

Chesapeake BAY CROSSING STUDY TIER 2 NEPA



Maryland
Transportation
Authority



Presentation to the BRTB Technical Committee

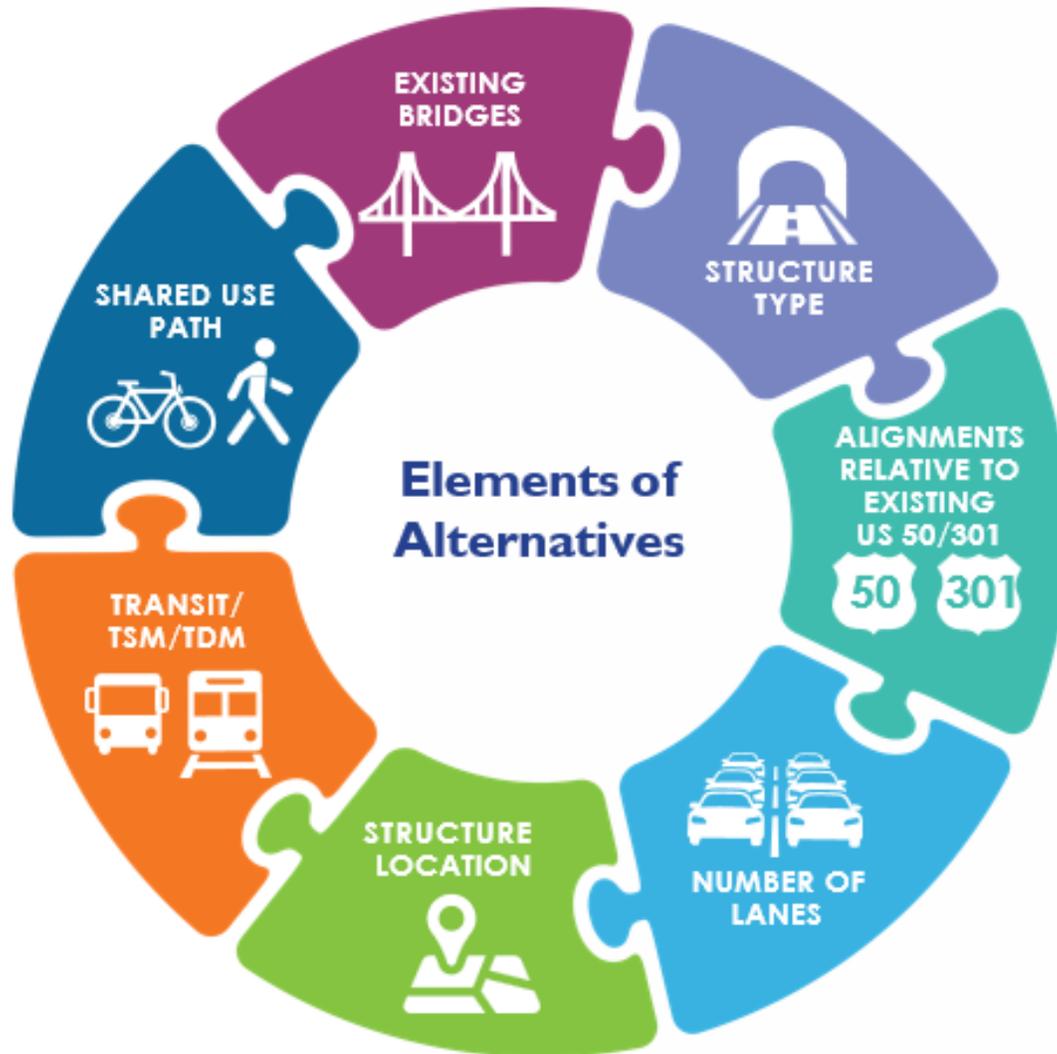


March 4, 2025

Study Timeline

Date	Activity
February 2024	BRTB Resolution on Preliminary Purpose & Need Statement
June 2024	Cooperating agencies concurred on the Preliminary Purpose & Need Statement
November 2024	Notice of Intent (NOI) published in Federal Register (included proposed ARDS)
December 2024	Public Open Houses
February 2025	Presented ARDS to Cooperating and Participating Agencies
March 2025	MDTA will request concurrence from Cooperating agencies on the ARDS
Fall 2025	Notice of Draft Environmental Impact Statement (EIS) for public comment
	Public Hearings on Draft EIS and MDTA Recommended Preferred Alternative
Spring – Summer 2026	MDTA will request concurrence from Cooperating agencies on Preferred Alternative and Conceptual Mitigation Plan
Fall 2026	Notification of Availability (NOA) of Final EIS and Record of Decision (ROD)

Alternatives Elements



The MDTA considered seven key elements to develop alternatives.

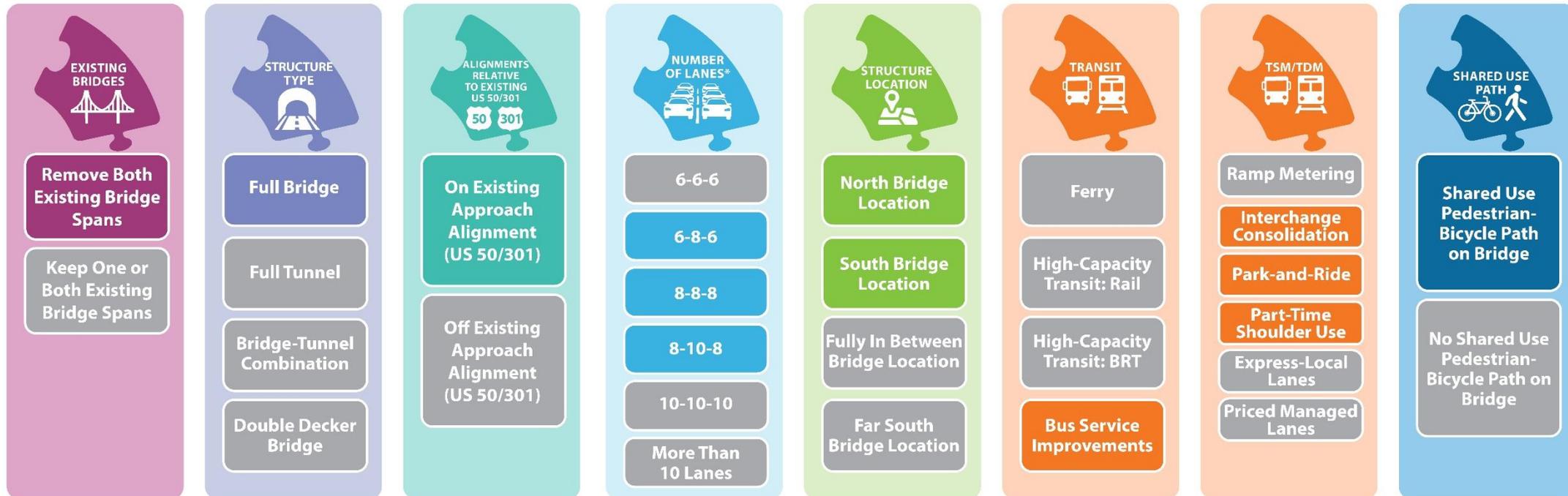
Engineering analysis of the elements was conducted using:

- ▶ Updated traffic counts,
- ▶ Land use data, and
- ▶ Preliminary cost and impact assessments.

Key Elements Overview

OPTIONS FOR KEY ELEMENTS

The MDTA evaluated the following options for each key element. Options shown in color were recommended in the NOI.



Color = recommended Gray = not recommended



ARDS

Draft ARDS are largely the same as what was included in the NOI. Two changes were made:

► Structure Location

- The “north and in-between” and the “south and in-between” locations are included in the ARDS
- The “all north” and “all south locations are not recommended in the ARDS.
 - Would result in additional impacts to sensitive resources compared to utilizing the space between the existing bridges for one of the new bridges.

ARDS

► TSM/TDM Improvement – Interchange Consolidation

- Interchange consolidation is not recommended as a TSM/TDM improvement in the ARDS.
 - To maintain current access locations for local residents and businesses, interchange consolidation is not recommended.
 - ARDS would not create geometric issues with the existing ramp configurations requiring ramp closures.
 - A number of businesses/land uses are in close proximity to the access points that rely on drive-by customers and would be impacted by eliminating access points.

Alternative A (No-Build Alternative) 6-5-6 *No New Transportation Infrastructure*

Build Alternatives All Build Alternatives Will Include:



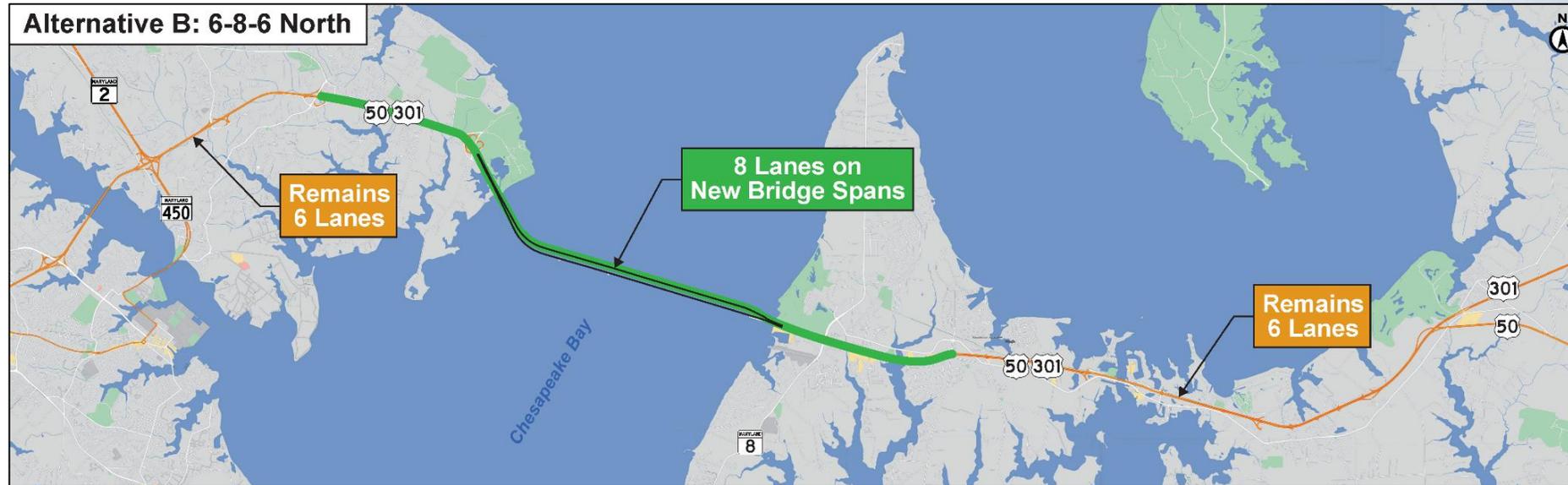
Each Build Alternative Will Include One of These Lane Combinations and Bridge Locations:

	Alternative B	Alternative C	Alternative D	Alternative E	Alternative F	Alternative G
NUMBER OF LANES	6-8-6	6-8-6	8-8-8	8-8-8	8-10-8	8-10-8
STRUCTURE LOCATION	North and In-Between	South and In-Between	North and In-Between	South and In-Between	North and In-Between	South and In-Between

All Build Alternatives Will Also Consider:

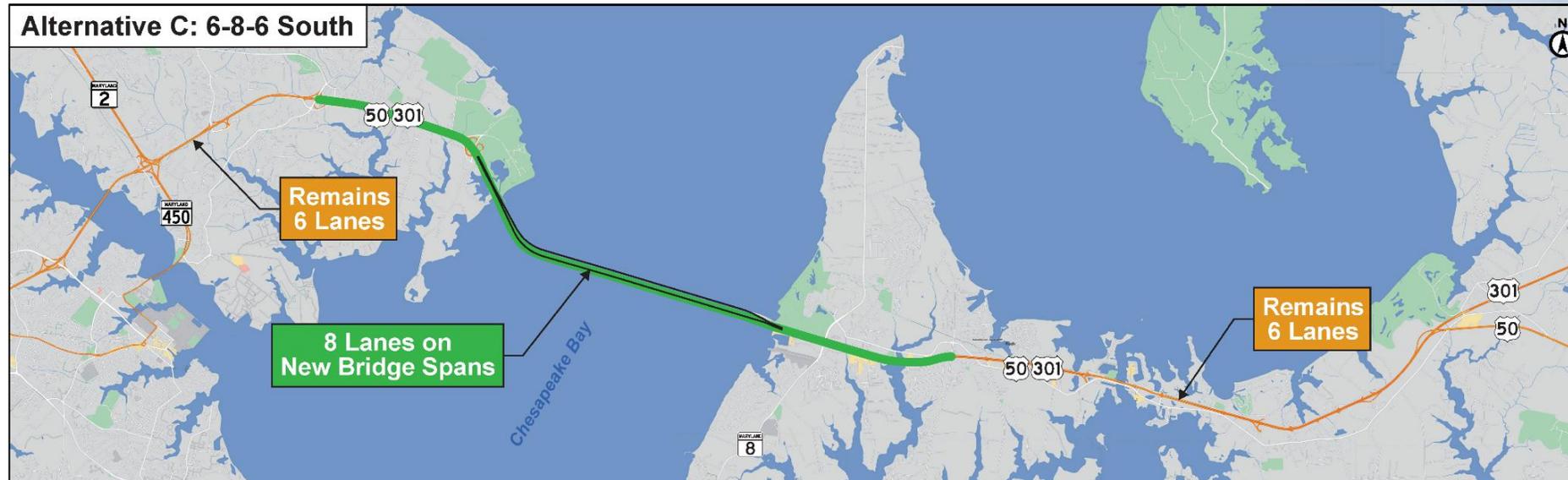


Build ARDS



- ▶ Structure Locations: one new bridge north of and one in-between the existing bridges.
- ▶ Lanes and shoulders: 12 feet wide, and the median would vary.
- ▶ SUP: 10 feet wide with 2-foot-wide offsets to the vertical barriers on both sides of the SUP.
- ▶ Locations of lane transitions will be identified in the DEIS.

Build ARDS



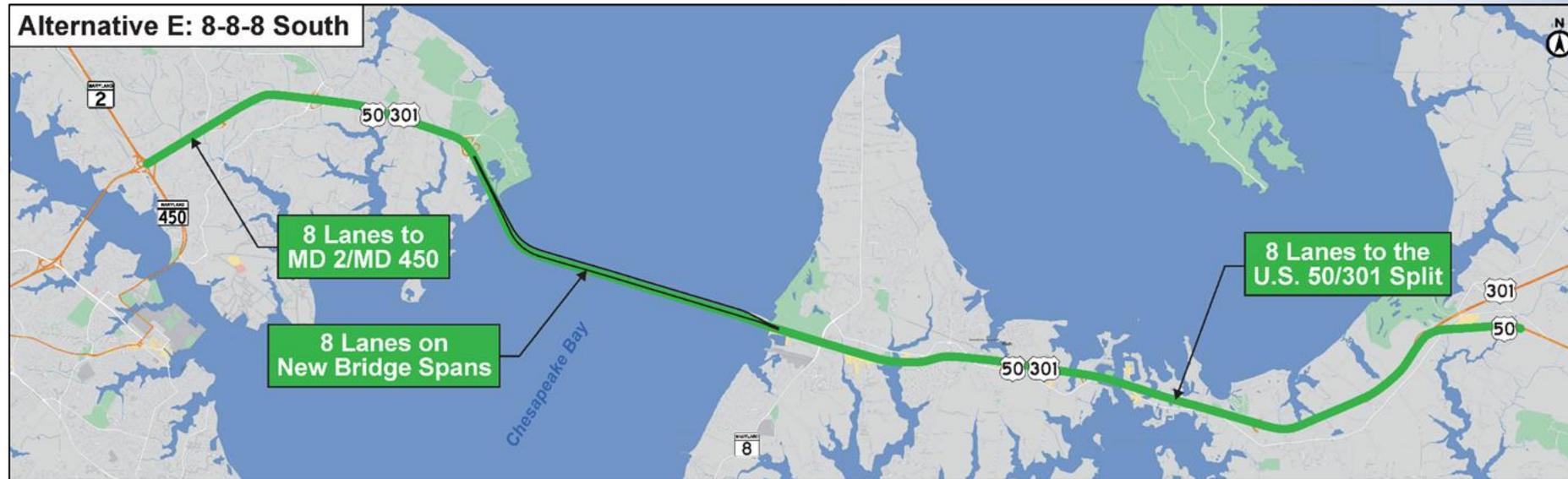
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Build ARDS



- ◆ Structure Locations: one new bridge north of and one in-between the existing bridges.
- ◆ Lanes and shoulders: 12 feet wide, and the median would vary.
- ◆ SUP: 10 feet wide with 2-foot-wide offsets to the vertical barriers on both sides of the SUP.
- ◆ Western Shore: widening would occur to the outside in both directions.
- ◆ Eastern Shore: widening would occur first to the inside in both directions and then to the outside as needed.
- ◆ Locations of lane transitions will be identified in the DEIS.

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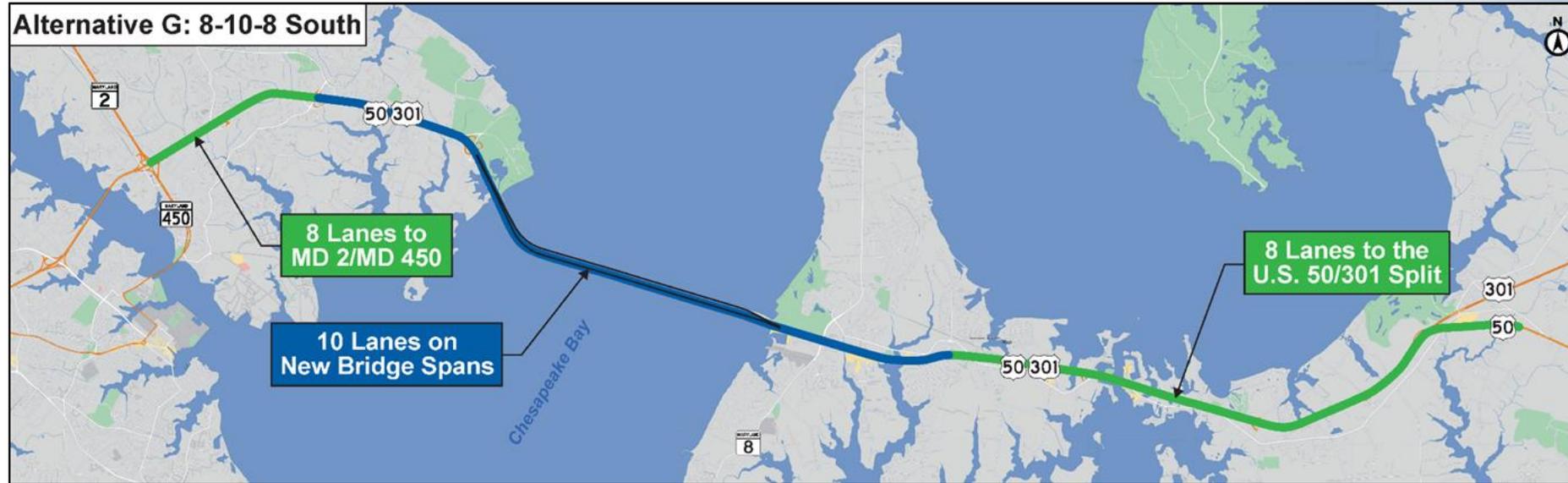
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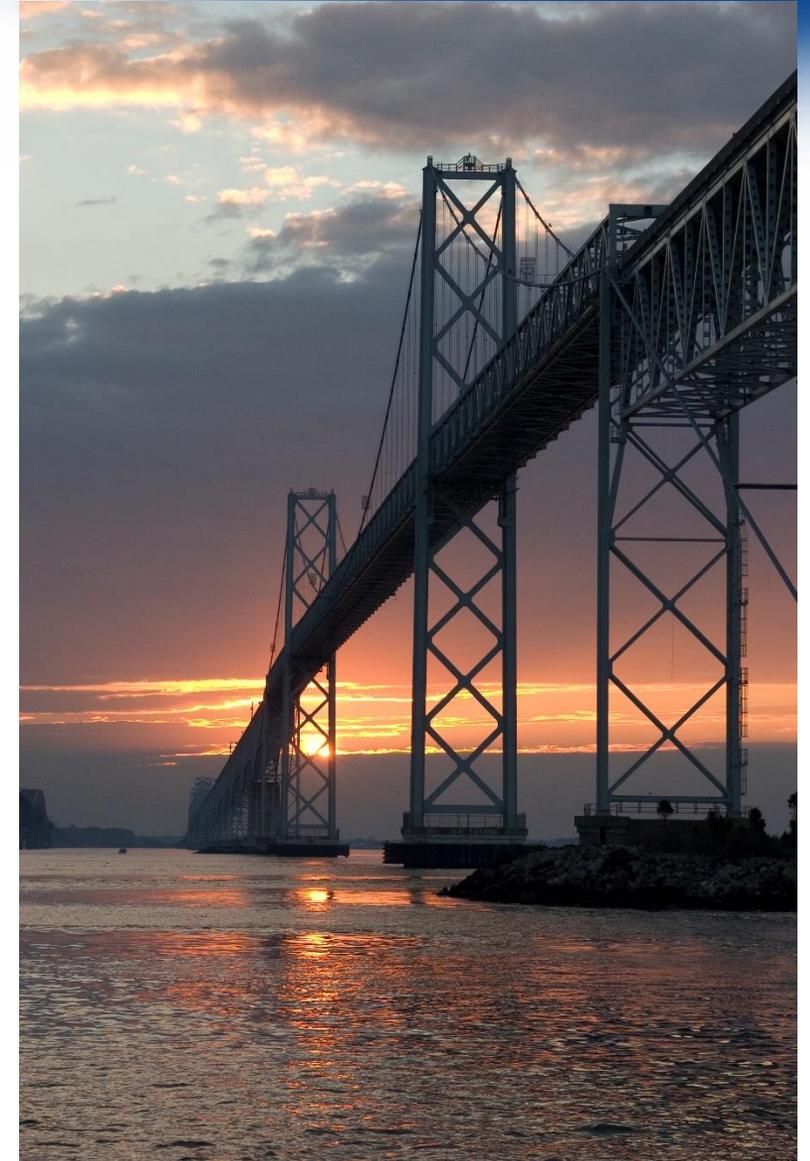
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Current Study Activities

- ▶ Developing Scoping Report summarizing December 2024 Open Houses and comments received

Next Steps

- ▶ Obtain concurrence from agencies on ARDS
- ▶ Preparing Draft EIS
- ▶ Continued public and stakeholder engagement



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