

HOW TO COMMENT ON THE PROJECT

1. Oral testimony before the audience at the public hearings in the main hearing room (recorded)
2. Oral testimony in private to a court reporter at the public hearings in a separate hearing room (recorded)
3. Written statements on comment form provided at the hearings
4. Comment form available on the project website (www.nicebridge.maryland.gov)
5. Written correspondence to the Project Manager, Glen Smith (see back cover for address)
6. Call the Project Manager, Glen Smith, at 410-537-5665 or 1-866-713-1596

Please note: All written and oral comments postmarked or received on or before October 9, 2009 will become part of the official record.

Maryland Transportation Authority
Division of Capital Planning
2310 Broening Highway, Suite 125
Baltimore, MD 21224

**NICE BRIDGE
PUBLIC HEARINGS**
September 17 & 24, 2009

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ENVIRONMENTAL ASSESSMENT AVAILABILITY

Copies of the EA document are available at the following libraries for public review from August 14, 2009

La Plata Branch Library 2 Garrett Avenue La Plata, MD 20646 (301) 834-9010	L.E. Smoot Memorial Library 9533 Kings Highway King George, VA 22485 (540) 775-7951
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In addition, the EA document and technical reports are available for review, by appointment, between 9 a.m. and 4 p.m. at the MDTA offices at 2310 Broening Highway in Baltimore, MD (410-537-5665) and at the Nice Bridge Administration Building on US 301 South in Newburg, MD (301-259-4444). The EA is also available on the project website at www.nicebridge.maryland.gov.

CONTACT INFORMATION

If you received this brochure, the Nice Bridge Improvement Project will likely affect you. MDTA is interested in your comments, questions, or ideas. For project information or to submit comments, contact:

Glen Smith, Project Manager
Maryland Transportation Authority
Division of Capital Planning
2310 Broening Highway, Suite 125
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MARTIN O'MALLEY
GOVERNOR
ANTHONY G. BROWN
LT. GOVERNOR



SUMMER 2009

PUBLIC HEARINGS TO HIGHLIGHT ENVIRONMENTAL ASSESSMENT OF ALTERNATES

The Nice Bridge Improvement Project was initiated in 2006 by the Maryland Transportation Authority (MDTA) to address safety and capacity at the Nice Bridge (US 301). Two public hearings are being held to allow citizens an opportunity to review and provide comments on the Environmental Assessment (EA), prepared in accordance with the National Environmental Policy Act of 1969 (NEPA), Section 4(f) of the U.S. Department of Transportation Act, Section 106 of the National Historic Preservation Act, and Section 404 of the Clean Water Act. The EA document summarizes MDTA's efforts to date, including: environmental data collection; Focus Group meetings; Alternates Public Workshops; planning level engineering; environmental technical reports; consultation with federal, state, and local agencies and groups; and a detailed evaluation of alternates. These public hearings will focus on the results of the engineering and environmental analyses performed since the Alternates Public Workshops (May 31, 2007, in Maryland, and June 7, 2007, in Virginia).



The public hearing locations are shown above.



JOIN US FOR THE PUBLIC HEARINGS

MARYLAND:
Thursday, September 17, 2009
5 – 8 p.m.

Dr. Thomas L. Higdon
Elementary School
12872 Rock Point Road
Newburg, MD 20664

VIRGINIA:
Thursday, September 24, 2009
5 – 8 p.m.

Potomac Elementary School
16495 15th Street
Dahlgren, VA 22448

(The same information will be presented at both public hearings)

PUBLIC HEARING SCHEDULE

- **5 – 6:30 p.m.**
Public review of displays, questions and answers with project team.
- **6:30 – 8 p.m.**
Presentation and public testimony* (testimony length may be limited).

*5 – 8 p.m. – Private testimony will be taken by a court reporter.



PURPOSE OF THE PROJECT

The purpose of the Nice Bridge Improvement Project is to:

- Eliminate the bottleneck along US 301 created by the existing two-lane bridge.
- Support projected growth in traffic anticipated by the year 2030.
- Address safety needs.
- Minimize travel-time delays during planned bridge maintenance.
- Maintain an important public and military transportation element (US 301).

Alternate 1 (No-Build)



Alternate 2



Alternate 3



ALTERNATES RETAINED FOR DETAILED STUDY

MDTA performed environmental investigations and engineering for seven alternates (including the No-Build Alternate) in the Environmental Assessment (shown below). Build Alternates 2 through 7 include up to 3,700 feet of road improvements in Maryland and 2,500 feet in Virginia to provide capacity for traffic demand in the year 2030. The build alternates would improve safety on the approach roadways and the bridge, provide the ability to maintain two-way traffic during bridge maintenance and incidents, and satisfy the channel navigational requirements. Each alternate includes replacement or modification of the existing toll plaza to allow for highway-speed tolling. The six build alternates include an optional barrier-separated bicycle/pedestrian path.

- Alternate 1 – No-Build – Considers what conditions will be like in the year 2030 if a build alternate is not selected; includes rehabilitation of the existing bridge; does not include bicycle/pedestrian path option
- Alternate 2 – New Two-Lane Bridge to the South, Rehabilitate Existing Bridge
- Alternate 3 – New Two-Lane Bridge to the South, Replace Existing Bridge
- Alternate 4 – New Two-Lane Bridge to the North, Rehabilitate Existing Bridge
- Alternate 5 – New Two-Lane Bridge to the North, Replace Existing Bridge
- Alternate 6 – New Four-Lane Bridge to the South, Take Existing Bridge Out of Service
- Alternate 7 – New Four-Lane Bridge to the North, Take Existing Bridge Out of Service

Alternate 4



Alternate 5



MAJOR MILESTONES



Alternate 6



Alternate 7



ENVIRONMENTAL OVERVIEW

The Environmental Assessment (EA) documents the field surveys, impact assessments, and coordination with environmental agencies to identify the natural environmental, cultural, and socioeconomic impacts of the proposed alternates. A summary table of the anticipated environmental impacts for each alternate is provided below. Detailed information is presented in the EA and will be provided at the public hearings.

Summary of Environmental Impacts Without (and With) Bike/Pedestrian Path Option

Resource	Unit	Alternates Retained For Detailed Study						
		No-Build	Alt. 2	Alt. 3	Alt. 4	Alt. 5	Alt. 6	Alt. 7
Historic Properties								
Historic Standing Structures	no.	0	1	1	1	1	1	1
Recorded Archeology Sites	no.	0	0	0	0	0	0	0
Community Resources								
Business Displacements	no.	0	0	0	0	0	0	0
Institutional Displacements	no.	0	1	1	2	2	1	2
Residential Displacements	no.	0	0	0	0	0	0	0
Business Right-of-Way	acres	0	0	0	7.0	7.0	0	7.6 (8.5)
Federal Right-of-Way	acres	0	3.1 (3.3)	3.1	0	0	3.7	0
Residential Right-of-Way	acres	0	0	0	0	0	0	0
Parkland and Recreational Facilities	acres	0	0	0	3.9	3.9	0	6.5
Low-Income/Minority Populations	no.	0	0	0	1	1	0	1
Natural Environmental Resources								
Prime Farmland Soils and Soils of Statewide Importance	acres	0	4.8	5.1	6.9 (7.2)	7.5	4.6	8.2
Streams	l.f.	0	2,480	2,500	3,640	3,670	2,420	3,670
Wetlands	acres	0	0.7	0.7	0.1	0.2	0.7	0.1
Open Water Impacts-Piers	acres	0	0.3 (0.4)	0.7	0.3 (0.4)	0.7	0.5 (0.6)	0.5 (0.6)
Temporary Dredge Impacts	acres	0	61 (62)	85 (88)	62 (63)	85 (89)	67 (68)	65 (67)
Chesapeake Bay Critical Areas (MD)	acres	0	14.5	14.5	24.4	24.5	14.2	24.2 (24.3)
Chesapeake Bay Preservation Areas (VA)	acres	0	3.3 (3.4)	3.4 (3.5)	1.9 (2.3)	2.2 (2.3)	3.6	2.2
100-Year Designated Floodplains	acres	0	5.9 (6.3)	7.7 (8.6)	8.1 (8.4)	8.5 (8.7)	6.4 (6.5)	8.4 (8.6)
Rare, Threatened & Endangered Species	no.	0	0	0	0-1	0-1	0-1	0-1
Forests	acres	0	0.5	0.5	1.0	1.0	0.7	1.8 (1.9)
Noise	NSAs	0	1	1	1	1	1	1
Air Indicators	---	0	0	0	0	0	0	0
Cost								
Total Estimated Costs <i>in Millions</i>	\$	\$110-120	\$410-455 (\$490-540)	\$695-770 (\$870-960)	\$460-510 (\$545-600)	\$730-805 (\$900-990)	\$610-670 (\$765-840)	\$670-740 (\$830-910)

MDTA, through consultation with the U.S. Army Corps of Engineers (Corps), identified Waters of the United States, including jurisdictional wetlands, which are regulated by Section 404 of the Clean Water Act. The public hearings provide the opportunity to present views and information that will be considered by the Corps in evaluating a permit application. Written comments may be submitted to Mr. Steve Harman, U.S. Army Corps of Engineers, P.O. Box 1715, Baltimore, Maryland 21203-1715.

Consistent with Section 106 of the National Historic Preservation Act, MDTA is also seeking public comments regarding the effects of the project on historic properties. Please submit Section 106 comments to the Project Manager, Glen Smith (see back cover for contact information).