

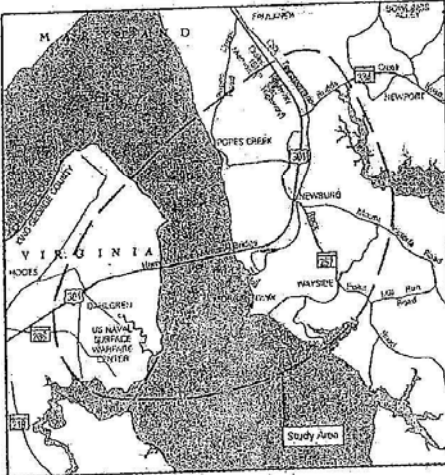
Tuesday, August 1, 2006

PUBLIC NOTICE

The Maryland Transportation Authority,
in coordination with the Virginia Department
of Transportation

HAS INITIATED

**PROJECT PLANNING STUDIES FOR THE
Governor Harry W. Nice Memorial Bridge (Nice Bridge)
Improvement Project**



The project planning study for the Governor Harry W. Nice Memorial Bridge Project will evaluate alternatives to address transportation needs on US 301 from King George County, Virginia to Charles County, Maryland. The project needs include addressing the current bridge conditions associated with the inconsistency with approach roadways, steep grade and narrow lane widths on the bridge, resulting in capacity and safety concerns. Additionally, the study will address roadway congestion at the Nice Bridge due to normal weekend and holiday weekend traffic. For further information on project background, including the Project Purpose and Need, please visit the project webpage on the Maryland Transportation Authority's website (go to Capital Projects Link) at www.mdtransportationauthority.com.

The project planning study will involve analysis and documentation of environmental impacts, per the National Environmental Policy Act (NEPA), which will address natural, socioeconomic and cultural environmental resources. Involvement from the public throughout the project planning study is encouraged. Per Section 106 of the National Historic Preservation Act, this study will include an opportunity for the public to comment on any historic properties within the study area. The Federal Highway Administration will be the lead Federal agency for the NEPA Study.

Written comments or requests to be added to the project mailing list may be submitted via mail to Mr. Glen Smith, Project Manager, Maryland Transportation Authority, 2310 Broening Highway, Suite 150, Baltimore, MD 21224, by email to nicebridgestudy@mda.state.md.us or by calling 410-537-5665. Information is also available by calling the Maryland Transportation Authority, toll-free, at (866) 713-1598. To contact the Virginia Department of Transportation, please call (540) 899-4288. Throughout the study, persons on the project mailing list will be kept informed of project updates and public involvement opportunities.



PROOF OF PUBLICATION

I, Michael Phelps, Publisher of the
The Baltimore Examiner,
a newspaper in the City of
Baltimore, published
in English for 52 successive
weeks or more prior to the issue of

August 1st, 2006, certify that the notice of

The Maryland Transportation Authority in
coordination with the Virginia Department of
Transportation
Public Notice

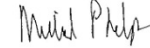
For

Project Planning Studies for the Gov. Harry W. Nice Memorial Bridge
Improvement Project

attached hereto has been published on

August 1st, 2006

Michael Phelps



Sworn to and subscribed before me this
1st day of August, 2006





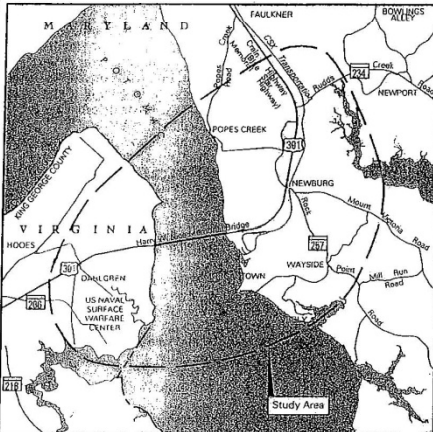
APPENDIX E- Public Involvement Correspondence



Tuesday, August 1, 2006

THE FREE LANCE-STAR

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The Free Lance-Star

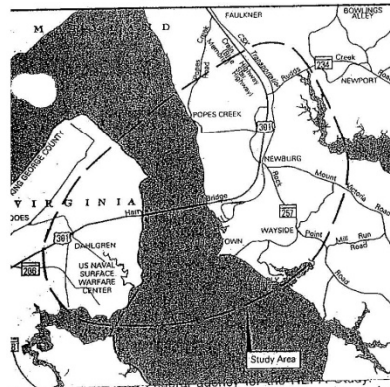
AFFIDAVIT

THE FREE LANCE-STAR
616 Amelia Street
Fredericksburg, Virginia 22401

McCormick Taylor Inc.
509 S Exeter Street 4th Floor
Baltimore, MD 21202

Subject: Public Notice
Harry W. Nice Memorial Bridge

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I hereby certify that the attached notice was published in The Free Lance-Star, a Newspaper published daily in Fredericksburg, Va. on the following date (s):

August 1, 2006

Angela Carter
Angela Carter
Accounting

Subscribed and sworn to before me,
This 1st day of September 2006.

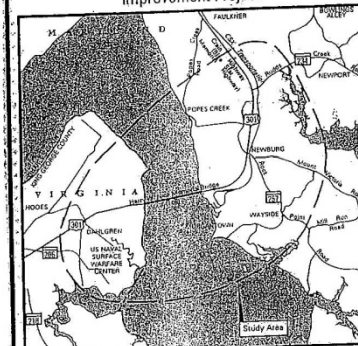
James O. Alway
Notary Public

64 Tuesday, August 1, 2006

Richmond Times-Dispatch

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Richmond Times-Dispatch

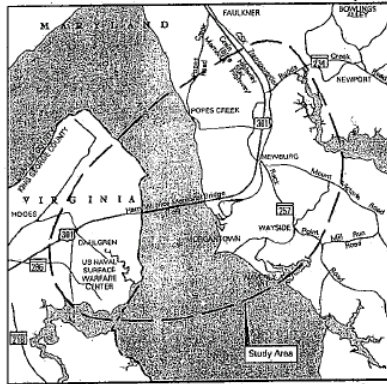
Wednesday, August 2, 2006

PUBLIC NOTICE

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M1 1525216

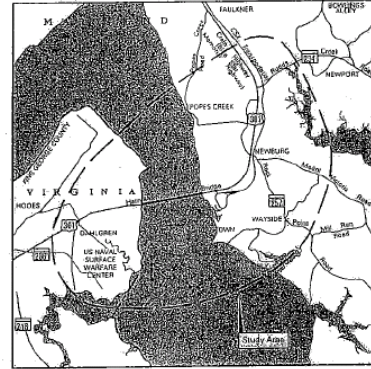
The Journal

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M1 1525216

Maryland Independent

Thursday, August 3, 2006

F2 THURSDAY, AUGUST 3, 2006 8 16C THE WASHINGTON POST

PUBLIC NOTICE

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APPENDIX E- Public Involvement Correspondence



Project Mailer

PUBLIC NOTICE

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PROJECT PLANNING STUDIES FOR THE
*Governor Harry W. Nice Memorial Bridge (Nice Bridge)
Improvement Project*

Maryland Transportation Authority
2310 Broening Highway, Suite 150
Baltimore, MD 21224

Pre-Sorted
First Class Mail
U.S. Postage
PAID
Rockville, MD
Permit No. 800

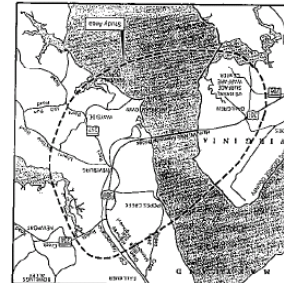


MR. JOHN Q. SAMPLE
655 NORTH HORNERS LANE
ROCKVILLE, MD 20850-1285
[Barcode]

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Governor Harry W. Nice Memorial Bridge Improvement Project

We'd like to hear from you!

Please fill out this form, detach and send to us to be added to the project mailing list.
Please include any questions or comments that you may have.
All postage is paid for by the Maryland Transportation Authority.

Maryland Transportation Authority thanks you for your feedback!



APPENDIX E- Public Involvement Correspondence



Project Postcard



the Nice Bridge Alternates Public Workshops!

MARYLAND

Thursday, May 31, 2007

5:00-8:00 PM

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

VIRGINIA

Thursday, June 7, 2007

5:00-8:00 PM

Potomac Elementary School
16495 15th Street
Dahlgren, VA 22448

The same information will be provided at both workshops.

The purpose of the workshops is to provide an opportunity for you to review and comment on:

- Purpose and Need
- Preliminary Alternates
- Project Schedule
- Public Involvement

For more information

please visit the Nice Bridge project webpage at:

www.mdtransportationauthority.com
(Go to Capital Projects Link).

Questions?
Please contact:

Glen Smith, Project Manager
Division of Capital Planning
Maryland Transportation Authority
2310 Broening Highway, Suite 125
Baltimore, Maryland 21224
Toll Free: (866) 713-1596
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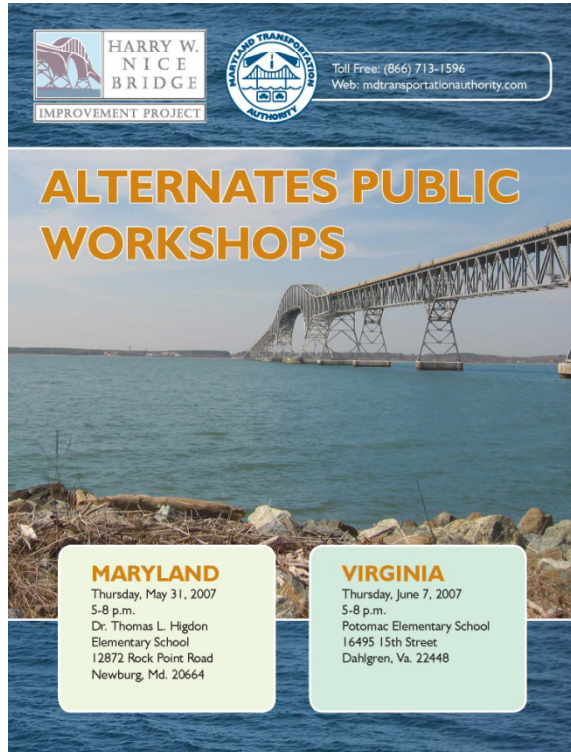


APPENDIX E- Public Involvement Correspondence



Alternates Public Workshop Brochure

May 31, 2007 & June 7, 2007



Cover

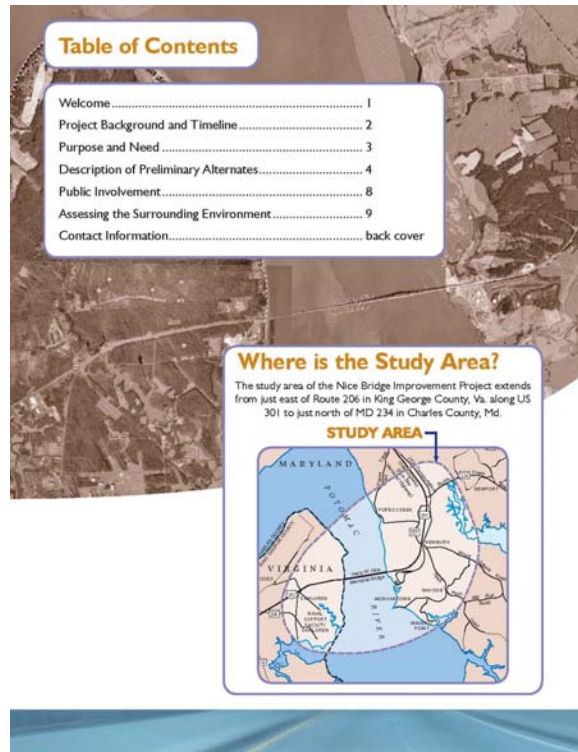
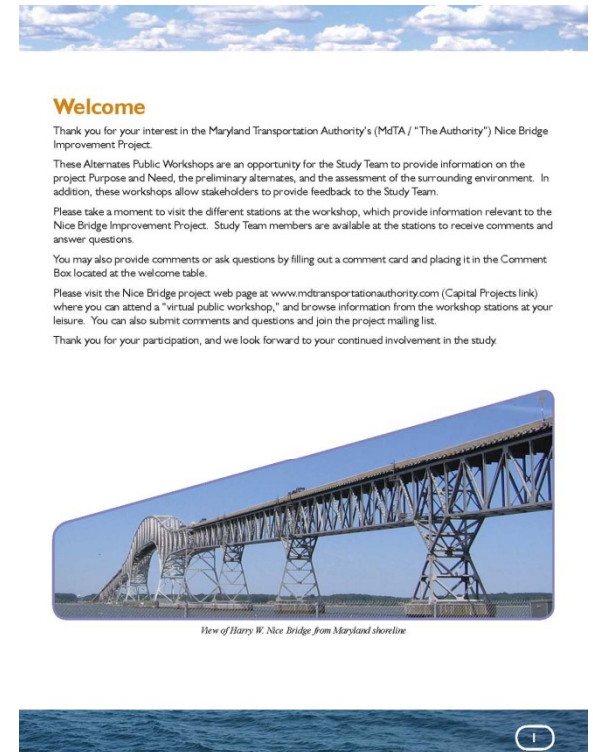


Table of Contents



Page 1

Alternates Public Workshop Brochure


May 31, 2007 & June 7, 2007

Project Background


The project planning study for the Harry W. Nice Bridge Improvement Project kicked off in summer 2006. The Maryland Transportation Authority, which owns and operates Maryland's seven toll facilities including the Nice Bridge, is conducting the study in coordination with the Federal Highway Administration (FHWA) and Virginia Department of Transportation (VDOT).

As part of the evaluation, here are some of the topics that the study is exploring:

- Investigating ways to improve traffic flow on the Nice Bridge;
- Evaluating current and future traffic conditions and travel patterns;
- Becoming better informed about the motorist, communities, and businesses that are served by the Nice Bridge, and
- Assessing the surrounding environment.



Maryland shoreline at the Aqueduct Marina



Trawling northbound across the Nice Bridge

PROJECT TIMELINE

We are here

Summer 2006: Project Initiation
Spring 2007: Alternates Public Workshop
Summer 2008: Draft Environmental Document
Fall 2008: Public Hearings
Spring 2009: Final Environmental Document
Summer 2009: Final Decision Document

PURPOSE

The purpose of the Nice Bridge Improvement Project is to:

- Provide a Potomac River crossing that conforms with existing roadway approaches to the existing crossing;
- Improve traffic operations and safety at the crossing; and
- Reduce impacts to traffic flow during maintenance, renovation and wide-load crossings.

NEED

This project is needed to address the following conditions at the Nice Bridge:

- Bridge roadway features, including the lack of median barrier and shoulder area, narrow roadway widths and inconsistent number of travel lanes and greater vertical grade as compared to approach roadways;
- Projected peak-hour traffic demand that exceeds current bridge capacity;
- Extensive weekend and holiday traffic back-ups;
- Long-term single-lane closures or complete nighttime bridge closures for scheduled bridge renovation in near future;
- Frequency of truck related and opposite direction crashes; and
- Transportation significance of the facility

Typical Roadway Section at Nice Bridge

Geometric Features						
Approach Roadway	Median	Shoulder / Offset	Travel Way	No. of Lanes / Direction	Maximum Grade	Posted Speed
Bridge	None	4' outside	11'	2	2.5% ±	50-55 mph
Approach	None	4' outside	11'	1	3.75%	40 mph

Travel Demand at Nice Bridge

Average Daily Traffic (TOTAL VEHICLES IN 24 HOUR PERIOD)		Peak Hour Volume (TOTAL VEHICLES IN PEAK ONE HOUR PERIOD)	
Existing 2006	20,500	Existing 2006	1,570
Projected 2030*	41,850	Projected 2030*	3,120
	36,000		3,245
	+104%*		+99%*
	+105%*		+105%*

* Percent of projected growth over existing

Description of Preliminary Alternates

In addition to the No-Build Alternate (Alternate 1), several build preliminary alternates are being considered at this stage of the project. The following graphic depictions of each alternate are not to scale and are for conceptual purposes only.

ALTERNATE 1 / NO-BUILD

The No-Build Alternate consists of scheduled maintenance and safety improvements to the existing bridge structure. No additional capacity or geometric improvements would be provided with this alternate. The existing bridge would require major renovation in this alternate including replacement of the existing roadway deck surface.

ALTERNATE 2

Consists of the construction of a new, two-lane parallel structure to the south of the existing bridge for northbound traffic. This new structure consists of a 40' wide travel width (2 - 12' travel lanes, 12' outside shoulder and 4' offset to a concrete barrier). The existing two-lane bridge with a 24' width would be renovated and remain in use for southbound traffic.

Alternates Public Workshop Brochure

May 31, 2007 & June 7, 2007

ALTERNATE 3 – Similar to Alternate 2 this Alternate consists of the construction of a new, two-lane parallel structure to the south of the existing bridge for northbound traffic. This new structure consists of a 40' wide travel width (2 - 12' travel lanes, 12' outside shoulder and 4' offset to a concrete barrier). The existing two-lane bridge would be replaced with a new structure for southbound traffic consisting of a similar 40' wide travel width (2 - 12' travel lanes, 12' outside shoulder and 4' offset to a concrete barrier).

ALTERNATE 4 – Consists of the construction of a new, two-lane parallel structure to the north of the existing bridge for southbound traffic. This new structure consists of a 40' wide travel width (2 - 12' travel lanes, 12' outside shoulder and 4' offset to a concrete barrier). The existing two-lane bridge with a 24' width would be renovated and remain in use for northbound traffic.

ALTERNATE 5 – Similar to Alternate 4 this Alternate consists of the construction of a new, two-lane parallel structure to the north of the existing bridge for southbound traffic. This new structure consists of a 40' wide travel width (2 - 12' travel lanes, 12' outside shoulder and 4' offset to a concrete barrier). The existing two-lane bridge would be replaced with a new structure for northbound traffic consisting of a similar 40' wide travel width (2 - 12' travel lanes, 12' outside shoulder and 4' offset to a concrete barrier).

ALTERNATE 6 – Consists of the construction of a new, four-lane parallel structure to the south of the existing bridge for all traffic. This new structure consists of an 83' wide travel width (4 - 12' travel lanes, two for northbound and two for southbound traffic, 12' outside shoulder in both directions, a 4' inside offset in both directions to the 3' median concrete barrier). The existing two-lane bridge would be taken out of service.

ALTERNATE 7 – Consists of the construction of a new four-lane parallel structure to the north of the existing bridge for all traffic. This new structure consists of an 83' wide travel width (4 - 12' travel lanes, two for northbound and two for southbound traffic, 12' outside shoulder in both directions, a 4' inside offset in both directions to the 3' median concrete barrier). The existing two-lane bridge would be taken out of service.

Design elements that will be considered with each Alternate:

- Open Road Tolling
- Off-line cash lanes
- Vehicle inspection areas
- Wide-load staging areas
- Authority Facility Campus Master Plan

The Maryland Transportation Authority Toll Facility at the Nice Bridge

Alternates Public Workshop Brochure

May 31, 2007 & June 7, 2007

Public Involvement

Public involvement is an important part of the planning study for the Nice Bridge Improvement Project. Public involvement ensures two-way communication between the public and the Study Team. Part of this communication comes from disseminating information on the study through newsletters, brochures, the project web page, fact sheets and public meetings. The other part is listening to the public's questions, comments and concerns and responding in a clear and timely manner and taking the comments into consideration during the evaluation and decision-making process.

Focus Group

Another form of communication for the project takes place through the Nice Bridge Improvement Project Focus Group.

In fall 2006, the project team contacted community leaders and commercial and business representatives to request their participation in the Focus Group. Serving as the voices for their communities and organizations, Focus Group members provide a local perspective on issues and potential improvement solutions at the Nice Bridge.

On Thursday, May 10, 2007, the Project Team met with the Focus Group for the second time to discuss the preliminary alternates and the information to be presented at the May 31st and June 7th Alternates Public Workshops. The group met at the Naval Support Facility Dahlgren in Dahlgren, Virginia.

The first Focus Group Meeting was held on Tuesday December 5, 2006, at the Dr. Thomas L. Higdon Elementary School in Newburg, Maryland. This meeting introduced the group to the project.

The Study Team will meet with the Focus Group periodically throughout the project planning study. More information on the group is available on the project web page.



Focus Group Meeting #1, December 2006, Newburg, Maryland

What We've Heard From You!

The public has provided feedback, by emails, letters and the project web page, to the Study Team since the Nice Bridge Improvement Project began. Concerns include:

- Backups resulting from holiday and weekend traffic;
- Safety on the bridge;
- Desire for bridge to have two lanes in each direction; and
- Difficulty accessing local communities when there are backups at the bridge.

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Assessing the Surrounding Environment

The project planning study for the Nice Bridge Improvement Project includes identifying the natural environmental, community and cultural resources within the study area. An environmental inventory is conducted through observation of the study area, data research and coordination with the federal, state and local resource and regulatory agencies. The inventory provides information on the location and function of these valuable environmental resources.

Natural Environmental Resources

Natural environmental resources identified include:

- Potomac River
- Wetlands
- Floodplains
- Forests
- Wildlife (bald eagle habitat, waterfowl, colonial waterbirds)
- Fish spawning areas
- Chesapeake Bay Critical Area (Maryland only)
- Natural Oyster Bars (Maryland only)
- Submerged Aquatic Vegetation



Wynside Park, Virginia



Identifying and assessing water resources.



Barnesfield Park, Virginia



Aqualand Marina & Campground, Maryland

Community Resources

Identifying the places where people live, work and go to for recreation is also part of the environmental inventory. The community resources identified include:

- Residential Communities
- Businesses
- Schools
- Religious Institutions
- Aqualand Marina & Campground
- Morgantown Generating Plant
- Potomac Gateway Welcome Center
- Cran Memorial Visitors Center
- Wayside and Barnesfield Parks
- Naval Support Facility Dahlgren

Cultural Resources

Various historic and archeological resources are located throughout the Nice Bridge study area. The study team continues to work with federal, state and local agencies to ensure that all archeological and historic sites, structures and districts are identified and assessed.



What's Next?

Following the Alternates Public Workshops, the Nice Bridge Improvement Project will move forward by reviewing and responding to the comments received at the workshops. The Study Team will identify the alternates that will be studied in detail during the next stage of the project planning study. Detailed analyses will be conducted for each alternate carried forward to determine how each will affect the surrounding communities and natural environment. The public will continue to be updated on the study as it progresses and will have an opportunity to review these detailed analyses in the draft environmental document and at the fall 2008 Public Hearings.

Please continue to visit the project web page at www.mdtransportationauthority.com (Capital Projects link) where project updates will be posted and where you can submit a comment, ask a question or join the Project Mailing List.

Questions?

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Maryland Transportation Authority
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Baltimore, Maryland 21224
Toll Free: (866) 713-1596
E-mail: nicebridgestudy@mdta.state.md.us

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Back Cover



APPENDIX E- Public Involvement Correspondence



Spring 2008 Newsletter

PUBLIC INPUT

Input from the public is a valuable resource for the project team. Public meetings and the project website give you the opportunity to get involved and help our project team better understand the needs of the surrounding community. Please visit www.mdtransportationauthority.com. Click on "Capital Projects" and "Nice Bridge Improvement Project" for more information and to provide comments electronically.



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Maryland Transportation Authority
Division of Capital Planning
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Baltimore, Maryland 21224

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Toll Free: 866-713-1596

Fax: 410-537-5653
E-mail: nicebridgestudy@mdta.state.md.us
Web: mdtransportationauthority.com

FOCUS GROUP EXPLORES IMPACTS OF NICE BRIDGE IMPROVEMENTS

MDTA asked a group of community representatives from a wide variety of interests to serve as members of a focus group for the Nice Bridge Improvement Project. The focus group provides a sampling of public opinion that will help shape the project and assist MDTA by providing valuable local perspective. The 16-member focus group met for the third time on January 24, 2008 to discuss the project and learn more about the proposed alternatives. At the meeting, Project Manager Glen Smith and the team shared comments from workshop attendees, provided project updates and answered questions about the Alternates Retained for Detailed Study (ARDS) and the National Environmental Policy Act (NEPA) processes. The next focus group meeting will be held in Virginia prior to the fall 2008 Public Hearings.

SECTION 106 of the National Historic Preservation Act requires that MDTA seek and consider comments from the public regarding the effects of the Nice Bridge Improvement Project on historic standing structures and archeological resources. The views of the public are essential to informed decision making in the Section 106 process. MDTA will coordinate with the public in a manner that reflects the nature and complexity of the project and its effects on historic properties. If you or your group would like to share your comments, please email MDTA or contact the Project Manager (see top of page for contact information).

WE WANT TO HEAR FROM YOU!

If you received this newsletter, then chances are this project will affect where you live, where you work, or how you commute. It is important that you share your concerns, questions and ideas with us. Thank you!



PUBLIC WORKSHOPS DREW A CROWD

More than 130 citizens attended the Nice Bridge Improvement Project Alternates Public Workshops held on May 31, 2007 at the Dr. Thomas L. Higdon Elementary School in Newburg, Md and on June 7, 2007 at the Potomac Elementary School in Dahlgren, Va. At the workshops, the project team presented fourteen preliminary alternatives for improvements to the Nice Bridge. Attendees also viewed displays of the project schedule, public involvement activities, ongoing coordination with federal, state and local agencies, and maps depicting the natural environmental features of the surrounding area.

Project team members answered questions and discussed the information presented with workshop attendees.



Attendees also shared their thoughts, concerns and questions by submitting comment cards to the project team. The Maryland Transportation Authority (MDTA) thanks all citizens who took the time to participate and made these workshops a success.

WHY IS A PLANNING STUDY FOR THE NICE BRIDGE BEING CONDUCTED?



The purpose of the Nice Bridge Improvement Project is to provide roadway elements that are consistent with US 301 as it approaches the bridge. This includes evaluating a Potomac River crossing with two 12-foot lanes in each direction, a median separation and adequate shoulders.

Project needs include:

- Relieving congestion;
- Improving safety;
- Providing for forecasted future travel demand; and,
- Providing the ability to maintain two-way traffic during wide load crossings and when performing maintenance and rehabilitation work.



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NEXT STEPS...



WHAT IS AN "ALTERNATE?"

An alternate is a proposed solution to a transportation problem. Alternates for the Nice Bridge Improvement Project range from maintaining the existing bridge (no-build alternate) to building new bridge(s) (build alternates). The Project Team is investigating a no-build alternate and six build alternates to determine how they address the project's Purpose and Need.

ALTERNATES RETAINED FOR DETAILED STUDY

Proposed Alternate 1 (No-Build)



- Major rehabilitation will be required (2015 - 2020)
- Scheduled maintenance and safety operations will continue

Proposed Alternate 2



- Avoids parks (VA) and marina/campground (MD)
- Low construction costs

Proposed Alternate 3



- Avoids parks (VA) and marina/campground (MD)
- Low maintenance costs

Proposed Alternate 4



- Avoids wetlands in naval facility (VA)
- Low construction costs
- Possible displacement of the Potomac Gateway Welcome Center
- May impact marina, campground and parkland activities

Proposed Alternate 7



- Low construction impacts
- Low maintenance costs
- Possible displacement of the Potomac Gateway Welcome Center
- May impact marina, campground and parkland activities

Proposed Alternate 6



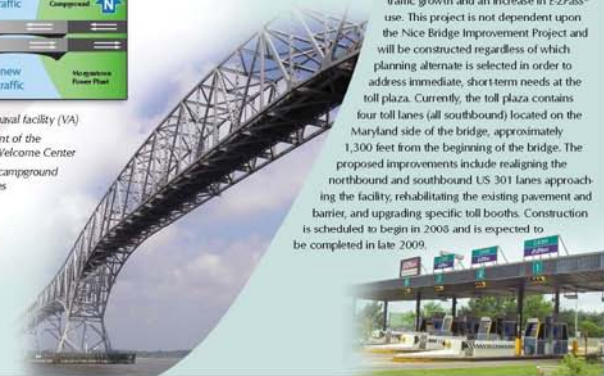
- Low impacts to socioeconomic, natural and cultural resources
- Low maintenance costs

Proposed Alternate 5



- Avoids wetlands in naval facility (VA)
- Possible displacement of the Potomac Gateway Welcome Center
- May impact marina, campground and parkland activities

TOLL PLAZA IMPROVEMENTS



The Maryland Transportation Authority is upgrading the US 301/Nice Bridge Toll Plaza to accommodate future traffic growth and an increase in EZPass® use. This project is not dependent upon the Nice Bridge Improvement Project and will be constructed regardless of which planning alternate is selected in order to address immediate, short-term needs at the toll plaza. Currently, the toll plaza contains four toll lanes (all southbound) located on the Maryland side of the bridge, approximately 1,300 feet from the beginning of the bridge. The proposed improvements include realigning the northbound and southbound US 301 lanes approaching the facility, rehabilitating the existing pavement and barrier, and upgrading specific toll booths. Construction is scheduled to begin in 2008 and is expected to be completed in late 2009.

Nice Bridge Improvement Project May 31st and June 7th, 2007 Alternates Public Workshops Public Feedback

The public provided a range of valuable comments at and following the May 31st and June 7th Alternates Public Workshops. Comments were provided by either filling out comment cards at and following the workshops, submitting the on-line comment form, or through discussions with study team representatives. The study team takes all comments received from the public and resource agencies into consideration when evaluating the proposed alternatives.

To understand the different issues, preferences and concerns voiced by the public, the comments were sorted into the following seven categories and summarized below:

- *Alternates;*
- *Community access;*
- *Natural environmental resources;*
- *Community/Business resources;*
- *Design/aesthetics;*
- *Existing bridge issues (traffic/tolls); and*
- *Project schedule/funding.*

Alternates

The majority of comments received noted preference for a Build Alternate. Comments in support of building a new span(s) were a mix of preferences for a two-lane or four-lane span, north or south of the existing Nice Bridge:

- Prefer new four lane structure, keeping existing open during construction to maintain traffic flow.
- Prefer new span on north side, away from power plant.
- Prefer new bridge further north of existing bridge.
- Prefer new two-lane structure with opposing lanes of traffic separated by different structures.
- Prefer new four lane two-span bridge north of existing bridge.
- Prefer building alternates that are south of the existing bridge.
- Two separate bridges would be safer than Alternates 6 or 7.
- Prefer Alternate 7.
- Prefer Alternate 4.
- Alternate 3 is preferred long-term.
- Prefer Alternate 3 because avoids disturbing Wayside Park.

Community Access

- Back-ups at the bridge on the weekend create difficulty for access into and out of the Clifton on the Potomac community in Maryland.
- Need to ensure that access is maintained to the residences along Roseland Road in Virginia.

Natural Environmental Resources

- Concern for potential fog and smog on the bridge from the Morgantown Power Plant.
- Need to protect the natural environment if a new span is constructed.

Community/Business Resources

- Need to preserve Wayside Park and its beach area in Virginia.
- Concern for protection of the Aqua-Land Marina in Maryland.

Design/Aesthetics

- Prefer a lower bridge height.
- Prefer a bridge height that will allow for the passage of tall ships.
- Drawbridges create traffic congestion.
- Include a bicycle/pedestrian facility on the crossing.

Existing Bridge Issues (traffic/tolls)

- Concern for the narrowness of the Nice Bridge, current congestion on the bridge, the age of the structure and congestion generated from back-ups at the toll booths.
- Back-ups at the toll booths during the summer are not that much of an inconvenience.
- Maintain part of the existing bridge as a fishing pier if a new structure is developed.

Project Schedule/Funding

- Project schedule should be expedited.
- How is the project funded and what will it cost to build and maintain the bridge?
- What will the impacts be on taxes and tolls?