

**Bay Bridge Reconstruction Advisory Group (BBRAG)**  
**Wednesday, December 4, 2019**  
**Scheduled 6:00 – 8:00 p.m.**

**Members Present**

Jack Broderick  
Barbara Hitchings  
Barbara Obert  
Pat Lynch  
Tracy Schulz  
Bill Nevel

**MDTA & MDOT SHA Staff**

Jim Ports  
Mary O’Keefe  
Richard Jaramillo  
John O’Neill  
Melissa Williams  
Heather Lowe  
Brad Lyon  
Nafiz Alqasem  
Melissa Bogdan  
John Sales  
Steven Zawodny  
TJ Bathras  
Robert Rager  
Kellie Boulware  
Kimberly Tran  
Richard Baker

**Other Attendees**

Commissioner Stephen Wilson  
Delegate Steve Arentz  
Kerry Doyle, representing Senator Reilly  
Erin O’Neill, representing Delegate Michael Malone  
Steve Cahoon, Queen Anne’s County DPW  
Scott Haas, Queen Anne’s County Department of Emergency Services  
Jeff Adams, Anne Arundel County Police Department  
Sgt. Keith Clark, Anne Arundel County Police Department  
Russell Hallock, Anne Arundel County Fire Department  
Duane Boardman, Queen Anne’s County Sherriff’s Office  
Kurt Riegel, Anne Arundel County  
Ramond Robinson, Anne Arundel County  
J. Paul Cogan, Anne Arundel County

**Media**

N/A

## **Handouts**

Agenda  
AG letter

## **Attachment**

BBRAG PowerPoint Presentation

### **Opening Remarks – 6:04 p.m.**

Mr. Broderick began the meeting by welcoming attendees and acknowledged Jim Ports, Delegate Steve Arentz and Commissioner Steve Wilson. Attendees introduced themselves.

Mr. Broderick provided an overview of this evening's agenda and the workshop agenda.

Mr. Broderick: At last BBRAG meeting, BBRAG recommended MDTA hold a workshop to discuss Bay Bridge traffic impacts on community roads. MDTA recommended BBRAG conduct the meeting. BBRAG welcome the opportunity and encourages participants to feel free to share concerns and ideas for solutions tonight.

October meeting minutes were reviewed.

- Ms. Obert: reflect in the minutes that I stated the importance of scheduling a workshop with MDOT, MDOT SHA, government representatives and county law enforcement.
- Mr. Schulz requested change Ms. to Mr.
- Meetings minutes were accepted as amended.
- Mr. Broderick acknowledged Delegate Michael Malone.

### **Bay Bridge Preservation Updates – 6:11 p.m.**

Mr. Ports provided an overview of the ongoing westbound project.

- Made the decision to work through the Thanksgiving season, which is four-to-six weeks, not four days.
- Able to expand operations to all four zones. Provided status:
- Total Overlay Length: 12,358 LF
- Barrier Wall Install: 15,246 LF or 100%
- Mechanical Milling: 12,246 LF or 99% - grates have to be hand and full cement pour
- Hydro-Demolition: 12,320 LF or 99% - hand milling, won't be hydro-milling that section
- LMC Placement: 6,750 LF or 54% - huge accomplishment,
- Work is weather related, we are watching weather daily/hourly
- Pours canceled this week due to drop in temperatures, probably will be unable to lay concrete for rest of winter
- Switching night crews to day time work to hand chip the joints. Completing now so when weather breaks, we'll be able to lay concrete.

- We are way ahead of schedule. Should be a two-season process, from September to May. Can't pour 45 degrees or colder

Mr. Schulz: Will they lay next week if temperatures are 50 degrees?

Mr. Ports: We'll try, but forecast is calling for rain

Mr. Alqasem: Curing process takes five days

Mr. Ports: So far we've been fortunate. The process involves putting down plastic then a blanket, then more plastic to keep the heat in. We also use heaters in some areas. If we don't have the correct temperatures, the latex modified concrete won't adhere to the other concrete. We had to call it off last night for the rest of the week.

We'll keep your posted. Sometimes there is Indian summer in February. If we have five to seven days of good weather, we'll take advantage of it.

There will be mid-day lane closures to take advantage of the sun and heat. As temperatures rise, we'll perform night time pours.

Day-time pours allowed us to get to 50% - last week 440 feet in those few hours. QACTV – toured with me and Will Pines and put together a video, "in studio" and on the bridge to show operations. Encourage you to view it on their website and MDTA's.

Mr. Robinson: What was percentage before 54 up to the holidays? How much did you get done during the holiday period?

Mr. Ports: poured more than 1,000 feet in four-to-five days; 240-470 feet per day. It was 42% before the holiday – got to 54%

Mr. Nevel: How did it go operationally during holiday as far as congestion?

Mr. Ports: Monday through Wednesday weren't bad; Thursday and Friday were okay; Saturday and Sunday were terrible! We announced to travel off peak – those that listened were fine. Those driving at 1 p.m. were miserable – up to 10 miles back up as predicted.

Mr. Alqasem gave a presentation on projects:

- The automated lane-control system (gate project) on the Eastern Shore was awarded with limited Notice to Proceed (NTP). Full NTP is expected the first or second week in January.
- Showed a video of option B. There are four different views that can be seen on the website.
- It's a 22 month project

?: When will the Western Shore lane control system start?

Mr. Alqasem: That work is in the AET contract, which will be advertised in the next few months. The western lane control project will be done around the same time as the Eastern.

Mr. Adams: Are the gates designed to take crashes?

Mr. Alqasem: Yes, the design speed is 50 mph

Mr. Jaramillo: There is a manual lift on the gates

Mr. Alqasem talked about the gates' benefits

Mr. Adams: When will contraflow start?

Mr. Alqasem: The contractor will submit the schedule, so we'll know then.

Mr. Ports: Most work will be done at night, so it likely won't impact traffic.

Ms. Obert: Can you clarify – will it take 22 months to complete the Western Shore or Eastern Shore side?

Mr. Alqasem: The first project is on the Eastern Shore. The Western Shore work will be under another contract – All Electronic Toll Conversion in summer 2020. They will overlap.

Mr. Ports: Governor Hogan told us he wants a quicker way to get this project done. The normal process takes 18 months. Starting June of the following year (2021) wasn't acceptable. We are using a streamlined process, using a task order. It takes 12 weeks for welding gantry system (may get hit, sustains wind, going over highway), very few contractors do this work and we are competing against other states. We've accelerated our process to jump ahead—it costs a lot, but we expect it to be complete at least by June.

Mr. Baker: Are you coordinating with SHA?

Mr. O'Neill: Yes, we are going through the normal process.

Mr. Ports: The gantry is going to be on the Eastern Shore. They can't be on the western due to way ramps come in at a slant near the toll booths. They need a straightaway. Work will be performed in the same way as the Key Bridge: removing some of the toll booths to widen lanes, going from 11 to five lanes – two for contraflow and three normal lanes that will flow onto two. We can't just remove toll booths due to the tunnel underneath. There would be big holes in the roadway. After gantries are built, we'll fill in tunnel and tear down booths and re-cement the area to make it free flowing.

Ms. Tran: Will we still be driving through toll booths, will there be speed notices?

Mr. Ports: Hopefully it'll be highway speed, we'll asses if we need to slow it down.

Ofc. Adams: Will eastbound pay toll?

Mr. Ports: It'll be the same as it is now.

Mr. Schulz: Will you be adding other gantries?

Mr. Broderick: There would be an advantage to capturing traffic coming down Middletown bypass.

Mr. Ports: (I believe it was) Governor Shaffer removed ½ of toll booths – the way it's set up now. Other states make different decisions that we might mirror - we may feel the need to put gantry on other side of the bridge. It will probably be done as an RFP process.

Ms. Obert: how long?

Mr. O'Neill: At least 24 months

Mr. Ports: Because of legislature we'd need to go through public meetings process

### **BBRAG Applicant Member Selections – 6:42 p.m.**

Mr. O'Neill thanked current members who have over the years, acknowledged team thank for commitment, representing communities on both shores. He especially thanked Mr. Broderick for commitment as BBRAG chairman (since 2005). [Round of applause]

January will kick off new BBRAG with the new formalized process, formal selection process, thanks to those who submitted required paperwork – they were quite detailed submissions. Members selected were invited tonight to meet BBRAG, us, elected officials and to understand the process. We are retaining four current members – they have history and welcome new members – continue doing what works and hear fresh perspectives on what could be done, what we can do.

Mr. O'Neill announced new Members:

- Tracy Schulz has agreed to be Chairman
- Barbara Hitchings will be Vice-Chair
  - She will conduct duties of the Chair when he is unable to do so
- Jack Broderick
- Paul Cogan
- Pat Lynch
- Dr. Kurt Reigel
- Ramond Robinson and
- Commissioner Stephen Wilson

Thanks and welcome. We look forward to meeting in January. Reach out to Melissa Williams or Melissa Bogdan if needed.

Mr. Broderick: Thank you! This is my last meeting as chairman. We started as concerned citizens in 2001-2002. We met with Sharon Lechowicz, Tom Osborne and other staff as ad-hoc group. In 2005, Trent (Kittleman) asked if I was willing to get involved formally and serve as chair. I was honored. It's been meaningful, challenging, rewarding. Want to say thanks to MDTA - extending to predecessors - in having faith and trust working with BBAG. It was not always easy; there have been a lot of challenges. I hope we are going forward in a positive communication environment. Really is a collaborative effort. Our hope is to continue to bring concerns back. Congratulations to Tracy. We offer him our strongest support. We are here to help you help us succeed. Welcome to the new members. We look forward to working with you.

### **Bay Bridge Community Roads Workshop: 6:50 p.m.**

Mr. Broderick: Take a look at the workshop agenda. We live the challenges. Have been dealing with overlay project. These things will happen over the years. Summer months will deal with increased traffic - increased demand with constant capacity.

I've asked Barb Obert to put together talking points of concerns we've raised and those relating to the Western Shore. It's not intended to be exhaustive, but to generate input. I'd like to ask for input in a controlled way. I am looking forward to collaborative effort, forward thinking.

Elected officials provided opportunity to share brief concerns – declined.

Ms. Obert: This will be a workshop. We want to come out with actionable next steps so all groups can come together with their part resolving issues of movement on both sides of bridge.

*Ms. Obert went through the presentation*

Ms. Obert: If you can't be here next round, have someone from your agency assigned to come.

*Note: Add debris to unintended blockage*

Ms. Hitchings: Option B intention was not to do it entire year, but May-October

Ms. Tran: Is the Crownsville example what we did for the Renaissance Festival?

Ms. Obert: yes

*Next steps – would like to get to a list*

Ms. Lynch: There is a problem in the Broadneck area – 48,000 residents. We are a direct link to Maryland's capital. East College Parkway and St. Margaret's road, Skidmore, Whitehall and Severn River Bridge are State roads.

Also an evacuation route.

Want Anne Arundel and Queen Anne's counties to come back with traffic data

SHA record of what are state roads at issue and county roads at issue

Mr. Broderick: Queen Anne's county has paid for its own traffic counts.

Commissioner Wilson: we paid \$300,000 for a contract that monitors different locations around bridge, information goes to Mr. Cohoon.

Mr. Ports: We asked for it in June or July

Mr. Cohoon: I followed up w/ Will Pines, MDTA has own counters

Mr. Ports: Because it's isolated bridge (one way in/out) traffic flow is almost identical, we are interested in getting that information.

Ms. Obert: It's important to share data.

Mr. O'Neill: The MDTA is requesting the raw data

Mr. Cohoon: I'd be happy to share the data

Mr. Ports: Throughout the state, counties are so interested in economic development/building they give builders a break. It impacts our system. We try to get it (counts) during peak from the school system. If you can get leverage on when developments are going through and how ordinances are done and the coordinated traffic studies, it'd be important to us. When developer doesn't pay fair share – we pay.

Mr. Robinson: It's happening on regional level – everyone's evaluation process uniformity standard, regional metropolitan planning agency to make standard

*Flip chart notes: County APFO's. Balance developers' growth goals vs. corridor needs*

Mr. Broderick: There is a new community development in Kent Island. It's going in phases, developers hired traffic analyst, it's a challenge. Role of BBAG and the working group is not to make statement of development but is to recognize growth – data point and infrastructure

Traffic Impact Studies are critical of what we are discussing.

Queen Anne's County has been aggressive, tried to come up with a program (Beach to Bridge) to curtail access from side road of route 18. Question – is it legal? No, that's the challenge. County has been creative in placing law enforcement.

Mr. Boardman: We try to balance. We know what will work but can we do it or not – shutting down roads and only allowing locals. We run into those against it. During the past Sunday's gridlock, we controlled access to certain areas in Grasonville and Kent Island and provided some relief. We removed our cars and let traffic flow freely. It took eight minutes until there was gridlock. Would like a group effort between the three law enforcement agencies – MDTA police should be out shut down shoulders, prevent aggressive drivers, those moving cones. We also need help from MSP strategically positioned to get to calls and help with aggressive driving. State police are not here tonight.

Commissioner Wilson: Can you advise drivers that local roads are jammed, stay on 50 will get there quicker

Mr. Broderick: Do we need policy change, if so, how do we do it?

Mr. Ports: SHA has received legal opinions from the AG office. We must use AG as legal representative – although they are separate. (Handed out letter) We can't shut ramps down per constitution which allows free flow for citizens. State roads paid by federal funds does not allow us to shut down or restrict to locals. Waze is owned by Google. Everyone uses google or Waze – we use it to go through others' neighborhoods but don't want others in ours. If police stop someone, the citizen has a right to sue.

Mr. Broderick: Is there an emergency trigger – i.e. California wildfire?

Mr. Ports: Traffic is not an emergency, high wind is (safety issue)

Ms. Obert: Do we have AGs opinion on high wind and allow counties to shut down traffic?

Mr. Ports: High wind event is specific to bridge

Mr. Broderick: Is there discussion of state funding going to counties to deal with extra expenses of law enforcement or medical emergencies (helicopters for example)?

*Note on flip chart: State police funding*

Mr. Ports: I can't address helicopters, but state can't give funding for something not legal (cutting off ramps)

Mr. Haas: MSP developed a protocol – openly agreed to call helicopter for emergencies

Delegate Arentz – MSP can ticket more, funding goes to general fund, need to find way to get general fund to local communities, not easy task. We're going to put legislation in again about closing ramps. I suggested public meeting in Queen Anne's County. Business buy in would be critical.

Mr. Broderick: Do you need business and community support for legislature?

Delegate Arentz: Yes but it still might not get it passed.

Mr. Broderick: It's a bigger challenge. We need capacity.

Ms. Obert: To change a local bill, will it have to change for the State or does it go back to a communications issue. Go back to electronic signs? (*stating roads are closed*)

Delegate Arentz: People won't believe it. If we shut down local roads, how would people get in and out?

Mr. Broderick: We've discussed residential stickers. We will work with what we can get done, we are doing everything we can do within parameters, going to be problem for years.

Ms. Lynch: In July 2016, I hosted a meeting w/ agencies. There was the same argument – control local access. It worked with Anne Arundel County Police. MSP have done nothing for us. We put in \$40,000 - we should get money back. Posting service road signs saying “local access only” was shut down by feds – said withhold funds

Ms. Tran: We were asked to do local traffic regulation on service roads, we said we weren’t allowed, MSP asked how would we enforce it? It wasn’t sustainable. Feds stepped in and said we can’t do it.

Ms. Obert: There is no one out at Route 8/18 when it’s blocked. How do we get MSP there?

Maj. Boardman: MSP operates with four officers for two counties, in conversations with MDTA Capt. Morrow, MDTA police may be willing to help/add an officer to help with traffic flow. However, no commitments have been made.

Mr. Robinson: There are operational tactics, 50 is a federal facility, there are federal dollars, what are safety issues –figure that out and could get grants. Must separate operation from capital parts

*Note on flip chart: Federal Facility, fed \$ to support what is happening, Capital \$*

Mr. Broderick: Could we have federal reps here and think out of the box.

*Suggestion – good next step*

Mr. Ports: I believe new federal funds will be available. I met with the Feds yesterday. There are funds for local government (Sherriff’s office) to do inspections of tractor trailers. MDOT SHA pays MSP to do our inspections (weigh and pull over).

Mr. Broderick: Good actionable stuff, make summary available to all

BO – Raymond made most salient point, there is great data we have access to – assignment get to data that gets to funding

Mr. Robinson: Should need to define discretionary / non-discretionary funding

Mr. Broderick: We have homework to do, would like to agree on time to get together and summarize & then share it. This is a beginning.

Mr. Schulz: Re the NEPA Study – another bridge crossing – the governor supports this location. Can we change wording from another bridge crossing to replacement, would it change the category?

Ms. Williams: It would still involve the NEPA process, can’t do that unless it’s an in kind replacement.

Mr. Broderick thanked BBAG members leaving and welcome new BBAG members.

**Meeting Adjourned – 8:05 p.m.**

**Follow Up/Action Items:**

- Provide raw traffic data to MDTA – Mr. Cahoon
- Ascertain federal funding options for local government – To be assigned
- Look into “Stay on 50” messaging – To be assigned
- Traffic impact studies from developers – To be assigned