

## PURPOSE OF STUDY

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There are several areas of recurring congestion along US 50 including portions of the roadway near Annapolis, the Severn River, the Chesapeake Bay, and the Eastern Shore. The William Preston Lane Jr. Memorial (Bay) Bridge represents an integral part of the US 50 corridor.

The Maryland Transportation Authority (Authority) is responsible for constructing, managing, operating, and improving the State's toll facilities including the Bay Bridge. As part of the ongoing mission to provide Maryland's citizens and visitors with safe and convenient transportation facilities, the Authority conducted an assessment of the existing and future transportation needs at the Bay Bridge.

To assess the future transportation needs, a full understanding of travel patterns, existing geometric features, and operating conditions was required. Therefore, this study included extensive data collection and analysis. This report documents the results of the data collection effort and analysis of existing (2001) conditions and future transportation needs at the Bay Bridge.

The needs assessment included in this report focuses on one part of the problem: what are the needs associated with the Bay Bridge. However, to fully understand the overall transportation needs in the corridor, a broader analysis of the approach roadways should be conducted. Therefore this transportation needs study represents the first step in a much larger process: identifying the needs, understanding the feasibility of addressing the needs, and developing feasible solutions for a much larger transportation corridor. The needs and recommendations identified in this report will serve as the basis for future studies of the Bay Bridge and the overall US 50 corridor.

The study was completed under the sponsorship of the Authority. At key milestones representatives from the Maryland Department of Transportation (MDOT), Maryland State Highway Administration (MSHA), Baltimore Metropolitan Council (BMC), Delaware Department of Transportation (DelDOT), Washington Metropolitan Council of Governments (MWCOG), and the Authority reviewed and approved the travel demand process and projections. Each of these agencies proved to be valuable resources of information and provided input and review of the traffic and socio-economic information. The responsive participation was appreciated and team members are acknowledged in **Appendix A**.

**Figure 1** shows the location of the Bay Bridge; along with the area included in the travel demand model developed for the study. The remainder of this report includes discussions on the existing conditions, future conditions, and conclusions.



**Figure 1. Study Area**