

FINDING OF NO SIGNIFICANT IMPACT

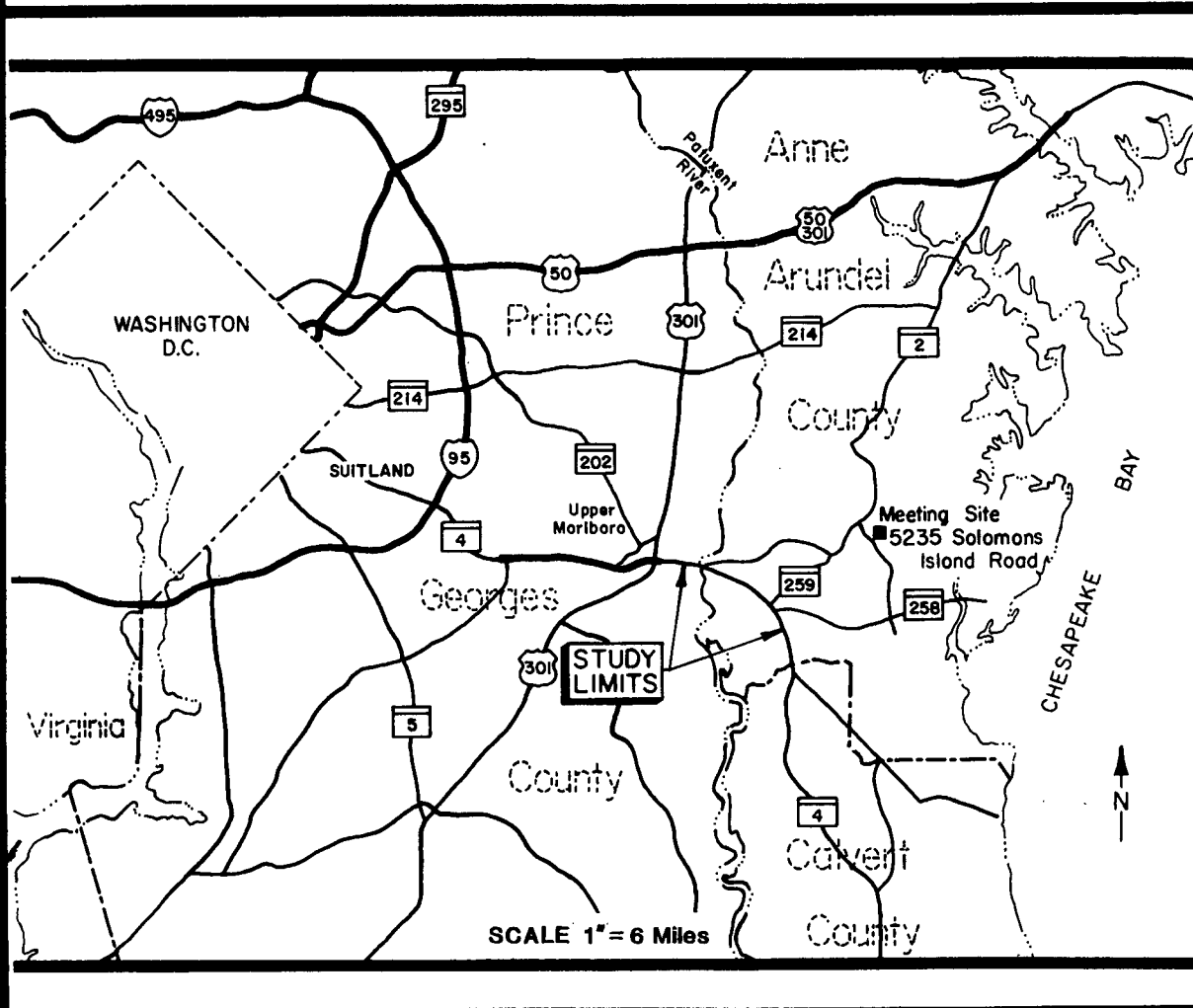
FOR

Contract No. AA 376-101-570

MARYLAND ROUTE 4

FROM SOUTH OF MARYLAND ROUTE 258 TO
MARYLAND ROUTE 726
SOUTHERN MARYLAND BOULEVARD

**ANNE ARUNDEL COUNTY and
PRINCE GEORGE'S COUNTY, MARYLAND**



prepared by
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

and
MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

FOR

MARYLAND ROUTE 4 FROM SOUTH OF
MARYLAND ROUTE 258 TO MARYLAND ROUTE 726
ANNE ARUNDEL COUNTY, MARYLAND

The FHWA has determined that this project will not have any significant impact on the environment. This finding of no significant impact is based on the Environmental Assessment and the attached information, which summarizes the assessment and documents the selection of alternates W-3, R-2, P-4 Modified, and B-4. The Environmental Assessment has been independently evaluated by the FHWA and determined to adequately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

5/28/88
Date

J. J. [Signature]
for Division Administrator

DISTRIBUTION LIST

Contract No. AA 376-101-570
Maryland Route 4 from
south of Maryland Route 258
to Maryland Route 726 Southern
Maryland Boulevard Anne Arundel
County and Prince George's County Maryland

FINDING OF NO SIGNIFICANT IMPACT

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U.S. Coast Guard, 5th District
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Portsmouth, Virginia 23703

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Water Resources Administration
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Annapolis, Maryland 21401

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Baltimore, Maryland 21201

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Tawes State Office Building - Building B-3
Annapolis, Maryland 21401

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Anne Arundel County Planning and Zoning Office
Arundel Center
Annapolis, Maryland 21401

Mr. John J. Shanley
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Mr. James R. Novak
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Upper Marlboro, Maryland 20772

Mr. Charles A. Dukes, Chairman
Maryland-National Capital Park and Planning Commission
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Upper Marlboro, Maryland 20772

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Tri-County Council for Southern Maryland
P.O. Box 1634
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I.
RECORD
OF
DECISION

8

MEMORANDUM OF ACTION OF ADMINISTRATOR HAL KASSOFF
MONDAY, APRIL 28, 1986

* * *

Concurrence with Prior Action

A Final Environmental Document (Finding of No Significant Impact) is being prepared for the project listed below. Location approval will be requested from the Federal Highway Administration for a new northbound roadway identified by the Alternates listed.

State Contract No. AA-376-101-570 - Md. Rte. 4 from Md. Rte. 258
to Md. Rte. 726

Location Recommendations:

Alternate B-4 at Bristol
Alternate P-4 (Modified) at Plummer Lane/Sands Road
Alternate W-3 at Wayson's Corner
Alternate R-2 at the Patuxent River

The decision to proceed in this manner was made at meetings held on January 27, 1986 and February 17, 1986, respectively.

Copy: Mr. J. A. Agro, Jr.
Mr. G.E. Dailey /
Mr. E. M. Loskot
Mr. L. H. Ege, Jr.
Mr. A. M. Capizzi
Mr. E. H. Meehan
Ms. C. D. Simpson
Mr. V. Janada
Contract AA-376-101-570

MAY 12 1 57 PM '86

PROJECT
DEVELOPMENT
DIVISION

9



Maryland Department of Transportation

State Highway Administration

April 29, 1986

William K. Hellmann
Secretary

Hal Kassoff
Administrator

MEMORANDUM

TO: Mr. William I. Slacum, Secretary
State Roads Commission

FROM: Neil J. Pedersen, Director *Neil J Pedersen*
Office of Planning and
Preliminary Engineering

SUBJECT: Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
From Maryland Route 258 in Anne Arundel County
to Maryland Route 726 in Prince George's County
PDMS No. 022132

The Project Development Division is preparing the Finding of No Significant Impact environmental document for the Maryland Route 4 highway study. Location Approval will be requested for a new northbound roadway throughout the study limits, identified by the following proposed study segment improvements:

- Alternate B-4 at Bristol
- Alternate P-4 (Modified) at Plummer Lane/Sands Road
- Alternate W-3 at Wayson's Corner
- Alternate R-2 at the Patuxent River

It is anticipated that the environmental document will be ready to submit to the Federal Highway Administration in April, 1986. The above determinations were made by Administrator Kassoff as the result of a presentation meeting held on January 27, 1986 and following a meeting held at Wayson's Corner on February 17, 1986.

The Location/Design Public Hearing brochure, Summary of Project Planning Studies report, and Summary of the January 27, 1986 Meeting memorandum are enclosed.

This information is provided to you consistent with the procedure by which you submit this action to the Administrator, receive his approval, and formally record and file this action.

I concur with the above information.

4/28/86

Date

Hal Kassoff
Administrator

NJP:ds
Enclosures
cc: Distribution List

My telephone number is 659-1110

DISTRIBUTION LIST

- Mr. Emil Elinsky
- Ms. Florence Beck Kurdle
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- Mr. Robert J. Finck
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- Mr. Michael Snyder
- Mr. Neil J. Pedersen
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- Mr. Louis H. Ege, Jr.
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- Mr. Edward M. Loskot
- Mr. Thomas Hicks
- Mr. James K. Gatley
- Mr. Anthony M. Capizzi
- Mr. Charles Lee
- Mr. Thomas Watts
- Mr. John W. Gladding, Jr.
- Mr. Richard Ravenscroft
- Mr. Jerry L. White
- Mr. Robert J. Houst
- Ms. Cynthia D. Simpson



Maryland Department of Transportation

State Highway Administration

Simpson

William K. Hellmann
Secretary

Hal Kassoff
Administrator

March 24, 1986

MEMORANDUM

TO: Mr. Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

FROM: Louis H. Ege, Jr.
Deputy Director
Project Development Division

SUBJECT: Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
From Maryland Route 258 in Anne Arundel County
to Maryland Route 726 in Prince George's County
PDMS No. 022132

On the morning of January 27, 1986, a meeting was held to present to the State Highway Administrator the Project Planning Team's recommendations for each segment of the Maryland Route 4 project.

The following individuals attended:

Hal Kassoff	State Highway Administrator
Gordon Dailey	Chief Engineer
Neil J. Pedersen	Director, Office of Planning and Preliminary Engineering
Thomas Hicks	Deputy Chief Engineer-Traffic
Edward H. Meehan	District Engineer, District #5
Louis H. Ege, Jr.	Project Development Division
Mervat Younan	Bureau of Bridge Design
Farzad Yazdani	" " "
Randolph Brown	" " "
Charles Wroten	" " "
Steve Sharar	" " "
Anthony M. Capizzi	Bureau of Highway Design
Steve Kouroupis	" " "
Ellis Turner	" " "
John Bruck	Bureau of Highway Planning and Program Development
Keith Bounds	" " " "
Robert Kilian	Bureau of Accident Studies
Sue Bauer	Right-of-Way District #5
Nicholas Artimovich	Area Engineer, Federal Highway Admin.
Charles Barnes	Anne Arundel County, Bureau of Road Operations

My telephone number is 659-1105

Robert J. Houst	Project Development Division
Victor Janata	" " "
Marvin Disney	" " "
Sue Ellen Stein	" " "
Joe Kresslein	" " "
C. Rogers Jorss	" " "
Robert N. Bond	Wilson T. Ballard Company
Paul D. Upton	" " "

Enclosed for your reference are the public hearing brochure and a summary of the study, including team recommendations. The following is a summary of the significant comments and decisions made at the meeting.

Bristol

At the Maryland Route 4/Maryland Route 258 interchange, the team recommended Alternate B-4 on a staged basis, with purchase of the right-of-way required for that alternate, but initial implementation of Alternate B-2. When and if future development results in capacity and/or safety problems, Alternate B-4 could be constructed. With Alternate B-4 right-of-way, no access controls would be required along Maryland Route 794 (the existing ramp) in the southeast quadrant. No relocation of the farm access point would be necessary.

Mr. Paul Upton of the Wilson T. Ballard Company supported initial construction of Alternate B-4 in the northeast quadrant to provide better operating conditions for the major turning movement. The team supported Alternate B-2 because it would operate at an acceptable level of service to beyond the design year and cost appreciably less to construct than Alternate B-4.

Mr. Kassoff selected Alternate B-4 for submittal to the Federal Highway Administration for location approval, with initial implementation of Alternate B-2. Right-of-way plats would be completed and issued for Alternate B-4, but the properties would not be acquired. No access controls would be acquired from Maryland Route 794 in the southeast quadrant (existing southeast quadrant diamond ramp), allowing the retention of the farm entrance there. If future development were proposed to occur in the interchange area, the needed right-of-way could be acquired to protect the Alternate B-4 upgrading.

Plummer Lane/Sands Road

At the Plummer Lane/Sands Road intersection with Maryland Route 4, the team recommended a modification of Alternate P-4, eliminating the relocation of Sands Road. With Alternate W-3 at Wayson's Corner, this allowed the elimination of the median crossover on Maryland Route 4, consistent with the goal of full access control along a primary highway. This was the reason Alternate P-4 (modified) was preferred over Alternate P-2.

Mr. Kassoff accepted this recommendation, subject to a meeting with elected officials in reference to improvements selected at Wayson's Corner. As the result of a meeting with Senator C. Bernard Fowler and businessmen in the Wayson's Corner vicinity, a request was made for an exit ramp from the relocated northbound Maryland Route 4 roadway to the east side two-way frontage road (existing northbound Maryland Route 4) at Sands Road. This was studied and found viable. Mr. Kassoff then selected Alternate P-4 (modified), with the addition of the above exit ramp, for submittal to the Federal Highway Administration for location approval.

Wayson's Corner

At the Wayson's Corner area, the team recommended Alternate W-3. Alternate W-2 was opposed because of its high relative cost. Alternate W-5 was opposed because of its impacts on businesses. Alternate W-3 was preferred over Alternate W-2A for the following reasons:

- The high speed exit and entrance ramps from and to southbound Maryland Route 4 under Alternate W-2A are less desirable than the right hand exits and entrances under Alternate W-3.
- The maximum design speed which could be achieved for the high speed exit ramp under Alternate W-2A was 35 miles per hour. A design speed this low for a high speed exit is undesirable.
- Alternate W-3 permits a direct two-way connection from Wayson's Corner to the west side service road (Maryland Route 980).
- Alternate W-3 permits the closure of the median crossover at Plummer Lane/Sands Road, thus making Maryland Route 4 limited access throughout the section from U.S. Route 301 to Maryland Route 258.
- Alternate W-3 permits easy access off and on Maryland Route 4 for traffic wishing to stop at Wayson's Corner.

Mr. Kassoff agreed with the team recommendation, but withheld selection until discussions with elected officials. Following a meeting with Senator Fowler and businessmen in the Wayson's Corner vicinity, Mr. Kassoff selected Alternate W-3 for submittal to the Federal Highway Administration for location approval.

Patuxent River Crossing

At the Patuxent River, the team recommended a modification of Alternate R-2, eliminating the widening of the existing southbound Maryland Route 4 bridge to full shoulder width. Mr. Kassoff concurred and selected Alternate R-2 (modified) for submittal to the Federal Highway Administration for location approval.

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Other Subjects of Discussion

1. Both the north and southbound Maryland Route 4 bridges are contributing to the hydraulic problems of the Patuxent River. This issue, as well as the profile grade elevations of the new northbound Maryland Route 4 bridge, are to be resolved by the ongoing hydraulics study.
2. Recreational access to the Patuxent River has been advocated by both Anne Arundel and Prince George's Counties, with interest expressed for leaving the existing northbound truss bridge in place for pedestrian use. Mr. Kassoff directed that this option be hydraulically modeled to determine its impacts versus removal. He also directed that consideration of fishing sidewalk(s) on the new bridge and access to them be investigated in the design phase. Coordination with appropriate County parks and recreation personnel should be maintained to arrive at an agreement on this issue.
3. Mr. Kassoff directed use of a 54 foot wide median (Study Summary item IV.E.) for the design phase, assuming no ultimate need for median barrier.
4. Mr. Kassoff directed that the extent of regrading of the existing southbound roadway side slopes be determined in the design phase (item IV.F.).
5. Mr. Kassoff agreed to conversion of the existing northbound Maryland Route 4 roadway to a two-way frontage road (item IV.G.).
6. Mr. Kassoff directed that Mr. Meehan and Mr. Snyder negotiate directly with Anne Arundel County and Prince George's County respectively to attempt to transfer the recommended roadway segments to County responsibility (items IV.H. and I.).
7. The location and design of the Park 'N' Ride lot at Wayson's Corner will be determined during the design phase. However, Mr. Kassoff directed that unless major safety or capacity problems are uncovered, we should proceed with the location submitted by the Anne Arundel Office of Planning and Zoning.

by: Victor F. Janata
Victor F. Janata
Project Manager

LHE:VFJ:bh
Enclosures

- cc: Attendees
- Ms. Florence Kurdle
 - Mr. Danny G. Boyd
 - Mr. Frank Derro
 - Mr. James R. Novak
 - Mr. John A. Agro, Jr.
 - Mr. Robert J. Finck
 - Mr. Michael Snyder
 - Mr. Jack F. Ross
 - ✓ Ms. Cynthia Simpson

- Mr. Earle S. Freedman
- Mr. Edward M. Loskot
- Mr. James K. Gatley
- Mr. Charles Lee
- Mr. Thomas Watts
- Mr. John W. Gladding, Jr.
- Mr. Richard Ravenscroft
- Mr. John T. Neukam
- Mr. Jerry L. White

II.
COMPARISON
OF
ALTERNATES

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TABLE 1
Comparison of Alternates

	Endangered Species	Floodplain Encroachment	Stream X-ing	Prime Farmland	Woodland Loss
<u>No-Build Alternates</u>					
(B-1, P-1, W-1, B-1)	0	0	0	0	0
*R-2	0	3.2 ac.	1	1 ac.	2.5 ac.
W-2	0	6.0 ac.	1	0	8.1 ac.
*W-3	0	7.8 ac.	1	0	13.8 ac.
W-5	0	5.9 ac.	1	0	9.2 ac.
P-3	0	0	3	5.6 ac.	30.5 ac.
P-4	0	0	3	3.8 ac.	23.7 ac.
*P-4 Modified	0	0	2	3.8 ac.	19.2 ac.
B-2	0	0	1	3.8 ac.	8.5 ac.
*B-4	0	0	2	9.9 ac.	20.9 ac.

	Wetland Impacts		Costs (x \$1,000,000)			
	Non-Tidal	Tidal	Prelim. Enginr.	ROW	Construction	Total
<u>No Build Alternates</u>						
(B-1, P-1, W-1, R-1)	0	0	0	0	0	0
*R-2	2.0	.3	0.17	0.03	2.39	2.59
W-2	2.9	.3	.71	.23	8.49	9.43
*W-3	4.5	.3	0.35	0.45	4.99	5.79
W-5	4.6	.3	.42	.69	4.98	6.09
P-3	.3	0	.24	.15	2.92	3.31
P-4	.3	0	.22	.02	2.68	2.92
*P-4 Modified	.1	0	0.15	0.02	2.11	2.28
B-2	0	0	0.08	0	1.09	1.17
*B-4	.4	0	.28	.16	3.3	3.74
*Selected Alternate						

TABLE 1
Comparison of Alternates
Displacements

	<u>Farm</u>	<u>Parks</u>	<u>Residential</u>	<u>Business</u>	<u>Minority</u>
<u>No Build Alternates</u>					
(R-1, W-1, P-1, B-1)	0	0	0	0	0
*R-2	0	0	0	0	0
W-2	0	0	0	0	0
*W-3	0	0	0	0	0
W-5	0	0	0	2	2
P-3	0	0	2	0	0
P-4	0	0	2	0	0
*P-4 Modified	0	0	0	0	0
B-2	0	0	0	0	0
*B-4	0	0	0	0	0

	<u>Historic sites adversely Affected</u>	<u>Consistency w/Land Use Plans</u>	<u>Air Quality Impacts (sites exceeding criteria)</u>	<u>Noise Level (sites exceeding criteria or 10 dBA increase over ambient)</u>
<u>No-Build Alternates</u>				
(R-1, W-1, P-1, B-1)	0	NO	0	2
*R-2	0	YES	0	0
W-2	0	YES	0	0
*W-3	0	YES	0	0
W-5	0	YES	0	0
P-3	0	YES	0	1
P-4	0	YES	0	1
*P-4 Modified	0	YES	0	1
B-2	0	YES	0	1
*B-4	0	YES	0	1

*Selected Alternate

III.
SUMMARY OF
ACTIONS AND
RECOMMENDATIONS

III. SUMMARY OF ACTIONS AND RECOMMENDATIONS

A. History and Current Status

Since 1968, the need to improve Maryland Route 4 in the Wayson's Corner area has been identified in the Department's Highway needs Inventory (HNI). It is included as a line item in the 1984 HNI Update.

Original project limits for Maryland Route 4 identified in the 1984-1989 CTP, were "Maryland Route 258 to the Prince George's County Line". The project has been revised to extend from just south of Maryland Route 258 to Maryland Route 726 to include reconstruction of the span over the Patuxent River.

The proposed improvements to Maryland Route 4 are consistent with the current Anne Arundel County Development Plan adopted in 1978. The plan refers to Maryland Route 4 as "a transportation corridor that should be upgraded to provide a safe and efficient roadway." When the existing southbound lane of Maryland Route 4 was constructed in the 1960's sufficient right-of-way was purchased to allow construction of a new northbound lane to achieve the ultimate goal of a freeway with controlled access.

Maryland Route 4 is an element of Primary Highway System of Maryland and serves as an Intermediate Arterial. Northbound Maryland Route 4 within the study limits is the only unimproved segment of this highway in the corridor.

Current planning studies to upgrade the northbound roadway were begun in July, 1984 and an Alternates Public Meeting was held in April, 1985. An Environmental Assessment describing the potential impacts of the project was circulated in November, 1985, with a Combined Location/Design Public Hearing subsequently held on December 5, 1985. The project is identified as a Primary

Development and Evaluation Program item for Anne Arundel County in the 1986-1991 Consolidated Transportation Program. Preliminary Engineering is scheduled to begin late in the 1986 fiscal year and extend into the 1989 fiscal year.

B. Need

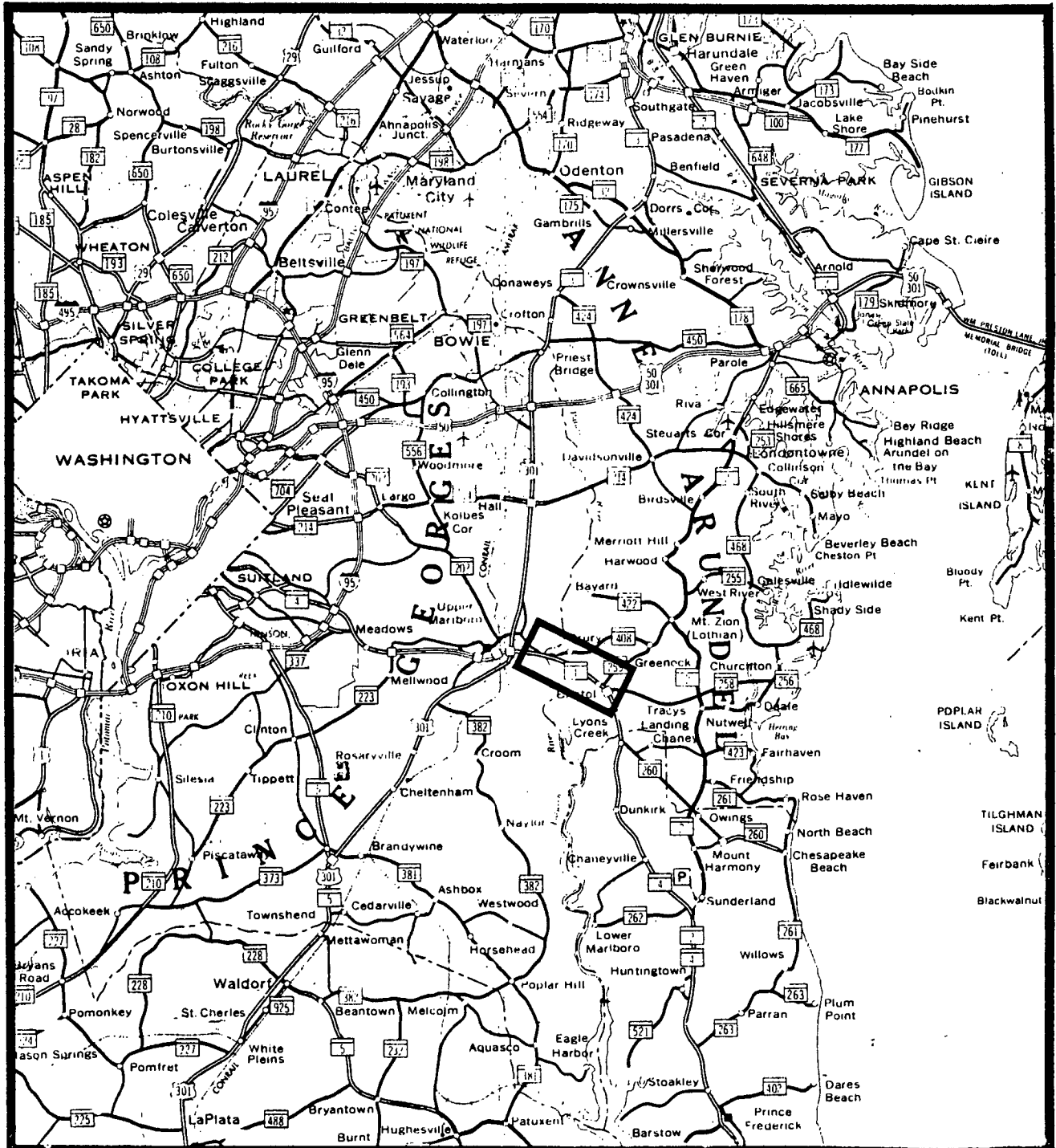
The purpose of this study is to evaluate alternatives to eliminate the unsafe operating conditions of a portion of northbound Maryland Route 4 between Maryland Route 258 at Bristol in Anne Arundel County and Maryland Route 726, just north of the Patuxent River crossing, in Prince George's County, a distance of approximately 3.7 miles. (Figure 1a)

Included in this study area are plans to replace the deteriorated northbound bridge over the Patuxent River, and intersection improvements at Bristol, Waysons Corner and the Sands Road/Plummer Lane intersection with Maryland Route 4.

The reconstructed section of Maryland Route 4 will provide wider lanes with shoulders, control of access and improved sight distance.

Proposed improvements at Bristol are needed to correct geometric deficiencies and provide a safer interchange with better traffic flow and full control of access.

Realignment of the Sands Road/Plummer Lane intersection is required with the relocation of northbound Maryland Route 4. This crossover is essential for local circulation but will be designed with improved geometrics and sight distance, creating a safer intersection.



MARYLAND ROUTE 4

**PROJECT
AREA**

SCALE: 1" = 12 MI.

FIGURE 1a

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Improvements at Waysons Corner will eliminate the need for signalized intersections on mainline Route 4, facilitating the flow of traffic and improving safety in the Waysons Corner commercial area. Providing convenient access to this area is one of the goals of the interchange design.

Replacement of the deteriorating Patuxent River bridge is necessary in order to safely handle increasing traffic demands. The northbound approach road to the bridge, currently experiencing occasional flooding, will be redesigned to eliminate this problem.

1. Current and Forecasted Traffic Volumes and Level of Service

Existing (1984) Average Daily Traffic (ADT) on Maryland Route 4 is 29,600 vehicles at the Patuxent River, decreasing to 26,850 vehicles north of Maryland Route 258 and 22,200 vehicles south of Maryland Route 258. Design Year (2010) ADT is forecasted to be 42,000 vehicles at the Patuxent River, decreasing to 37,925 vehicles north of Maryland Route 258. Existing Directional Distribution (DD) is 78% and Design Year (2010) Directional Distribution is forecasted to be 76%.

The only level of Service problem associated with this study is at the existing northbound Maryland Route 4 approach to the signalized intersection at Maryland Route 408. The existing Level of Service is F and the Design Year Level of Service will also be F. Existing morning rush hour (6:00 a.m. to 8:00 a.m.) backups extend southward to beyond the Sands Road intersection. The Build Alternate solution will operate at a Level of Service A in the Design Year.

2. Current and Forecasted Accident Rates

Within the project study area, Maryland Route 4 has experienced 89 reported accidents in the three year period for the years of 1981 through 1983. This results in an accident rate of 99 accidents per one hundred million vehicle miles of travel (acc/100 MVM). This rate is significantly lower than the statewide average rate of 162 acc 100 MVM for all highways of similar design now under state maintenance. The corresponding cost to the motoring and general public as a result of these accidents is approximately \$1,900,000/100 MVM.

An 0.5 mile segment of Maryland Route 4, encompassing the two-way traffic at Waysons Corner and the Maryland Route 408 intersection is identified as a 1982 high accident section (HAS). Also, the first 0.5 mile segment of Maryland Route 408 from Maryland Route 4 eastward is likewise designated.

The existing northbound Maryland Route 4 roadway between Bristol and Wayson's Corner lacks adequate shoulders, which contributes to the existing hazardous condition. The two-way operation through the signalized Maryland Route 4/Maryland Route 408 intersection causes queuing conflicts and delays during the morning peak hours.

Although the rate for all collision types falls within the expected range for highways of similar design, many accidents can be attributed to poor sight distance and geometric deficiencies on northbound Maryland Route 4 and intersecting roadways.

The existing (1981-1983) Accident Rate for Maryland Route 4 within the study limits is 99 per 100 million vehicle miles,

significantly lower than the Statewide Average Rate (for similar design highways) of 162. However, two segments of highways, associated with the Maryland Route 408 intersection. are identified as high accident segments, one along northbound Maryland Route 4 and the other along Maryland Route 408.

C. Alternates Presented at the Public Hearing

The project area has been divided into four sections so that project alternates may be developed by combining an alternate from each of the sections. The four sections are:

LOCATION	ALTERNATES
Bristol Area (MD 258)	B-1, B-2, B-4
Plummer Lane/Sands Road	P-1, P-3, P-4, P-4 Modified
Waysons Corner Area (MD 408)	W-1, W-2, W-2A, W-3, W-5
Patuxent River Crossing	R-1, R-2

The first alternate in each section is the No-Build Alternate (B-1, P-1, W-1, R-1). The No-Build Alternate would provide no significant improvements to Maryland Route 4. Selection of this alternate would not preclude the implementation of maintenance and safety improvements by the State Highway Administration. Daily operational problems can be expected to increase with a No-Build Alternate.

All build alternates propose the relocation of the northbound roadway of Maryland Route 4 between the existing roadways. The new northbound roadway would be 24 feet wide and separated from the existing southbound roadway by a 58 foot (nominally) wide grassy median.

The existing northbound roadway would be maintained as a two-way frontage road from the Bristol interchange to north of

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Wayson's Corner. Access to Maryland Route 4 would be improved at Bristol (Maryland Route 258), Plummer Lane/Sands Road, Wayson's Corner, and north of the Patuxent River crossing (see Figure 1).

Bristol Alternates (Figure 1)

Two build alternates were evaluated for providing improved access to Maryland Route 4 in the Bristol area. One alternate consists of operational improvements. The second alternate provides for construction of new ramps and relocating existing roads.

Construction of Alternate B-4 on a staged basis has been selected. Right-of-way for Alternate B-4 will be purchased, but initial construction will be Alternate B-2. If future development results in capacity or safety problems, Alternate B-4 will be constructed. Access controls will not be acquired from Maryland Route 794, in the southeast quadrant at this time.

Alternate B-2: Operational Improvements (Selected) (Figure 1)

This alternate includes a new ramp to be constructed from Maryland Route 794 to the proposed northbound roadway. South of Maryland Route 258, access controls along Maryland Route 794 would be purchased and the roadway would become a one-way exit ramp for northbound Maryland Route 4.

The entrance to the existing Park 'n' Ride facility would be relocated to the southern end of the lot. The left turn movement from Maryland Route 258 to Wrighton Road would be realigned to improve the geometric design of the intersection.

Alternate B-4: Diamond Interchange (Selected for staged construction)

The alternate included the construction of three diamond ramps and the utilization of the existing ramp in the south-

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western quadrant. The existing southbound exit ramp from Maryland Route 4 to Maryland Route 258 would be relocated west of the bridge over Maryland Route 4 and Maryland Route 258 would be extended to provide a 'T' intersection with Wrighton Road/Maryland Route 980. Access to Maryland Route 794, north of Maryland Route 258, would be relocated to the east. The existing Park 'n' Ride lot would be relocated to between relocated Maryland Route 980 and the relocated northwest quadrant ramp. Approximately 50 parking spaces would be provided, with room available for expansion.

Plummer Lane/Sands Road Alternates

Alternate P-3

This alternate eliminates the existing skewed intersection by relocating the Sands Road intersection approximately 900 feet to the north. Sands Road would intersect the east side frontage road, then Maryland Route 4 northbound and southbound and end at a T-intersection with Maryland Route 980. The intersection of Maryland Route 980 and Plummer Lane would be improved, and access to Maryland Route 4 would shift to the new intersection. This alternate would require an adjustment to the vertical alignment of both existing northbound Maryland Route 4 and Maryland Route 980. Existing northbound Maryland Route 4 would be reconstructed for approximately 1000 feet and Maryland Route 980 would be reconstructed for about 1300 feet.

Alternate P-4

Alternate P-4 would eliminate through and left turns via Plummer Lane/Sands Road. The same relocation of Sands Road is proposed as in Alternate P-3, but it would end at northbound

LEGEND



PROPOSED ROADWAY IMPROVEMENTS



EXISTING PAVING TO BE REMOVED



PROPOSED GUARD RAIL BARRICADE



PROPOSED RETAINING WALL



PROPOSED BRIDGE



100 YR. FLOODPLAIN



TIDAL WETLANDS



NON-TIDAL WETLANDS



NOISE SENSITIVE AREA



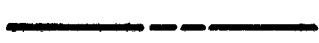
AIR QUALITY RECEPTOR



REQUIRED RELOCATION

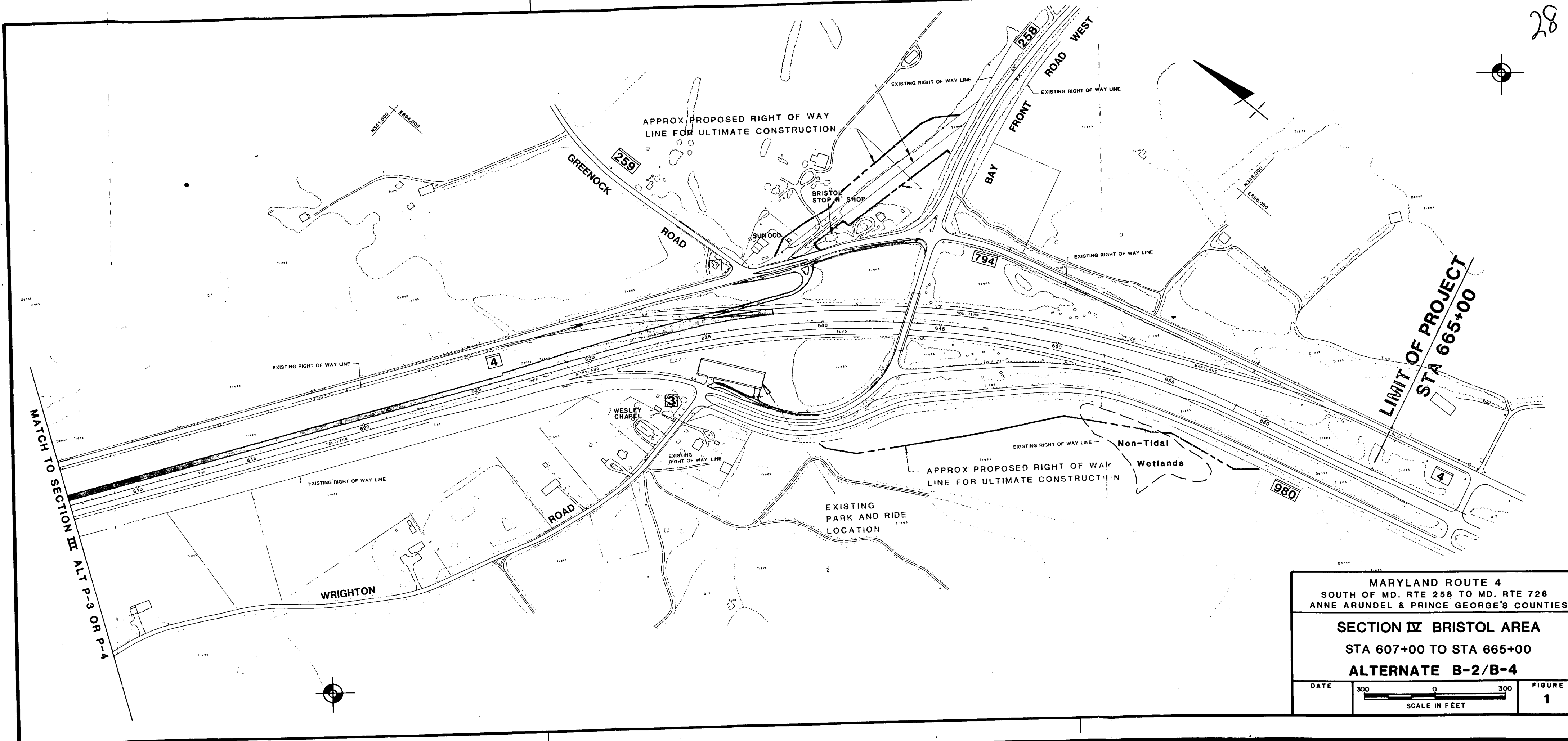


EXISTING RIGHT-OF-WAY LINE OR
PROPERTY LINE



APPROXIMATE PROPOSED
RIGHT-OF-WAY LINE

MD. ROUTE 4
FROM SOUTH OF MD. 258 TO MD. 726
AA 376-101-670



MARYLAND ROUTE 4 SOUTH OF MD. RTE 258 TO MD. RTE 726 ANNE ARUNDEL & PRINCE GEORGE'S COUNTIES		
SECTION IV BRISTOL AREA STA 607+00 TO STA 665+00 ALTERNATE B-2/B-4		
DATE	 SCALE IN FEET	FIGURE 1

Maryland Route 4. Turning movements would be restricted to right turns only, exiting and entering northbound Maryland Route 4. Traffic desiring to travel southbound from Plummers Lane would have access to southbound Maryland Route 4; however, traffic desiring to go north would have to use the frontage road for access to northbound Maryland Route 4 at Waysons Corner. Similarly, traffic from Sands Road could turn right onto northbound Maryland Route 4, but would be required to obtain access to southbound Maryland Route 4 at Waysons Corner or at Bristol.

The Plummer Lane intersestion with southbound Maryland 4 would be relocated approximately 400 feet to the south. The Maryland Route 980/Plummer Lane intersection would be reconstructed.

Alternate P-4 would not be compatible with a selection of Alternate W-2 at Wayson's Corner, since Maryland Route 980 has no access to northbound Maryland Route 4 there.

Alternate P-3 was eliminated because it was not consistent with the goal of full access control along this primary highway.

Alternate P-4 Modified (Selected) (Figure 2)

Alternate P-4 Modified, was developed subsequent to the December 1985 Public Hearing. This alternate is identical to Alternate P-4 except that it eliminates the relocation of Sands Road and its associated connections to both the proposed frontage road (existing northbound Maryland Route 4) and the proposed relocation of northbound Maryland Route 4. An exit ramp from the relocated northbound Maryland Route 4 roadway to the eastside frontage road (existing northbound Maryland Route 4) will be

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provided opposite Sands Road. This alternate was selected over P-4 because improvements to Sands Road were deemed the responsibility of Anne Arundel County.

Wayson's Corner Alternates

Northbound Maryland Route 4 currently proceeds through Wayson's Corner with one-way, 2-lane, northbound sections both to the south and north of the interchange study area and a two-way 3-lane roadway section at Wayson's Corner. The opposing traffic and turning movements create conflicts due to the various commercial businesses in the vicinity of existing Maryland Route 4/Maryland Route 408 intersection.

Southbound access to and from Wayson's Corner is provided by a left side ramp from the high speed lane of southbound Maryland Route 4.

Alternate W-2 was opposed because of its high relative cost. Alternate W-5 was opposed because of its impacts on businesses. Alternate W-3 was preferred over Alternate W-2A for the following reasons:

The high speed exit and entrances from and to southbound Maryland Route 4 under Alternate W-2A are less desirable than the righthand exits and entrances under Alternate W-3.





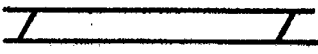






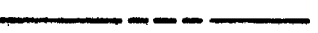

The maximum design speed which could be achieved for the high speed exit ramp under Alternate W-2A was 35 mph. A design speed this low for a high speed exit is undesirable.

Alternate W-3 permits a direct two-way connection from Wayson's Corner to the west-side service road (Maryland Route 980).

Alternate W-3 permits the closure of the median crossover at Plummer Lane/Sands Road, thus making Maryland Route 4 limited access throughout the section from U.S. Route 301 to Maryland Route 258.

Alternate W-3 permits easy access off and on Maryland Route 4 for traffic wishing to stop at Wayson's Corner.

LEGEND

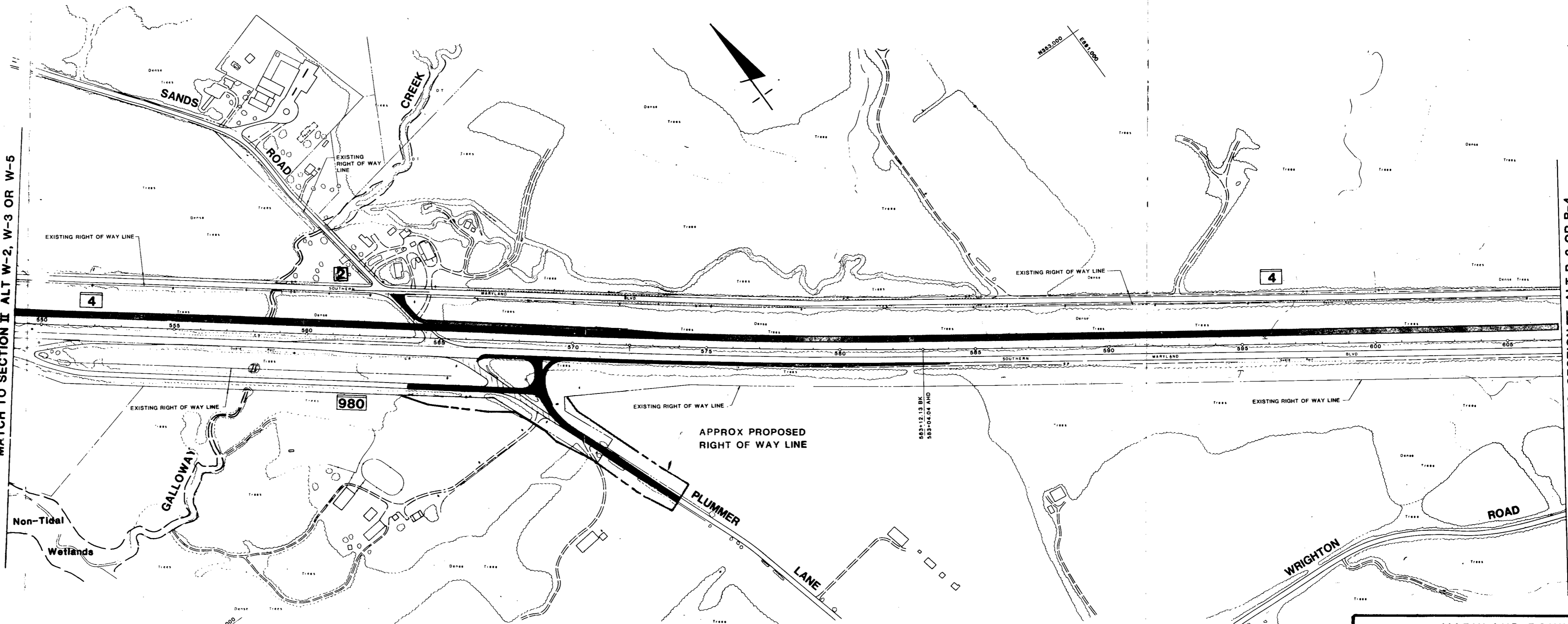
-  PROPOSED ROADWAY IMPROVEMENTS
-  EXISTING PAVING TO BE REMOVED
-  PROPOSED GUARD RAIL BARRICADE
-  PROPOSED RETAINING WALL
-  PROPOSED BRIDGE
-  100 YR. FLOODPLAIN
-  TIDAL WETLANDS
-  NON-TIDAL WETLANDS
-  NOISE SENSITIVE AREA
-  AIR QUALITY RECEPTOR
-  REQUIRED RELOCATION
-  EXISTING RIGHT-OF-WAY LINE OR PROPERTY LINE
-  APPROXIMATE PROPOSED RIGHT-OF-WAY LINE

MD. ROUTE 4
FROM SOUTH OF MD. 258 TO MD. 726
AA 376-101-570

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MATCH TO SECTION II ALT W-2, W-3 OR W-5

MATCH TO SECTION IV ALT B-2 OR B-4



MARYLAND ROUTE 4
 SOUTH OF MD. RTE 268 TO MD. RTE 726
 ANNE ARUNDEL & PRINCE GEORGE'S COUNTIES

SECTION III
 PLUMMER LANE/SANDS ROAD AREA
 STA 549+00 TO STA 607+00
 ALTERNATE P/4 MODIFIED

DATE _____ SCALE IN FEET _____ FIGURE 2

Alternate W-2: Access Ramp Additions

With this alternate, existing access for southbound Maryland Route 4 to and from Wayson's Corner would be retained. Similar right hand ramps would be constructed to provide access to and from Wayson's Corner for northbound Maryland Route 4. Two bridges would be required to carry the proposed relocated northbound roadway over the existing southbound ramps. Due to the grade difference in the northbound and southbound roadways with Alternate W-2, the northbound roadway has been shifted to the east in order to reduce the amount of retaining wall. With the roadway shift, about 700 feet of retaining wall would be required adjacent to the southbound exit into Wayson's Corner. The entrance ramp from Wayson's Corner to southbound Maryland Route 4 will necessitate approximately 75 feet of wall.

Existing northbound Maryland Route 4 would function as a frontage road and would be relocated in the area of the proposed northbound exit ramp to provide proper turning movement operation.

Alternate W-2A: Access Ramp Additions

This alternate was developed subsequent to the Environmental Assessment and was presented at the December, 1985 Location/Design Public Hearing.

Alternate W-2A sought to reduce the cost differential between Alternate W-2 and Alternates W-3 and W-5, caused primarily by embankment and retaining walls necessary for carrying the new northbound roadway over existing ramps to and from the southbound roadway. Alternate W-2A proposed the construction of a new

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northbound roadway at or below the elevation of the southbound roadway. New ramps to and from the southbound roadway would be constructed over the new northbound roadway.

Alternate W-3: Diamond Interchange - West (Selected)

(Figure 3)

Alternate W-3 proposes the extension of Maryland Route 408 to bridge Maryland Route 4 and tie into Maryland Route 980. This alternate removes the existing ramps to and from southbound Maryland Route 4, and proposes the construction of a diamond type interchange to provide all movements between Maryland Route 4 and Maryland Route 408/Maryland Route 980. A traditional diamond ramp configuration is provided for each quadrant except for the northbound exit ramp. The northbound exit ramp has been shifted southward to near the existing access ramp to southbound Maryland Route 4 to improve access to existing businesses and to reduce conflicting traffic movements through Wayson's Corner.

Alternate W-5: Diamond Interchange - East

Alternate W-5 is similar to the previous alternate except that Maryland Route 408 would be relocated to intersect existing northbound Maryland Route 4 approximately 400 feet south of the existing intersection. Maryland Route 408 then would extend to overpass Maryland Route 4 and tie into Maryland Route 980. The ramp configuration for Alternate W-5 is similar to Alternate W-3.

Patuxent River Alternate R-2 (Selected) (Figure 4)

This alternate provides for a new bridge for the northbound roadway of Maryland Route 4 to replace the existing structure. The ramp access from northbound Maryland Route 4 to Old Marlboro Pike will be maintained. The new bridge provides for two through

LEGEND



PROPOSED ROADWAY IMPROVEMENTS



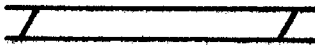
EXISTING PAVING TO BE REMOVED



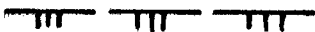
PROPOSED GUARD RAIL BARRICADE



PROPOSED RETAINING WALL



PROPOSED BRIDGE



100 YR. FLOODPLAIN



TIDAL WETLANDS



NON-TIDAL WETLANDS



NOISE SENSITIVE AREA



AIR QUALITY RECEPTOR



REQUIRED RELOCATION

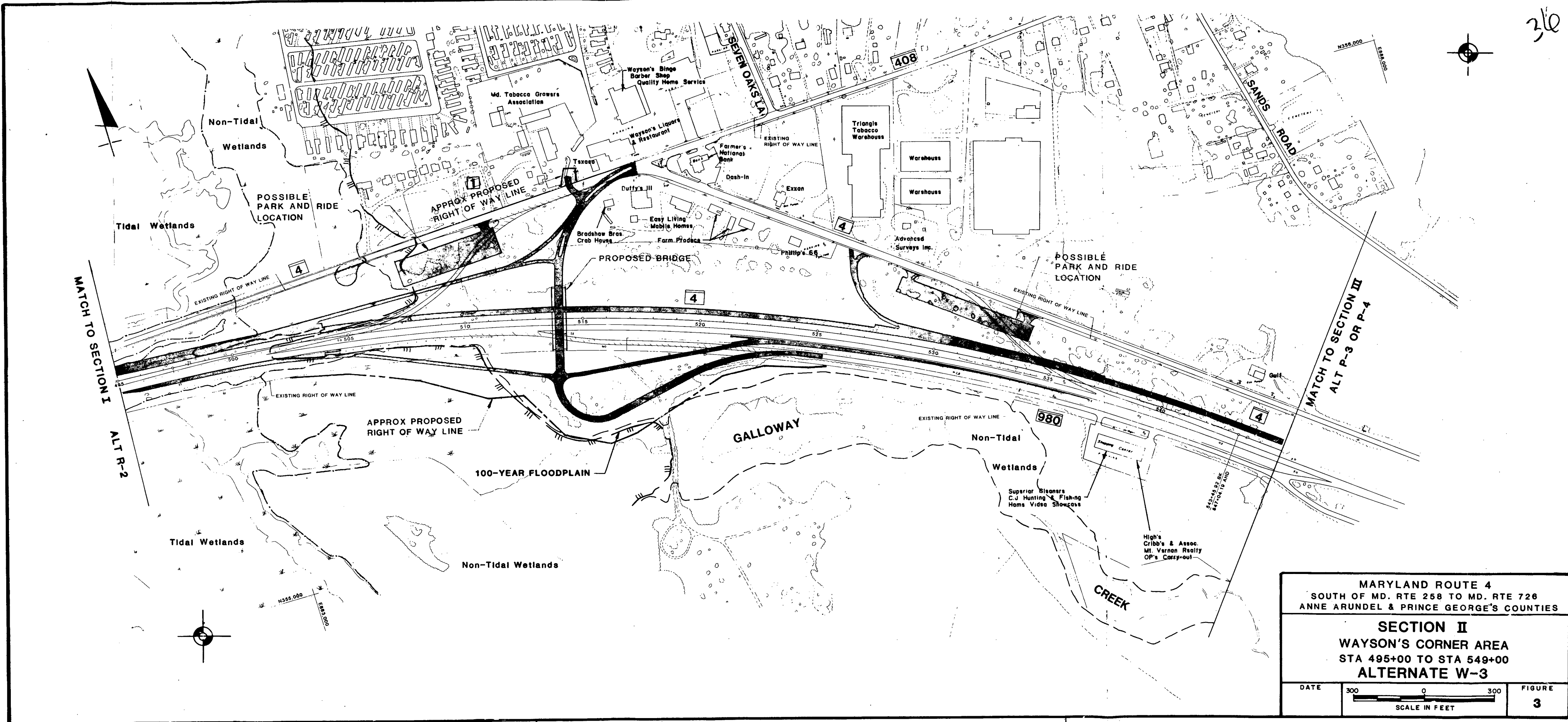


EXISTING RIGHT-OF-WAY LINE OR
PROPERTY LINE

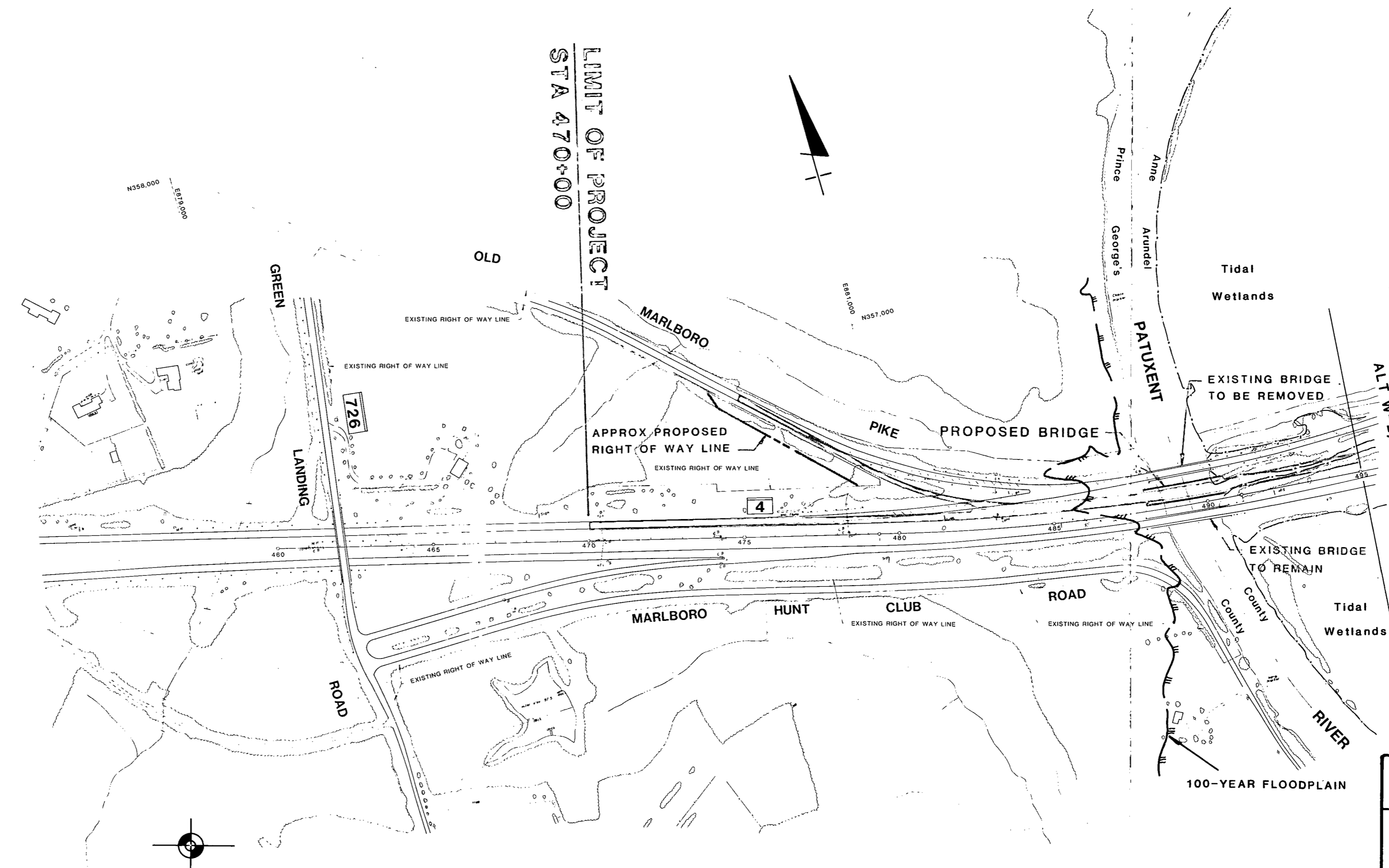


APPROXIMATE PROPOSED
RIGHT-OF-WAY LINE

MD. ROUTE 4
FROM SOUTH OF MD. 258 TO MD. 726
AA 376-101-570



MARYLAND ROUTE 4 SOUTH OF MD. RTE 258 TO MD. RTE 726 ANNE ARUNDEL & PRINCE GEORGE'S COUNTIES		
SECTION II WAYSON'S CORNER AREA STA 495+00 TO STA 549+00 ALTERNATE W-3		
DATE	SCALE IN FEET	FIGURE
		3



MARYLAND ROUTE 4 SOUTH OF MD. RTE 258 TO MD. RTE 726 ANNE ARUNDEL & PRINCE GEORGE'S COUNTIES		
SECTION I PATUXENT RIVER TO MD RTE 726 STA 470+00 TO STA 495+00 ALTERNATE R-2		
DATE	SCALE IN FEET	FIGURE 4

lanes, a deceleration lane, a four foot wide shoulder on the left, and a ten foot wide shoulder on the right. Additionally, this alternate, as presented at the Public Hearing, included widening the existing southbound Maryland Route 4 bridge to provide a full width outside shoulder. The widening will be postponed until such time as deck replacement or complete reconstruction of the southbound bridge is necessary.

Design Elements

- Design Speed

Horizontal - Mainline 70 mph
 Connecting Roads 40 mph

Vertical - Mainline NBR - 70 mph
 SBR - Hold existing alignment - (has a minimum design speed of 59 mph)
 Connecting Roads - 40 mph

- Maximum Degree of Curve

Maryland Route 4 - 01°30'00"
Ramp - 07°30'00"
Connecting Road - 11°15'00"

- Maximum Percent of Gradient

Maryland Route 4 - Tie into existing 5.516% grade at northern end of project. Otherwise, maximum grade is 2.6%

Ramp - 5.336%
Connecting Road - Wrighton Road 7.10%

- Right of way requirements:

Alt.	R-2	W-2	W-3	W-5	P-3	P-4	B-2	B-4
R/W required (Ac)	0.56	4.34	9.41	7.97	4.74	5.17	0	5.07

- Location and Type of Interchange: Alternates are presented by interchange or intersection location. Alternates B-2 and B-4 occur at the Bristol area interchange. Alternate P-3 and P-4 are at the Sands Road/Plummer Lane

intersection with Maryland Route 4. Alternates W-2, W-3, and W-5 provide interchange options at the Wayson's Corner Area. Alternate R-2 consists of a crossing of the Patuxent River and a connection to existing Old Marlboro Pike.

- Use of auxiliary lanes: Deceleration lanes will be provided at all exits from Maryland Route 4. Acceleration lanes will be provided at all interchanges and where free right-turn lanes are provided at intersections.

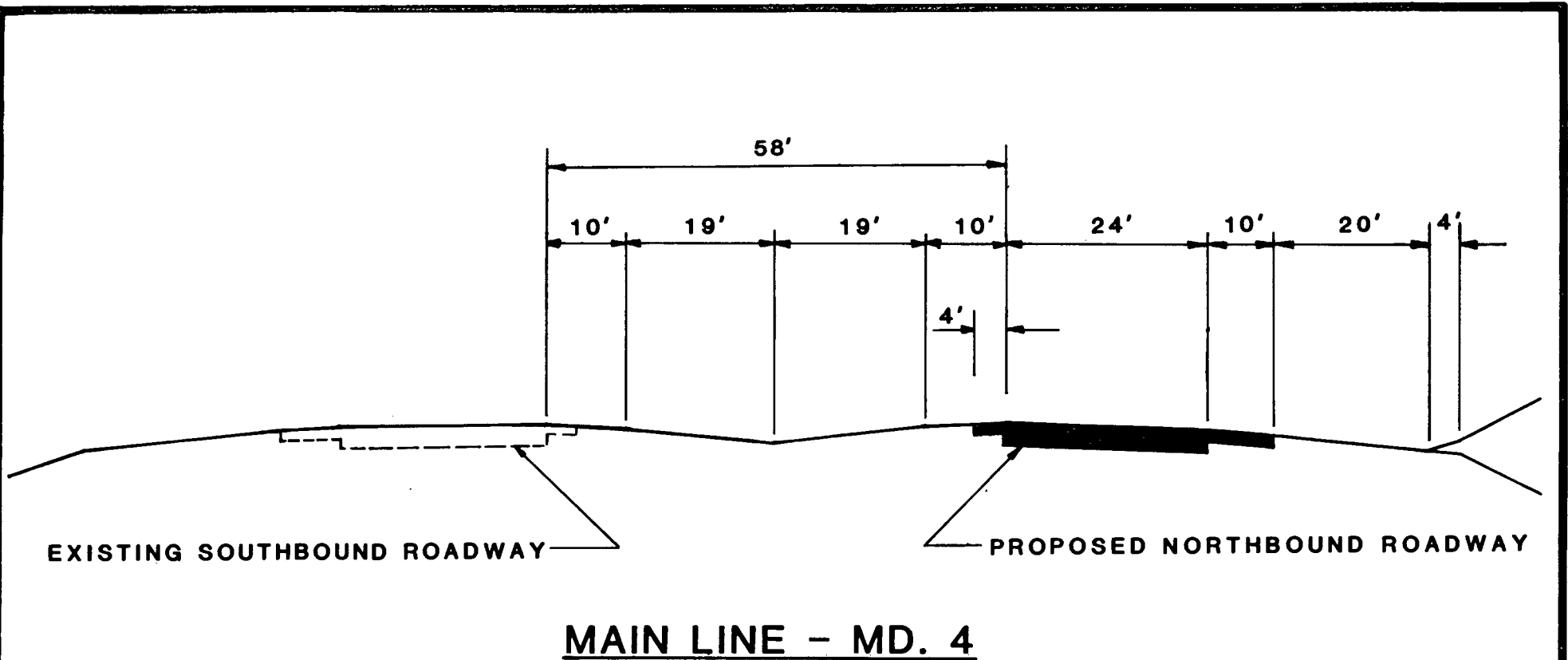
Additional Studies

Studies required to refine engineering features.

1. Extent of safety grading (if any) to be provided for the existing southbound roadway.
2. Location of park 'n' ride lot in the Wayson's corner area.
3. Profile grade across the Patuxent River resulting from the Hydrologic/Hydraulic report.
4. Signing of Maryland Route 259 to become the through road once Alternate B-2 is constructed.

D. Team Recommendations

1. Alternates Presented at the Recommendation Meeting
 - a. Alternate B-4 on a staged basis. Ultimate right-of-way would be acquired. Initial construction would only involve the northeast quadrant, consisting of either the Alternate B-2 or B-4 improvements.
 - b. Alternate P-4 (modified). No relocation of Sands Road. Improvements to Sands Road



NOTE:

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

NOT TO SCALE

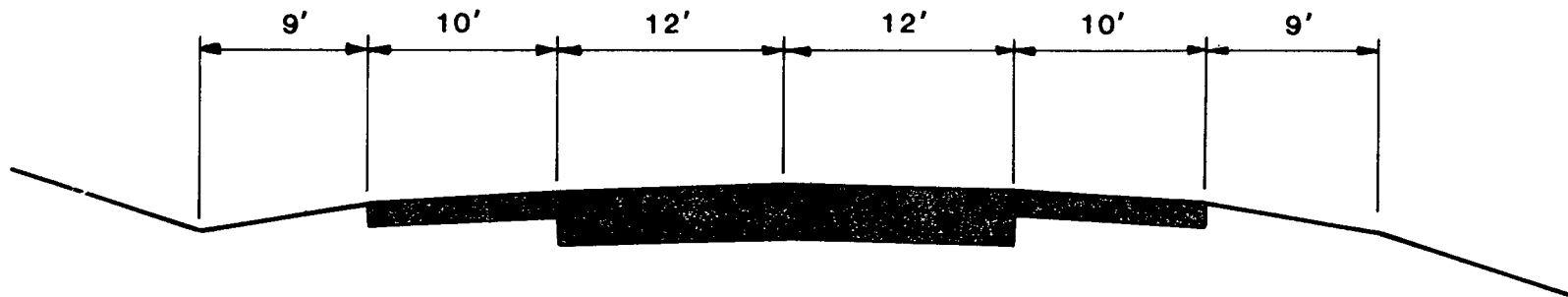
FIGURE NO. 5

TYPICAL SECTIONS

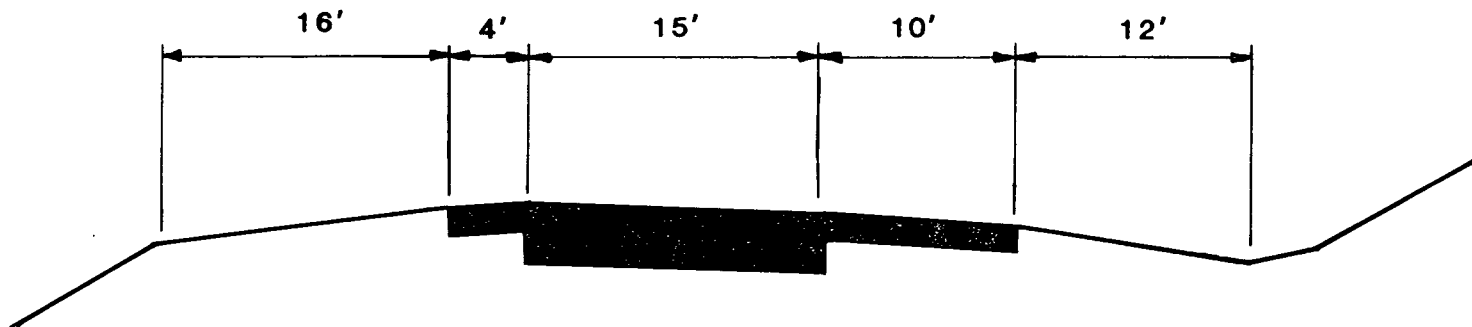
MD. ROUTE 4

CONTRACT AA 376-101-570

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CONNECTING ROADS



RAMPS

NOTE:

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

FIGURE NO. 6

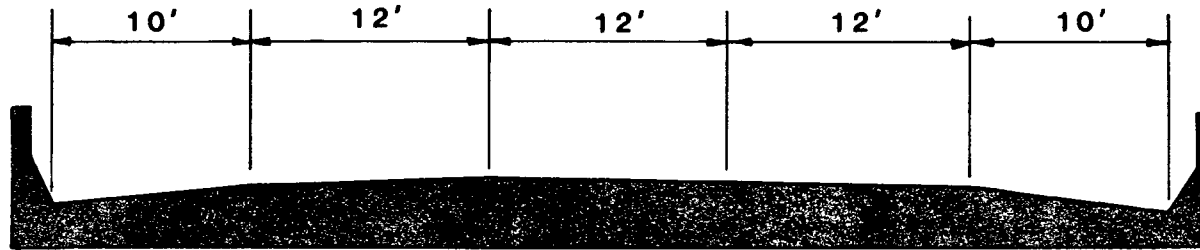
TYPICAL SECTIONS

MD. ROUTE 4

CONTRACT AA 376-101-570

NOT TO SCALE

41



MD. RTE. 408 OVERPASS

(ALT. W-3)

NOTE:

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during the final design phase.

NOT TO SCALE

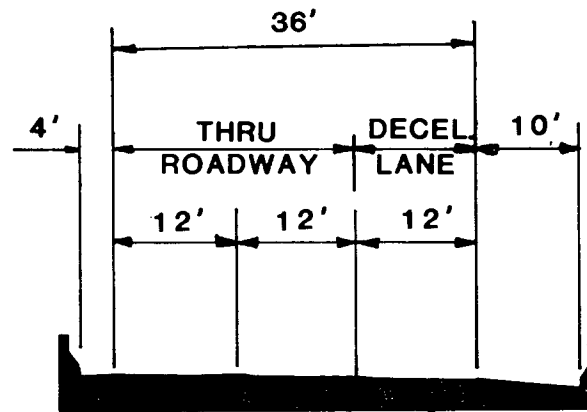
FIGURE NO. 7

TYPICAL BRIDGE SECTIONS

MD. ROUTE 4

CONTRACT AA 376-101-570

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PROPOSED NORTHBOUND
ROADWAY BRIDGE

PATUXENT RIVER BRIDGE

NOTE:

The dimensions shown are for the purpose of determining cost estimates and environmental impacts, and are subject to change during final design phase.

NOT TO SCALE

FIGURE NO. 8

TYPICAL BRIDGE SECTIONS

MD. ROUTE 4

CONTRACT AA 376-101-570

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should be the responsibility of Anne Arundel County. If Alternate W-2 or W-2A at Wayson's Corner is selected, the Plummer Lane connection should be extended to provide a crossover to relocated northbound Maryland Route 4 to maintain the access between Maryland Route 980 and Maryland Route 408.

c. Alternate W-3. This replaces the existing exit and entrance ramps on the left (high speed) lane of the southbound roadway with conventional right side diamond ramps. This alternate also provides a connection between Maryland Route 408 at Wayson's Corner and Maryland Route 980, allowing removal of the median crossover at the Sands Road/Plummer Lane intersection. This is the reason for preference of Alternate W-3 over Alternate W-2A, which, while a feasible alternate, retains the leftside exit and entrance ramps, which could be confusing to motorists. Alternate W-2A, also lacks a connection between Maryland Route 408 and Maryland Route 980 requiring retention of a median crossover at the Sands Road/Plummer Lane intersection. In addition, the geometric restrictions, and limiting the design speed of the new ramps to

and from the southbound roadway to 35 mph (vs. 50 mph for the Alternate W-3 ramps) also led to the recommendation of Alternate W-3.

- d. Alternate R-2 (modified). The only build alternate developed for this segment of the study is recommended with the following change: No widening of the existing southbound bridge over the Patuxent River to provide full shoulder width. Widening should be a consideration at such time in the future when the deck is replaced, or if the results of the ongoing hydraulic studies require replacement of the southbound bridge.
- e. Based on previous information received from the Bureau of Highway Design, a 58 foot wide median was developed to avoid the need for a median barrier if future highway widening occurred (reducing the median to a 34 foot width). The Team recommends avoidance of any future need for median barrier and the appropriate median width which suffices, whether 58 feet or 54 feet.
- f. Regrading existing southbound roadway safety grading to 70 mph Design Speed criteria.

g. Converting the existing northbound roadway to a two-way frontage road. In coordination with an upcoming Special Project, improvements would be limited to restriping and additional guardrail placement.

h. Transferral of ownership and maintenance responsibility to Anne Arundel County of the following:

1) The proposed eastside two-way frontage road (conversion of existing northbound Maryland Route 4) from north of Maryland Route 259 to the Patapsco River. This roadway will operate as a local road.

2) Maryland Route 980, at least within project limits if not the extension southward to the Calvert County line. This roadway operates as a local road.

i. Transferral of ownership and maintenance responsibility to Prince George's County of the following, immediately upon the opening of the northeast quadrant ramp at the U.S. Route 301/Maryland Route 4 interchange:

1) Maryland Route 726.
2) The segment of Old Marlboro Pike between northbound Maryland Route 726.

The ramp from Maryland Route 726 to

3) Southbound Maryland Route 4.

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j. Staging of segment improvements separately appears to be no problem. Because of its deteriorating condition, replacement of the Patuxent River Bridge is the first item that should be added to the Construction Program.

2. Costs

The No-Build Alternates (Alternates B-1, P-1, W-1, and R-1) identify no construction costs and assume normal maintenance only. Special Projects are scheduled or ongoing. Because of the deteriorating condition of the deck and abutments of the bridge carrying northbound Maryland Route 4 over the Patuxent River, rehabilitation is not considered feasible, and replacement will be necessary.

E. Environmental Consequences

1. Natural Environment

Wetlands

Efforts were made to minimize impacts to non-tidal wetlands. However, due to the generally flat topography and low elevations between the Patuxent River and Wayson's Corner avoidance of all wetlands was not feasible. A total of approximately 7.2 acres of non-tidal wetlands will be required for construction of the Selected Alternates.

Approximately 0.3 acre of tidal wetland will be required for construction of the Patuxent River Bridge. Avoidance of this area was not feasible due to right-of-way constraints in relocating Maryland Route 4 within the existing median. None of the other proposed improvements will affect any tidal wetlands.

Wetland Finding: Due to the nature of the study area and based upon the fact that the majority of the wetlands affected are within existing right-of-way, it is determined that there is no practical alternative to the proposed new construction in wetlands. The proposed action includes all practicable measures to minimize harm to wetlands which may result from such use in compliance with Executive Order 11990.

A DNR Waterway Construction Permit, and wetland license will be required. Suitable replacement sites for tidal and non-tidal wetlands will be coordinated with the Department of Natural Resources and selected during the design phase.

Floodplains

An extensive floodplain covers a large portion of the study area from the Patuxent River east of Wayson's Corner. Approximately 11 acres of fill will be required within 100 year floodplain for construction of Selected Alternates R-2 and W-3. The hydraulic analysis indicates that these encroachments will not cause any adverse effects on the storage capacity or water surface elevation and would not result in risks or impacts to the beneficial floodplain values or provide direct or indirect support to further development within the floodplain. Therefore, the floodplain encroachment was determined to be non-significant.

In accordance with the Federal-Aid Highway Program Manual 6-7-3-2, a floodplain finding is not required. No encroachment on the 100 year floodplain is required for the Plummer Lane or Bristol Alternates. A Section 404 Permit will be required from the Army Corps of Engineers for any encroachment on the wetlands or the 100 year floodplain.

Surface Waters

All surface waters in the study area are designated as Class I by the Department of Health and Mental Hygiene. Time of year restrictions will be required between March 1 and June 15 for all instream construction due to the presence of anadromous fish species.

Selected Alternate P-4 modified will not require the crossing of Galloway Creek. Culvert and pipe extensions will be required for several unnamed tributaries flowing into Mill, Galloway and Deep Creeks which provide roadway drainage. Some realignment of drainage swales may also be required.

A U.S. Coast Guard Permit will be required for construction of a new Patuxent River Bridge. Results of the hydraulic analysis and coordination with the U.S. Coast Guard during the design phase will determine the final clearance requirements for the bridge. A copy of the Environmental Assessment was forwarded to the U.S. Coast Guard.

Sediment/erosion control and stormwater management plans will be implemented in order to minimize impacts to these streams and their floodplains. These plans will be reviewed and approved by the Maryland Department of Natural Resources.

Habitat

Construction of the Selected Alternates will require approximately 61 acres of wooded habitat. The loss of habitat is generally accompanied by a proportional loss in animal populations inhabiting the study area. Much of the wooded habitat required lies within the existing Maryland Route 4 median. Since the habitat value of median buffers is somewhat limited, no significant loss of habitat is anticipated.

Coordination with DNR, Wildlife Administration, and U.S. Fish and Wildlife Service indicates that there are no known populations of thretened or endangered plant or animal species in the study area.

Prime Farmlands

Coordination with the U.S. Department of Agriculture indicates that Selected Alternates B-4, P-4 Modified, W-3 and R-2 will require a total of 2.6 acres of prime and unique farmland. Completion of the Farmland Conversion Impact Rating Form (see correspondence in Section IV-B) indicates a generally low relative value and as such is given a minimal level of consideration for protection.

2. Coastal Zone Management

Both Anne Arundel and Prince George's Counties lie within the Management boundary of Maryland's Coastal Zone Management Program, and existing Maryland Route 4 crosses shorelines identified in the approved Plan as an Area of Focus. The project has been coordinated and reviewed in accordance with the Memorandum of Understanding between the Maryland Department of Natural Resources and the Maryland Department of Transportation and is consistent with the goals and objectives of Maryland's Coastal Management Program. There will be no stream relocations required for the project.

3. Air Quality

An air quality analysis indicates that the proposed project would not result in violations of either the one-hour or eight-hour State and National Ambient Air Quality Standards for any of the alternatives in 1990 or 2010.

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4. Noise

A noise analysis indicates that the hourly Leq noise levels for the Build Alternate would exceed the Federal Highway Administration Design Noise Abatement criteria of 67 dBA at 2 of 4 receptor sites in the study area. However, these two receptor sites would experience noise levels in excess of the Design Noise Abatement criteria under the No-Build alternate as well.

The following is a discussion of Noise Sensitive Areas (NSA's) studied for this project:

a) Wayson's Corner - NSA #1

One (1) noise sensitive area (residential) is associated with the alternates developed for Wayson's Corner. The predicted Leq noise levels would vary -4 to +3 dBA from present noise levels, with the No-Build Alternate predicted to result in the highest noise levels. None of the alternates would result in noise levels exceeding the noise abatement criteria of 67 dBA nor increase ambient levels by 10 dBA or more. Therefore, noise mitigation measures are not recommended for these alternates.

b) Plummer Lane/Sands Road - NSA #2

One (1) noise sensitive area (residential) is associated with the alternates developed for Plummer Lane/Sands Road. The predicted Leq noise levels would increase 0 to 5 dBA over present noise levels, with the No-Build Alternate predicted to result in the highest noise levels. All of the alternates would result in noise levels exceeding the noise abatement criteria of 67 dBA, but none would result in an increase of 10 dBA or more over ambient levels.

A noise barrier 1200 feet long and 10 feet high would provide a minimum of 10 dBA noise reduction for three residences at a cost of \$276,000 (\$92,000 per residence) for all Build Alternates. This barrier is not considered reasonable.

c) Bristol Area - NSA #3, 4

Two (2) noise sensitive areas (residential) are associated with the alternates developed for the Bristol area. The predicted Leq noise levels would increase 3 to 10 dBA over present noise levels. All of the alternates would result in noise levels exceeding the noise abatement criteria of 67 dBA at NSA 3 but none would result in an increase of 10 dBA or more over ambient levels at either NSA.

A noise barrier 2,000 feet long and 10 feet high would provide a maximum 4 dBA noise reduction at NSA 3 for four residences at a cost of \$460,000 (\$115,000 per residence) for all alternates. This barrier is not physically effective because local roads are the principal noise generators for NSA 3. The barrier's physical effectiveness would be reduced for Alternate B-2 by the segmentation required for local and driveway access. This barrier is not recommended because it is not considered reasonable or feasible.

5. Social, Economic and Land Use

The Selected improvements would have generally positive social, economic, and land use impacts in the study area. Traffic congestion during peak hours would be reduced, improving safety and travel time for both local circulation and through traffic using Maryland Route 4.

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Selected Alternate P-4 Modified would change existing travel patterns by denying access across Maryland Route 4 between Sands Road and Plummers Lane and by denying access to northbound Maryland Route 4 from Sands Road. This will result in slightly more circuitry of access via the new Wayson's Corner interchange but should not significantly increase response times for emergency vehicles and will eliminate the safety problems associated with this intersection.

No residential or business displacements will be required for any of the Selected Alternates. All the Selected Alternates are consistent with the future land use plans for Anne Arundel and Prince George's County. No acquisition of any public park or recreation lands will be required.

6. Historic/Archeological Resources

The Maryland Historical Trust has rendered a determination of No Effect for the Compton Bassett site, the only historic site in the study area listed on or eligible for the National Register of Historic Places. No known archeological sites will be affected by any of the the proposed improvements.

E. Positions Taken

1. Elected Officials

- No elected official from Anne Arundel County submitted a letter or testified at the public hearing to express a preference.
- Mr. William B. Amonett, Chairman of the Prince George's County Council supported creation of a public use access area at the Patuxent River.
- Councilman Jeffrey D. Grant of Chesapeake Beach, Calvert County, supported relocation of the northbound roadway away from Wayson's Corner.

2. Agencies

- A representative of the Tidewater Administration, of the Department of Natural Resources, listed their preferences in descending order: W-1, W-2, and W-5 for minimizing impacts on aquatic resources.
- The Anne Arundel County Director of Planning and Zoning favored Alternate W-3, Alternate P-4 or complete closing of the Sands Road/Plummer Lane intersection, and Alternate B-2 with Alternate B-4 improvements in the northeast quadrant.
- The Director of Parks and Recreation, MNCPPC endorses the concept of providing public recreational access to the Patuxent River at Hills Bridge.

3. Citizens

- Approximately twenty letters have been received from individuals, businesses or representatives of property owners.
- The overwhelming sentiment expressed was to relocate northbound Maryland Route 4 away from Wayson's Corner. Seven commuters outside the study are supported this.
- Two people favored Alternate B-2 while two others supported Alternate B-4. Operators of a farm urged retention of access from Maryland Route 794

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south of Maryland Route 258.

- Two individuals favored Alternate P-3, while one person supported Alternate P-4, and one preferred closing the intersection completely.
- Three letters were received favoring Alternate W-2. Since the public hearing, two people expressed support for Alternate W-2A. One person favored Alternate W-3, while two others preferred Alternate W-5.
- Two people specifically supported the replacement bridge across the Patuxent River.
- One individual favored initial construction of three northbound lanes because of AM Peak Hourly Volumes.

IV.
PUBLIC
HEARING
COMMENTS

IV. Public Hearing Comments

On December 5, 1986, the Maryland State Highway Administration held a Location/Design Public Hearing at Southern Senior High School, Harwood, Maryland to present environmental, and engineering aspects of the Maryland Route 4 study and receive public comments relative to the project alternates.

A Description of Alternates and the Environmental Overview were presented, the hearing was then opened to receive testimony from the audience. A total of three citizens spoke at the hearing.

The following is a summary of the testimony and response where appropriate:

- 1. Mr. Phillip Hazen
30 Highview Road
Tracys Landing, Maryland 20779
 - a. Supports the proposed imorvements to Maryland Route 4.
 - b. Favors Alternate B-4 at Bristol because its safer and avoids conflicts with business traffic on the east side.

RESPONSE: Alternate B-4 is the selected alternate with initial implementation of Alternate B-2 improvements. Alternate B-4 would be constructed only if it is justified by future development and the generated traffic.

- c. Supports Alternate P-4, but, would rather see the No-Build Alternate for Sands Road rather than having to relocate two families.

RESPONSE: Alternate P-4 (Modified) is the selected alternte, and no residential displacements are required.

- d. Suggests building the northbound roadway of Maryland Route 4 three lanes wide because of traffic and problems entering at Bristol.

RESPONSE: Traffic projections do not warrant more than a two-lane width for the northbound roadway. The current ramp entrance has a stop sign while the proposed ramp would have a yield sign.

2. Mr. Roland Davis
Senior Transportation Planner
Anne Arundel County Office of Planning and Zoning

- a. The No-Build Alternate is not reasonable or feasible.
- b. Prefers Alternate W-3 at Wayson's Corner.

RESPONSE: Alternate W-3 is the selected alternate.

- c. Prefers different location for Wayson's Corner area Park 'N' Ride lot.

RESPONSE: The lot location will be resolved in the design phase. Special consideration will be given to Anne Arundel County's preferred location.

- d. Prefers Alternate P-4 without access to Plummer Lane or Sands Road onto Maryland Route 4.

RESPONSE: Alternate P-4 (Modified) is the selected alternate. This permits right turning movements between the southbound roadway and Plummer Lane, and an exit ramp from the northbound roadway to Sands Road and the eastside frontage road.

- e. Prefers Alternate B-4 at Bristol

RESPONSE: Alternate B-4 is the selected Alternate with initial implementation of Alternate B-2 improvements. Alternate B-4 would be constructed only if it is justified by future development and the generated traffic.

3. Mr. Gary Doyle
5728 Tindale Road
Lothian, Maryland 20711

- a. Objects to closing the intersection of Maryland Route 4 and Plummer Lane. Suggested a bridge over Maryland Route 4 connecting Plummer Lane and Sands Road, with on and off ramps.

RESPONSE: Traffic volumes and benefit/cost analyses did not justify an interchange or just a bridge overpass here. Access is available to and from the southbound roadway and Plummer Lane. Access to and from Maryland Route 408 and northbound Maryland Route 4 is available via Maryland Route 980 (the westside frontage road).

V.
CORRESPONDENCE

A. Correspondence from Elected Officials



Maryland Department of Transportation

State Highway Administration

AUG 14 1985

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 376-101-570
Maryland Route 4 -
South of Maryland 258 to Maryland 726
PDMS No. 022132

The Honorable Elmer F. Hagner, Jr., Chairman
Anne Arundel County Delegation
9 Silverwood Circle
Annapolis, Maryland 21403

Dear Delegate Hagner:

The State Highway Administration has completed the Initial Project Planning studies for proposed improvements to Maryland Route 4 from south of Maryland Route 258 in Anne Arundel County to Maryland Route 726 in Prince George's County.

During the Initial Project Planning phase, in addition to the No-Build Alternate, the major alternate under consideration was the construction of a new northbound Maryland Route 4 roadway, including a new structure across the Patuxent River. Sub-alternates were also developed for improvements at the Maryland Route 4/Maryland Route 258 interchange, the Maryland Route 4 intersection with Plummer Lane/Sands Road, and the Maryland Route 4/Maryland Route 408 intersection at Wayson's Corner. An environmental inventory of the area was completed to identify social, economic, natural and cultural features of the study corridor. These features were considered when the engineering alternates were developed.

On April 17, 1985, an Alternates Public Meeting was held at the Southern Middle School to present the Initial Project Planning studies to interested citizens and agencies. A copy of the brochure distributed prior to and at the meeting is enclosed. As a result of public input at and following the meeting, and a multi-disciplinary review of the data, the following sub-alternates have been eliminated from further consideration: B-3, P-3, W-4, and W-6.

We will continue to refine and evaluate the remaining alternates in the Final Project Planning Phase. An environmental document will be prepared describing each alternate and potential impacts. A Combined Location/Design Public Hearing will also be conducted.

VA-1

My telephone number is _____

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5082 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

AUG 14 '85

-Page Two-

In accordance with Section 8-612 of the 1984 Annotated Code of the Public General Laws of Maryland, we request the concurrence of the Anne Arundel County Delegation to proceed with Final Project Planning for the study of Maryland Route 4.

Prepared by:

Victor Janata, Project
Planning, 1105, 8/8/85

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

NJP
8/21/85

HK:ds
Enclosure

cc: Secretary William K. Hellmann
Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Michael Snyder

bcc: Mr. Louis H. Ege, Jr.
Ms. Cynthia D. Simpson
Mr. Victor F. Janata

63



HOUSE OF DELEGATES

ANNAPOLIS, MARYLAND 21401-1991

ELMER F. HAGNER, JR.
DISTRICT 30
ANNE ARUNDEL COUNTY
MEMBER:
JUDICIARY COMMITTEE

HOME ADDRESS:
9 SILVERWOOD CIRCLE
ANNAPOLIS, MARYLAND 21403
HOME PHONE: 224-2337
OFFICE: 841-3209
SOUTH COUNTY: 267-8713

Sept. 11, 1985

Mr. Hal Kassoff
Administrator
Maryland Dept. of Transportation
P.O. Box 717
707 N Calvert Street
Baltimore, Maryland 21203-0717

Aug. 14, 1985
RE: Contract No. AA 376-101-570
Maryland Route 4 -
South of Md. 258 to Md. 726
PDMS No. 022132

Dear Mr. Kassoff,

Reference letter requested the concurrence of the Anne Arundel County Delegation to proceed with Final Project Planning for the study of Maryland Route 4.

The Anne Arundel County Delegation met yesterday and recommended concurrence with the planning.

Sincerely,

ELMER F. HAGNER, Jr.
Chairman, A. A. Co. Delegation

EFH:kk

RECEIVED

SEP 16 1985

DIRECTOR OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

64
5 April 1985

Neil J. Pedersen
Director, Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, MD 21203-0717

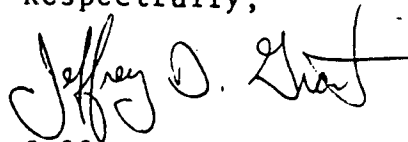
Dear Sir:

As a citizen and Councilman of Chesapeake Beach, Maryland I am very interested in your current project investigating improvements to Maryland Route 4 in the vicinity of Waysons Corner. Because of other previously planned commitments I will be unable to attend the public hearing scheduled for April 17, 1985. I would like to comment on the current traffic situation and be included on the project mailing list.

The current traffic routing through Waysons Corner is an embarrassment to the State Highway Administration. To require thousands of Southern Maryland residents to drive by a handful of businesses at the risk of safety and inordinate delays is inexcusable. More businesses are locating at the intersection, traffic is increasing and it is close to impossible for drivers to safely reenter the traffic flow after stopping in the morning. The location of the Exxon and Texaco gas pumps impede traffic routinely. I have been told by merchants at Waysons Corner that north bound traffic on Route 4 will never be rerouted because of the political influence of certain individuals.

I strongly encourage you to provide objective recommendations concerning resolution of this problem and to resist the influences of a few vocal businessmen. The safety and ease of traffic flow of thousands of citizens each day should be the deciding factor.

Respectfully,



Jeffrey D. Grant, Councilman
PO Box 969
Chesapeake Beach, MD 20732

RECEIVED

#654

APR 8 1985

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

AA-PUBLIC

65



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

APR 26 1985

RE: Contract No. AA 376-101-570
Maryland Route 4 -
South of Maryland 258 to
Maryland 726
PDMS No. 022132

Councilman Jeffrey D. Grant
Town of Chesapeake Beach
P. O. 969
Chesapeake Beach, Maryland 20732

Dear Councilman Grant:

Thank you for your letter of April 5, 1985 supporting improvements to traffic operational problems that exist on Maryland Route 4. One of the goals of the current project planning study is the elimination of the hazardous two-way operation along northbound Maryland Route 4 at Waysons Corner.

For your information, I am enclosing a copy of the brochure used at the April 17, 1985 Alternates Public Meeting. I have asked that your name be added to the project mailing list. You will be kept informed of decisions and future meetings related to this project.

Sincerely,

Original Signed By:
HAL KASSOFF

Hal Kassoff
Administrator

HK:dd
Enclosure

CC: Mr. Neil J. Pedersen
Mr. Edward H. Meehan

bcc: Mr. Louis H. Ege, Jr.
Mr. J. L. White

Prepared by: Vic Janata
BOPP - X1104-1105
on April 22, 1985
19

My telephone number is (301) 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717



THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3820

County Council
WILLIAM B. AMONETT
Chairman

December 6, 1985

BUREAU OF
PROJECT PLANNING
DEC 12 5 10 AM '85

Mr. Hal Kassoff, Administrator
State Highway Administrator
707 North Calvert Street
Baltimore, Maryland 21202

Re: Public Hearing for Project #AA376-101-570
(Maryland Route 4 Bridge)

Dear Hal:


I would like to take this opportunity to express some feelings I have on this project, and have them entered into the permanent hearing record.

As you know, we are very pleased that the State Highway Administration plans to construct a new bridge at the Route 4 crossing of the Patuxent River. Additionally, we realize that this particular area has historically been utilized as an access point to the river for sportfishing purposes. This has caused some problems with regard to pollution, erosion control, and unsafe vehicle access. After speaking with the Prince George's Department of Parks and Recreation of the Maryland-National Capital Park and Planning Commission, we feel that there is an opportunity here for us to correct these problems by creating a public use access area at this site.

If you are interested in pursuing this idea, I ask that you contact Mr. Hugh B. Robey, Director of Parks and Recreation for Prince George's County. If the State does not feel that this would be an appropriate course of action to embark upon, I believe that the aforementioned problems should be addressed in the project planning phase for the new structure.

Thank you very much for all your efforts on behalf of Prince George's County and I look forward to working with you in the future. If I may provide any more information, please do not hesitate to contact my office.

Sincerely,


William B. Amonett
Chairman

County Administration Building — Upper Marlboro, Maryland 20772

AA-PUBLIC



Maryland Department of Transportation

PROJECT PLANNING
State Highway Administration

JAN 2 2 17 PM '86

William K. Hellmann
Secretary

Hal Kassoff
Administrator

DEC 31 1985

Re: Contract No. AA 376-101-570
Maryland 4 - Maryland 258 in
Anne Arundel County to
Maryland 726 in Prince
George's County
PDMS No. 022132

The Honorable William B. Amonett, Chairman
Prince George's County Council
County Administration Building
Upper Marlboro, Maryland 20772

Dear Councilman Amonett:

I am writing to acknowledge your letter of December 6, 1985 in which you supported the replacement of the westbound Maryland 4 bridge over the Patuxent River (Hill's Bridge) and suggested development of a public access area for sport fishing as a solution to existing littering, pollution and illegal parking problems.

The possibility of providing access to fishing activities at the River from the Wayson's Corner area is currently being studied by our planning staff. I hope to be able to provide you with a more detailed response by February on this subject.

Sincerely,

Original Signed By:
HAL KASSOFF
Hal Kassoff
Administrator

HK:tn

cc: Mr. Neil J. Pedersen
Mr. Edward H. Meehan
Mr. Michael Snyder

bcc: Mr. Jack F. Ross
Mr. J. L. White
Mr. Louis H. Ege, Jr.

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

STENY H. HOYER
DISTRICT, MARYLAND

DEMOCRATIC STEERING
AND POLICY COMMITTEE

CO-CHAIRMAN
COMMISSION ON SECURITY AND
COOPERATION IN EUROPE

Congress of the United States
House of Representatives
Washington, DC 20515

APPROPRIATIONS COMMITTEE

TREASURY, POSTAL SERVICE,
GENERAL GOVERNMENT

LABOR,
HEALTH AND HUMAN SERVICES,
EDUCATION

DISTRICT OF COLUMBIA

October 15, 1985

Mr. Hal Kassoff
State Administrator
State Highway Administration
707 N. Calvert Street
Baltimore, Maryland 21202

Dear Mr. Kassoff:

I am writing to you on behalf of Mr. John F. Mazzullo who has contacted me regarding his views relative to access roads in his area.

Enclosed for your review is a copy of Mr. Mazzullo's letter. I would greatly appreciate your reviewing his concerns and providing guidance for my response.

With kindest regards, I am

Sincerely yours,



STENY H. HOYER

Enclosure

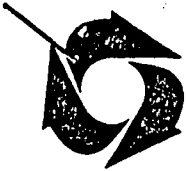
Please respond to:

4351 Garden City Drive
Suite 625
Landover, MD 20785

07 03 11: 21

AA-PUBLIC

69



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JAN 10 1986

The Honorable Steny H. Hoyer
United States House of Representatives
4351 Garden City Drive
Suite 625
Landover, Maryland 20785

Dear Mr. Hoyer:

I am writing in response to your letter of October 15, 1985, and as a follow-up to my acknowledgement letter of November 20, 1985 regarding issues raised by Mr. John F. Mazzullo concerning access to Maryland Route 4.

JAN 13 5 35 PM '86
BUREAU OF PROJECT PLANNING

The following points are made in response to the points made in Mr. Mazzullo's letter.

1. Acreage and right-of-way controls, denying any vehicular access to Maryland Route 4, were purchased from Mr. Mazzullo's mother in 1959.
2. Because the denial of access landlocked the remaining parcels, we offered to purchase the entire property. We acquiesced to Mrs. Mazzullo's desire to retain the remaining landlocked acreage.
3. If the decision is made to locate the replacement bridge and approach roadway within the existing median, the segment of existing westbound roadway will be of no use to us once the new roadway is opened to traffic.
4. Because of the unavoidable impacts to existing wetlands caused by our highway improvement alternates, an environmental agency representative urged us to consider the creation of replacement wetlands by removing the existing westbound bridge approach roadway and embankment.
5. If environmental considerations allow the waiver of wetland replacement at this location, and Anne Arundel County is willing to accept the responsibility for the segment of existing roadway, we would have no objections to shifting the Right-of-Way Line of Through Highway. This would permit access to his northern parcel of land. Our ability to do this will depend upon the outcome of ongoing discussions with environmental agencies.

VA-9

My telephone number is (301) 659-1111

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

B. Correspondence from Government Agencies



DEPARTMENT OF NATURAL RESOURCES
Maryland Forest, Park & Wildlife Service
TAWES OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

TORREY C. BROWN, M.D.
SECRETARY

71
DONALD E. McLAUGHLIN
DIRECTOR

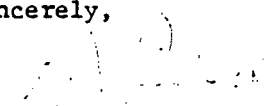
August 6, 1984

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
P.O. Box 717/707 N. Calvert Street
Baltimore, Maryland 21203-0717

Dear Mr. Ege:

There are no known populations of listed threatened or endangered species within the area of project limits for improvements along MD Route 4 from MD Route 258 to the Prince George's county line, as described to me in your letter of July 30, 1984.

Sincerely,


Gary J. Taylor
Nongame & Endangered
Species Program Manager

GJT:ba
cc: Carlo Brunori

(301) 827-8612

Telephone

TTY FOR DEAF: STATEWIDE TOLL-FREE SERVICE BALTIMORE 230 2113

VB-1



TORREY C. BROWN M.D.
SECRETARY
JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
CAPITAL PROGRAMS ADMINISTRATION
TAWES STATE OFFICE BUILDING
ANNAPOLIS, MARYLAND 21401

FRED L. ESKEW
ASSISTANT SECRETARY
FOR CAPITAL PROGRAMS

August 7, 1984

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21203

Subject: Maryland Route 4 from Maryland Route 258 to
the Prince Georges County Line
Contract No. AA 376-101-570

Dear Mr. Ege:

We have no record of any species presently on the State or Federal Endangered Species Lists within the study area of this project, as delineated in your transmittal of July 30, 1984. However, the Heritage Program data base does include historic records for four state-rare plants (Chelone obliqua, Carex hyalinolepis, Habenaria flava, Potamogeton foliosus) from the Patuxent River and its adjacent wetlands, above the Route 4 Bridge.

If the scope of this project should include any construction activities beyond the existing right-of-way, I recommend a site survey to determine if any of these species are present within the area to be potentially disturbed.

Sincerely,

Arnold W. Norden

Arnold W. Norden
Md. Natural Heritage Program

AWN:mcs

VB-2



United States Department of the Interior

FISH AND WILDLIFE SERVICE
DIVISION OF ECOLOGICAL SERVICES
1825B VIRGINIA STREET
ANNAPOLIS, MARYLAND 21401

August 16, 1984

Ms. Cynthia D. Simpson
State Highway Administration
P.O. Box 717
707 N. Calvert Street
Baltimore, MD 21203

Re: Contract No. AA 376-101-570
Md. Rt. 4 from Md. Rt. 258
to Prince George's County Line

Dear Ms. Simpson:

This responds to your July 30, 1984, request for information on the presence of Federally listed endangered or threatened species within the impact area of the subject highway project in Anne Arundel County.

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

The following "Candidate" species (those placed under review in the Federal Register to determine suitability for listing) may be present in the project impact area:

Swamp pink
Sensitive jointvetch
Barrett's sedge
(no common name)

Hellonias bullata
Aeschynomene virginica
Carex barratti
Juncus caesariensis

Candidate species are not legally protected under the Endangered Species Act and biological assessment and consultation requirements pursuant to that legislation do not apply to them. They are included here for the purpose of notifying you of possible future proposals and listings in advance, for consideration in your NEPA review process, and to encourage efforts to avoid adverse impacts to them. Additional information on these candidate species may be obtained by contacting the Maryland Natural Heritage Program (269-3656).



74

THE PRINCE GEORGE'S COUNTY GOVERNMENT

MEMORANDUM

August 29, 1985

TO: Hal Kassoff
Administrator
Maryland Department of Transportation

FROM: *Fern* Fern V. Piret
Administrative Specialist
Prince George's County, Maryland

SUBJECT: State Bridge Project/Patuxent River

Inasmuch as the bridge over the Patuxent at Route 4 near Wayson's Corner is a gateway to Prince George's County, we would like to be kept abreast of design and construction plans. In particular, we would be interested in assuring that the design is compatible with the older structure in place and the entire southern Maryland entryway. Will you fill us in on plans to date.

Thanks very much for your help.

RECEIVED

SEP 5 1985

DIRECTOR'S OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

SEP 03 1985

County Administration Building — Upper Marlboro, Maryland 20772

AI-PUBLIC

15



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

September 30, 1985

RE: Contract No. AA 376-101-570
Maryland Route 4 -
South of Maryland Route 258
to Maryland Route 726
PDMS No. 022132

Ms. Fern V. Piret
Administrative Specialist
Prince George's County
County Administration Building
Upper Marlboro, Maryland 20772

Dear Ms. ^{Fern} Piret:

I am writing in response to your August 29, 1985 memorandum in which you requested information on improvements to the Maryland Route 4 dual bridges over the Patuxent River.

These bridges are elements of a project planning study of the needs for long-term improvements of Maryland Route 4 from the vicinity of Maryland Route 258 in Anne Arundel County to Maryland Route 726 in Prince George's County. This phase precedes design and construction, neither of which appear in the current Consolidated Transportation Program.

Current studies of Maryland Route 4 at the Patuxent River include the build alternate that proposes widening the eastbound bridge from its existing 31 foot width to 38 feet to provide full roadway shoulder widths across the bridge. The deteriorated condition of the deck and abutments of the existing westbound truss bridge and its substandard width has led to the inclusion of a build alternate that replaces this structure. The new westbound bridge and approach roadway would be located within the existing median, and the roadway would transition back to the existing westbound roadway east of the Maryland Route 726 bridge over Maryland Route 4.

My telephone number is 659-1111

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VB-5

Ms. Fern V. Piret

Page Two

More information can be obtained from the Project Manager for the study, Mr. Victor F. Janata, telephone number 659-1105. I have directed the addition of your name to the project mailing list. You will be informed of future meetings and decisions on the project.

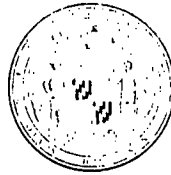
Sincerely,

Hal Kassoff
Administrator

HK:ds

cc: Mr. Neil J. Pedersen
Mr. Michael Snyder
Mr. Edward H. Meehan
Mr. Earle S. Freedman
Mr. Edward M. Loskot
~~Mr. Louis H. Ege, Jr.~~

77



TORREY C. BROWN M.D.
SECRETARY

JOHN R. GRIFFIN
DEPUTY SECRETARY

STATE OF MARYLAND
DEPARTMENT OF NATURAL RESOURCES
MARYLAND GEOLOGICAL SURVEY

THE ROTUNDA
711 W. 40TH STREET, SUITE 440
BALTIMORE, MARYLAND 21211

KENNETH N. WEAVER
DIRECTOR
MARYLAND GEOLOGICAL SURVEY

EMERY T. CLEAVES
DEPUTY DIRECTOR

Division of Archeology
338-7236

23 September 1985

Mr. Louis H. Ege, Jr.
Bureau of Project Planning
State Highway Administration
P.O. Box 717/707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Maryland Route 4 (Patuxent River
Bridge to MD 258)
Prince Georges and Anne Arundel Cos.

Dear Mr. Ege:

On 6 September 1985, I conducted a field assessment of the subject project relative to archeological resources. Since almost all of the project area lies within existing right-of-way lines, and much of the proposed roadwork would occur between existing lanes of Maryland Route 4, the archeological potential was believed to be low due to probable prior disturbance.

While extensively disturbed, the study area did not exhibit the near total disturbance anticipated, especially in the median area between the existing lanes of Maryland Route 4. As a result, the entire project area was traversed on foot and three primary areas were subjected to concentrated examination (surface examination and shovel test pits): the proposed interchange area at Waysons Corner in an area overlooking the Patuxent River swamp, and two segments of Maryland Route 4 crossed by Galloway Creek or its major unnamed tributary. As with M/DOT Transect #8-004 (located at the eastern end of the project limits), my inspection found no evidence of archeological resources. As a result, no further archeological involvement on this project is warranted.

VB-7



Maryland Historical Trust

October 9, 1985

Ms. Cynthia D. Simpson
Acting Chief, Environmental Management
P. O. Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

RE: Maryland Route 4
Southern Maryland Boulevard
from South of Maryland Route 258
to Maryland Route 726
Contract No. AA 376-101-570
P.D.M.S. No. 022132

Dear Ms. Simpson:

Thank you for your letter of September 20, 1985, regarding this project. Our office agrees with your determination that there will be no effect on historic properties.

Sincerely,

George J. Andreve

George J. Andreve
Environmental Review
Administrator

GJA/hec

cc: Ms. Rita Suffness
Mrs. Sara Walton
Mr. W. Dickerson Charlton
Mr. Anthony F. Christhilf
Ms. Linda Collins

VB-8

79



Maryland Historical Trust

October 24, 1985

Mr. Louis H. Ege, Jr., Action Chief
Bureau of Project Planning
State Highway Administration
Maryland Department of Transportation
PO Box 717
707 North Calvert Street
Baltimore, Maryland 21203-0717

Re: MD Rt. 4 from South of
MD Rt. 258 to MD Rt. 726
Contact No. AA 376-101-570
P.D.M.S. No. 022132
Prince George's County, Maryland

Dear Mr. Ege:

Based upon the results of the Phase I archeological reconnaissance conducted of the project area, we concur that the above-referenced project should have no effect upon significant archeological resources. Therefore, additional archeological investigations are not warranted for this particular project.

Sincerely,

Richard B. Hughes
State Administrator of Archeology

RBH/cs

cc: Mr. W. Dickerson Charlton
Mrs. Sara Walton

Ms. Rita Suffness
Mr. Tyler Bastian

VB-9

80

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
PDMS No. 022132
ALTERNATES PUBLIC MEETING
Wednesday, April 17, 1985 at 7:30 p.m.

**PLEASE
PRINT**

NAME Larry Lubbers **DATE** 11/15/85
Dept. of Natural Resources
ADDRESS 580 Taylor Ave., C-2, Tidewater Administration
CITY/TOWN Annapolis **STATE** MD **ZIP CODE** 21401

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

In order to minimize the impact of this project on the aquatic resources
the Tidewater Administration of Maryland's DNR has selected the following
alternatives in descending order of preference; N-1, W-2, and W-5. This
section of the Patuxent River is a major spawning area for striped bass.
Therefore, no instream work should occur between March 1 and June 15.

I am currently on the Mailing List.
 Please add my/our name(s) to the Mailing List.

81

Response to Tidewater Administration Comments:

Alternate W-3 is the selected alternate at Wayson's Corner. Alternate W-1 (No-Build) was opposed because of the substandard northbound roadway and the operational and traffic conflict problems which would be aggravated by the forecasted traffic growth. Alternate W-2 was opposed because of its high relative cost. Alternate W-5 was opposed because of its impacts on businesses. Alternate W-3 was preferred over Alternate W-2A for the following reasons:

1. The high speed exit and entrances from and to southbound Maryland Route 4 under Alternate W-2A are less desirable than the righthand exits and entrances under Alternate W-3.
2. The maximim design speed which could be achieved for the high speed exit ramp under Alternate W-2A was 35 mph. A design speed this low for a high speed exit is undesirable.
3. Alternate W-3 permits a direct two-way connection from Wayson's Corner to the west-side service road (Maryland Route 980).
4. Alternate W-3 permits the closure of the median crossover at Plummer Lane/Sands Road, thus making Maryland Route 4 limited access throughout the section from U.S. Route 301 to Maryland Route 258.
5. Alternate W-3 permits easy access off and on Maryland Route 4 for traffic wishing to stop at Wayson's Corner.



ANNE ARUNDEL COUNTY
ANNAPOLIS, MARYLAND 21401

OFFICE OF PLANNING AND ZONING

December 3, 1985

Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning, S.H.A.
707 N. Calvert Street, Room 310
Baltimore, Maryland 21202

RE: Maryland Route 4, Environmental
Assessment

Dear Mr. Ege:

Maryland Route 4 in the Wayson's Corner area has rapidly become a critical problem for commuter traffic. After analyzing the existing situation and projected growth, Anne Arundel County cannot endorse a "no build" alternative as a feasible or reasonable choice. Although any of the proposed alternates would provide acceptable improvements, we have identified an order of preference as described below.

In the Wayson's Corner area, W-3 is the preferred alternate. It provides the best local circulation and avoids the use of retaining walls at a cost which is comparable to Alternate W-2. However, we recommend the relocation of the park and ride lot to the southeast quadrant of the interchange, similar to the location shown in Alternate W-5. This site has more direct accessibility than the alternates shown, with less local traffic conflict especially in the a.m. peak period. Also, the "possible" sites shown with Alternate W-3 in the Report are better candidates for being declared excess property for private development, since they have direct frontage on local roads. Our recommended park and ride site is illustrated on the attached map labeled W-3. This site also has greater potential for future expansion, as shown.

Alternate W-3 would be required if P-4 is selected since traffic from Plummer Lane and Maryland 980 would have no other reasonable access to the North. If W-3 is selected, consideration may be given to closing access to Maryland 4 at Sands Road and Plummer Lane, leaving access only to the service roads. Local traffic from these roads would have adequate access both north and south with no adverse travel. The elimination of these access points would improve the safety of Maryland

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Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning, S.H.A.
Page -2-

Route 4 and also remove any possibility of future commercial development at these intersections.

Because of the poor characteristics of Sands Road, it would be appropriate to realign it to create a safe intersection on existing northbound Maryland Route 4, but not to the expressway lanes.

At Plummer Lane, access for right turns on and off of the southbound lanes similar to P-3, may be justified by business traffic oriented to the establishments along Maryland Route 980.

Alternate W-5 would cause unnecessary damage to the businesses in Wayson's Corner without providing any appreciable improvement in traffic flow over alternate W-3. Therefore, we recommend that Alternate W-5 be dropped from further consideration.

Although Alternate W-2 would be a significant improvement over existing conditions, it lacks the benefits to local traffic circulation provided by Alternate W-3.

In the area of Maryland Route 258, Alternate B-2 provides for the continuous flow of traffic for the predominant p.m. movement to Eastbound Maryland 258. However, on the northeast side of Maryland Route 4, Alternate B-4 is preferred. Either alternate is acceptable with each having certain advantages. Possibly a compromise between B-2 and B-4 can be achieved at less cost than B-4.

Alternate P-3 is not recommended because of safety hazards and potential for future commercial development.

In your "Description of the Existing Environment," on page I-2 of the Assessment report, the study area is defined as "rural portions of Prince Georges and Anne Arundel Counties." Actually, the majority of commuter traffic on Maryland Route 4 originates in Calvert County, which was omitted from this section. The Calvert County population and growth data are more relevant to this project than that of Prince Georges County. A brief reference to Calvert County traffic is included in Section II, page 1.

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Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning, S.H.A.
Page -3-

The environmental impacts of this project are minimal or acceptable in view of the critical need and the on-going safety hazards under existing conditions.

Thank you for the opportunity to review this Environmental Assessment and for your continuing efforts to keep us informed of progress.

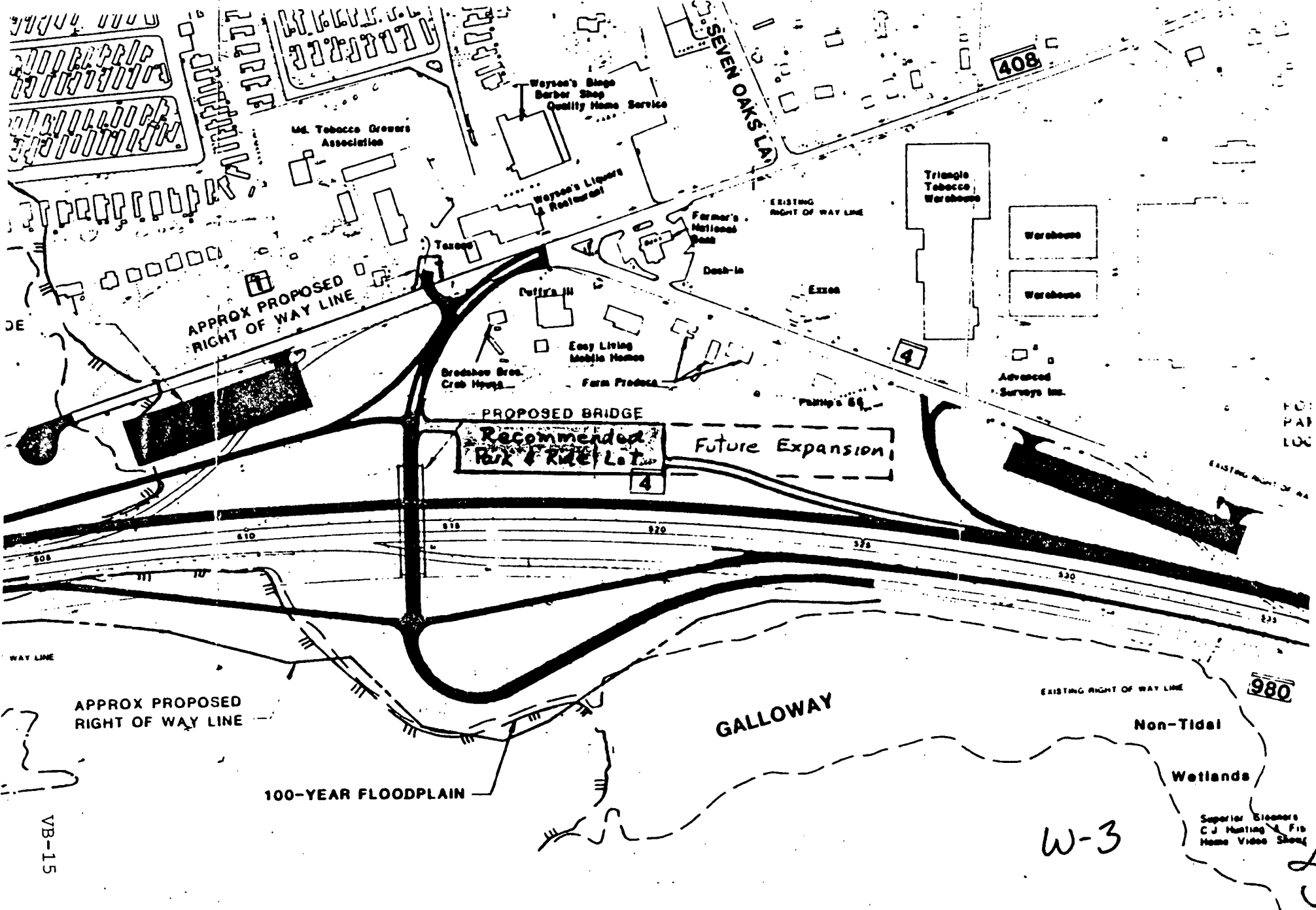
Sincerely,



Florence Beck Kurdle
Planning and Zoning Officer

FBK/RD/mac

Enclosures



VB-15

FOR
P&I
LOC

980

W-3

C/S

gle

Response to Anne Arundel County Office of Planning and Zoning
Letter Dated December 3, 1986

1. Alternate W-3 at Wayson's Corner is the selected alternate.
2. The lot location will be resolved in the design phase. Special consideration will be given to the Anne Arundel County preferred location at Wayson's Corner.
3. Alternate P-4 (Modified) is the selected alternate at Sands Road/Plummer Lane. Right turn only movements are proposed between southbound Maryland Route 4 and Plummer Lane as well as an exit ramp from the northbound roadway to Sands Road and the eastside frontage road.
4. Alternate B-4 is the selected alternate at Bristol, but only the Alternate B-2 improvements would be constructed initially.

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THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

6600 Kenilworth Avenue • Riverdale, Maryland 20737-0486

December 5, 1985

Mr. Hal Cassoff
State Highway Administrator,
707 North Calvert Street
Baltimore, Maryland 21203

Dear Mr. Cassoff,

In regard to the State Highway Administration project AA 376-101-570, namely the proposed improvements to MD. Rt. 4 from Md. 258 to Md. 726, we would like to offer the following comments:

First, the M-NCPPC Department of Parks and Recreation, along with the Prince Georges County government strongly endorses the concept of providing some kind of public recreational access to the Patuxent River at Hills Bridge. (See attached correspondence.)

This bridge crossing has been a traditional public access point and fishing area on the river for literally a hundred years. Despite sign posting and No Parking enforcement, hundreds of people still utilize this area for fishing and small boat access year round. With the proposed reconstruction of the Rt. 4 bridge, the time is right to incorporate public access to the river into the design features of this project

This access could take many forms, including parking areas with entrance/exit lanes, car top boat access, improved bank fishing areas, and perhaps utilization of one of the old bridge spans for scenic viewing and public fishing.

It is worth mentioning that not only is this an important natural area within the Chesapeake Bay Critical Area, but this is also an area of significant state and national historic value. Educational and interpretive displays may be appropriate and desirable.

The Department of Parks and Recreation is willing to offer advice and support in the design and development of this project. Please keep us informed of progress, and place the following staff members on mailing lists for future information:

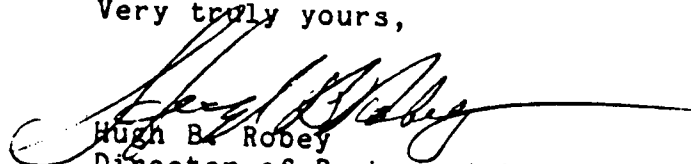
88

Richard Dolesh
Chief of Interpretation and Conservation
C/O Patuxent River Park
RR 3380
Upper Marlboro, Maryland 20772

Wesley Johnson
Planning Coordinator
Department of Parks and Recreation
6600 Kenilworth Avenue
Riverdale, Maryland 20737-0707

Thank you for considering these remarks and including them in the public record.

Very truly yours,



Hugh B. Robey
Director of Parks and Recreation

HBR:RJD:jas

Attachment

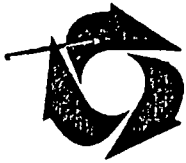
cc: Neil J. Pederson
Director of Office of Planning and Preliminary Eng.

Edward H. Meehan
District Engineer

c: Prince George's County Planning Board

AA - PUBLIC

89



Maryland Department of Transportation

State Highway Administration

BUREAU OF PROJECT PLANNING

JAN 17 2 15 PM '86

William K. Hellmann
Secretary

Hal Kassoff
Administrator

RE: Contract No. AA 376-101-570
Maryland 4 - Maryland 258 in
Anne Arundel County to Maryland 726 in
Prince George's County
PDMS No. 022132

Mr. Hugh B. Robey
Director of Parks and Recreation
The Maryland-National Capital Park
and Planning Commission
6600 Kenilworth Avenue
Riverdale, Maryland 20737-0486

Dear Mr. Robey:

I am writing in response to your letter of December 5, 1985, regarding the Maryland Route 4 project planning study. You identified support for providing public recreational access to the Patuxent River in conjunction with the replacement of the westbound Maryland Route 4 bridge and approach roadways.

I understand that a meeting has been scheduled to discuss this topic on January 21, 1986, involving your agency, the Anne Arundel County Department of Recreation and Parks, and the Department of Natural Resources. Distinct public access to the River, separate from a high-speed highway such as Maryland Route 4, would better serve recreational interests and increase the safety of the highway. I am hopeful the upcoming discussions will result in a solution to the mutual benefit of all concerned.

I have directed that your name, as well as the names of the staff members you identified, be added to the project mailing list. You will be kept informed of future decisions reached for the Maryland Route 4 study. Thank you for your interest and input into the project planning process. I welcome your continued aid in the resolution of public access to fishing activities at the Patuxent River.

Sincerely,
ORIGINAL SIGNED BY:
HAL KASSOFF

Hal Kassoff
Administrator

HK:ds

- cc: The Honorable William B. Amonett
- Ms. Ethel Locks
- Mr. Neil J. Pedersen
- Mr. Edward H. Meehan
- Mr. Michael Snyder

VB-19

bcc

- Mr. Jack Ross
- Mr. Jerry White
- Mr. Louis Ege

My telephone number is (301) 659-1111

Teletypewriter for impaired Hearing or Speech

383-7555 Baltimore Metro - 565-0451 D.C. Metro - 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

U.S. Department
of Transportation

United States
Coast Guard



Commander
Fifth Coast Guard District

90
Federal Building
431 Crawford Street
Portsmouth, VA 23705
Staff Symbol: (oan)
Phone: (804) 398-2626

16590
December 12, 1985

Mr. Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning
State Highway Administration (Room 310)
707 North Calvert Street
Baltimore, MD 21202

Dear Mr. Ege:

This is in response to your letter requesting Coast Guard comments on the Environmental Assessment for Maryland Route 4, Anne Arundel County and Prince George's County, Maryland.

All of the proposed build alternates have been reviewed. We do not have a preferred alternative. Should you decide to proceed with any of the alternates that cross over the Patuxent River, procedures for obtaining a bridge permit should be followed. The final environmental statement should include an evaluation of navigational needs on the river at and above the bridge site.

The opportunity to comment on this environmental assessment is appreciated. If we can be of further assistance to you in the matter, please do not hesitate to contact us.

Sincerely,

A handwritten signature in cursive script, appearing to read "M. J. Moynihan".

M. J. MOYNIHAN
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the Commander
Fifth Coast Guard District

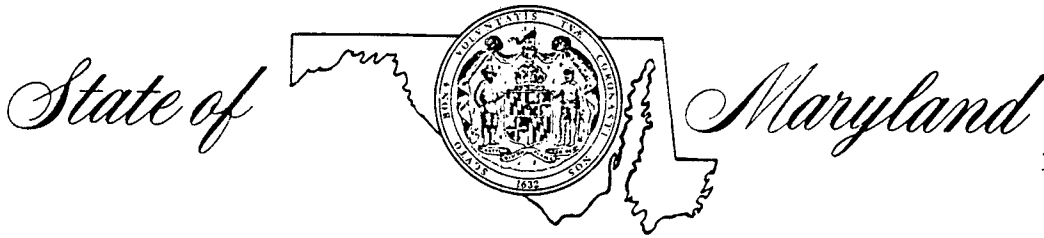
BUREAU OF
PROJECT PLANNING

DEC 16 11 10 AM '85

91

Response to United States Coast Guard Letter dated December 12,
1985

Existing navigational and recreational needs on this section of the Patuxent River are limited to fishing and other small boats. Clearance of any new bridge structure would be approximately the same height as the existing southbound structure and would not further restrict access on the river.



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851217

OFFICE OF ENVIRONMENTAL PROGRAMS
DEPARTMENT OF HEALTH AND MENTAL HYGIENE

201 WEST PRESTON STREET • BALTIMORE, MARYLAND 21201 • AREA CODE 301 • ~~203~~ 225-5275

TTY FOR DEAF: Balto. Area 383-7555
D.C. Metro 565-0451

Adele Wilzack, R.N., M.S., Secretary

William M. Eichbaum, Assistant Secretary

December 17, 1985

Ms. Cynthia D. Simpson, Acting Chief
Environmental Management
Bureau of Project Planning (Room 310)
State Highway Administration
707 North Calvert Street
Baltimore, Maryland 21202

Dec 19 2 14 PM '85
BUREAU OF
PROJECT PLANNING

RE: Contract No. AA 376-101-570
Maryland Route 4 south of
Maryland Route 258 to
Maryland Route 726
P.D.M.S. No. 022132

Dear Ms. Simpson:

We have reviewed the Draft Air Quality Analysis for the above subject project and have found that it is not inconsistent with the Administration's plans and objectives.

Thank you for the opportunity to review this analysis.

Sincerely,

Edward L. Carter

Edward L. Carter, Chief
Division of Air Quality Planning
and Data Systems
Air Management Administration

ELC:cw



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION III
BUREAU OF PROJECT PLANNING

841 Chestnut Building
Philadelphia, Pennsylvania 19107

JAN 3 9 24 AM '86

DEC 5 1 1985

Louis Ege
Bureau of Project Planning
Maryland Department of Transportation
Box 717
707 N. Calvert Street
Baltimore, Maryland 21203

Re: MD Route 4 from Route 258 to 726

Dear Mr. Ege:

EPA Region III has completed its review of the Air Quality Analysis Report for the above referenced project. The plan appears to be adequate in that it addresses our major areas of concern with regard to air quality. Subsequently, our comments are limited to the following:

page 8: The "appropriate measures...to minimize the impact on air quality" should be further defined with a discussion of the specifics as to how they will be implemented.

page 14: Please clarify the apparent discrepancy regarding the 20.6 percent of non-catalytic engines being both hot and cold started.

LEGEND: Differentiate between noise and air quality receptor sites. Noise sensitivity sites appear to be indicated on the maps by a double bar across the designated boxes. This also raises the question as to why all of the apparent noise sites are labeled "4".

Our review of the Air Quality Analysis has also raised some questions associated with other aspects of the project. However, our logs do not indicate that we have received a copy of the EA or EIS. Please advise us of the status of this document at your earliest convenience and forward a copy to this office if it is available.

Should you have any questions regarding EPA's position on this project, please contact Jeffrey Alper at 215-597-7817.

Sincerely,

Richard V. Pepino, Chief
NEPA Compliance Section

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Response to U.S. Environmental Protection Agency Comments of
December 31, 1985

1. Page 8 - This page has been revised to include a citing of the Code of Maryland Regulations that defines the appropriate measures to minimize construction impacts on air quality.
2. Page 14 - This page was incorrectly typed and a part of the sentence referring to percentages of non-catalytic engines being hot and cold started was deleted. This page of the Air Quality Analysis Report was revised to be read correctly.
3. Legend: The number 4 with a double 4 across the designated boxes is the symbol for Maryland Route 4 and not for sensitive receptors.
4. A copy of the Environmental Assessment for Maryland Route 4 was forwarded.



United States
Department of
Agriculture

Soil
Conservation
Service

10 W. College Terrace
Room 230
Frederick, Maryland 21701

95

January 22, 1986

JAN 27 9 19 AM '86
 BUREAU OF
 PROJECT PLANNING

Ms. Cynthia D. Simpson
Acting Chief, Environmental Management
Maryland Department of Transportation
State Highway Administration
P.O. Box 717, 707 N. Calvert St.
Baltimore, MD 21203-0717

Re: Farmland Conversion Impact Rating Form (AD-1006) for: Maryland Route 4
from south of MD Route 258 to MD Route 726, Anne Arundel and Prince
George's Counties, Contract No. AA 376-101-570.

Dear Ms. Simpson:

Attached are copies A and B of the subject AD-1006 forms. After receiving the maps depicting the various alternates, our field offices in Upper Marlboro and Annapolis correlated the routes with soil maps, compiled acreage figures, and I completed the appropriate SCS parts of the forms.

For clarification purposes:

1. Percent "Farmland as Defined in FPPA" was taken as percent of the total "Farmable Land in Gov't. Jurisdiction."
2. Part IV.C - percent of Prime and Statewide Important Farmlands to be converted is taken as percent of the total "Farmland Defined in FPPA" acreage figure.
3. Part IV.D - percent of farmland with same or higher relative value is taken as percent of the total "Farmland Defined in FPPA" acreage figure.

If I can be of further assistance, please contact me at 301-694-6822 in Frederick, Maryland.

Sincerely,

CARL E. ROBINETTE
Area Soil Scientist

Enclosures

cc:

James Wist, District Conservationist, SCS, Annapolis, MD
Bill Boyer, District Conservationist, SCS, Upper Marlboro, MD



The Soil Conservation Service
is an agency of the
Department of Agriculture

VB-25

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project MD Route 4 - Bristol		Federal Agency Involved USDA	
Proposed Land Use Various		County And State Anne Arundel County Maryland	
PART II (To be completed by SCS)		Date Request Received By SCS 12/12/85	

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated None	Average Farm Size 83
Major Crop(s) Corn, Small Grain, Soybeans, Tobacco	Farmable Land In Govt. Jurisdiction Acres: 94,974	% 35.5		Amount Of Farmland As Defined in FPPA Acres: 74,906	% 78.8
Name Of Land Evaluation System Used Anne Arundel Co. Land Evaluation	Name Of Local Site Assessment System Use FPPA System	Date Land Evaluation Returned By SCS January 22, 1986			

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	B-2 Site A	Site B	Site C	B-4 Site D
A. Total Acres To Be Converted Directly	0			5.07
B. Total Acres To Be Converted Indirectly	0			0
C. Total Acres In Site	0			5.07

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0			0.6
B. Total Acres Statewide And Local Important Farmland	0			0
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				0.0008
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				34.9

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	0			92

PART VI (To be completed by Federal Agency)		Maximum Points		
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use				10
2. Perimeter In Nonurban Use				10
3. Percent Of Site Being Farmed				0
4. Protection Provided By State And Local Government				20
5. Distance From Urban Builtup Area				-
6. Distance To Urban Support Services				-
7. Size Of Present Farm Unit Compared To Average				10
8. Creation Of Nonfarmable Farmland				0
9. Availability Of Farm Support Services				5
10. On-Farm Investments				8
11. Effects Of Conversion On Farm Support Services				0
12. Compatibility With Existing Agricultural Use				0
TOTAL SITE ASSESSMENT POINTS	160			63

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			92
Total Site Assessment (From Part VI above or a local site assessment)	160			63
TOTAL POINTS (Total of above 2 lines)	260			155

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request			
Name Of Project <u>MD Route 4 Sands RD/Plummer Lane</u>		Federal Agency Involved <u>USDA</u>			
Proposed Land Use <u>Residential/Wooded</u>		County And State <u>Anne Arundel County MD</u>			
PART II (To be completed by SCS)		Date Request Received By SCS <u>12/12/85</u>			
Does the site contain prime, unique, statewide or local important farmland? <i>(If no, the FPPA does not apply - do not complete additional parts of this form).</i>		Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>	Acres Irrigated <u>None</u>	Average Farm Size <u>83</u>
Major Crop(s) <u>Corn, Small Grain, Soybeans, Tobacco</u>	Farmable Land In Govt. Jurisdiction Acres: <u>94,974</u> % <u>35.5</u>	Amount Of Farmland As Defined in FPPA Acres: <u>74,906</u> % <u>78.8</u>		Date Land Evaluation Returned By SCS <u>January 22, 1986</u>	
Name Of Land Evaluation System Used <u>Anne Arundel Co. Land Evaluation</u>	Name Of Local Site Assessment System <u>Use FPPA System</u>				
PART III (To be completed by Federal Agency)		Alternative Site Rating			
		P-3	Site A		P-4
A. Total Acres To Be Converted Directly			4.74	Site B	5.17
B. Total Acres To Be Converted Indirectly			0	Site C	0
C. Total Acres In Site			4.74	Site D	5.17
PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland			0		2.0
B. Total Acres Statewide And Local Important Farmland			6.2		9.2
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted			0.008		0.015
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value			92.5		83.8
PART V (To be completed by SCS) Land Evaluation Criterion					
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)			49		56
PART VI (To be completed by Federal Agency)		Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))					
1. Area In Nonurban Use			8		8
2. Perimeter In Nonurban Use			8		8
3. Percent Of Site Being Farmed			0		0
4. Protection Provided By State And Local Government			20		20
5. Distance From Urban Builtup Area			-		-
6. Distance To Urban Support Services			-		-
7. Size Of Present Farm Unit Compared To Average			-		-
8. Creation Of Nonfarmable Farmland			0		0
9. Availability Of Farm Support Services			5		5
10. On-Farm Investments			-		-
11. Effects Of Conversion On Farm Support Services			0		0
12. Compatibility With Existing Agricultural Use			0		0
TOTAL SITE ASSESSMENT POINTS		160	41		41
PART VII (To be completed by Federal Agency)					
Relative Value Of Farmland (From Part V)		100	41		56
Total Site Assessment (From Part VI above or a local site assessment)		160	90		41
TOTAL POINTS (Total of above 2 lines)		260			97
Site Selected:		Date Of Selection		Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>	
Reason For Selection:					

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project MDRoute 4 Waysons Corner		Federal Agency Involved USDA	
Proposed Land Use Commercial		County And State Anne Arundel County MD	
PART II (To be completed by SCS)		Date Request Received By SCS 12/12/85	

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form.)		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>	Acres Irrigated None	Average Farm Size 83
Major Crop(s) Corn, Small Grain, Soybeans, Tobacco	Farmable Land In Govt. Jurisdiction Acres: 94,974 % 35.5	Amount Of Farmland As Defined in FPPA Acres: 74,906 % 78.8		
Name Of Land Evaluation System Used Anne Arundel Co. Land Evaluation	Name Of Local Site Assessment System Use FPPA System	Date Land Evaluation Returned By SCS January 22, 1986		

PART III (To be completed by Federal Agency)	W-2		Alternative Site Rating W-3		W-5
	Site A	Site B	Site C	Site D	
A. Total Acres To Be Converted Directly	4.34		9.41	7.97	
B. Total Acres To Be Converted Indirectly	0		0	0	
C. Total Acres In Site	4.34		9.41	7.97	

PART IV (To be completed by SCS) Land Evaluation Information					
A. Total Acres Prime And Unique Farmland	0		0	0	
B. Total Acres Statewide And Local Important Farmland	3.8		0	6.7	
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted	0.005		0	0.009	
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value	92.5		100	92.5	

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)	49		0	49

PART VI (To be completed by Federal Agency)	Maximum Points			
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))				
1. Area In Nonurban Use	5			5
2. Perimeter In Nonurban Use	7			7
3. Percent Of Site Being Farmed	0			0
4. Protection Provided By State And Local Government	20			20
5. Distance From Urban Builtup Area	-			-
6. Distance To Urban Support Services	-			-
7. Size Of Present Farm Unit Compared To Average	-			-
8. Creation Of Nonfarmable Farmland	0			0
9. Availability Of Farm Support Services	5			5
10. On-Farm Investments	-			-
11. Effects Of Conversion On Farm Support Services	0			0
12. Compatibility With Existing Agricultural Use	0			0
TOTAL SITE ASSESSMENT POINTS	160	37		37

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100	49		49
Total Site Assessment (From Part VI above or a local site assessment)	160	37		37
TOTAL POINTS (Total of above 2 lines)	260	86		86

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
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Reason For Selection:

99

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I (To be completed by Federal Agency)		Date Of Land Evaluation Request	
Name Of Project	MD Route 4 Patuxent River Bridge	Federal Agency Involved	USDA
Proposed Land Use	Wetland/Wooded	County And State	Prince George's/Anne Arundel Counties, MD
PART II (To be completed by SCS)		Date Request Received By SCS	

12/12/85

Does the site contain prime, unique, statewide or local important farmland? (If no, the FPPA does not apply - do not complete additional parts of this form).		Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction	Amount Of Farmland As Defined in FPPA			
	Acres: %	Acres: %			
Name Of Land Evaluation System Used	Name Of Local Site Assessment System	Date Land Evaluation Returned By SCS			

PART III (To be completed by Federal Agency)	Alternative Site Rating			
	R-2 Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	0.56			
B. Total Acres To Be Converted Indirectly	0			
C. Total Acres In Site	0.56			

PART IV (To be completed by SCS) Land Evaluation Information				
A. Total Acres Prime And Unique Farmland				
B. Total Acres Statewide And Local Important Farmland				
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted				
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value				

PART V (To be completed by SCS) Land Evaluation Criterion				
Relative Value Of Farmland To Be Converted (Scale of 0 to 100 Points)				

PART VI (To be completed by Federal Agency)				
Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b))	Maximum Points			
1. Area In Nonurban Use				
2. Perimeter In Nonurban Use				
3. Percent Of Site Being Farmed				
4. Protection Provided By State And Local Government				
5. Distance From Urban Builtup Area				
6. Distance To Urban Support Services				
7. Size Of Present Farm Unit Compared To Average				
8. Creation Of Nonfarmable Farmland				
9. Availability Of Farm Support Services				
10. On-Farm Investments				
11. Effects Of Conversion On Farm Support Services				
12. Compatibility With Existing Agricultural Use				
TOTAL SITE ASSESSMENT POINTS	160			

PART VII (To be completed by Federal Agency)				
Relative Value Of Farmland (From Part V)	100			
Total Site Assessment (From Part VI above or a local site assessment)	160			
TOTAL POINTS (Total of above 2 lines)	260			

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes <input type="checkbox"/> No <input type="checkbox"/>
Reason For Selection:		

100

C. Written Comments Submitted by the Public

101

BLUMENTHAL, WAYSON, DOWNS AND OFFUTT, P.A.

ATTORNEYS AT LAW

HARRY C. BLUMENTHAL*
EDWARD O. WAYSON, JR.*
THOMAS M. DOWNS*
M. WILLSON OFFUTT IV*
STANLEY J. KLOS, JR.*
C. FRED DELAVAN
J. WILLIAM PITCHER
KATHRYN J. DAHL*
DAVID S. BRUCE
SHARON B. BENZIL
LEONARD E. MOODISPAW

P.O. BOX 868

ANNAPOLIS, MARYLAND 21404-0868

ROYAL G. SHANNONHOUSE
OF COUNSEL

SUITE 110

80 WEST STREET

ANNAPOLIS, MARYLAND 21401

ANNAPOLIS (301) 268-7707

BALTIMORE (301) 269-5550

WASHINGTON (301) 261-2613

PRINCE GEORGE S CO OFFICE

14804 MAIN STREET

UPPER MARLBORO, MARYLAND 20772

(301) 952-0600

April 30, 1985

*ADMITTED IN MD & DC

State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203-0717

Re: Contract Number AA-376-101-570; Maryland
Route 4 (Southern Maryland Boulevard) South of
Maryland 258 to Maryland 726.
Our File No. 32447

Dear Sirs:

The purpose of this letter is to furnish to you the comments of my clients, Wayson's Properties, Inc. regarding the various alternatives being studied by your department for a realignment of Maryland Route 4 in the vicinity of Wayson's Corner in Southwestern Anne Arundel County.

I attended the recent public hearing on this matter on April 17, 1985 at Southern Middle School, and I appreciate the presentation of alternatives made by you and your staff at that meeting. I felt that the consultants had done an excellent job of isolating the various alternatives for this realignment and presenting them to the public in a clear and unambiguous manner. Your efforts at providing this information to the public are to be commended.

I have studied each of these alternatives with my clients and we believe that alternative number W-2 is substantially to be preferred over all other alternatives for the following reasons:

State Highway Administration
April 30, 1985
Page 2

1. Alternative W-2 would have far less impact on all of the businesses in the area of Wayson's Corner than any of the other alternatives suggested. Most of the businesses in the Wayson's Corner area depend very heavily on the proximity and the quality of the access provided by Maryland Route 4. Any impairment of that access would have substantial adverse effects on virtually all of these businesses.

2. The alternative W-2 is advantageous in that it preserves the same turning movements and other traffic patterns in and around the Maryland Route 4 right-of-way. Maintaining these same types of turning movements, particularly the left hand exit off of Maryland Route 4 into Wayson's Corner for southbound traffic would minimize the confusion among those drivers attempting to get to and from the Wayson's Corner area.

3. Alternative W-2 would require less right-of-way acquisition than most other alternatives and would consume less land in terms of physical improvements than the other alternatives.

4. Alternative W-2 would have far less environmental impact than any of the other suggested alternatives. In this regard, the amount of non tidal flood plain and the area of wetlands effected are far less for alternative W-2 than the other suggested alternatives. This is a significant factor in terms of the preservation of the Patuxent River environment in this vicinity and more in keeping with the Patuxent River Strategy being promoted by the Department of State Planning and the State Department of Natural Resources.

5. The cost suggested for alternate W-2 is less than all other suggested alternatives.

The above considerations indicate to us that alternate W-2 is highly preferable to all other suggestions and is the one that would be favored by the business community in the vicinity of Wayson's Corner.

103

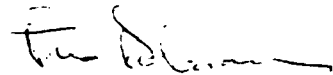
BLUMENTHAL, WAYSON, DOWNS AND OFFUTT, P.A.

State Highway Administration
April 30, 1985
Page 3

My clients suggest one other factor that you may want to consider in your further deliberations on this subject. It is suggested that Maryland Route 408 should be improved to provide additional road width between Wayson's Corner and the intersection with Sands Road. You may wish to consider those improvements in conjunction with this same set of improvements.

I would appreciate being added to your mailing list for further public hearings and documentation concerning this project. Thank you for your cooperation.

Sincerely yours,



C. Fred Delavan

CFD/cs

_cc: Ms. Ella Welch



AA - PUBLIC

Maryland Department of Transportation

State Highway Administration

104

William K. Hellmar
Secretary

Hal Kassoff
Administrator

May 21, 1985

RE: Contract No. AA 376-101-570
Maryland Route 4
South of Maryland 258
to Maryland 726
PDMS No. 022132

Mr. C. Fred Delaven
Blumenthal, Wayson, Downs and Offutt, P.A.
Attorneys at Law
P.O. Box 868
Annapolis, Maryland 21404-0868

Dear Mr. Delaven:

I am writing in response to your letter of April 30, 1985. You identified your clients' preferences and the reasoning behind those choices for the ongoing project planning study for Maryland Route 4.

We recognize the importance of considering the concerns of the business persons at Wayson's Corner. Your recommendations will be carefully evaluated throughout the remaining stages of study.

Your name has been added to the Maryland Route 4 mailing list, and you will be kept informed of meetings scheduled and decisions reached for the study. Thank you for your input and interest in the project planning phase of Maryland Route 4.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

cc: Mr. E. Meehan
Mr. M. Snyder
Mr. J. White
Mr. L. Ege, Jr.

VC-4

My telephone number is (301) 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

Response to comments by Mr. F. DeLaven of Blumenthal, Wayson, Downs and Offutt, P.A.

Alternate W-3 is the selected alternate at Wayson's Corner. Alternate W-3 was preferred for the following reasons:

It permits a direct two-way connection from Wayson's Corner to the west-side service road (Maryland Route 980).

Alternate W-3 permits the closure of the median crossover at Plummer Lane/Sands Road, thus making Maryland Route 4 limited access throughout the section from U.S. Route 301 to Maryland Route 258.

Alternate W-3 permits easy access off and on Maryland Route 4 for traffic wishing to stop at Wayson's Corner.

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May 17, 1985

Mr. Hal Kassoff
State Highway Administration
Department of Transportation
707 N. Charles Street
Baltimore, Maryland 21203

RE: Mazzullo Property
North and South Sides
of Md. Rte. 4 at the
A.A.-P.G. County lines

Dear Hal:

Please find enclosed correspondence and documents relating to the above referenced property which was subject of our telephone conversation on May 14, 1985. The letter of May 1, 1985, to Mr. Victor Janata of your department was written by Mr. John Mazzullo, Sr. at the suggestion of Mr. Miley in Mr. Janata's office.

It would appear, according to these documents, the Mazzullos have been denied access to this property since 1958. I would appreciate a review of this matter by your Real Estate Division to determine the rights of the landowners under statutes passed subsequent to the transaction date concerning land locked property.

Your review and recommendations in this matter will be appreciated.

Sincerely,

Frank J. Komenda
Senator

FJK:ks
Encl.
cc: Mr. J. Mazzullo

167

6005 Marlin Lane
Camp Springs, Maryland 20748

May 1, 1985

Victor Janata
Project Planning
Maryland State Highway
Administration
707 North Calvert Street
Baltimore, Maryland 21203

Dear Sir:

I am writing to you in regards to Contract No. AA 376-101-570 (Relocated Route 4 North). I attended the meeting which was held on this subject on April 17, 1985 at Southern Middle School, Lothian, Maryland. My interest in this project is limited to that portion of the existing northbound lane from Wayson's Corner to Hills Bridge and the land bordering it to the north. Actually, it is the westbound lane, but I will refer to it as north to be consistent with your diagrams of the Alternates W-2 through W-6.

As you know, in 1958 the State Roads Commission acquired land from my mother for the construction of the southbound lane of Route 4. In addition to this land, they also acquired land along the northbound lane over to and including the man-made creek which parallels the road. This property, which included a house, artesian well and boat livery, was purchased by the State of Maryland for less than \$10,000. All access to the remaining properties to the north and south of both lanes was then denied.

For 27 years, this property has remained land-locked while my mother was still paying taxes and the public was allowed to park on the shoulders of the "non-access" southbound and northbound lanes and fish from the shores of her property. It is of little comfort to me to know that the State offered her \$10 an acre more in order to purchase the entire 59 acres.

I would like to go on record as favoring alternate W-2 as it seems to be the least expensive, although probably ten times the cost of the 1958 proposed project, which never materialized due to pressure from Wayson's Corner business interests. My father had his boat livery in 1923, before any stores existed at Wayson's Corner.

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Page two.

I would like to discuss the following requests in the event that any of the alternates W-2 through W-6 are adopted:

1. That the property including the creek and artesian well bordering the existing Route 4 northbound lane be returned to its original owners or their heirs.
2. That access be restored to this property at the original home site and/or other points on either side of the existing northbound lane.
3. That consideration be given to dumping the sludge from dredging onto this property to provide for additional parking as allowed under DNR regulations.

Respectfully yours,

John F. Mazzullo, Sr.

John F. Mazzullo, Sr.

cc: Al Kassoff
State Highway Administrator



Maryland Department of Transportation

State Highway Administration

109
William K. Hellmann
Secretary

Hal Kassoff
Administrator

July 5, 1985

RE: Contract No. AA 376-101-570
Maryland Route 4 -
South of Maryland 258 to
Maryland 726
PDMS No. 022132

Mr. John F. Mazzullo, Sr.
6005 Marlin Lane
Camp Springs, Maryland 20748

Dear Mr. Mazzullo:

I am writing in response to your May 1, 1985 letter to Mr. Victor Janata. Thank you for identifying your preference for Alternate W-2 in the project planning study of Maryland Route 4.

We have researched our records and conclude that your mother was fairly compensated for the land and access controls acquired in the past by the State Highway Administration.

We do not believe it will be possible to either return property in this vicinity to original property owners or provide access to the northern section of your mother's property. First, there is the potential that the replacement structure across the Patuxent River could be at a higher elevation, requiring a greater width of fill section. Second, current grading criteria identify a wider recovery area and flatter fill slopes than exist for the current roadway. Finally, wetlands impacts in this and nearby areas of the project may require the replacement of wetlands through the removal of portions of the existing northbound roadway and embankment.

Regarding your request for consideration of placing sludge on the property, you would have to deal with the contractor and gain permission from the Department of Natural Resources. Public agencies and private individuals must obtain approvals from the Wetlands Division of the Department of Natural Resources prior to dumping fill or otherwise altering a wetland area.

VC-9

My telephone number is (301) 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

110
John F. Mazzullo, Sr.
July 5, 1985
Page Two

Thank you for your interest in the project planning study for Maryland Route 4. Your name is on the project mailing list, and you will be kept informed of future study developments.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

cc: Mr. Hal Kassoff
Mr. Robert J. Finck
Mr. Edward H. Meehan
Mr. Anthony M. Capizzi

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
P.D.M.S. No. 022132
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 5, 1985 at 7:30 p.m.

NAME JOHN F. MAZZULLO DATE DEC, 6, 1985

PLEASE PRINT ADDRESS 6005 MARLIN LANE
CITY/TOWN CAMP SPRINGS STATE M.D. ZIP CODE 20748

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

I suggest that the existing northbound roadway from Waysons Corner to the Patuxent River bridge remain intact.

This would provide an access to the Mazzullo property which has been denied by the State Roads Commission and State Highway Administration for over 27 years.

This would also save the taxpayers of Maryland the cost of removing this road as proposed under Alternates R and W.

I am currently on the Mailing List.

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

RECEIVED

#669

APR 18 1955

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

5722 Arlington Boulevard
Arlington, Virginia 22204
April 16, 1955

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

Dear Mr. Pedersen:

Thank you for the copy of proposals for consideration of the modifications and improvements of Maryland Route 4 in the vicinity of Bristol, Wayson's Corner and Patuxent River. The proposals appear to effectively deal with the matters that require urgent attention:

1. completion of the North-bound lanes of Maryland Route 4;
2. provide and facilitate access to Bristol and Routes 258 and 259;
3. provide for improved access to Sands and Plummer Roads;
4. Provide for improved access to Wayson's Corner and Route 403;
5. improve Patuxent River crossing of North-bound Route 4.

The simplest of each of these proposed improvements would be desirable, involving the least expenditure of construction funds and affording flexibility to meet future changes and growth needs.

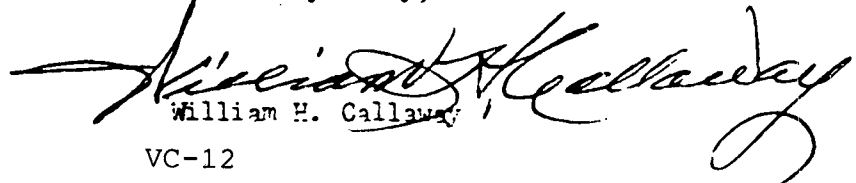
It would appear desirable to have Sands and Plummer Roads access to Maryland Route 4 also connect with the service roads on either side of Route 4. Engineering and construction considerations probably would be the deciding factor as to whether it should be North or South of the present intersection.

Maintaining old Route 4 North as a service road for two-way traffic is essential to meet the needs of local traffic in the area. Improving the shoulders of this road would provide a measure of safety for slower and disabled vehicles.

Primary consideration in all of the planning phases of this project is one of safety. There have been fatal accidents in this area and hazards should be eliminated to the greatest extent possible. Local property owners and businesses should greatly benefit from improved traffic facilities in this area.

Thank you for your efforts in this matter.

Yours very truly,


William H. Callaway

VC-12

113

AL-91B



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

May 3, 1985

RE: Contract No. AA 376-101-570
Maryland Route 4
South of Maryland 258
to Maryland 726
PDMS No. 022132

Mr. William H. Callaway
5722 Arlington Boulevard
Arlington, Virginia 22204

Dear Mr. Callaway:

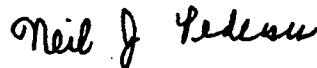
I am writing in response to your letter of April 16, 1985 in which you stress safety as the primary consideration and support implementing the simplest of the proposed improvements for this project.

We are in agreement that a build alternate improving the Maryland Route 4 intersection with Sands Road/Plummer Lane should connect directly with the frontage roads on each side of Maryland Route 4.

Your suggestion to improve the shoulders of existing northbound Maryland Route 4, when it is transformed to a two-way frontage road, will be taken into consideration in the next stage of studies. It should be noted that the number of trips on this road would be markedly reduced once through traffic is directed onto the proposed new northbound roadway of Maryland Route 4.

Thank you for your input and interest in the project planning phase of Maryland Route 4.

Very truly yours,



Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

cc: Mr. E. Meehan
Mr. J. White
Mr. L. Ege, Jr.

My telephone number is (301) 659-1110

Teletypewriter for Impaired Hearing or Speech

383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free

P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VC-13

114

Response to Letter by William Callaway:

Alternate P-4 (Modified) is the selected alternate at Sands Road/Plummer Lane. This alternate is identical to Alternate P-4 except that it eliminates the relocated connections to both the proposed frontage road (existing northbound Maryland Route 4) and the proposed relocation of northbound Maryland Route 4.

Right turn only movements are proposed between southbound Maryland Route 4 and Plummer Lane as well as an exit ramp from the northbound roadway to Sands Road and the eastside frontage road.

Alternates P-3 and P-4 were eliminated because they were not consistent with the goal of full access control along this primary highway.

AA-PUBLIC

115

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

BUREAU OF
PROJECT PLANNING

DEC 10 9 53 AM '85

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
P.D.M.S. No. 022132
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 5, 1985 at 7:30 p.m.

NAME William H. Callaway DATE December 3, 1985

PLEASE
PRINT

ADDRESS 5722 Arlington Boulevard

CITY/TOWN Arlington STATE Virginia ZIP CODE 22204

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

I regret that it will not be possible for me to attend the December 5th meeting because of prior commitments.

I definitely recommend "build", and whole-heartedly support the proposed improvements as follows:

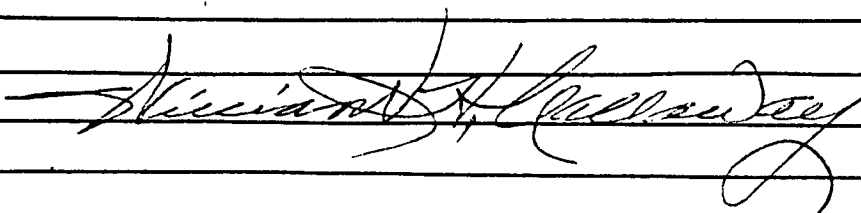
B-2 of the Bristol Alternates meets the needs in a simple and practical manner.

P-3 of the Plummer-Sands Road Alternates appears to offer greater access to local businesses.

W-5 of the Wayson's Corner Alternates offers advantages to Maryland routes 408 and 4 through traffic.

Patuxent River Alternate R-2 is critical and essential to the solution of traffic problems involved in the proposed project.

Thank you for the opportunity to participate as an interested and concerned citizen.



I am currently on the Mailing List.

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

11/10

Response to William H. Callaway's Comment dated December
3, 1985

Although Alternate B-4 is the selected alternate, on a staged basis, at Bristol Alternate B-2 improvements will be implemented initially. See the Recommendation Memorandum from Louis Ege to Neil Pedersen in the 'Record of Decision' in this document.

Alternate P-4 (Modified) is the selected alternate at Sands Road/Plummer Lane, which removes the median crossover at that intersection with Maryland Route 4. Traffic circulation is provided by Alternate W-3 at Wayson's Corner, the selected alternate there. It was preferred over Alternate W-5 because it avoided the business relocations that Alternate W-5 required. Alternate R-2 (Modified) is the selected alternate at the Patuxent River Crossing.



December 11, 1985

Send to VIC

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DEC 18 1985

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State Highway Administration

Certified Mail - Return Receipt

Mr. Edward H. Meehan
District Engineer, District #5
State Highway Administration
138 Defense Highway
Annapolis, Maryland 21401

BUREAU OF
PROJECT PLANNING
DEC 17 3 22 PM '85

Re: Contract No. AA 376-101-570
Maryland Route 4, South of Maryland 258
to Maryland 726
P.D.M.S. No. 022132

Dear Mr. Meehan:

These remarks are intended to provide you with SMO, Inc.'s, position on the Wayson's Corner alternates of the above-referenced project. SMO, Inc., currently operates two businesses at Wayson's Corner, the Texaco station and the Dash In Food Store. This project will have significant impacts on the viability of these businesses. We attended the December 5, 1985, public hearing, and ask that these remarks be included in your record of public comments.

We have evaluated each of the four alternates presented at the hearing:

W-5

We vigorously oppose this alternate. It proposes the taking of our Dash In Food Store. Further, the routing of traffic flow bypasses our Texaco station--effectively eliminating same. Both businesses would close, with over thirty jobs eliminated.

W-3

This alternate should have no adverse impact on our Dash In Food Store, provided there is no change on access to the site. Our concern here rests with access to the Texaco station. Detailed design drawings in front of the station were not presented. Clearly though, access will be less than what exists today. If this alternate is selected, we must insist on two 35 foot curb cuts to the re-positioned roadway. Should this not be provided, we oppose this alternate.

W-2 and W-2A

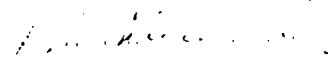
Either of these alternates is preferred. No change in access to the Texaco station was presented, nor mentioned. Similarly, no change to Dash In Food Store access was shown. If W-2A costs are equivalent to W-3, as was stated, we strongly endorse the selection of alternate W-2A.

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December 11, 1985
Page Two

Please feel free to contact me concerning any clarification on these remarks.
We ask that you keep our position in mind when making selection of the Wayson's
Corner alternate.

Sincerely yours,



J. Blacklock Wills, Jr.
Vice President, Marketing

CC: Senator Bernie Fowler
Delegate Thomas Rymer

AA-PUBLIC



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

JAN 8 1986

RE: Contract No. AA 376-101-570
Maryland Route 4 -
Maryland Route 258 to
Maryland Route 726
PDMS No. 022132

Mr. J. Blacklock Wills, Jr.
Vice President, Marketing
SMO, Incorporated
Box E
La Plata, Maryland 20646

Dear Mr. Wills:

I am writing in response to your letter of December 11, 1985, which you also addressed to Mr. Meehan and Mr. Janata of this Administration. Thank you for identifying your positions towards the Wayson's Corner alternates, presented at the December 5, 1985 public hearing for the Maryland Route 4 project planning study.

Your opposition to Alternate 5, conditional support for Alternate 3, preference for Alternate 2, and strong endorsement for Alternate 2A if costs are comparable to Alternate 3 have been noted and will be considered in the selection of an alternate in the Wayson's Corner vicinity.

You will be kept informed of future decisions reached on the Maryland Route 4 study through the project mailing list. Thank you for your interest in and input to the project planning process.

Very truly yours,

ORIGINAL SIGNED BY:
NEIL J. PEDERSEN

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

cc: Mr. E. Meehan
Mr. J. Ross
Mr. J. White
Mr. L. Ege, Jr.

VC-19

My telephone number is (301) 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

120

Response to Mr. J. B. Wills, Jr. letter of December 11, 1985

Alternate W-3 is the selected alternate at Wayson's Corner and is preferred for the following reasons:

1. The righthand exits and entrances under Alternate W-3 are more desirable than high speed exit and entrances to and from southbound Maryland Route 4.
2. Alternate W-3 permits a direct two-way connection from Wayson's Corner to the west-side service road (Maryland Route 980).
3. Alternate W-3 permits the closure of the median crossover at Plummer Lane/Sands Road, thus making Maryland Route 4 limited access throughout the section from U.S. Route 301 to Maryland Route 258.
4. Alternate W-3 permits easy access off and on Maryland Route 4 for traffic wishing to stop at Wayson's Corner.

Access to the Dash-In food store is expected to remain the same. Access will be provided to the Texaco Station as shown on Figure 3. The feasibility of providing two 35' curb cuts, as suggested, will be investigated in the design phase of the project.

121

PITROF AND STARKEY
ATTORNEYS AT LAW
14718 MAIN STREET
P. O. DRAWER F
UPPER MARLBORO, MARYLAND 20772
(301) 627-4300

May 2, 1985

EUGENE E. PITROF
THOMAS L. STARKEY

CALVERT COUNTY OFFICE
CALVERT VILLAGE SHOPPING CENTER
PRINCE FREDERICK, MARYLAND 20678
(301) 535-0708

Maryland Department of Transportation
State Highway Administration
Office of Planning and Preliminary Engineering
Box 717
Baltimore, Maryland 21203-0717

Re: Relocation of Maryland Route 4

Dear Sirs:

I represent Mr. and Mrs. Carter C. Shepherd, Mr. Ashby Lee Shepherd, III, and Mr. Douglas W. Shepherd, the owners of several parcels of real estate at Wayson's Corner, Lothian, Anne Arundel County, Maryland. Several of my client's properties are developed with commercial businesses that will be adversely affected by the relocation of Maryland Route 4 between Maryland Route 258 and the Patuxent River crossing. My clients have carefully evaluated the alternates that have been proposed for this project and have attended the Public Hearing on April 17, 1985, at Southern Middle School in Lothian. They have asked me to submit their comments and to ask that my name be placed on the mailing list for all additional Public Information on this proposed project.

My clients recognize that there is substantial public concern that this project be undertaken by the State Highway Administration. However, they feel that the Wayson's Corner business community interests should be considered in the planning for this project and that there are some matters that should be brought to your attention before a final decision is made on which of the several alternatives are selected for design and construction.

Initially, you should know that Wayson's Corner has served as the commercial center for the Lothian - Drury - Bristol - Mt. Zion communities. Residents of those areas have traditionally come to Wayson's Corner for automotive services, food, and miscellaneous commercial services. Many of the residents of these communities would have no other convenient location to obtain these services if they did not have easy access to Wayson's Corner. The Triangle Tobacco Warehouse has operated here for many years attracting a substantial number of trucks each spring during the time the market is open. We feel that they should have convenient, safe access to Wayson's Corner. We also believe that Wayson's Corner will develop as a regional commercial center for south Anne Arundel County. There is already a high concentration of population in the immediate vicinity of Wayson's Corner.

When this project is undertaken my clients strongly urge the approval of alternates B-2, P-3 and W-2 for the following reasons:

RECEIVED

MAY 6 1985

707

DIRECTOR, OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

132

Maryland Department of Transportation
May 2, 1985
page 2

My clients feel that the B-2 alternate is the less costly and least disruptive to the Bristol business community and will continue to allow the persons traveling on Maryland Route 258 to have convenient and safe access to the services available at Wayson's Corner.

My clients endorse alternate P-3 because it would eliminate the hazardous intersection of Maryland Route 4 and Sands Road. However, as the owners of the property presently occupied by the Gulf Service Station they feel that the selection of alternate P-2 would not permit that property to be economically viable. If alternate P-3 is used, the public traveling on Sands Road would have convenient and safe access to the businesses at Wayson's Corner, including the Gulf Service Station. My clients also urge you to design that intersection and the lands in between existing northbound Maryland Route 4 and new northbound Maryland Route 4 in such manner so that the Gulf Service Station and the other businesses at Wayson's Corner will be easily visible to the traveling public.

The only alternate acceptable to my clients and other business owners at Wayson's Corner is alternate W-2. It is the least expensive and allows the public traveling northbound on the new Maryland Route 4 to have convenient and safe access to the services available at Wayson's Corner. The automotive services available at Wayson's Corner are the first services available on northbound Maryland Route 4 from a considerable distance south of Prince Frederick. This is significant because south Anne Arundel and Calvert Counties are increasingly attractive to tourists, many of whom are unfamiliar with the area. Those persons traveling northbound, especially after dark, would not have any other opportunity to purchase motor fuel for over 33 miles from south of Prince Frederick to the intersection of Allentown Road and Maryland Route 4 near Andrews Air Force Base. Consequently, we ask that the area between existing northbound Maryland Route 4 and the proposed Maryland Route 4 be constructed in such a manner as to allow easy visibility of the business places at Wayson's Corner.

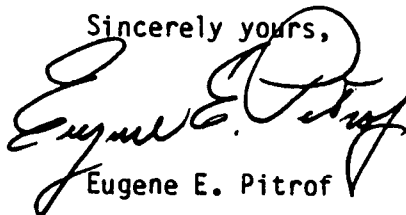
My clients also feel that the bridges at Wayson's Corner create a critical bottleneck that should be taken into consideration in planning the alternate at Wayson's Corner. If an accident occurred at the northbound bridge or the ramps leading to and from the bridge that caused the northbound roadway to be closed, particularly during morning rush hour traffic, alternate W-2 would allow the police to permit northbound traffic to exit safely at Wayson's Corner and then to proceed eastbound on Maryland Route 408 to the first available northbound roads to connect with Central Avenue to allow that traffic to continue to proceed to its destination. Alternate W-2 would also allow fire equipment and emergency vehicles the easiest and fastest access to the Wayson's Corner community and the residential communities in the immediate vicinity.

123

Maryland Department of Transportation
May 2, 1985
page 3

I hope that these comments are beneficial and respectfully request that I receive notification of any Public Hearings or Work Sessions on these plans in which my clients could participate.

Sincerely yours,



Eugene E. Pitrof

EEP/kgh

cc: Mr. and Mrs. Carter C. Shepherd
Mr. Ashby Lee Shepherd, III
Mr. Douglas W. Shepherd
Hon. Bernie Fowler
Hon. Thomas A. Rymer



Maryland Department of Transportation

State Highway Administration

William K. Hellman
Secretary

Hal Kassoff
Administrator

May 21, 1985

RE: Contract No. AA 376-101-570
Maryland Route 4 -
South of Maryland 258
to Maryland 726
PDMS No. 022132

Mr. Eugene F. Pitrof
Pitrof and Starkey
Attorneys at Law
14713 Main Street
P.O. Drawer F
Upper Marlboro, Maryland 20772

Dear Mr. Pitrof:

I am writing in response to your letter of May 2, 1985. You identified your clients' preferences and the reasoning behind those choices for the ongoing project planning study for Maryland Route 4.

We recognize the importance of considering the concerns of the Wayson's Corner business district. Your recommendations will be carefully evaluated throughout the remaining stages of study.

Your name has been added to the Maryland Route 4 mailing list, and you will be kept informed of meetings scheduled and decisions reached for the study. Thank you for your input and interest in the project planning phase of Maryland Route 4.

Very truly yours,

Neil J. Pedersen

Neil J. Pedersen, Director
Office of Planning and
Preliminary Engineering

NJP:ds

cc: Mr. E. Meehan
Mr. M. Snyder
Mr. J. White
Mr. L. Ege, Jr.

VC-24

My telephone number is (301) 659-1110

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

125

Response to Mr. Eugene Pitrof's letter of May 2, 1986

Alternate B-4 is the selected alternate at Bristol with initial construction of the Alternate B-2 improvements.

Alternate P-4 (Modified) is the selected alternate at Sands Road/Plummer Lane.

Alternate R-2 is the selected Alternate for the replacement of Hill's bridge over the Patuxent River.

Alternate W-3 is the selected alternate at Wayson's Corner for the following reasons:

1. The righthand exits and entrances under Alternate W-3 are more desirable.
2. Alternate W-3 permits a direct two-way connection from Wayson's Corner to the west-side service road (Maryland Route 980).
3. Alternate W-3 permits the closure of the median crossover at Plummer Lane/Sands Road, thus making Maryland Route 4 limited access throughout the section from U.S. Route 301 to Maryland Route 258.
4. Alternate W-3 permits easy access off and on Maryland Route 4 for traffic wishing to stop at Wayson's Corner.

126

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
PDMS No. 022132
ALTERNATES PUBLIC MEETING
Wednesday, April 17, 1985 at 7:30 p.m.

NAME BENJAMIN E. FORTE DATE 4/18/85

PLEASE PRINT ADDRESS 5673 SOUTHERN MARYLAND BVD

CITY/TOWN LOTHIAN STATE MD ZIP CODE 20714

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

THE CURRENT PLANS FOR THE ADDITION OF THE NEW SUPER HIGHWAY IN CONTINUING
RT#4 IS BADLY NEEDED TO ALLEVIATE THE BOTTLENECK ON THE PRESENT
RT#4 FROM BRISTOL TO WAYSON'S CORNER. FOR THE SAFETY OF ALL
CONSERVED, INCLUDING RESIDENTS AND MOTORISTS WHO LIVE AND HAVE
TO TRAVEL THAT SECTION OF ROADWAY, THIS WOULD WOULD STABILIZE
THAT SECTION TO WHERE IT WOULD BE ACCIDENT FREE. WE HAVE
HAD SOME TRAGIC ACCIDENTS ON THIS ROADWAY MAINLY BECAUSE
IT IS NARROW AND OVERCROWDED. SOME ACCIDENTS HAVE
RESULTED IN LOSS OF LIFE AND CONSIDERABLE DAMAGE. AS A RESIDENT
OF THAT AREA, I SHUTTER WHEN I PULL OUT ONTO THIS SECTION
OF ROUTE #4 IN ITS PRESENT STATE DURING RUSH HOUR TRAFFIC.
THERE ARE NO SHOULDERS ON THIS STRETCH OF ROAD AND YOU JUST
BETTER NOT STAY COMING OUT. IT IS SO DANGEROUS THAT MAILMEN
NEWSPAPER VENDORS AND TRASH REMOVAL COMPANIES REFUSE TO
PICKUP + DISCARD. THE IDEAL SITUATION WOULD BE TO MAKE
THIS SMALL SECTION OF ROUTE #4 INTO A TWO LANE SHOULDERS
ROAD AND PROCEED WITH CONSTRUCTION OF THE SUPER HIGHWAY
TO WAYSON'S CORNER WITHOUT DISTURBING THE BUSINESS
THERE

I am currently on the Mailing List.

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

127

Response to Benjamin E. Forte's Comment dated April 18, 1986

The selected Alternate B-4, P-4, and W-3 includes the relocation of the northbound roadway of Maryland Route 4 adjacent to the existing southbound roadway. No businesses are displaced, and the existing northbound roadway would become a two-way frontage road with a reduced speed limit.

129

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

BUREAU OF
PROJECT PLANNING

DEC 11 3 22 PM '85

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
P.D.M.S. No. 022132
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 5, 1985 at 7:30 p.m.

NAME JOHN K. DORR & LUCY S. DORR DATE 12/9/85

PLEASE
PRINT

ADDRESS 5823 GREENBARK ROAD

CITY/TOWN LOTHIAN STATE MD ZIP CODE 20711

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

ALTERNATE W2-A AT WAYSONS CORNER
WOULD NOT DISPLACE ANY BUSINESSES NOR WOULD
IT TAKE ANY OF THE COMMERCIAL LAND
ABUTTING MARYLAND ROUTE 980
WE THEREFORE REQUEST THAT YOU USE
ALTERNATE W2-A

I am currently on the Mailing List.

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

129

Response to John K. Dorr's Comment dated December 9, 1985

Alternate W-3 at Wayson's Corner is the selected alternate. It was preferred over Alternate W-2A because its righthand exit and entrance ramps were more desirable than the left hand exit and entrance ramps from the highspeed lane of the southbound Maryland Route 4 roadway required for Alternate W-2A. The maximum design speed possible for the high speed exit ramp from the southbound roadway is 35 mph for Alternate W-2A. This is undesirable. Alternate W-3 permits direct two-way connection between Wayson's Corner (Maryland Route 408) and the westside frontage road (Maryland Route 980). Alternate W-3 permits the closure of the median crossover at the Plummer Lane/Sands Road intersection with Maryland Route 4 a limited access highway from U.S. Route 301 to Maryland Route 258.

130

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
PDMS No. 022132
ALTERNATES PUBLIC MEETING
Wednesday, April 17, 1985 at 7:30 p.m.

NAME Mr. James Powell POWJOO DATE 4/8/85

PLEASE PRINT ADDRESS 2208 Connecticut Avenue

CITY/TOWN Landover STATE Maryland ZIP CODE 20785

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

I'm a former resident that owns a house in Bristol, Maryland. I would like
to know when this proposed project will begin and exactly what type of problems
if any would occur regarding traffic conditions while road constructions is being
done.

I am currently on the Mailing List.

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

AA-PUBLIC

131



Maryland Department of Transportation

State Highway Administration

William K. Hellmann
Secretary

Hal Kassoff
Administrator

May 2, 1985

RE: Contract No. AA 376-101-570
Maryland Route 4 -
South of Maryland 258
to Maryland 726
PDMS No. 022132

Mr. James Powell
2208 Connecticut Avenue
Landover, Maryland 20785

Dear Mr. Powell:

I am writing in response to your April 8, 1985 letter, in which you inquired as to when construction of the Maryland Route 4 project would begin, and what traffic problems would occur during the construction phase.

This project is currently in the Primary Development and Evaluation Program for Anne Arundel County. Location/Design Approvals for the ongoing project planning phase are scheduled for the spring of 1986. No other phase of development is currently programmed. At this time, we do not foresee any major maintenance of traffic problems during the future construction phase of Maryland Route 4. More detailed information would not be developed until during a future design phase.

Thank you for your interest in the project planning process of Maryland Route 4. We are enclosing a copy of the April 7, 1985 meeting brochure for your information.

Very truly yours,

Louis H. Ege, Jr., Acting Chief
Bureau of Project Planning

by: Victor F. Janata
Victor F. Janata
Project Manager

LHE:VFJ:ds
Enclosure

cc: Mr. E. Meehan
Mr. A. Capizzi
Mr. J. White

My telephone number is 659-1105

Teletypewriter for Impaired Hearing or Speech
383-7555 Baltimore Metro — 565-0451 D.C. Metro — 1-800-492-5062 Statewide Toll Free
P.O. Box 717 / 707 North Calvert St., Baltimore, Maryland 21203 - 0717

VC-31

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STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
P.D.M.S. No. 022132
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 5, 1985 at 7:30 p.m.

NAME ALLEN MANGES DATE 12/11/85

PLEASE PRINT

ADDRESS 1104 MARLBORO RD.

CITY/TOWN LOTHIAN STATE MD. ZIP CODE 20711

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

I STRONGLY SUPPORT ALT. W-5 BECAUSE RT. 408 TRAFFIC WILL HAVE ACCESS TO RT. 4 WITHOUT GOING THRU THE LIGHT AT WAYSON'S CORNER. OF COURSE RT. 4 SHOULD HAVE BEEN BUILT SO AS TO BYPASS WAYSON'S TO BEGIN WITH (BACK IN THE '60s WHEN RT. 416 WAS REPLACED WITH RT. 4). IT WOULD BE TRAGIC IF AGAIN POLITICAL PULL BY ONE FAMILY IS ALLOWED TO MAKE DRIVING MISERABLE FOR THOUSANDS ON A DAILY BASIS. WITHOUT PLOWING OLD GROUND, YOU KNOW (ALONG WITH ALL LIFETIME RESIDENTS OF ANNE ARUNDEL & CALVERT COUNTIES) WHO THIS FAMILY IS. HOWEVER LETS BUILD W-5 AT WHATEVER COST.

I HAVE NO PREFERENCE WITH BRISTOL & PLUMMER LANE PROJECTS. LET COST GUIDE YOU THERE. BUT WITH THE LIGHT AT WAYSON'S; W-5 IS THE ONLY OPTION. OTHERWISE THE INCREASED POPULATION OF SOUTH COUNTY (WITH

I am currently on the Mailing List. CALVERT WILL NOT STAND FOR IT!

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

Allen Manges

133

Response to Allen Manges' Comment dated December 11, 1985

Alternate W-3 is the selected alternate at Wayson's Corner. The only geometric difference between Alternates W-3 and W-5 is that Alternate W-5 requires a relocation of Maryland Route 408. The resulting business relocations required for Alternate W-5 are the reason Alternate W-3 was preferred. Under both alternates the northbound through traffic of Maryland Route 4 is shifted away from the Wayson's Corner intersection of the eastside two-way frontage road and Maryland Route 408, whether at the existing location for Alternate W-3 or shifted southward for Alternate W-5.

134

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
P.D.M.S. No. 022132
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 5, 1985 at 7:30 p.m.

NAME DAVID L SHEPHERD EDWARD O SHEPHERD DATE DECEMBER 5, 1985

PLEASE
PRINT

ADDRESS 5808 GREENOCK RD. 5593 GREENOCK RD.

CITY/TOWN LCTLIAN STATE MARYLAND ZIP CODE 20711

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

To reiterate our concerns of April 15, 1985 apropos of your Alternates

Public Meeting:

We, Edward O. Shepherd and David L. Shepherd are co-owners of land
contiguous to the Bristol Interchange of the proposed changes to Route 4,
we deem it necessary for farm operation that:

1. there must be a continued entrance to the farm east of Rt. 794
2. there must be an access to the land north of the intersection
of Rt. 794 and Rt. 258
3. there must be an access to the main section of the farm that
is in crop

Edward O. Shepherd
Edward O. Shepherd

David L. Shepherd
David L. Shepherd

I am currently on the Mailing List.

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

135

Response to David L. Shepherd's Comment dated December 5,
1985

Alternate B-4 is the selected alternate at Bristol, with initial implementation of the Alternate B-2 improvements. Alternate B-4 would be constructed only if it is justified by future development and the generated traffic. Control of access will not be sought for the eastside of Maryland Route 794 in the southeast quadrant allowing retention of the farm entrance there.

136

RECEIVED

OCT 9 1964

DIRECTOR OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project Planning Studies for
Maryland Route 4 from South of
Maryland Route 258 in Anne Arundel
County to Maryland Route 726 in
Prince George's County

Dear Mr. Pedersen:

I strongly urge the State Highway Administration to take action, as appropriate, to eliminate or improve the two-way traffic on Maryland Route 4 at Wayson's Corner. This is, and has been, an extremely dangerous area for commuters.

It is hoped that this situation will be handled as expeditiously as practicable.

Sincerely,

Margaret Lyman
807 Belmont Terrace Dr.
Prince-Frederick, Md. 20678

DYOMOOI

MAILING LIST
POST CARD SENT

137

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OCT 10 1984

PLANNING & ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project Planning Studies for
Maryland Route 4 from South of
Maryland Route 258 in Anne Arundel
County to Maryland Route 726 in
Prince George's County

Dear Mr. Pedersen:

I strongly urge the State Highway Administration to take action, as appropriate, to eliminate or improve the two-way traffic on Maryland Route 4 at Wayson's Corner. This is, and has been, an extremely dangerous area for commuters.

It is hoped that this situation will be handled as expeditiously as practicable.

Sincerely,

Evelyn M. Tucker

(Mrs.) Evelyn M. Tucker
5874 Solomons Island Road
Tracy's Landing, Maryland 20779

RECEIVED

OCT 11 1984 AM 3 02

138

RECEIVED

OCT 9 1984

DIRECTOR
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project Planning Studies for
Maryland Route 4 from South of
Maryland Route 258 in Anne Arundel
County to Maryland Route 726 in
Prince George's County

Dear Mr. Pedersen:

I strongly urge the State Highway Administration to take action, as appropriate, to eliminate or improve the two-way traffic on Maryland Route 4 at Wayson's Corner. This is, and has been, an extremely dangerous area for commuters.

It is hoped that this situation will be handled as expeditiously as practicable.

Sincerely,

Carl F. Lamb
3370 Holland Cliss Rd.
Huntingtown, Md 20639

CFW/EC/1

MAILING LIST
POST CARD SENT

139

RECEIVED

OCT 9 1984

DIRECTOR
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project Planning Studies for
Maryland Route 4 from South of
Maryland Route 258 in Anne Arundel
County to Maryland Route 726 in
Prince George's County

Dear Mr. Pedersen:

I strongly urge the State Highway Administration to take action, as appropriate, to eliminate or improve the two-way traffic on Maryland Route 4 at Wayson's Corner. This is, and has been, an extremely dangerous area for commuters.

It is hoped that this situation will be handled as expeditiously as practicable.

Sincerely,

Harold C. Meyongaf
Star Route Box 2150
Prince Frederick MD
20678

MEGH-01

SHIPPING
1
1984 OCT 10 PM 4 03

140

RECEIVED

OCT 8 1984

DIRECTOR OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project Planning Studies for
Maryland Route 4 from South of
Maryland Route 258 in Anne Arundel
County to Maryland Route 726 in
Prince George's County

Dear Mr. Pedersen:

I strongly urge the State Highway Administration to take action, as appropriate, to eliminate or improve the two-way traffic on Maryland Route 4 at Wayson's Corner. This is, and has been, an extremely dangerous area for commuters.

It is hoped that this situation will be handled as expeditiously as practicable.

Sincerely,

Sheila M. ...

4720 ...
Washington, MD ...
SHEILA

MAILING LIST
PAGE 0-10 11

141

RECEIVED

OCT 8 1984

STATE OFFICE OF
PLANNING & PRELIMINARY ENGINEERING

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project Planning Studies for
Maryland Route 4 from South of
Maryland Route 258 in Anne Arundel
County to Maryland Route 726 in
Prince George's County

Dear Mr. Pedersen:

I strongly urge the State Highway Administration to take action, as appropriate, to eliminate or improve the two-way traffic on Maryland Route 4 at Wayson's Corner. This is, and has been, an extremely dangerous area for commuters.

It is hoped that this situation will be handled as expeditiously as practicable.

Sincerely,

Ronald E. Rogers

Please place my name on the mailing list for information on this project.

117 B Dunes Beach Rd
Prince Georges md 20678

NH 37 000

147

RECEIVED

OCT 8 1984

PLAN

Mr. Neil J. Pedersen, Director
Office of Planning and Preliminary Engineering
State Highway Administration
P.O. Box 717
Baltimore, Maryland 21203-0717

RE: Project Planning Studies for
Maryland Route 4 from South of
Maryland Route 258 in Anne Arundel
County to Maryland Route 726 in
Prince George's County

Dear Mr. Pedersen:

I strongly urge the State Highway Administration to take action, as appropriate, to eliminate or improve the two-way traffic on Maryland Route 4 at Wayson's Corner. This is, and has been, an extremely dangerous area for commuters.

It is hoped that this situation will be handled as expeditiously as practicable.

Sincerely,

William W. ...
487 River Drive
Edgewater MD 21037

WYAN

MAILING LIST
POST CARD SERVICE

143

Response to Comments from seven previous form letters received
in October, 1984

Alternate W-3 is the selected alternate at Wayson's
Corner. This eliminates the two-way traffic problem for
through traffic.

144

**STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS**

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
PDMS No. 022132
ALTERNATES PUBLIC MEETING
Wednesday, April 17, 1985 at 7:30 p.m.

NAME Philip & Ruth Hazen DATE 4-17-85

PLEASE PRINT ADDRESS 330 Highview Rd.

CITY/TOWN Tracys Landing STATE MD. ZIP CODE 20779

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

Since MD 4 is an Intermediate Arterial and ultimately a freeway, the DOT should eliminate the At-Grade Interchange at Sands Rd - Plummer Lane. Recommend (1) At. W-3 or (2) At. W-5 so there would be convenient access West-Bound on MD 4. And close the median crossing at Sands Rd.

In summary, the continuance of an At-Grade Intersection at Sands Rd - Plummer Lane will encourage development and an eventual Red Light. Please preserve the access control by either closing the median or if cross traffic warrants, by building a bridge across MD 4.

Have slight preference for B-3 or B-4 for Access from Rt. 258.

I am currently on the Mailing List.

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

145

Response to Philip and Ruth Hazen's Comment dated April 17, 1985

Alternate W-3 is the selected Alternate at Wayson's Corner.

Alternate P-4 (Modified) is the selected alternate at Sands Road/Plummer Lane and includes removal of the median crossover.

Alternate B-4 is the selected alternate at Bristol with initial construction of the Alternate B-2 improvements.

146

STATE HIGHWAY ADMINISTRATION
QUESTIONS AND/OR COMMENTS

Contract No. AA 376-101-570
Maryland Route 4 (Southern Maryland Boulevard)
South of Maryland 258 to Maryland 726
P.D.M.S. No. 022132
LOCATION/DESIGN PUBLIC HEARING
Thursday, December 5, 1985 at 7:30 p.m.

NAME Philip I. Hazen DATE 12-5-85

PLEASE PRINT

ADDRESS 330 HIGHVIEW RD.

CITY/TOWN TRACYS LANDING STATE MD ZIP CODE 20779

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

① Support FH B-2 as long as respect and provide for
maintained good access to Rt. 258 East

② Support P-4 ^{to Plummer} since it supports MD DOT ultimate decision of
freeway for Md. 4. In addition it respects (2) of Sand Rd
wish to keep them residential; ~~and~~ I would support
No build alt. In Sand Rd and only connect to frontage road.
Note, existing Sand Rd. respects small access N-bound Rt. 4 at
Maryland 1700 and S-bound

③ Encourage MD DOT to consider providing 3-lanes
Northbound. Since (1) the traffic PHV is over 4000 and
it is presently difficult to enter Rt. 4 at Brindal
(2) much traffic enters at 258 and exits at Rt. 301
and would support a 3rd lane and (3) it is better to
build the 3rd lane now, rather than at a later date when
working conditions under traffic would be difficult, additional grading
required etc.

- I am currently on the Mailing List.
- Please add my/our name(s) to the Mailing List.

147

Response to Philip I. Hazen's Comments dated December 5, 1985

1. Alternate B-4 is the selected alternate at Bristol with initial construction of the Alternate B-2 improvements.
2. Alternate P-4 (Modified) is the selected alternate at Sands Road/Plummer Lane. No one has to be relocated for this alternate.
3. Traffic projects do not warrant more than a two-lane width for the northbound roadway. The existing ramp entrance has a stop sign, while the proposed ramp would have a yield sign.