

Bay Bridge Reconstruction Advisory Group (BBRAG)

Wednesday, April 26, 2016

Members Present

Jack Broderick, Chairman
Barbara Hitchings
Nick Deoudes
Nancy Wright
Tracy Schultz
Pat Lynch
Barbara Span-Onert
Delores Green
Bill Nevel

MDTA Staff

Tim Cooke
Melissa Williams
Michele Gross
Richard Jaramillo
Kim Millender
Tim Ryan, AECOM

Other Attendees

Senator Ed Riley
Bob Rager (SHA)
Hilary Gonzales (SHA)
Mike Waal – Kent County
Steve Calhoon – Queen Anne's County
Dick Ladd

Opening Remarks

Ms. Kim Millender reviewed the Open Meetings Act and training that goes along with it. Mr. Cooke was designated as the BBRAG Open Meetings Act representative by the BBRAG members.

Tier 1 NEPA Update

Ms. Williams gave an update on the Bay Bridge Tier 1 NEPA Study. Ms. Williams talked about bringing on legal counsel for the project. Mr. Broderick brought up concerns over the LLCA traffic numbers. Mr. Nevel asked about the prime and sub consultants on the project. Mr. Waal asked about the names and discipline leads for the project. Ms. Lynch asked if westbound traffic is being counted. Mr. Jaramillo said that eastbound and westbound traffic is being counted. Mr. Nevel asked if Tier 1 is full blown NEPA. Ms. Williams responded that by doing Tier 1, we begin forming the relationship with the other NEPA involved agencies so that we have their concurrence at the end of the Tier 1 study. Mr. Broderick asked if the 2005 study will be used as a guide. Ms. Williams said the 2005 study will not define what the crossing can or can't be.

Traffic Methodology

Mr. Tim Ryan, from AECOM, and the lead Traffic engineer on the Tier 1 study, gave a presentation about how traffic data is captured and a high level overview of traffic modeling. Mr. Ladd asked if adjacent non-MDTA roadways, such as US 50 are looked at for traffic data collection. Ms. Span-Onert asked if forecasted numbers are used as a baseline. Mr. Jaramillo talked about the ability to adjust the model accordingly. Mr. Broderick said that climate and low lying area's need to be taken into consideration as part of the traffic numbers. Mr. Broderick said that if you build something at the current crossing, you would have to look at other local locations with respect to traffic. Mr. Nevel spoke about how crucial the model is and the need to have it be as accurate as possible. Senator Riley answered Mr. Deoudes question about the role of politics in the Tier 1 study. Senator Riley said this project needs to be driven by interested and influential people. Senator Riley said that I-95 and MD 295 are a priority over the Bay Bridge.

Mr. Ladd asked if the outcome of the Tier 1 study will be a full FEIS or ROD? Ms. Williams said the team is currently working on the process to get answers to the two questions MDTA has been looking at since day one of the project (crossing location and funding). Ms. Williams promised the group that when she has an answer as to what the final document will be she will share that answer with the group right away.

Mr. Waal asked if the study team will be looking at high speed rail, individual county comprehensive plans and the cost for road infrastructure. Ms. Williams replied that all three will be looked at as part of the study.

System Preservation Projects

Mr. Jaramillo discussed system preservation projects at the Bay Bridge. Mr. Jaramillo spoke about implementing two way contraflow on Monday, Tuesday, and Wednesday's if necessary throughout the summer. Most of the system preservation work occurring is off peak and will continue to be as we hit the busy summer months. Mr. Jaramillo spoke about the re-decking for the eastbound span potentially starting in 2019. Mr. Broderick reiterated how important this group is for any re-decking on the bridge, as the 2003 re-decking is why this group was formed. Mr. Nevel asked about the plan for the re-decking. Mr. Jaramillo said the MDTA will take all of the lessons learned and those will be fully incorporated into the 2019 re-decking. Mr. Broderick spoke about the 301 bypass opening up more potential truck traffic.

SHA Projects

Eastern Shore:

Middletown Bypass

MD 404 flagging will continue throughout summer

US 50 paving will occur at night and shouldn't have a major impact

Western Shore:

Severn River Bridge

Mr. Nevel asked about coordination between US 50 with the volume of paving needing to be done

Re-decking and Restriping of Severn River Bridge

NTP 2nd week of September 2017

Sept 2017 through Memorial Day 2018

12' lanes reduced to 11' lanes during project

MISC

Mr. Waal asked if origin-destination information will be a part of the Tier 1 study? Ms. Williams said yes. Ms. Lynch thanked MDTA Officer Lt. Pullian's efforts helping with the Sandy Park traffic and parking issues. Mr. Broderick thanked Senator Riley for helping to bring the necessity of a Tier 1 study to Governor Hogan.

Meeting adjourned at 8:16 pm.