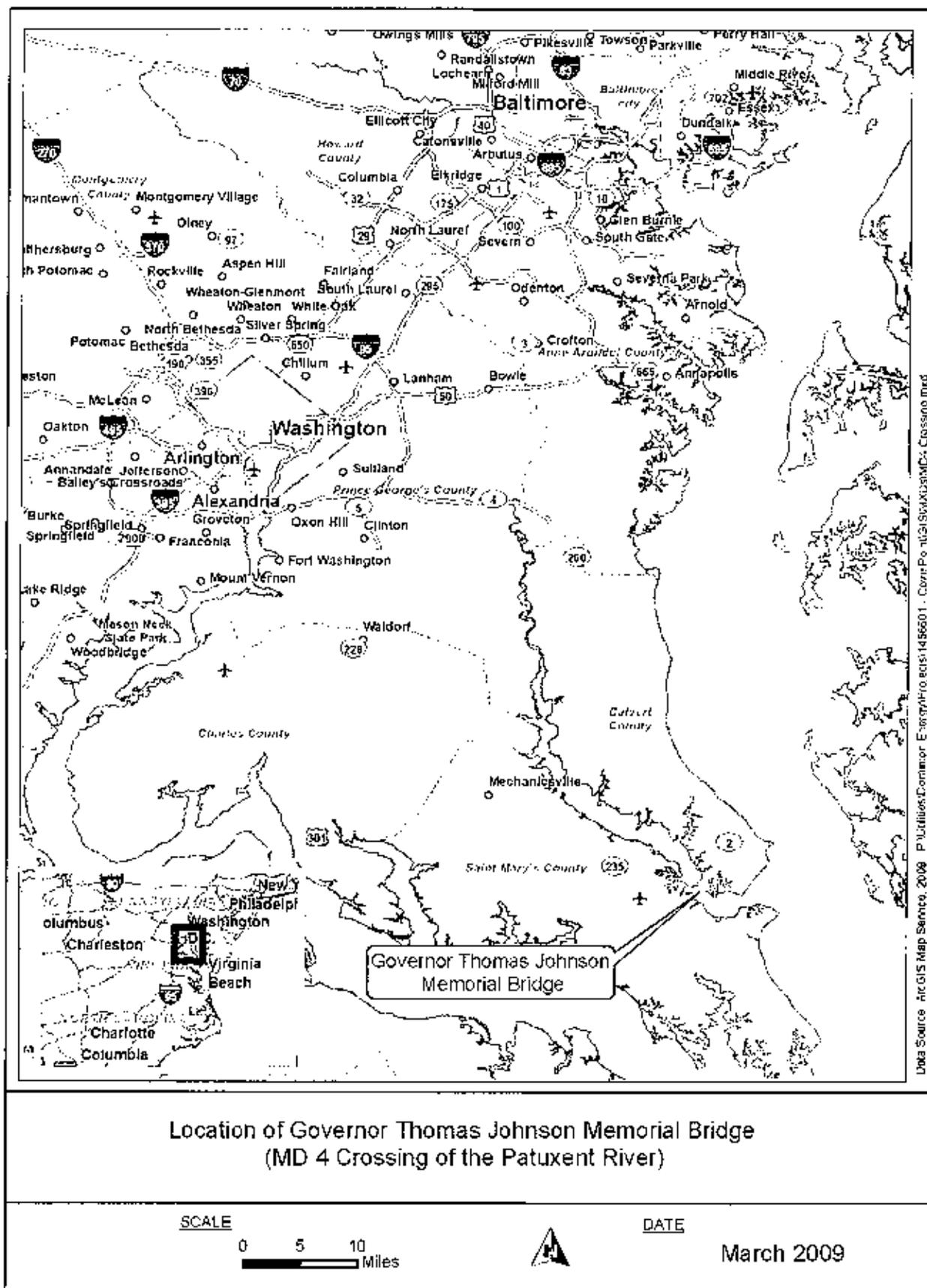
Concurrence:

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



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



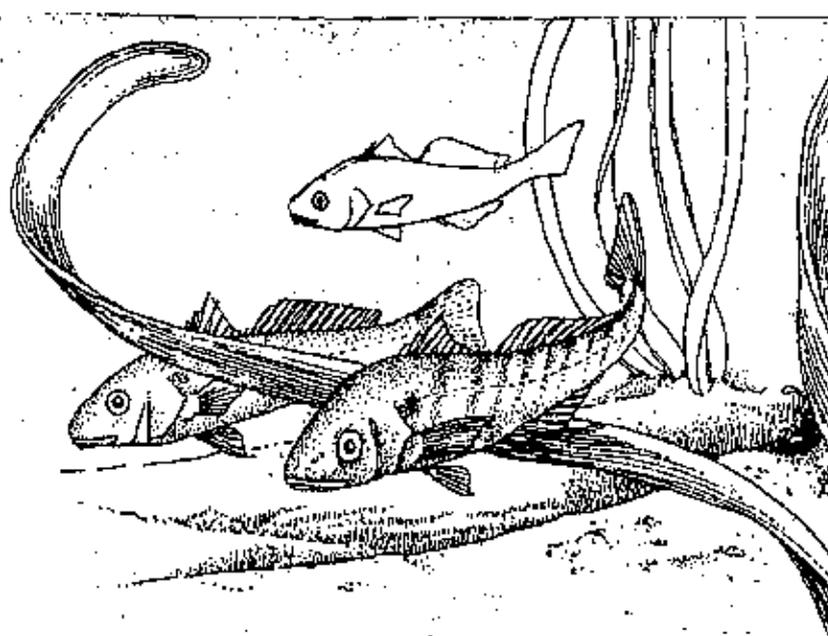
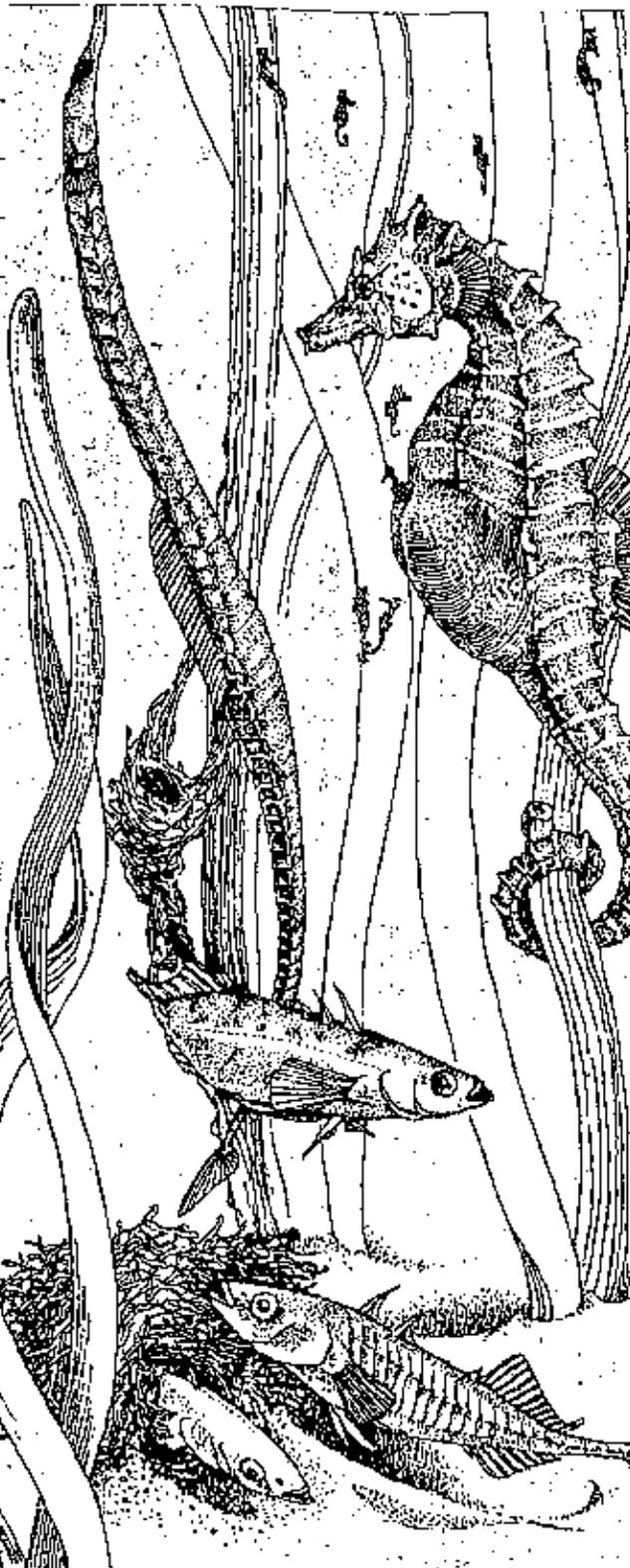
UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE

Northeast Region
Habitat Conservation Division
410 Severn Avenue, Suite 107A
Annapolis, MD 21403
Commercial Phone: (410) 267-5675
FAX#: (410) 267-5666 *(410) 295-9134*

FAX TRANSMITTAL

TO: *Alexis Zimmerman*
LOCATION: *Environmental Planning*
NUMBER: *(443) 632-3040*
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 Zimmerman
 Maryland State Highway Administration
 Environmental Planning Division

FROM: John Nichols *JN*

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 farcatten 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 NBPA 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 Sarah 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. Bubbie 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
 FMS Index: 06032 PCA#: 85DCB
*Can Substitute Project # for PCA
 Authorized: *Renee Hickman* Signature, Barbara McGraw Printed
*Authorized Signature can not be the same as Requestor

Quantity Ordered	Quantity Issued	Stock Number	Description
2		61058-0035	Cartridge, Printer, HP LaserJet, Black - 425DTH (G1042X-425) 232.97x = 46.97

Order Filled By: _____
Supply Room Clerk Date

I have returned these items because: _____



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
66 Great Republic Drive
Gloucester, MA 01930-2170

Gregory Murrill
U.S. Department of Transportation
Federal Highway Administration, DelMar Division
10 South Howard Street, Suite 2450
Baltimore, MD 21201

Re: MD 4 Thomas Johnson Memorial (MD 4 TJ) Bridge

Dear Mr. Murrill,

We would like to offer the following comments in response to your letter dated June 26, 2013, and other correspondence related to a consultation, pursuant to section 7 of the Endangered Species Act (ESA) of 1973, as amended, regarding the MD 4 TJ Bridge Project over the Patuxent River in Maryland. You have been identified as the lead action agency for this project, which includes the construction of a new four-lane parallel span just south of the existing MD 4 TJ Bridge. Following construction of the new bridge, the existing bridge will be demolished.

Coordination on the proposed project has been ongoing between NOAA's National Marine Fisheries Service (NMFS) and the U.S. Federal Highway Administration (FHWA) since 2009. You would like to eventually initiate section 7 consultation with us regarding the impacts of the proposed project on federally-listed shortnose sturgeon (*Acipenser brevirostrum*) and five distinct population segments (DPSs) of Atlantic sturgeon (*Acipenser oxyrinchus oxyrinchus*) that may use the Patuxent River. Section 7 consultation is necessary as certain aspects of the proposed project, specifically bridge construction and demolition activities (e.g., pile driving, dredging, and subaqueous blasting), may affect shortnose and Atlantic sturgeon. The project proponent, the Maryland State Highway Administration (SHA), has indicated that a final design for the new bridge has not yet been determined. As construction plans for the new bridge and demolition plans for the existing bridge are not yet finalized, it is not currently possible to adequately analyze the effects of this project on shortnose and Atlantic sturgeon.

Although the Maryland SHA has indicated their commitment to certain construction techniques, time-of-year restrictions, and performance specifications, we still require specific project information such as the number (or a more defined range) of in-water piers to be constructed, the number (or a more defined range) of piles that will be proposed, the types and sizes of piles that will be driven, the location and amount of dredging that will occur, and the types and sizes of explosives that will be used during subaqueous blasting activities. Although the recently completed Woodrow Wilson Bridge has been mentioned as a comparable project, we cannot use design specifications and mitigation measures from that project as a proxy during the section 7



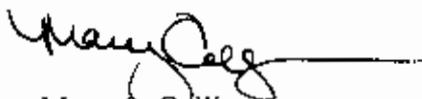
consultation process since the proposed MD 4 TJ Bridge is neither identical to it nor will construction/demolition activities occur under identical circumstances. Per the ESA section 7 regulations, we must review each proposed Federal action individually.

You have been working with the Maryland SHA during their project scoping to address the potential impacts of the project to shortnose and Atlantic sturgeon, and the FHWA will be reviewing and approving the final designs for the bridge construction and demolition when they are prepared. At that time, we request that a final Biological Assessment (BA) be prepared and submitted with your request for consultation, after which we will then assess the impacts of the proposed project on listed species in the Patuxent River. Once the bridge construction and demolition designs are complete and a final BA prepared, we anticipate that we will have the information necessary to conduct a section 7 consultation.

We believe that this approach is the most practical way to move forward with the consultation on this project, and that the information and analysis in the May 2013 draft BA supports a path forward for the final design of the bridge improvement project that will minimize effects to listed species. We expect to receive periodic updates from the FHWA on the progress of the project and the development of the final bridge plans.

My staff looks forward to continuing to work cooperatively with your staff as this project moves forward. Should you have any questions or concerns regarding this correspondence, please contact either Bill Barnhill (978-282-8460; William.Barnhill@noaa.gov) or Chris Vaccaro (978-281-9167; Christine.Vaccaro@noaa.gov).

Sincerely,



Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

cc: Vaccaro, F/NER3
Boelke, F/NER4
Jeanette Mar, FHWA



**CALVERT COUNTY
BOARD OF COUNTY COMMISSIONERS**

Courthouse, 175 Main Street
Prince Frederick, Maryland 20678
410-535-1600 • 301-855-1243
www.co.cal.md.us

Board of Commissioners
Gerald W. Clark
Pat Nutter
Susan Shaw
Evan K. Slaughenhoupt Jr.
Steven R. Weems

July 26, 2011

Mr. Gregory I. Slater, Director
State Highway Administration Transportation
Office of Planning and Preliminary Engineering
707 North Calvert Street
Baltimore, MD 21202

RE: Thomas Johnson Bridge

Dear Mr. Slater:

We would like to express our appreciation for your diligent work on the MD 4 Thomas Johnson Bridge Project Planning Study. Thank you for making your staff available to brief the Calvert County Board of County Commissioners (BOCC) on July 19, 2011, on the options and alternatives being considered.

The BOCC would like to comment once again concerning the options and alternatives that we prefer, especially since several of our members have changed since we previously commented. Our consensus recommendations are:

- “No Build” is not an option;
- Retaining the existing bridge is also not an option;
- Alternative 4: a four-lane parallel span is the best alternative;
- We acknowledge that the closure of the first right-in from northbound MD 4 to southbound Solomons Island Road, and relocating it north is necessary under all bridge build alternatives, due to the location of the new construction. We also recognize that relocating this access to southbound MD 2 will improve traffic conditions. However, we have requested your consideration to keep the next right-in open rather than the new proposed right-in (reference slide 22 in presentation).
- We favor the median shoulder widening option, maintaining the same access to Solomons Island as it exists now; and
- We are adamantly opposed to all other suggested access closure options.

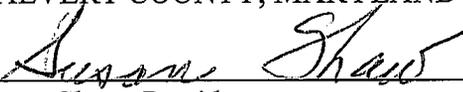
The BOCC understands the significance of improving travel across the Patuxent River in Southern Maryland. Improving the Thomas Johnson Bridge has remained the single largest infrastructure priority for Southern Maryland for many years and the region’s elected officials have been united in their concerns that without these improvements, serious detrimental economic impacts could occur.

July 26, 2011
Mr. Gregory I. Slater, Director
Page Two

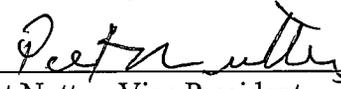
Our decision to support the enhancements to the Patuxent River crossing from Calvert County to St. Mary's County remains simple, uncomplicated and consistent. Calvert County will continue to stand with our Southern Maryland partners to ensure that these improvements come to fruition as soon as possible.

Sincerely,

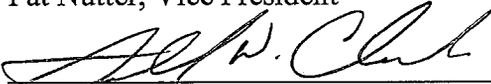
BOARD OF COUNTY COMMISSIONERS
CALVERT COUNTY, MARYLAND



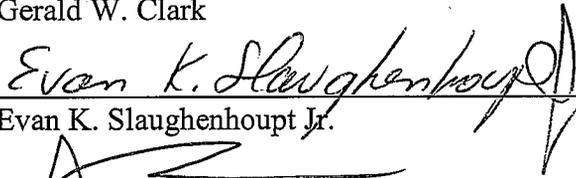
Susan Shaw, President



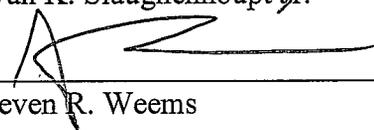
Pat Nutter, Vice President



Gerald W. Clark



Evan K. Slaughenhoupt Jr.



Steven R. Weems

cc: Patricia Haddon, Principal Planner, Planning and Zoning
Terry Carlson, Director, Public Works
Jeremy Beck, Project Manager, SHA

MD 4 Thomas Johnson Bridge Project Planning Study

Informational Public Workshop April 22, 2015, 5:30-8:00 PM

Esperanza Middle School Cafeteria
22790 Maple Road
Lexington Park, MD 20653

Project Team Attendees:

Jennifer Armes, SHA District 5 Right-of-Way
Jeremy Beck, SHA-PMD, Project Manager
Christina Brandt, SHA-EPLD, Environmental Manager
Sagun Dahal, SHA-PMD
Sarah Gary, SHA-TFAD
Joe Harrison, Jr., SHA-EPLD, Public Involvement
Edward Jastrzembski, SHA-PMD
Tom Kable, SHA District 5 Right-of-Way
Kian Liong, Calvert County
Geoffrey McCammon, SHA-EPLD, Public Involvement
Gary Monroe, SHA-EPLD Public Involvement
Judy Murray, SHA-PMD
John Narer, SHA-OOS
Robert Rager, SHA District 5 Community Liaison
Zane Rettstatt, St. Mary's County
Brandon Scott, SHA-PMD, Assistant Division Chief
Gregory Slater, SHA-OPPE Director
Donald Sparklin, SHA-EPLD Division Chief
Kim Tran, SHA District 5 Traffic
Julian Willis, Calvert County

Public Attendees:

Approximately 225 members of the public attended
Delegate Tony O'Donnell
St. Mary's County Commissioner Mike Hewitt
St. Mary's County Commissioner Todd Morgan

GENERAL COMMENTS-QUESTIONS	
Funding	Many individuals wanted to know the timing for funding the 4 segments of the Preferred Alternative; how the funding decisions will be made and how many years before project will be finished.

MD 4 Thomas Johnson Bridge Project Planning Study

Informational Public Workshop

April 22, 2015, 5:30-8:00 PM

Noise	Several residents along MD 4 requested sound barriers.
Traffic	There were many questions about why, after improvements do the intersections function at LOS "C" or "worse".
Neighborhood Access	Some residents of Woodland Acres continue to want a traffic signal at MD 4/Oak Drive
	Several residents adjacent to North and South Patuxent Beach Roads are unhappy with the elimination of free left turn onto MD 4.
Evacuation Plan	It was suggested that a plan be developed to identify how the new bridge will work if evacuation from Calvert County is needed.
MD 4 Calvert County	
Access to Service Road	Is there to be a traffic light for traffic to go to/from the bridge and MD 4 from HG Truman Road?
Thomas Johnson Bridge-St. Mary's and Calvert Counties	
Funding	Consider asking Dominion LNG and Calvert Cliffs nuclear power plant for funds, as the bridge is part of their evacuation plan.
Timing	When will design RFP be released?
	When will bridge construction start?
	How long will it take to construct the bridge?
Design	How high will bridge be? Some people suggest they want it lower than current height to make it easier for pedestrians and bicyclists; others prefer it remain at its current height.
	Will public participate in design of new bridge?
	Is a suspension bridge design under consideration?
	Would the project team reconsider the two-lane bridge alternative?
Noise	A property owner located adjacent to the bridge requested noise abatement
Evacuation Route	It was suggested that a written evacuation plan be developed in case of an accident at Nuclear Power Plant or LNG facility.
Boat Ramp Access	Will boat access be restricted during construction of the bridge?

MD 4 Thomas Johnson Bridge Project Planning Study

Informational Public Workshop

April 22, 2015, 5:30-8:00 PM

Boat Ramp Access	Will the Solomon's boat ramp be allowed to operate while bridge is under construction? Will there be a loss of parking at the pier after completion of the bridge?
Existing Bridge	Can the existing bridge be retained?
	Who will demolish existing bridge?
	Can part of the old structure be used to create underwater habitats for local bay/river/creek area?
	Can the existing bridge be retained for use for legalized Base jumping temporarily? They do this at New River Gorge once a year.
Neighborhood Access	Some Chesapeake Ranch Estates residents have petitioned for a tunnel north of current location of new bridge. They requested a meeting to discuss their concerns.
MD 4- St Mary's County	
Alignment	Some residents felt that expansion of MD 4 to the north disrupts more property than if it were shifted to the south And asked why that decision was made.
Noise	Several residents requested sound barriers along MD 4.
Neighborhood Access	Residents proximate to the intersection of North Patuxent and South Patuxent Beach Roads were dissatisfied with the elimination of the free left turn on MD 4 at the intersection.
	Some Woodland Acres residents were unhappy with access to the community from MD 4 north of interchange. They want a different solution exiting Woodland Acres than right-turn-out.
MD 4/MD 235 Intersection	
Access	Some property owners expressed concern that the project would limit access to their homes and businesses resulting in loss of value.
	A resident requested that driveways on MD 235 not be closed as part of the SPUI design.
Traffic	After improvement, will there still be traffic back-ups due to NAS Pax River traffic?
SPUI Design	It was suggested that MD 235 should remain with 3 lanes southbound from Wildewood Boulevard through MD 4 past NAS Pax River Gate 2.

MD 4 Thomas Johnson Bridge Project Planning Study

Informational Public Workshop

April 22, 2015, 5:30-8:00 PM

SPUI Design	It was suggested that MD 235 should be 3 lanes northbound from NAS Pax River through MD 4 up to Wildewood Boulevard.
	It was suggested that two lanes passing over MD 4 and one turn lane won't fix congestion.

OPEN HOUSE COMMENTS (October 2007)

The following is a summary of the comments received during the Open House. SHA used this input to develop the alternatives presented at the Alternates Public Workshop.

- Overall support for the project
- Concerns regarding right-of-way, environmental impacts, and potential bridge closures.
- Complaints regarding the planning costs and the lateness of this project.
- A significant number of citizens inquired about a potential crossing at Myrtle Point, rather than a parallel structure or replacement one by the existing bridge.
- Use of variable messaging signs to present expected delays for people to choose alternate traveling path.
- Overpass the intersection of MD 4 and MD 235.
- Signal the intersections along MD 4 for community access.
- Gate the exits near the bridge during rush hour to reduce merging/slowing movements.
- Vehicles that travel along the MD 2 corridor travel north at high speed and come to a yield sign but fail to yield and just proceed onto MD 4. This creates significant queues along MD 4.
- Some of attendees recommended that the MD 2 ramps be closed and further suggested that those motorist who want access onto MD 4 from MD 2 use other access points north of the ramps.
- Use of jersey barriers or some other measure to separate the MD 2 and MD 4 traffic to minimize the merge problem and right-of-way concerns.
- Reversible lanes to reduce the number of needed lanes.
- Attendees were not clear on where the roadway segments were located on ADT board and had to reference points on ADC maps.
- Landfill trucks on the MD 4 corridor. The Saint Andrews Landfill is located south of the MD 4/MD 235 intersection. The comments where that trucks impede travel speeds along the MD 4 corridor.

ALTERNATES PUBLIC WORKSHOP COMMENTS (June 2008)

The following is a summary of the comments received during the Workshop. SHA provided direct responses to those who asked questions. Copies of the letters and responses will be available in the draft environmental document.

Thomas Johnson Memorial Bridge / Patuxent River Crossing

- More citizens were in favor of removing the existing bridge if the height of the new bridge could be lower, otherwise – Alternative 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.
- Many people believe that the existing bridge will collapse soon and thus support the idea of building a new one either upstream or near the existing one.
- 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 and the Rec. Center staff about the Alternate 5 alignment? *Update: Coordinating 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 [Bridge Sufficiency Rating] for structures in the state?
- What BSR do bridges typically start at?
- How can we use the current BSR [67.9] 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 does the existing bridge need to be demolished if Alternative 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/pedestrian facility.
- Pedestrians and/or bicycles should not be allowed over the bridge and thus a shared use path should not be considered. Even though there will be a fence, people will continue to jump off the bridge and will have easier access to the high point. Also, even with a traffic barrier, it will still be unsafe for both peds and vehicles. Will there even be a demand for bike/ped movements between counties?
- Consider constructing the new bridge on the north side to avoid impacts on the Calvert County side, and also 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.
- 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.
- Many citizens asked where the idea of the Myrtle Point Crossing came from, one cited developer interest in the area, while others recognized that the Town Creek and Patuxent Beach residents had requested it.
- Build the Myrtle Point crossing for through traffic and leave the existing bridge for local traffic.
- If the new road is built through the Myrtle Point area, property owners not being directly affected should be compensated because of the reduction in the value of their properties. They should also be compensated for all the noise/disturbance they will have to face from then on.
- Building a parallel bridge will affect sailing maneuverability.
- Concern regarding damages to property (i.e. noise, foundation problems) because of explosion to tear down the existing bridge.

Mainline MD 4

- 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 Alternative 5 (Myrtle Point Option), primarily based on noise and property home value concerns.
- Are you impacting the church on the corner of Kingston?
- If access is closed from MD 4 to Solomons Island Rd. (MD 2/MD 765), it will negatively affect all of the businesses along this road.
- The U-turn of the road that goes under the bridge (near the water treatment plant) to get on the bridge should be modified. It is too dangerous to try to merge onto MD 4; cars are approaching very fast and there are some bushes that hinder sight distance/traffic recognition.

- 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?
- If MD 4 is widened, will any improvements be made to the Oak Drive intersection? Crossing MD 4 will become difficult.
- Do not remove the cul-de-sac at the end of Shady Mile Drive to connect it to MD 4. If done people will use Shady Mile Drive as a shortcut to get from MD 4 to MD 235 and avoid the intersection. Residents on this area have been fighting about this for years.

MD 4 / MD 235 Intersection

- 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.
- The representative from the proposed redevelopment in the northwest corner of the MD 4/MD 235 intersection (Eric Markowski/St. Mary's Marketplace) expressed a desire to meet with SHA and expressed his displeasure with Option B (partial cloverleaf), which impacts their site plan the most.
- Desire to further develop an access management 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 alternative works best for snow removal?
- Will the flyover ramp be subject to icing in the winter? (Requestor referenced the mixing bowl in Virginia)
- At peak hours the right turn lane on MD 235 to go North onto MD 4 is very long and a considerable amount of drivers just keep going straight on an adjacent lane and make an illegal turn at the intersection. Currently, no signs are posted prohibiting these illegal turns. Although it should be assumed that this maneuver is illegal, a sign stating such should be posted. It should also be considered to assign a police officer to watch the intersection.

Utilities

- Southern Maryland Electric Cooperative's (SMECO) 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 of Alternative 5 will be just south of it.
- Many concerns were expressed for the Myrtle Point Crossing and it's notably higher environmental impacts and cost.
- Citizens commented on the presence of submerged marine vessels in the project vicinity. *Follow-up: A submerged S-49 submarine is located due west of Point Patience near the St. Mary's County side.*
- One citizen asked if the impacts to the Naval Recreation Facility would be considered a Section 4(f) and/or Section 106 impact.
- The bridge causes too much disturbance (noise) to the residents where it is now; if the Myrtle Point option is built, it will not bother as many people.

Misc.

- The community understands that something needs to be done, and they like the idea that SHA is considering several options.
- Complaints about the mailing list, as several homeowners did not receive the Alternates Public Workshop brochures and notifications while their neighbors did, especially near the Myrtle Point area. There were 9 addresses in the Myrtle Point area on the mailing list to receive the brochure. After the meeting, an additional packet of brochures was sent to a local neighborhood representative, Mr. Oliver Kangas at his request. These brochures were distributed by Mr. Kangas throughout the community north of Patuxent Boulevard. Additionally, updates have occurred to ensure that these citizens are included on future mail distributions.
- How much Federal funding will be used for construction?
- Could you explain TSM / TDM better at the workshops?
- The topographic map is not updated enough; some houses were not shown, as well as a new marina at the south end of Solomons Island.

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 in 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 Greenway Dr
CITY Shelton STATE MD ZIP 20686

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

AH. 5 why does it not include
I make it no trucks and
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, *Li. Governor*

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,

A handwritten signature in black ink that reads "Russell Anderson".

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
Mr. John Narer, Bridge Engineer, 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 Alex R. Jones DATE 6/17/08
ADDRESS 45805 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, however, are in progress and we have thought about it. I think
as a parent was the possibility of a low barrier, but even so
the price is so high and the construction of the bridge the
bridge to be constructed at this what to do 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

State Highway
Administration

John D. Poscari, 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

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street - Baltimore, Maryland 21202 - Phone: 410.545.0300 - www.marylandroads.com



STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE PRINT
NAME Alan Chick DATE 6-17-8
ADDRESS 45230 Cape Manor Rd
CITY Ca. STATE MD ZIP 20619

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

Putting a highway down between Bld. would be environmentally
damaging and would cause a road network where as
entirely at it and build a 4 lane or a four lane span next
to existing bridge would cause the best interest of people.
The bridge is already there and to be removed would
block it out the way to go.

May we have the plan for the
385-20 in that area.

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 '08 JUL 07 PM 2:05:13P

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 bfor 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,

A handwritten signature in black ink, appearing to read "A. Shick". The signature is fluid and cursive, with a large initial "A" and a long, sweeping tail.

Alan M. Shick

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



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,

A handwritten signature in black ink that reads "Michael A. Perrotta".

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

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 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 RANES
ON CALVERT CO. SIDE NORTHBOUND) TO ALLEVIATE TRAFFIC WHILE THE MORE CAPITAL
INTENSIVE PROJECT ARE GOING THROUGH STUDY/DESIGN PHASES?

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

Please delete my/our name(s) to the Mailing List.

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



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

State Highway
Administration

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

Maryland Department of Transportation

August 29, 2008

Mr. Bruce Sundermann
24219 N. Patuxent Beach Road
California MD 20619

Dear Mr. Sundermann:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked if the costs presented for Alternatives 4 and 5 include the cost of removing the existing span. This cost is included in Alternatives 4 and 5, and is estimated in our calculations to be between \$20 million and \$25 million.

Your concern regarding the existing bridge and its continued use has been noted. The existing bridge is not structurally deficient, and has received a satisfactory rating when it was last inspected in September 2007. The remaining design life of the bridge, with regular inspection and maintenance, is estimated to be 40 to 60 years. In order to maintain structural integrity without addressing other needs, the next major bridge work that is anticipated would be a replacement of the concrete deck, possibly in the next 10 to 20 years. The team will continue to receive input regarding the structural condition of the existing bridge as the study progresses. The study considers many other needs, including functional capacity, in addition to the structural condition of the bridge.

You also asked whether elements of Alternative 2 - TSM/TDM could be put into place in the near future. As the project moves forward, the project team will look to identify short-term improvements which can be completed independently of the project, depending upon funding of the improvements.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Mr. John Narer, Bridge Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
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 Slonora under the River up in
Myrtle Pt. and thence along Patuxent Blvd. need be addressed.
2. This alternative reduces the height requirements associated
with large Naval vessels. However, there still
must be sufficient height to
accommodate the many tall masted
sailing ships that transit this part
of the Patuxent River.

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

Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the
mail are already on the project mailing list.



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

State Highway
Administration

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

Maryland Department of Transportation

August 11, 2008

Capt. L. Wayne Smith
23985 Ann Lane
California MD 20619

Dear Capt. Smith:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern regarding the gas pipe lines & the impact of Alternative 5 - Four-Lane Myrtle Point Crossing on bridge height requirements have been noted. As the project planning study progresses, the project team will further evaluate the potential effects of all of the proposed bridge alternatives on underwater resources, as well as coordinate with the Navy and the United States Coast Guard regarding bridge height.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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



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)

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

State Highway
Administration

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

Maryland Department of Transportation

August 15, 2008

Mr. Chip Dudderar
cruddy@chesapeake.net

Dear Mr. Dudderar:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your opposition to Alternative 5 - Four-Lane Myrtle Point Crossing has been noted.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com



P. O. Box 2084
Lusby, MD 20657
June 18, 2008

Mr. Michael Perrotta, Project Manager
Maryland State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Re: Patuxent River Crossing @ Lusby/
Solomons.

Dear Mr. Perrotta,

We all appreciate your efforts and display work for
the Public Workshop, Monday, June 16, 2008 at Dowell E. S.

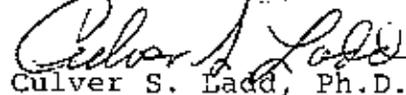
I believe I expressed my disappointment in the range
of alternatives presented at that time. I write now to be sure
the record reveals that disappointment and registers a firm
commitment to alternatives other than super-structures, namely,
bridges.

Our discussion revealed that Baltimore itself is weighing
underground options for its mass transit system. I firmly con-
tend 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

707 NORTH CALVERT STREET
BALTIMORE, MD 21202

08 JUL 17 PM 11 1980

Calvert Independent

Since 1940

424 Solomons Island Rd., North, Prince Frederick, Maryland

Edward T. Hall and William L. (Billy) Weems

Founders, October 24, 1940

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Fax: 410-535-3426 or 301-855-9070

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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 special 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 Frederick, MD 20676**



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

John D. Portari, 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.

My telephone number/toll-free number is _____

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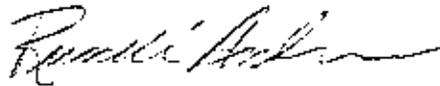


Dr. Culver S. Ladd, Ph.D.
August 4, 2008
Page Two

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.

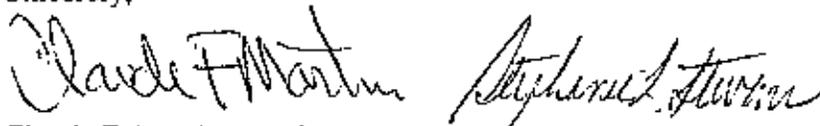
B. The fundamental flaw with the existing bridge is not the poor construction or the outrageous height - it is the design failure to separate local traffic from through traffic (i.e. commuters to NAS Patuxent River).

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

2 108 JUN 26 PM 1:14 11P



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

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta', is written over a horizontal line.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerman, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008, 5:00 P.M. - 8:00 P.M.
DOWELL ELEMENTARY SCHOOL - GYMNASIUM
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE
PRINT

NAME CURTIS OTT DATE 08 Sep 08
ADDRESS P.O. Box 329
CITY SOLOMONS STATE MD ZIP 20688

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

THE IMPACT OF THE PROJECT ON THE SOLOMONS UNITED
METHODIST CHURCH CEMETARY



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



Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.



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

State Highway
Administration

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

Maryland Department of Transportation

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



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.
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12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT
NAME CRAIG TALLMAN DATE 19 June 08
ADDRESS 1075 PICTURE DR
CITY ST LEONARD STATE MD ZIP 20685

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

*strongly support Alternative 3 (2 lane parallel span) or
also 4 lane span, strongly support option D.
- Must have a bike lane - grow tourism in So MD.
- I question the requirement for such a tall bridge.
I have never seen a Navy or cargo ship require
this much clearance. It adds to construction
costs and is a contributing factor in two
fatal accidents - it causes traffic to slow
down as they ascend the steep slope.
- This is a great document. Thank you - well done.
- Build Bridge as soon as possible.*

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

Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.



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

State Highway
Administration

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

Maryland Department of Transportation

August 20, 2008

Mr. Craig Tallman
1075 Picture Drive
St. Leonard MD 20685

Dear Mr. Tallman:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 3 - Two-Lane Parallel Span and Alternative 4 - Four-Lane Parallel Span with intersection Option D - Single Point Urban Interchange has been noted, as has your support of bicycle facilities.

In your letter, you asked about the height requirements of the bridge. As the project planning study progresses, the project team will look to coordinate with the Navy, United States Coast Guard, and upstream marinas to determine if the height requirements for a new bridge can be reduced. The alternatives will be adjusted accordingly depending upon the outcome of the coordination.

Thank you again for your comments. You have been added to the project mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File



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 Barnett DATE 16 June 2008
ADDRESS P.O. Box 1053
CITY SALOMONS STATE MD ZIP 20683-1053

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

WHAT MEASURES ARE BEING TAKEN TO ENSURE THAT
THE "JOURNAL 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

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,

A handwritten signature in black ink, appearing to read 'Russell Anderson', is written over a horizontal line.

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Mr. John Narer, Bridge Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

B-206

Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com



Daniel Gabriel
PO Box 1474
Solomons, MD 20688
410-394-3827

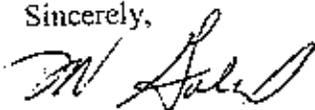
Subject: Comments on the Thomas Johnson Bridge Project Planning Study.

1. I believe Alternative 4 is the best choice.
 - a. This presents the best purposed alignment.
 - b. The present bridge is too narrow and unsafe and should be removed as soon as possible.
 - c. The present bridge will run out of service life and need replacement at much greater cost in the future.
2. I agree with closing the first four exits and entrance points on northbound 4 just past the bridge. This will improve safety on 4 and the parallel service road (highway 2).
3. The entrance and acceleration lane onto the Thomas Johnson Bridge from Solomons (next to the Treatment Plant) is unsafe.
 - a. Presently the ramp is uphill and some cars cannot accelerate quickly enough to merge safely with traffic (many of which travel above the 45 MPH speed limit). Poor weather makes the problem worse.
 - b. The new bridge will have more traffic at higher average speeds during peek rush hour and will make the merge less safe than today.
4. The intersection at the light at highway 4/2 and the parallel service road (next to the Foodlion shopping center) needs to be improved to handle the additional traffic caused by closing the exits and access points on northbound 4/2 just past the bridge.
5. I believe Option D is the best choice for the Interchange at MD 4 and MD 235. However, additional study on the length of the turning lanes needs to be done to make sure the rush hour traffic will not back up into the non turning lanes while waiting for traffic lights.

General comments:

1. The rush hour traffic does not flow at a smooth rate per hour. There are several periods (about 15 minutes each) of high volume followed by a period low volume (maybe 10 minutes) that can create unforeseen traffic congestion if not taken into account.
2. Everyone of the team at the meeting was knowledgeable and friendly and I appreciate all of their hard work.

Sincerely,



Dan Gabriel



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

State Highway
Administration

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

Maryland Department of Transportation

August 14, 2008

Mr. Daniel Gabriel
P.O. Box 1474
Solomons MD 20688

Dear Mr. Gabriel:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support for Alternative 4 - Four-Lane Parallel Span, with Option D - Single Point Urban Interchange has been noted. We also appreciate your suggestions to close the first four access points on MD 4 northbound north of the bridge, improve the existing access ramp from MD 2 to the southbound Thomas Johnson Bridge, and to improve the intersection at MD 4 and Patuxent Point Parkway. These recommendations will be evaluated as the study progresses into more detailed design.

As requested you have been added to the project mailing list. Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File



STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008, 5:00 P.M. - 8:00 P.M.
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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 DOUGLAS STEFUATER DATE 6-17-08
ADDRESS 23309 SHEARWATER #805
CITY CALIFORNIA STATE MD ZIP 20619

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

- THE OPENING OF FREE FLOWING TRAFFIC AT THE INTERSECTION OF RT 235 & RT 4 WITH 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 MAINTENANCE OF ROADWAYS
- ALTERNATE ROUTES FOR HEAVY TRAFFIC OPTIONS

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

Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.



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

State Highway
Administration

John D. Forcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 11, 2008

Mr. Douglas Steifvater
23309 Sugarnaple #805
California MD 20619

Dear Mr. Steifvater:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern over traffic bottlenecks at MD 235 and First Colony Boulevard has been noted, as has your concern over roadway aesthetics and maintenance. These concerns will be investigated further as the study progresses.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____
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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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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^S South out
of Woodland Acres. Please consider
either a light at Oak Drive/4^S
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. △ 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*

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta'.

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 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.



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

State Highway
Administration

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

Maryland Department of Transportation
August 4, 2008

Mr. Brian C. Getty
23050 Rocky Way
California MD 20619

Dear Mr. Getty:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked whether a cloverleaf interchange was considered at the intersection of MD 4 and MD 235. A traditional cloverleaf is appropriate when traffic movements are somewhat equally split and the goal is free flowing movement between the two roadways with no traffic signals. Many current cloverleaf interchanges are experiencing traffic concerns with the weaving maneuvers between loop ramps that also offset the mainline operations. A traditional cloverleaf interchange at MD 4/MD 235 was not presented because the traffic movements are not evenly split and the roadways are not without traffic signals. Additionally, a traditional cloverleaf interchange requires more space and would have been more impactive to the existing developments and residences within the vicinity of the intersection.

Thank you again for your interests. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Kimberly Tran, Assistant District Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

B-215

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com

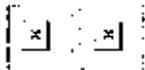


Sarah Fowler

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: 410-412-1204
fx: 410-576-1305
email: michael.perrotta@dmjmharris.com



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

State Highway
Administration

John D. Parcari, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 12, 2008

Mr. Brook Jackson
45336 Mill Cove Harbor Road
California MD 20619

Dear Mr. Jackson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your opposition to Alternative 5 - Four-Lane Myrtle Point Crossing and support for Alternative 4-Four lane Parallel Span have been noted, and you have been added to the project mailing list.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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



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 20655

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 poses 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* |

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 now Thomas Johnson
Bridge with an addition of a parallel two
lane bridge appears to be the most feasible
way to go.

Do we have to have the bike lanes by law
or are they there for nicety. 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

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,

A handwritten signature in black ink, appearing to read "Michael A. Perrotta", written over a horizontal line.

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

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
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 Anntane
CITY California STATE MD ZIP 20619

I/We wish to comment or inquire ^(State +) about the following aspects of this project:

It appears to me that the county is selling itself 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 committee to look
the natural county side. force people to use public
transportation. the federal government subsidizes
it - they will save money on gas & it will not impact
the environment negatively. This area used to have a
ferri - maybe that could get people to the base. it
walks in Silver Island. A vote for anything that
will not destroy the environment or 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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta'.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File



21978 Brook Drive
California, MD 20619

June 23, 2008

Mr. Mike Perrotta, Project Manager
Project Planning Division
Maryland State Highway Administration
Mailstop C-301
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Perrotta,

There is no question that the Thomas Johnson Bridge needs to be widened. It should be widened using Alternative 3, adding a two-lane parallel span. This makes the most sense for many reasons. The Thomas Johnson Bridge is a beautiful bridge and is a southern Maryland landmark which should be maintained. Alternative 3 is the most cost effective, it also involves the least number of displacements. The state should not be changing the lay-out of the county unnecessarily, the state already has most of the right-of-way required for alternative 3.

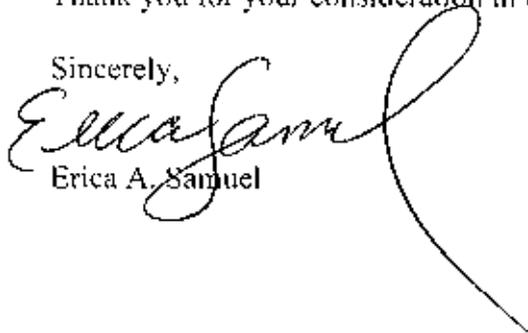
Alternative 5 costs between \$50-\$230 million more than Alternatives 3 and 4. From a cost stand point alone Alternative 5 should be eliminated from consideration immediately. Alternative 5 also displaces more homes and destroys more woodlands.

Implement Alternative 3 and if the state really wants to build a brand new bridge implement Alternative 4. The state should not spend any more money investigating Alternative 5.

Alternative 2 should be implemented now!

Thank you for your consideration in this matter.

Sincerely,


Erica A. Samuel



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

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

Maryland Department of Transportation

July 15, 2008

Ms. Erica A. Samuel
21978 Brook Drive
California MD 20619

Dear Ms. Samuel,

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support for Alternative 3 - Two-Lane Parallel Span has been noted, along with your opposition to Alternative 5 - Four-Lane Myrtle Point Crossing. As the planning study moves forward, SHA will also continue to investigate how to safely implement some of the elements shown in Alternative 2 as short-term improvements.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta', is written over a white background.

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 bicycles 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 Deelinger

**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. DELINGER **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

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta', is written over a horizontal line.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Mr. Greg Welker, District Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com



STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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 Allison 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 childrens
need our park - the only public access
waterfront w/in 30 minutes of our homes. You will
destroy the silence, disrupt wildlife habitat

Alternative 1 is not a viable option. We need
more emergency, over-canal route access & we
need ped/bike/horser access across the river

Alternative 3 is ok
Alternative 4 is too expensive (overkill)

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*

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta'.

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.**

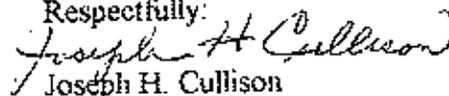
**TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
JEFFERSON PARK, MD 20657**

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

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,

A handwritten signature in black ink that reads 'Russell Anderson'.

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 6066
CITY CALICOENIA 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
PATIENCE BLVD BLVD TO THE EXISTING BRIDGE IF
ALTERNATIVE 5 IS SELECTED MYRTLE PT TO FT 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.



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

John D. Purcari, Secretary
Neal J. Pedersen, Administrator

Maryland Department of Transportation

August 4, 2008

Mr. Joseph R. Dunn
P.O. Box 686
California MD 20619

Dear Mr. Dunn:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked what would happen to existing MD 4 if Alternative 5 - Myrtle Point Crossing is selected. If this alternative is selected, the existing bridge would be demolished and existing MD 4 north of Patuxent Boulevard would become a local access road. Currently the study is in Stage 1 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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta', is written over a horizontal line.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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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

*Project
status
C 2009
Design 2009
in letter 5/10/11*

PLEASE PRINT
NAME Joan Holmes DATE _____
ADDRESS 11450 Ashbury Circle # 434
CITY Solomons STATE Md ZIP 20688

I/We wish to comment or inquire about the following aspects of this project:
Existing bridge D will last 30 yrs - if kept in use will have to be replaced before new structure (2) High cost to raise. Suggest - Keep and use as bike/ped passage. This usage should extend life of structure. Also cost of raise - none. And make bike/ped passage much safer. * Your ~~view~~ views of alternatives 3 & 4 do not show area on back side of town creek. There is one large brick house - 45909 Town Creek Shop Lane assessed by the state for \$1,124,400 that would definitely be impacted. Alt. #5 might be the most economical after all!

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

Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.



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

State Highway
Administration

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

Maryland Department of Transportation

August 11, 2008

Ms. Joan Holmes
11450 Asbury Circle #434
Solomons MD 20688

Dear Ms. Holmes:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern over the lifespan of the existing bridge and suggestion to convert it to a bicycle and pedestrian facility have been noted. In addition, your concern over impacts to 45969 Town Creek Shop Lane has also been noted. SHA has made note of this property and does not expect to displace this residence; however, as the study progresses, the team will coordinate with the owner of the property.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, 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

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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 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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through the mail are already on the project Mailing List.



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

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

Maryland Department of Transportation

August 7, 2008

Mr. Joe Roberts
23451 Audrey Way
California MD 20619

Dear Mr. Roberts:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for Alternative 4 - Four-Lane Parallel Span with Option D - Single Point Urban Interchange has been noted.

You asked about building a tunnel under the Patuxent River. The project team has performed preliminary studies of the potential for a tunnel. The cost to build a tunnel was found to be considerably higher than any of the build alternatives currently under consideration.

As requested, you have been added to the project mailing list. Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta'.

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

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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 John Simpson **DATE** 6/16/08
ADDRESS 14558 SOLOMONS ISLE RD.
CITY SOLOMONS **STATE** MD. **ZIP** 20688

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

ACCESS TO SOLOMONS, PATIENT PLAZA, ETC.
MUST BE ADDRESSED, NOT HAVING EASY
ACCESS OR 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.

*** 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

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta', written over a horizontal line.

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 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, BEE RIDING, GAILY WALKS TO THE
PARKS. WILD LIFE THROUGHOUT THE EXISTING AREA..

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*

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,

A handwritten signature in black ink that reads "Michael A. Perrotta" with a stylized flourish at the end.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

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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 23302 HOLLY HILL LANE
CITY CALIFORNIA STATE MD ZIP 20614

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
RT4 " " (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 RT4 2.5/4 TO SAME. THE NEW FOR
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

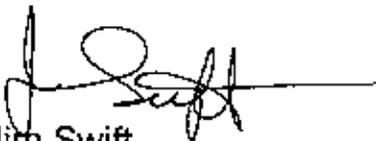
Thomas Johnson Bridge

Problem: TJ Bridge jammed with commuter traffic during morning and evening rush hours. OK at other times.

Cause: Calvert County residents commuting to jobs in St. Mary's County mainly at NAS Patuxent River or other offices supporting NAVAIRSYSCOM.

Solution:

1. Convert the two-lane two-way traffic on the bridge to two-lane one way. Southwest-bound 6:00 to 8:00AM, northeast-bound 4:00PM to 6:00PM. Restrictions to apply on weekdays only except for federal holidays.
2. Convert MD Rt 4 from two lanes to three. Center lane converts to SW from 6 to 8:00 AM and NE from 4 to 6:00PM to accommodate commuter traffic.
3. Add traffic lights on the approaches to the bridge and at Oak Drive and at Patuxent Blvd. In order to calm and meter traffic
4. Reduce speed to 35mph
5. No large trucks during rush hours or better yet; ban large trucks from the bridge altogether.
6. Have NAVAIRSYSCOM encourage carpooling by charging for parking at their offices at NAS Patuxent River.



Jim Swift

(301) 862-1695

jks36@verizon.net

I'm on your reading list



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

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,

A handwritten signature in black ink, appearing to read 'Russell Anderson', written in a cursive style.

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerman, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statowide Toll Free

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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 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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through the mail are already on the project Mailing List.



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

State Highway
Administration

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

Maryland Department of Transportation

August 11, 2008

Mr. James Test
P.O. Box 415
Solomons MD 20688

Dear Mr. Test:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern over the use of the bridge as the main evacuation route in the event of an emergency at Calvert Cliffs or Cove Point has been noted. The project team is collaborating with staff from both sites, and will continue to do so as the study progresses.

On your comment card, you also mentioned concern regarding the faults of the existing bridge and its continued use. The existing bridge is neither structurally deficient nor functionally obsolete, and received a satisfactory rating when it was last inspected in September 2007. The team will continue to receive input regarding the state of the existing bridge as the study progresses.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839, toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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

NAME Jimmy Yurko DATE 6/17/08

PRINT

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 road 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.

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



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

State Highway
Administration

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

Maryland Department of Transportation

August 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 _____

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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 Kenneth E. Atkins DATE 6-2-08
ADDRESS 23752 Woodland Acres Rd.
CITY CALIFORNIA STATE MD ZIP 20619

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

I would like to see a (STOP) TRIP TRAFFIC LIGHT INSTALLMENT 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. ITS A REAL THOUGH 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*

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta'.

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

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 KATHA BARKES DATE 06.16.08
ADDRESS 10952 CHESSMANNE 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
WE NEED TO KNOW THE OPTIONS THAT RECEIVED THE HIGHEST
VOTES?

• WHAT IS THE TIME FRAME FOR THE ABOVE QUESTION
• I VOTE FOR ALT 3
• WILL OVI TAXES INCREASE BECAUSE OF
THIS?
VERY SIGNIFICANT

I THINK THAT WE HAVE ALREADY DONE THE MEETINGS
LIKE TO GO TO MEETING FOR INPUT SO HOW MUCH MORE
TIME WILL BE SPENT COMING TO CONCLUDE ETC.?

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

Please delete my/our name(s) to the Mailing List.

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



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

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

Maryland Department of Transportation
August 14, 2008

Ms. Kathy Barnes
10952 Chesapeake Drive
Lusby MD 20657

Dear Ms. Barnes:

Thank you for your interest regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. Your support for Alternative 3 - Two-Lane Parallel Span has been noted.

Currently the project is progressing forward, Stage II of the planning process. The project team will meet to determine which alternatives will be retained for detailed study based on comments received from the public and collaborating agencies. The retained alternatives, and an explanation as to why others were dropped, will be posted on the project website and a newsletter will be distributed to the project mailing list. The following is the schedule for the remainder of the Project Planning study:

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

The Location/Design Public Hearing in Fall 2009 will be the next formal public meeting in which the project team presents its findings to the public. The project team will distribute newsletters periodically to provide project updates. Project updates will also be posted on the State Highway Administration website, www.marylandroads.com. Also, during the course of the study, the project team will be available for smaller-scale presentations to any group that makes a request for a separate meeting.

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing & Speech: 1.800.735.2258 Statewide Toll Free

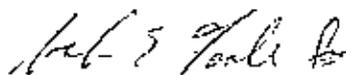
Street Address: 707 North Calvert Street - Baltimore, Maryland 21202 - Phone: 410.545.0300 - www.marylandroads.com



Ms. Kathy Barnes
Page Two

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
6am - 9am - 3pm - 6:30pm.

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

- Please add my/our name(s) to the Mailing List. quicker response.
- 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 Kathleen Darnall DATE 6-16-08
ADDRESS 24009 N. Potuxent 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 Soloms Island
minimizing traffic congestion on Island.

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

Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the
mail are already on the project mailing list.



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

State Highway
Administration

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

Maryland Department of Transportation

August 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

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
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 Froschetz DATE 6/16/08
ADDRESS 24170 N. Putnam 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 price breakout of
cost i.e. is Alt 2+4 so expensive because of
the tear-down of the current structure?
If build a parallel span, similar to alt. 2, how long do
you expect current bridge to last due to
structural deficiencies?

- Please add my/our name(s) to the Mailing List.
 Please delete my/our name(s) to the Mailing List.

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through the mail are already on the project Mailing List.



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

State Highway
Administration

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

Maryland Department of Transportation

August 29, 2008

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 Zimmerman, Environmental Manager, SHA
File

My telephone number/toll-free number is _____
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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11

ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008, 5:00 P.M. - 8:00 P.M.
DOWELL ELEMENTARY SCHOOL - GYMNASIUM
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT
NAME 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. 23rd/4 Intersection. Continuous flow

- Please add my/our name(s) to the mailing list. (Option A) is way to go.
- 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

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,

A handwritten signature in black ink that reads "Michael A. Perrotta".

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Stephanie Yanovitz, Assistant Regional Planner, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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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 OLIVER KANGAS DATE _____
ADDRESS 45660 SWANFILL 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.

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

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 quiet neighborhood and we still can't believe it. Changing route 4 to come through Patuxent Blvd and across the Patuxent would be a sacrilege to the Patuxent and to each of us within its shores. This is a pristine area ecologically and the SHA proposal to change its present location from Town Creek Pt to Myrtle Point would only enhance the damage that's already occurred. The deepest part of any river in the U.S. (maybe even North America) is at the juncture where the proposed bridge is supposed to span. This would silt in and the Patuxent would lose its place in geography highlights.

Additionally, we are retirees who purchased our property here on Myrtle Point in 1984 and never expected the advent of this bridge. It was criminal – like a shot in the dark! We found out on June 4th when we opened our newspaper and discovered the news on the front page. Since then our lives and property are in suspension. This is not how we expected to retire. The property next to us dates to 1851 and would (if Alt D is accepted) be practically under the roadway – a desecration to an historic home.

I understand that the community under the current bridge has proposed that the bridge be changed to our area, but they purchased their homes with the full knowledge that the residence would be under a bridge. WE DID NOT. We paid full price for a quiet neighborhood. The noise and pollution factors would cut our property values in half. It would destroy the peace and beauty of Myrtle Point.

Please do not accept Alternative D – through Myrtle Point – for the new bridge location.

Sincerely,

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



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

State Highway
Administration

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

Maryland Department of Transportation

August 15, 2008

Mr. Oliver Kangas and Mrs. Catherine Kangas
45660 Swanfall Way
California MD 20619

Dear Mr. and Mrs. Kangas:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your strong opposition to Alternative 5 - Four-Lane Myrtle Point Crossing has been noted.

In your letter, you expressed concern about a potentially historic house in your neighborhood that will be impacted by Alternative 5. The project team is aware of this house and will study any potential impacts as the project planning study progresses. During the next phase of the planning process, the team will conduct various environmental studies to measure impacts to the air quality, noise, and viewsheds along the proposed alignments. The team will also coordinate with the residents of the communities along Patuxent Boulevard and the Navy Recreational Center regarding the proposed Alternative 5.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. April Fehr, Architectural Historian, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008, 5:00 P.M. - 8:00 P.M.
DOWELL ELEMENTARY SCHOOL - GYMNASIUM
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT
NAME Paul & Laura Appleby DATE 7-1-08
ADDRESS 23189 Old Pine Ct.
CITY California STATE MD ZIP 20619

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.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.



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

State Highway
Administration

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

Maryland Department of Transportation

July 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 imperrotta@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta'.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE PRINT
NAME Dr. Phil Christie DATE 6/17/08
ADDRESS 23192 Three Notch Rd.
CITY Calif. STATE Md ZIP 20619

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

I own the dental office & misnamed
CHRISTINE + ASSOC. it should read CHRISTIE
+ ASSOC. on North bound 235. I operate
a Dental OFFICE there since 1999. I will
produce approx. 1.5 million dollars there this
year and obviously am worried about
access issues into my office.

Thank you.

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

Please delete my/our name(s) to the Mailing List.

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through the mail are already on the project Mailing List.



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

John D. Porecki, Secretary
Neil J. Pedersen, Administrator

Maryland Department of Transportation

August 8, 2008

Dr. Phil Christie
23192 Three Notch Road
California MD 20619

Dear Dr. Christie:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you expressed concern over access to your dental office. Due to the proximity of your office to the MD 4/MD 235 intersection, it may not be possible to maintain direct access to MD 235; however, if an intersection option is chosen that does not allow direct access, SHA will coordinate with businesses in the area as well as yours to determine the appropriate solution to provide an alternative access solution.

Additionally, you informed us that the name of your office was misspelled on brochure mapping. We apologize for this mistake and the name has been corrected for future displays.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

A handwritten signature in black ink that reads "Michael A. Perrotta".

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 PERRE RAPP DATE 7/1/08
ADDRESS 45215 DENT
CITY LEX PARK STATE MD ZIP 20653

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

WOULD LIKE TO SEE HOW PROJECT WILL AFFECT
THE COMMUNITY AND HOW TO IMPROVE IT

WOULD LIKE TO KNOW IF THERE IS ANY
CHANCE OF A BRIDGE BEING BUILT
IN THE FUTURE

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

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta', is written over a faint, larger version of the signature.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Stephanie Yanovitz, Assistant Regional Planner, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com



STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE
PRINT

NAME PHILIP C. RIETHL
ANDERSON PROF. CNT DATE 6/17/08
ADDRESS 23131, 23127 THREE NOTCH RD.
CITY CALIFORNIA STATE MD. ZIP 20619
philphilriethlinsurance.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 BTs
Don't want to be bypassed w/ new access off 235
Access from STE care cnt will be major concern
due to width of their lot & major congestion
already.
Value of X Ctl. land is South of Rt. 4 - St Andrews
FDR will greatly reduce N-235 to West St Andrews
in evening rush hour.

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

Please delete my/our name(s) to the Mailing List.

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



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

State Highway
Administration

John D. Parcarl, 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

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
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 23249 CINDY 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 MARKING
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 HORES
(COK DRIVE) TOWARD LEX PARK / THE BASE DURING HEAVY TRAFFIC PERIODS?
CAN AN ALTERNATE EXIT TO SHADY HOLE BE MADE AVAILABLE? WILL THERE
BE A TRAFFIC LIGHT AT COK DE / PRAG INTERSECTION?

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

Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.



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

State Highway
Administration

John D. Porcari, Secretary
Neal 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

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 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 proposals 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, *Li. Governor*

State Highway
Administration

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

Maryland Department of Transportation

August 29, 2008

Mr. Richard Kinney
12120 H.G. Trueman Road
Lusby MD 20657

Dear Mr. Kinney:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your concern for the project supporting long-term planned growth in the region has been noted. The MD 4 project is consistent with the goals and objectives of state, regional, and local planning documents. Improvements to MD 4 within the study area are included in SHA's long range plan, the Highway Needs Inventory (HNI), the 2004 Comprehensive Plan for Calvert County, the St. Mary's County Growth Management Plan, and the 2006 St. Mary's County Transportation Plan. Because these plans identify the need for improved capacity and safety along this section of MD 4, all three build alternatives would satisfy long-term planned growth.

Currently the project is progressing forward into Stage II of the planning process. The project team will meet to determine which alternatives will be retained for detailed study based on comments received from the public and collaborating agencies. The retained alternatives and an explanation as to why others were dropped, will be posted on the project website and a newsletter will be distributed to the project mailing list. The following is the schedule for the remainder of the Project Planning study:

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

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com



Mr. Richard Kinney
Page Two

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
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 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 OVERBILT. A COWORKER SHOWED ME THE BROCHURE-
PLEASE MAIL US ONE WITH PROPOSED OPTIONS. THANK YOU.

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

Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.



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

State Highway
Administration

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

Maryland Department of Transportation

July 31, 2008

Mr. Randall Lefler
Ms. Lisa Maenza
3814 Envision Terrace
Bowie MD 20716

Dear Mr. Lefler and Ms. Maenza

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest. Your support for this project and your request for an Alternates Public Workshop brochure have been noted and a brochure is included with this letter.

Thank you again for your comments. As requested you have been added to the mailing list. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

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



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 inductive 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 that 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 claustrophobic 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*

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,

A handwritten signature in black ink that reads 'Russell Anderson'.

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File



STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE
PRINT

NAME Ron Thompson DATE 4/1/08
ADDRESS 1302 Back Creek Loop
CITY Selma STATE MD ZIP 20698

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

I think Alternation 4 would be the best for
the area because it would allow for the
new Potomac Pt. 2 to be built and being
able to access it except for Potomac Pt
2. I think the Alternation 4
is the best for the area.

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

Please delete my/our name(s) to the Mailing List.

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

August 5, 2008

Mr. Ron Thompson
1202 Back Creek Loop
Solomons MD 20688

Dear Mr. Thompson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support of Alternative 4 – Four-Lane Parallel Span has been noted. SHA continues to develop and adjust the alternatives accordingly taking into account potential impacts to the surrounding community and working to minimize the potential social and natural environmental impacts throughout the planning process. Your concern about the limited access to Solomons Island and the businesses located just north of the Thomas Johnson Bridge has been noted. As the project planning study progresses, the project team will further evaluate traffic and access impacts to Solomons Island Road South.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File



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

State Highway
Administration

John D. Porcari, Secretary
Neil J. Pederson, Administrator

Maryland Department of Transportation

August 15, 2008

Mr. Ron Thompson
1202 Back Creek Loop
Solomons MD 20688

Dear Mr. Thompson:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

Your support of Alternative 4 – Four-Lane Parallel Span has been noted. SHA continues to develop and adjust the alternatives accordingly taking into account potential impacts to the surrounding community and working to minimize the potential social and natural environmental impacts throughout the planning process. Your concern about the limited access to Solomons Island and the businesses located just north of the Thomas Johnson Bridge has been noted. As the project planning study progresses, the project team will further evaluate traffic and access impacts to Solomons Island Road South.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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 Rich Young DATE 6-12-08
ADDRESS 21882 Raven Drive
CITY Lexington Park STATE MD ZIP 20657

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 east 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 upcoming enormous (possible) changes could we be reconsidered in this matter? If you could please contact either my self Richard Young (Assistant Pastor) or my pastor Richard Conner 301-481-6080 we would be grateful

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

Please delete my/our name(s) to the Mailing List.

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

Patuxent Baptist
Church
PO Box 687
Hollywood
MD
20636



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

State Highway
Administration

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

Maryland Department of Transportation

August 25, 2008

Mr. Richard Young
21882 Ronald Drive
Lexington Park MD 20653

Dear Mr. Young:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you asked whether access could be provided to the Patuxent Baptist Church property from MD 4. The original site plan review response from the SHA Engineering Access Permits Division in February 2000 noted that access to the proposed church site would need to be from Woodland Acres Road. Due to the volume of traffic on MD 4, as part of this study SHA is looking to either maintain or reduce the number of direct access points onto the roadway. As the project planning study progresses, the project team will continue to assess access concerns along MD 4.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE
PRINT

NAME Scott Belanger DATE June 16, 2008
ADDRESS 24170 N. PATUXENT BEACH RD
CITY CALIFORNIA STATE MD ZIP 20630

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

Further insight into the cost estimating of the
alternatives. It is difficult to fully understand where the
cost drivers are for Alternative 5. Our family ~~is~~ is highly
in favor of Alt. 5

VA,
Scott Belanger

- Please add my/our name(s) to the Mailing List.
 Please delete my/our name(s) to the Mailing List.

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



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

State Highway
Administration

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

Maryland Department of Transportation

August 29, 2008

Mr. 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 Zimmerman, 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

NAME SHARON GRAHAM DATE 6-16-08

PRINT

ADDRESS 1420 CRANESIDE 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 JUMPING.

CURRENT BRIDGE NEEDS TORN DOWN. TAKE A PHOTO
WALK - ON IT - 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.

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through the mail are already on the project Mailing List.



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

State Highway
Administration

John D. Poscari, 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

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





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

Do you have any additional suggestions to improve our public meetings? If you have comments about the project study, please use the designated comment card.

1. The purpose & need does not address the original purpose of the build - evacuation of Southern Calvert County in event of an accident at Calvert Cliffs Nuclear Power Plant. How much traffic flow to evacuate the southern portion of the county. Does Route 4/235 now become the new bottleneck?

2. The Myrtle Point Bridge option does not address how much lower the bridge will be. There are a lot of tall masted sailboats north of Prince Georges Sound is the new clearance right? In SCW to 65' above M.H.W.

3. Does not address the probability of the ~~old~~ existing bridge being closed for refurbishment after a two lane parallel is built. How much refurbishment? How long?
4. How often do accidents, ^{which block two lanes} happen on four lane ~~and~~ roads? Is it frequent enough to warrant cross over lanes at each bridge end so some traffic may continue to flow (one lane each way) until the accident is cleared?
5. One of the purposes & needs, perhaps a derived one, is maintain the Potomac River as a major ~~recreational~~ recreational boating area.

Stephen C. Jones, Jr.

STEPHAN C. JONES, JR.

2025 CROWN HILL LN.

SEA WY BEACHES, MD.

20625

scj@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 6/16/08
ADDRESS 2075 WOODBINE RD
CITY WINDY HILL STATE MD ZIP 20688

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

1. The location of the bridge and the impact on the surrounding area.
2. The design of the bridge and the impact on the surrounding area.
3. The impact of the bridge on the surrounding area.
4. The impact of the bridge on the surrounding area.
5. The impact of the bridge on the surrounding area.
6. The impact of the bridge on the surrounding area.
7. The impact of the bridge on the surrounding area.
8. The impact of the bridge on the surrounding area.
9. The impact of the bridge on the surrounding area.
10. The impact of the bridge on the surrounding 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*

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.

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



Mr. Stephen C. Jones, Jr.
Page Two

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,

A handwritten signature in black ink, appearing to read "Russell Anderson". The signature is fluid and cursive, with a long horizontal stroke at the end.

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 Cheverne 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
betting on it - following non-lane, matter side
driving. Sweeping should be included
- May wish to consider additional
barriers at this location (or other
subways) so that that is always present
and is not a one-time thing
- Need to provide the same level of merge at
235 - 4/10/08

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

Please delete my/our name(s) to the Mailing List.

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through the mail are already on the project Mailing List.



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

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

Maryland Department of Transportation

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,

A handwritten signature in black ink that reads "Russell Anderson".

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File





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

State Highway
Administration

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

Maryland Department of Transportation

August 15, 2008

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 & Speech: 1.800.735.2258 Statewide Toll Free

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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 Steve Hall DATE 6/15/08
ADDRESS 24313 N. Patuxent Beach Rd.
CITY Salisbury 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 Rd
safely exit Rt 4 - in particular left turn?
Will there be a light?
OR
How about a service road to either facilitate down
Rt 4 towards Kingswood (over rd).

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.



Marun O'Malley, Governor
Anthony G. Brown, Lt. Governor

State Highway
Administration

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

Maryland Department of Transportation

July 17, 2008

Mr. Steve Hall
14313 N. Patuxent Beach Road
California MD 20619

Dear Mr. Hall:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your comments from the MD 4 Alternates Public Workshop, you indicated concern about the safety of access to N. Patuxent Beach Road off of MD 4. At this time, plans for the intersection include closing the access to S. Patuxent Beach Road. This will help to reduce the number of conflict points at the intersection. Your suggestion to build a service road between N. Patuxent Beach Road and Kingston Creek Road has been noted, and will be studied further as the Project Planning Study progresses.

You also inquired about the possibility of a traffic signal at the MD 4 and N. Patuxent Beach Road intersection. To determine signal warrants, SHA follows the nationally-accepted Manual on Uniform Traffic Control Devices (MUTCD) as a guideline to determine when and where traffic control devices should be installed. The team has not yet studied the MD 4 at N. Patuxent Beach Road intersection to determine whether a traffic signal would be appropriate. As the Project Planning Study progresses, the team will study this intersection and continue to evaluate traffic patterns in the area, refining the design to serve the Patuxent Beach community as well as all roadway users.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or toll free at 1-800-548-5026, or via e-mail at mperrotta@sha.state.md.us.

Very truly yours,

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing: 800-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 Trisha Brown DATE 6/16/08
ADDRESS 45328 Mill Cove Harbor Rd
CITY California STATE MD ZIP 20619

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

Alternative 5 will desiminate the entire neighborhood along Pax Blvd. The Murtle Pt Park will be majorly affected even though the highway skirts the park. Less ^{people} will be impacted by ^{alt} 1-4 than alternative 5. 7 houses displaced versus 3. An entire way of life for the Woods at Murtle Point, Mill Cove, and Mill Cove Harbor. Through your own numbers price Alternative 5 is ^{less} 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*

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta'.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

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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

NAME Thomas F. Widmer DATE 6/17/08

PRINT

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*

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,

A handwritten signature in black ink that reads 'Russell Anderson'.

Russell Anderson, PE
Project Manager
Project Planning Division

cc: Mr. John Narer, Bridge Engineer, SHA
Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11

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
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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 NAME WILLIAM E CLEMMIE DATE 6-17-08
PRINT ADDRESS 23230 THREE NOTCH RD
CALIFORNIA SPR MD
CITY 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 BEFORE.
CAN YOU TALK US UP FOR 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, *Li. Governor*

State Highway
Administration

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

Maryland Department of Transportation
August 25, 2008

Mr. William J. Clements
23230 Three Notch Road
California MD 20619

Dear Mr. Clements:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your letter, you expressed concern over impact to your property and its septic system, located at 23230 Three Notch Road. Although making improvements to MD 4 is the main focus of our study, we are concerned with potential impacts to the surrounding community and the environment. SHA will work to minimize impacts to the surrounding community and the environment (including residents, businesses, wetlands, streams, forested areas, etc.) throughout the planning process, while developing and adjusting the alternatives. Due to the proximity of your property to the MD 4/MD 235 intersection, it may be necessary to impact your property or eliminate your direct access to MD 235; however, if an intersection option is chosen that does not allow direct access, an access road will be provided from By The Mill Road to your property. If it becomes necessary to acquire any of your property, SHA will coordinate with you regarding just compensation. Enclosed with this letter is a copy of SHA's "Your Land and Your Highways" brochure, which will give you more information about the acquisition process. The project team will keep you informed as to which alternatives will be retained for further study, and how the alternatives will impact your home at 23230 Three Notch Road.

As requested, you have been added to the project mailing list. Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8839 or toll free at 1-800-548-5026, or via e-mail at randerson2@sha.state.md.us.

Very truly yours,

Russell Anderson, PE
Project Manager
Project Planning Division

Enclosure

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA
File

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

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STATE HIGHWAY ADMINISTRATION
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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.

* 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

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE

NAME Cavon Hobbs DATE 6/17/08

PRINT

ADDRESS 45805 Dent Drive

CITY Lexington Park STATE MD ZIP 20653

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

Alternative 4 and Alternative 5
is the best, it is good, how good the road
bridge is in 15 years
Alternative 5 is not a good idea and
is a bad idea to go with that

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 Morehouse DATE 6-17-2008
ADDRESS 23955 Bill Howard Rd.
CITY Crofton STATE MD ZIP 21034

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

... please build ALTERNATIVE #5
Myrtle Point Option
It would improve environmental
quality of life of Crofton

Bob Morehouse 244-9725-3509

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

Please delete my/our name(s) to the Mailing List.

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE PRINT
NAME _____ DATE _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

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

I favor Alternative 4 for the bridge replacement and
option D for MD 4/235 intersection

- Please add my/our name(s) to the Mailing List.
- Please delete my/our name(s) to the Mailing List.

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STATE HIGHWAY ADMINISTRATION 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 RODGER HAMILTON DATE 6/16/08
ADDRESS P.O. BOX 110
CITY NEEDLEHURST STATE MD ZIP 20657

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

SUGGEST ALTERNATIVE 5 - 6 THE FEASIBLE 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
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE
PRINT

NAME CAROL LIGHTSTONE DATE 6/16/08
ADDRESS 75 W. 550
CITY SECONCI STATE MD ZIP 20657

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

AT THIS TIME I WOULD LIKE TO INQUIRE ABOUT ALTERNATIVE #3 AND #4

- Please add my/our name(s) to the Mailing List.
 Please delete my/our name(s) to the Mailing List.

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STATE HIGHWAY ADMINISTRATION 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 Candace McHugh DATE 6-16-08
ADDRESS 1650 Aspen Pk
CITY Rockville STATE MD ZIP 20851

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

I think Alternative Plan 3 seems most
reasonable.

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

Please delete my/our name(s) to the Mailing List.

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STATE HIGHWAY ADMINISTRATION 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 Norma Powers DATE 6/16/08
ADDRESS 558 Rolling Hills Rd.
CITY Dowell STATE MD ZIP 20629

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

We encourage you 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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through the mail are already on the project Mailing List.

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
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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 Thomas E. Palumbo DATE 6/16/08
ADDRESS 44500 Tall Timbers Court
CITY Tall Timbers STATE MD ZIP 20657

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

We like Alternatives 4

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

Please delete my/our name(s) to the Mailing List.

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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MD 4 - THOMAS JOHNSON BRIDGE
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MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE PRINT
NAME Sandra Elow 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.

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
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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 Paduxent 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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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.

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

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

PLEASE PRINT
NAME ANN BIGNELL DATE JUNE 3 2008
ADDRESS 2971 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 functional. Option A continuous beam intersection appears functional & less disruptive

* We believe the alternative 4 would be a better alternative should an emergency require exiting Calvert from the southern end of the County and the existing bridge would be better removed if it has had too many repairs and is in bad shape

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

Please delete my/our name(s) from the mailing list.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
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12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

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

PLEASE PRINT
NAME Monica Smith DATE 6/20/08
ADDRESS 23727 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~~ It would also eliminate rain water run off and trash in our community from existing bridge -- not to mention the noise.

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

Please delete my/our name(s) from the mailing list.

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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 Bill Whower DATE 6/16/08
ADDRESS 24055 Pine
CITY Laurel STATE MD ZIP 20610

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

I HAVE NOT SPENT MUCH TIME ON REMOVING
AND DISCUSSING ALL 5 OPTIONS. I WOULD LIKE
TO HEAR WHAT YOU THINK ABOUT THE
REMOVAL OF THE BRIDGE. THE RISK OF LOSS
WOULD BE VERY REASONABLE TO BUY WHO ANY DISTURBANCE
OF HOMES. OPTION 5 IS A NON-STRUCTURE. IT WOULD
IMPACT MANY HOMES, DISRUPT PROPERTY VALUES
& DESTROY A LOVELY CALM COMMUNITY.

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

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MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE PRINT
NAME STEPHEN KEEFE DATE 6/15/08
ADDRESS 5000 TURTLE CREEK DRIVE
CITY PORT REPUBLIC STATE MD ZIP 20676

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

AFTER SEEING THE PRESENTATIONS, I PREFER ALTERNATIVE #5 (MYRTLE POINT CROSSING) BECAUSE IT WOULD BE THE BEST OPTION TO STREAMLINE THE ROAD, IMPROVE FLOW, AND MINIMIZE IMPACT ON EXISTING HOUSING. SECOND CHOICE WOULD BE OPTION #4. I DON'T BELIEVE OPTIONS 2 OR 3 (TSM/TDM OR 2 LANE SPAN) WOULD MEET THE NEED NOW OR IN 2030.

FOR THE MD4/235 INTERSECTION, NO-BUILD IS NOT AN OPTION. CONTINUOUS FLOW, PARTIAL CLOVERLEAF, AND SINGLE-POINT URBAN INTERCHANGES WOULD ALL MEET THE NEED. I DON'T THINK

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

Please delete my/our name(s) to the Mailing List.

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ALREADY ON MAILING LIST
B-33f



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 ADMINISTRATION
PO BOX 717
BALTIMORE MD 21298-8317



*THE ONE-DIRECTIONAL FLYOVER WILL WORK WELL (MAY
BECOME OVERLOADED BY 2030.).*

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 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
it will need replacement by the time the project
is done (if it ever is).

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

Please delete my/our name(s) from the mailing list.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

SM351A11
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MD 4 - THOMAS JOHNSON BRIDGE
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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE PRINT
NAME J. Sobola DATE 6/17/08
ADDRESS 23778 Tills Dr.
CITY Lexington STATE Md. ZIP 20619

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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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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

PLEASE

NAME Alice Wagoner DATE Monday June 16

PRINT

ADDRESS 24055 Ana Lane

CITY Catonsville 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
condition is already damaged. I would like
to see alternative 1, to some extent, as it
is a better design. I would like to see
alternative 1, as it is a better design.*

*Also, I think the way of thinking was attractive
to the project. I think the way of thinking
was attractive to the project.*

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

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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 Van Hall Keller DATE 6-18-08
ADDRESS 2519 Marlboro
CITY Cambridge STATE MD ZIP 20611

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

alternatives with pot water well

drilling

or

alternatives to be for pot water well

drilling. Pot water well. Pot water

well. Pot water well. Pot water

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

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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE
PRINT

NAME Paula Connor DATE 6/17/08
ADDRESS 25117 Town Creek St.
CITY LexPK STATE MD ZIP 20653

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

Some like a better idea to add a 2
lane bike path instead of building a
new one here due to the number
of bikes.

Also more bike lanes along the
road to be a safer route for
people.

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

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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 Jake Loyer DATE 6/17/08
ADDRESS 44731 Smiths Nursery Rd.
CITY Hollywood STATE MD ZIP 20636

If 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 AIA as possible.
- ② I don't prefer Alternative 3 or 4.
- ③ I don't prefer Alternative 5 for the 2008/09 construction.

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 R.A. DUDDERAR DATE 6/16/08
ADDRESS 45655 SWANFALL WAY
CITY CALIFORNIA STATE MD ZIP 20619

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

ALTERNATIVE 5 IS TERRIBLE!

NEGATIVE

ISSUES: COST, ADVERSE PROPERTY VALUES, CRAZY NEW
TRAFFIC PATTERNS, NAVY INTERESTS, RIGHT OF WAY
CONFLICTS

POSITIVE ISSUE: BOTH LANES ARE BRAND NEW.

DO ALT 4!

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

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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 Elizabeth Anne Orange DATE 6/17/08
ADDRESS 1305 S. ...
CITY Lexington STATE MD ZIP 20653

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

I was a little concerned about what might happen to my church (Pleasant ...) but after the ...
I think ...
... (...) to pay ...
backups at the MD 4 / MD 230 ...

I saw build ...
...
...
...

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

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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 SARAH P. COOPER DATE 6-16-2008
ADDRESS 8323 Maple Ave
CITY Lusby STATE MD ZIP 20657

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

There is concern about the bridge
and the area near the bridge
to take traffic off the road. There
are also concerns at night about light on
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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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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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 E. ...
CITY Solomons STATE MD ZIP 20688

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

I don't know what the project is about
current bridge. All the alternatives are going
to be expensive and it will take a long
time to build and be replacing a bridge that
is not the problem with the current bridge
is that they are going to build a bridge that
is not the problem with the current 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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STATE HIGHWAY ADMINISTRATION
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TOWN CREEK ELEMENTARY SCHOOL
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE

NAME Dorothy A. Jenkins DATE 6/17/08

PRINT

ADDRESS 23690 West Potoment 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 strips. 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 - at the Southbound. State already owns land on each side of Rte 4 for widening roadway. Will cost more to repair than to replace 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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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 ZWISLOCK DATE 6/16/08
ADDRESS 5801 EUGENE AVE DRIVE
CITY ST. LOUIS STATE MO 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 COMBINED FROM
CONVERT TO HAS ONE L. WOULD NOT WANT TO POSSIBLY SET INTERSECTION 2 LIGHTS & GO UNDER.
OPTION B (W/FLYOVER RAMP) IS MY #1 CHOICE. OPTION D IS #2.

FOR BRIDGE, I'D PREFER ~~OPTION~~ 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 HWY WILL LET YOU GO THAT WAY.

- Please add my/our name(s) to the mailing list.
 Please delete my/our name(s) from the mailing list.

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STATE HIGHWAY ADMINISTRATION 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 Adeniji W. Akemladanu **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.



- Please add n**
- Please delete**

* Persons who h
mail are alrea



PROPOSED CONDITIONS

THE BEST

4-LANE BRIDGE REPLACEMENT

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

NAME CHRISTINE MORGAN DATE 6-17-08

PRINT

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.

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

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MD 4 - THOMAS JOHNSON BRIDGE
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12680 H.G. TRUEMAN ROAD
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TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE PRINT
NAME JOCELYN GREENBAUM DATE 6-5-08
ADDRESS P.O. Box 837
CITY SOLOMONS STATE MD. ZIP 20688

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

I prefer the 4-lane Bridge replacement. I do not like the antiquated present bridge span to be left in place. I do not like a median strip - it is irrelevant & is 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-over & clearways present the least urbanized design. If we all wanted to ~~like~~ ^{live} in the city we would have moved to one. The present span has long out-lived its usefulness.

- Please add my/our name(s) to the mailing list.
 Please delete my/our name(s) from the mailing list.

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

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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 Robert Willey 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.

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

TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE

NAME Tim Cundiff Shannon Tucker DATE 7/16/2008

PRINT

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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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

NAME KEN BERRY DATE 7-16-2008

PRINT

ADDRESS 23989 MILL COVE RD.

CITY CALIFORNIA STATE MD ZIP 20619

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

I AM AGAINST RELOCATING THE PATUXENT RIVER (THOMAS JOHNSON) BRIDGE. THE PRESENT ROUTE IS PLENTY WIDE TO ALLOW WIDENING TO FOUR LANES. THE EXISTING ROUTE WOULD SEEM LEAST EXPENSIVE AND AS A MARYLAND TAXPAYER, I DO NOT NOT LIKE TO SEE MY TAX MONEY WASTED. IF ANOTHER MORE EXPENSIVE ROUTE IS USED I WILL REMEMBER THOSE OFFICIALS RESPONSIBLE WHEN VOTING TIME ARRIVES.

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 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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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE
PRINT

NAME Maria Miller DATE 6/16/08
ADDRESS 12534 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 the #2. I am not sure if the #5 should be considered because of cultural aspects of the site. The bridge when it is built should be designed to be a landmark for the area. The bridge should be a landmark for the area. The bridge should be a landmark for the area.

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

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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 Richard Huff DATE 6/17/08
ADDRESS 24107 Mill Saw Rd
CITY Crofton STATE Md ZIP 21034-3584

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 interchange
Option B make by far the most sense - the one-directional flyover should be two lanes, left - after a time, it 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 city center.

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STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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

PLEASE

NAME Rebecca Shick DATE 6/17/08

PRINT

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, as it has been in place highway to California for many years. People have bought homes & communities developed based on the infrastructure in the county. It makes no sense to abandon a highway.

You should build a 2 lane bridge parallel to the existing bridge, maintaining the layout & is the most

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MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PO BOX 717
BALTIMORE MD 21298-8317



cost-effective alternative. It would
also be a shame to run a bridge &
major highway to close to one of the
few natural to water trout parks in the
county.

Another reason the Myrtle Point
option should be abandoned is it has
the most home displacements.

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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

PLEASE PRINT
NAME DR. FUAD SOLEMAN DATE 6/16/08
ADDRESS 13181 RIVER VIEW DR.
CITY LUSBY STATE MD ZIP 20659

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

PLEASE
PRINT

NAME David Toor 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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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 _____ DATE _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

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

~~RT 4~~ VERY IMPORTANT TO ALLOW
RT 4 ACCESS FROM 235 ONLY
AT INTERSECTION - I.E. DON'T REQUIRE
SHADY MILE TO RT 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 _____ DATE _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

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

VERY IMPORTANT TO KEEP STRADY MILE
ACCESS TO RT 4 BLOCKED. PREVENTS
USING NEIGHBORHOODS AS ACCESS RT 4.

ALSO - MAKES NO SENSE TO BUILD
PARALLEL BRIDGE - SAFETY ISSUES OF
OLD BRIDGE WILL STILL BE PRESENT.

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DOWELL ELEMENTARY SCHOOL
12680 H.G. TRUEMAN ROAD
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

NAME Mary Roma DATE 7/21/08

PRINT

ADDRESS 24085 Ann Lane

CITY California STATE MD ZIP 20619

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

I strongly oppose any bridge proposal that
connects in or near Myrtle Point Park because
we must preserve the few environmental open spaces
left by the water and it is too expensive.

Keep me informed of all public hearings!
maryR@toyotaMD.com

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

PLEASE

NAME The Hudgins Family DATE July 17, 2008

PRINT

ADDRESS 45603 Deer Crossing Ln.
California
CITY ~~St. Michaels~~ 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 Murtle 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 change!.. But NOT in a good way. Think about the Harm that you would ~~do!~~ do!

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**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 WILFRED BERRY DATE 8-12-08
ADDRESS 23989 MILL COVE RD
CITY CALIFORNIA STATE MD ZIP 20619

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

Which ever way is least expensive
Try to keep the cost Down

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

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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 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 parks, residential properties.

My husband proposes a free park n ride shuttle from a Solomons location to the Navy Base on Patuxent. This would take care of the bulk of the commuter traffic.

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

Please delete my/our name(s) from the mailing list.

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From: 45780 King Dr
Lexington Park, MD
20653



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ATTN: Mike Perrotta
Project Manager
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BOX 717
BALTIMORE, MD 21203-0717

FOLD

FOLD



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
<u>Was each part of the brochure easy to understand?</u>				
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	2
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.

STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

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

PLEASE
PRINT

NAME Dee Schmittman DATE 6-16-08
ADDRESS 24100 24th St, Lusby, MD
CITY Calverton STATE MD ZIP 20611

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

I live on North Potomac Beach Rd
and I live in 2015. I am a resident.
During the hours of 6-9 am on Monday
3:30-pm 4:30pm.

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

Please delete my/our name(s) to the Mailing List.

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TUESDAY, JUNE 17, 2008
5:00 P.M. - 8:00 P.M.

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

PLEASE
PRINT

NAME Chris Varner DATE 17 June 2008
ADDRESS 13140 Riverview Dr
CITY Lexington STATE MD ZIP 20653

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

Comment: The ~~2nd~~ ^{3rd} lane right hand lane going west bound through the
culmination and water pump area used as a drop-off
if traffic waiting in the main 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.

Can we have more lights needed to be added to
reduce gawking and increase driver confidence
on the bridge.

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

Already had
out the mailing list
required.

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.



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
<u>Was each part of the brochure easy to understand?</u>				
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 tables.

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.

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

NAME Stephen J. Emery, Esq. DATE July 15, 2008

PRINT

ADDRESS 25875 SPHER 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 ~~for~~ 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, ~~the~~

(3) The bridge and traffic would destroy the rural nature of the Park, the land alongside Patuxent Blvd. (4) ~~the~~ Rt 4 already would connect the

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) Widening Route 4 to accommodate ^{B315} ~~make it four~~ lanes would have minimal environmental ~~impact~~ ^{widening to} ~~lane.~~ ^{little}

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 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 1/2 mile of before the intersection has been partially developed, a new safety crisis develops. For a demonstration, you should come to a near stop to turn into the new businesses (tight turns, radius curves) 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.
- Please delete my/our name(s) from the mailing list.

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Thanks,
Roger Chandler

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

NAME MARTHA J. KEEFE DATE 6/25/08

PRINT

ADDRESS 23990 PATWENT BLVD

CITY CALIFORNIA STATE MD ZIP 20619

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

I believe 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 need my house on your plot. The Myrtle Pt. plan will destroy my property.

Thank you,

Martha J. Keefe

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

Please delete my/our name(s) to the Mailing List.

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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 RIMI O. RIVERA DATE 18 JULY '08
ADDRESS 47325 SILVER SLATE DR.
CITY LEXINGTON PARK STATE MD ZIP 20653

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

MR. PERROTTA: I WAS UNABLE TO ATTEND EITHER ONE OF THE PUBLIC WORKSHOPS
DUUE 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 ~~ADJACENT~~ SOUTH SIDE OF THE CURRENT
BRIDGE; ③ MINIMIZES IMPACT ON ^{SUBURBAN} TRAFFIC AS IT CAN BE BUILT WITHOUT
INTERFERING WITH THE CURRENT BRIDGE TRAFFIC; ④ MINIMIZES DISRUPTION
TO ACCESS TO SOLOMONS ISLAND ON THE NORTH SIDE; ⑤ IT WILL TAKE ADVANTAGE
OF THE EXISTING PARALLEL BLDG (W/IMPROVEMENTS) ⑥ AND IT MAY BE THE LEAST
COSTLY ALTERNATE. I BELIEVE THIS ALTERNATE COULD USE ^{THE} MD RT 450
BRIDGE, EXITING ANNAPOLIS (BY THE US NAVAL ACADEMY), AS AN EXAMPLE
OF CONSTRUCTION.

THANKS, RIMI RIVERA

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

Please delete my/our name(s) from the mailing list.

* Persons who have received a copy of this brochure through the mail are already on the project mailing list.

Michael Perrotta (SHA)

From: Felicia Alexander
Sent: Thursday, June 19, 2008 2:10 PM
To: Michael Perrotta (SHA); Russell Anderson
Subject: FW: Rt 235 and Rt 4 interchange improvements

fyi

From: Michael Guy [mailto:MichaelGuy@mguycpa.com]
Sent: Thursday, June 19, 2008 2:04 PM
To: Felicia Alexander
Subject: Rt 235 and Rt 4 interchange improvements

To whom it may concern, my property seems to be in the improvement area for the RT235 and RT 4 intersection improvement. How do I obtain detailed information about this improvement proposal??
I was unable to attend the public information session. Thanks.

Michael A. Guy, CPA, P.A.
23104 Three Notch Road
California, Md. 20619
(301)863-9920

The information supplied in this message and any attachments hereto is privileged. If you are not the intended recipient of this message, we do not intend that delivery to you constitute a waiver of any privilege or right pertaining to the contents of this transmission. If you have received this message in error, please immediately notify the sender by return e-mail or by calling (301) 863-9920, and destroy this transmission.
New IRS rules, which govern the way we conduct our tax practice, dictate that we give you the following notice: Any tax advice included in this communication (including attachments) is not intended or written to be used, and it cannot be used by any taxpayer, for the purpose of avoiding penalties that may be imposed on the taxpayer. Thank you.



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

State Highway
Administration

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

Maryland Department of Transportation

JUL 08 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

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

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 3rd 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.

A handwritten signature in black ink, appearing to be 'J. DiBenedetto', written over a horizontal line.

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
PROJECT PLANNING STUDY

MONDAY, JUNE 16, 2008, 5:00 P.M. - 8:00 P.M.
DOWELL ELEMENTARY SCHOOL - GYMNASIUM
12680 H.G. TRUEMAN ROAD
LUSBY, MD 20657

TUESDAY, JUNE 17, 2008, 5:00 P.M. - 8:00 P.M.
TOWN CREEK ELEMENTARY SCHOOL - CAFETERIA
45805 DENT DRIVE
LEXINGTON PARK, MD 20653

PLEASE
PRINT

NAME PAUL DEBENEDETTO 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.



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

John D. Porcari, Secretary
Neil J. Pederson, Administrator

Maryland Department of Transportation

July 31, 2008

Mr. Paul DiBenedetto
45297 Mill Cove Harbor Road
California MD 20619

Dear Mr. DiBenedetto:

Thank you for your comments regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest and your opposition to Alternative 5 - Four-Lane Myrtle Point Crossing has been noted.

Thank you again for your comments. If you should have any additional questions or comments regarding the study, please feel free to contact me at 410-545-8511 or via e-mail at mperrotta@sha.state.md.us, or Ms. Alexis Zimmerer, Environmental Manager, at 410-545-8471. Both can be reached toll-free at 1-800-548-5026.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta', is written over a horizontal line.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com



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 BOB 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 21 @ 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

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

Maryland Department of Transportation
July 28, 2008

Ms. Jessica Grow
23731 Bill Dixon Road
California MD 20619
JESSICA.GROW@MIRANT.COM

Dear Ms. Grow:

Thank you for your interest regarding future improvements associated with the MD 4 - Thomas Johnson Bridge Project Planning Study from MD 2 in Solomons Island, Calvert County to MD 235 in St. Mary's County. The State Highway Administration (SHA) appreciates your interest.

In your e-mail, you asked about the timeline for deciding which alternative will be selected for design, and ultimately construction. The following steps are required to complete the project planning process:

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

Receiving Location/Design Approval represents the last step of the project planning process and a final decision regarding the selection of an alternative would be made at that time. Additional funding for final design, right-of-way acquisition (ROW) and construction must be identified before the project can move beyond the planning phase. Each year, elected officials from each County in Maryland meet with SHA to discuss their roadway improvement priorities. The counties then present a letter to SHA, which contains their top highway priorities, for Planning, Design, ROW, and Construction, that they would like to see included in Maryland's Consolidation Transportation Program (CTP). The CTP is the State's six-year capital budget for transportation projects. Working together with Maryland's citizens, local jurisdictions and local delegations, projects are added to the CTP, which enhance transportation services and opportunities throughout the State.

You also expressed concern about Right-of-Way acquisition. Attached to this e-mail is a brochure entitled "Your Land and Your Highways" which provides information regarding the Right-of-Way process.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

B389

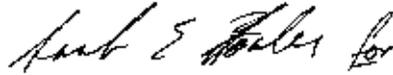
Street Address: 707 North Calvert Street • Baltimore, Maryland 21202 • Phone: 410.545.0300 • www.marylandroads.com



Ms. Jessica Grow
Page Two

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,

A handwritten signature in black ink, appearing to read "Michael A. Perrotta". The signature is written in a cursive style with a horizontal line at the end.

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 onto Rte 235 Southbound would become the third Rte 235 Southbound 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~~ new dual lane bridge adjacent to existing bridge.
- Pedestrian / Bicycle lane definitely not a good "bang for the buck" from a build standpoint or for maintenance.
- Are we going to be responsible for clearing ^{snow} ~~ice~~ in the winter? ^(MD taxpayers)

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 Kilmer) to the "Wildewood Blvd" intersection. (North of Wildewood Blvd is a dual lane highway)
- * Pass 235 over the existing intersection ~~at~~ at Rte 4.
- * Intersection below 235 would remain 'as is' less the 235 N/S traffic.
- * Rte 4 traffic turning south ~~on~~ 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.

* 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, *Li. Governor*

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,

A handwritten signature in black ink, appearing to read 'Michael A. Perrotta for'.

Michael A. Perrotta, PE
Project Manager
Project Planning Division

cc: Ms. Alexis Zimmerer, Environmental Manager, SHA

My telephone number/toll-free number is _____
Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

Street Address: 707 North Calvert Street · Baltimore, Maryland 21202 · Phone: 410.545.0300 · www.marylandroads.com



STATE HIGHWAY ADMINISTRATION QUESTIONS AND/OR COMMENTS

SM351A11
ALTERNATES PUBLIC WORKSHOP

MD 4 - THOMAS JOHNSON BRIDGE
PROJECT PLANNING STUDY

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 6/15/08
ADDRESS 24313 N. Patuxent Beach Rd.
CITY Salisbury 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 Rd
safely exit Rt 4 - in particular left turn?
Will there be a light?
OR
How about a roundabout to exit Patuxent down
Rt 4 towards Kingswood (over rd).

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

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 SPENCER WELLS DATE 6-7-08
ADDRESS 2455 S. DENT RD
CITY LEXINGTON PARK STATE MD ZIP 20653

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

(1) I want to see the SECT. TO ALLEVIATE MAJOR PROBLEMS
to clear the first exit on the highway side. The exit ramp
is very narrow. I would like to create a back-pickup lane. People
slow up to make the exit which causes a bridge in line
I would like to see a lane on the side of the road to
allow people to pass the slow moving traffic. I would like to see the
highway widened to 3 lanes by 3135-3140.

(2) At the location of 235 and Lane 4 there is a exit
turn left. I would like to see a lane on the side of the road
don't get in the way but into the lane and turn

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

Please delete my/our name(s) to the Mailing List.

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through the mail are already on the project Mailing List.



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ATTN: Michael Perrotta - Project Manager
MAIL STOP C-301
PROJECT PLANNING DIVISION
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
PO BOX 717
BALTIMORE MD 21298-8317



*Review of schedule to be complete, but there is no paper to
indicate that. Because we are an agency, we are
somewhat of the situation of the "General" Smith,
which is to be discouraged. The problem is that
we do not get off the ground, but we can't get
out of the ground.*

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 NAME WILLIAM E CLEMMIE DATE 6-17-08
PRINT ADDRESS 23230 THREE NOTCH RD
CALIFORNIA SPR MD
CITY 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 BEFORE.
CAN YOU TALK US UP FOR 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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