## Chesapeake BAY CROSSING STUDY TIER 2 NEPA

## WELCOME TO THE DECEMBER 2024 OPEN HOUSES



Maryland Transportation Authority



## **Tier 2 Study Schedule**





### **Public Op**

ublic Open House #2

**Public Ope** Septem

**Public Ope** Septem

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\*Schedule is preliminary and subject to change.

oen Houses	Open House Content
en House #1: ber 2022	Summary of the Tier 1 Study Results, objectives of th
en House #2: ber 2023	Tier 2 Study proposed Purpose and Need and the
en House #3 ber 2024	Proposal for the Bay Bridge, proposed retained alt
Hearings ber 2025	Analysis of the proposed retained alternatives and



ne Tier 2 Study, and next steps alternatives development process ternatives, and analysis of elements MDTA's Recommended Preferred Alternative



### **OPTIONS FOR KEY ELEMENTS:**

with the retained alternatives.



*Color = recommended Gray = not recommended* 

\*The combination of numbers represent the number of lanes for the Western Shore, Bay Crossing, and Eastern Shore. For example:



### The MDTA evaluated the following options for each key element. Options shown in color are recommended to be advanced









## **Proposed Retained Alternatives**









These proposed Alternatives Retained for Detailed Study (ARDS) will be analyzed in the Environmental Impact Statement (EIS).



### **Alternative A (No-Build Alternative)** No New Transportation Infrastructure

### **Build Alternatives** All Build Alternatives Will Include:

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

### All Build Alternatives Will Also Consider:





tive E	Alternative F	Alternative
-8	8-10-8	8-10-8
th	North	South









The locations of transition between the number of approach lanes and number of lanes on the crossing, where they differ, have not been identified yet.

The MDTA will consider inclusion of a shared use path on the bridge, bus service improvements, part-time shoulder use, interchange consolidation, park-and-ride, and congestion pricing for all Build Alternatives.



## Chesapeake BAY CROSSING STUDY



6 Lanes
6 Lanes
8 Lanes
8 Lanes
8 Lanes
8 Lanes

## **Alternative A: No-Build**

The No-Build Alternative includes regular maintenance of the Chesapeake Bay Bridge and US 50/301, but no capital improvements other than currently planned and programmed projects.

**ALTERNATIVE A LANE COMBINATION:** 

> **Number of Lanes:** 6-5-6 (Existing)





#### **Existing Western Shore - 6 Lanes**



#### Existing Bay Bridge - 5 Lanes



### **Existing Eastern Shore - 6 Lanes**











## **Alternatives B and C: 6-8-6**

#### **ALTERNATIVES B AND C INCLUDE:**

**Remove Existing Bridges** 

Full Bridge with Two New **Bridge Spans** 

**On Existing Approach** Alignment (US 50/301)

**Bus Service Improvements** 

Number of Lanes: 6-8-6

**Alternative B:** North Bridge Location **Alternative C:** South Bridge Location

#### WITH CONSIDERATION OF:

Part-Time Shoulder Use Interchange Consolidation Park-and-Ride **Congestion Pricing** 

Inclusion of Shared Use Path on Bridge



SUP under consideration





#### Western Shore - 6 Lanes



## New Bay Bridge - 8 Lanes Approximately 78' Approximately 94' with an optional shared-use path

Note: The typical section does not represent the locations of the structures relative to the existing structures or each other.

#### Eastern Shore - 6 Lanes





Approximately 78'





## **Alternatives D and E: 8-8-8**

#### ALTERNATIVES D AND E **INCLUDE:**

**Remove Existing Bridges** 

Full Bridge with Two New **Bridge Spans** 

**On Existing Approach** Alignment (US 50/301)

**Bus Service Improvements** 

Number of Lanes: 8-8-8

**Alternative D:** North Bridge Location Alternative E: South Bridge Location

#### WITH CONSIDERATION OF:

Part-Time Shoulder Use Interchange Consolidation Park-and-Ride **Congestion Pricing** 

Inclusion of Shared Use Path on Bridge





### New Bay Bridge - 8 Lanes







Note: The typical section does not represent the locations of the structures relative to the existing structures or each other.

#### **Eastern Shore - 8 Lanes**







Potential new shoulders that could carry traffic and/or transit during congested periods under consideration



## **Alternatives F and G: 8-10-8**

#### ALTERNATIVES F AND G **INCLUDE:**

**Remove Existing Bridges** 

Full Bridge with Two New **Bridge Spans** 

**On Existing Approach** Alignment (US 50/301)

**Bus Service Improvements** 

Number of Lanes: 8-10-8

**Alternative F:** North Bridge Location **Alternative G:** South Bridge Location

#### WITH CONSIDERATION OF:

Part-Time Shoulder Use Interchange Consolidation Park-and-Ride **Congestion Pricing** 

Inclusion of Shared Use Path on Bridge



### New Bay Bridge - 10 Lanes







#### Western Shore - 8 Lanes

Note: The typical section does not represent the locations of the structures relative to the existing structures or each other.







## Bridge Location: **Example Bridge Construction Sequencing**



### All South Bridge Location

STRUCTURE

LOCATION

- Construct two new bridge spans south of the existing bridge spans.
- Remove both existing bridge spans.

The video shows potential sequencing for construction that can be applied to south and north bridge locations.

The video shows south bridge location sequencing options as an example.

## hoconoolyo BAY CROSSING STUDY POTENTIAL BRIDGE SEQUENCING EXAMPLES

- Construct first new span to the south of the existing bridge spans.
- Remove the existing eastbound bridge span.
- Construct second new span between the existing bridge spans.
- Remove the existing westbound bridge span.







South and Between Bridge Location



# Thank you for attending. We look forward to hearing from you!





