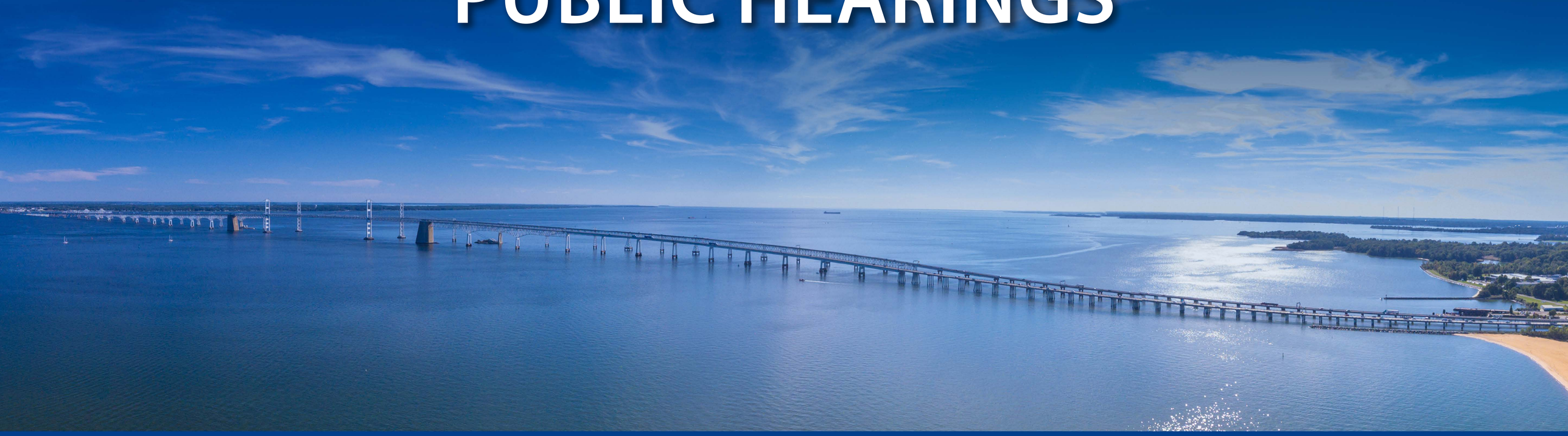
Chesapeake
BAY CROSSING STUDY
TIER 2 NEPA

WELCOME TO THE DRAFT ENVIRONMENTAL IMPACT STATEMENT PUBLIC HEARINGS



Maryland
Transportation
Authority
MDTA

Why a New Bay Bridge Is Needed

- Not enough travel lanes
- Severe bottleneck at the Bay Bridge
- Frequent two-way operations
- Narrow lanes and no shoulders
- Aging bridge spans
- Ship height constraints

Source: Shutterstock

MDTA's Recommendation: A New Modern Bay Bridge

The MDTA evaluated seven alternatives and recommends **Alternative C**

- Replaces existing spans with two new four-lane spans
  - Adds needed capacity
  - Removes bottleneck at the Bay Bridge
  - Replaces aging spans
- Limits two-way operations
- Provides full shoulders for maintenance and emergencies
- 230-foot navigation clearance enhances Port access
- **Least environmental impact**
- **Lowest cost**

Purpose of Public Hearings

- Learn about the MDTA's recommendation for a new Bay Bridge
- Learn about the alternatives analysis and environmental impacts
- Share your comments

SCAN TO VIEW THE DRAFT EIS AND SUPPORTING TECHNICAL DOCUMENTS

Source: Adobe Stock

Have Your Voice Heard!

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

MDTA Maryland Transportation Authority

Thank you for participating in this Public Hearing.
Comments received will help shape the Tier 2 Study.

How to comment:

- Provide testimony at an in-person or virtual hearing
- Please submit your comments about the information presented in the Draft Environmental Impact Statement by Monday, March 9, 2026, via mail, email or Study website.
- You can access the comment form online at **baycrossingstudy.com** or by scanning the QR Code.

Visit baycrossingstudy.com to:

- View displays from the public hearing
- Submit comments
- Sign up for future project notifications
- Receive updates and news about the Study
- Participate in upcoming public involvement opportunities

Submit Comments

Provide testimony at a hearing

Fill out a comment form:
baycrossingstudy.com

Email comments to:
info@baycrossingstudy.com

Send comments by mail to:
Bay Crossing Study
2310 Broening Highway
Baltimore, MD 21224

Call:
667-203-5408

Engaging the Community

The MDTA is committed to a comprehensive public engagement program that stresses collaboration with our key stakeholders and local community partners.

We encourage the public to:

- Submit their comments
- Join the mailing list
- Fill out our surveys that help shape the Study
- Spread the word to others about the Study

Who We've Engaged:

Since the launch of the Tier 2 Study in June 2022, the MDTA has held the September 2022, September 2023, and December 2024 Open Houses, the June 2023 Virtual Transit & Bicycle/Pedestrian Listening Meeting, and more than 60 pop-up events to engage the public and receive feedback on the Study.

If your community/ organization has an event you'd like us to attend, please email info@baycrossingstudy.com with details.

What We've Heard

Community feedback was gathered throughout the Study process—at meetings, engagement events, and through the project website, phone line, and email. From that feedback, common themes include:

- Support for replacing the existing bridges
- Need for congestion relief and traffic improvements
- Support for more lanes on the bridge and US 50/301
- Pier protection and navigational clearance
- Support for a shared-use path on the bridge
- Congestion on local roads and in communities
- Impacts to community and natural resources
- Tier 2 Study and future construction schedules
- Bridge cost and funding
- Safety and emergency services
- Location of the bridge alternatives
- Transit options
- Transportation Demand Management and Transportation Systems Management considerations

To date we have received more than

4,600

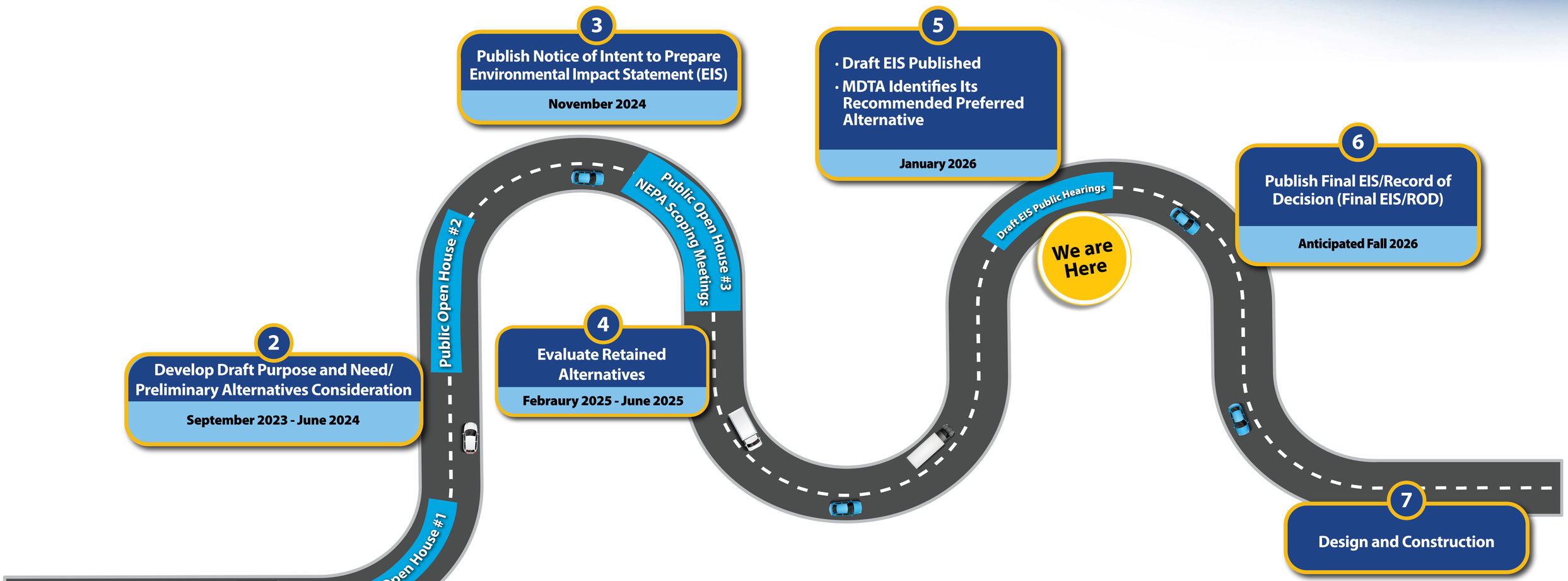
comments and survey responses during the Study.

Public comments received to date have helped the MDTA develop the information presented at this hearing, including the purpose and need, alternatives, environmental impacts, and the MDTA-Recommended Preferred Alternative.

Tier 2 Study Schedule

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

Maryland Transportation Authority MDTA



Public Open Houses	Open House Content
Public Open House #1: September 2022	Summary of the Tier 1 Study Results, objectives of the Tier 2 Study, and next steps
Public Open House #2: September 2023	Tier 2 Study proposed Purpose and Need and the alternatives development process
Public Open House #3 December 2024	Proposed retained alternatives and analysis of alternative elements
Draft EIS Public Hearings February 2026	Analysis of the alternatives, potential environmental impacts, and MDTA-Recommended Preferred Alternative

We are Here

Purpose & Need

The purpose of the Chesapeake Bay Crossing Study: Tier 2 NEPA is to address existing and future transportation capacity needs and access across the Chesapeake Bay and at the Chesapeake Bay Bridge approaches along the US 50/301 corridor. The Tier 2 Study is evaluating measures to reduce congestion; improve travel times and reliability, mobility, and roadway deficiencies; and accommodate maintenance activities and navigation, while minimizing impacts to local communities and the environment.

Adequate Capacity and Reliable Travel Times: Capacity of the Bay Bridge and its approaches on US 50/301 are not sufficient to accommodate existing and anticipated traffic demand, resulting in traffic congestion on the Bay Bridge and adjacent roadway network.

Mobility: Congestion at the Bay Bridge and its approaches and subsequent spillover effects on local roadways limit the movement of people, goods, and services across the Chesapeake Bay and in adjacent communities.

Roadway Deficiencies: The bridge does not meet current standards for design or traffic operations because of existing conditions such as narrow lanes and lack of shoulders.

Existing and Future Maintenance Needs at the Existing Spans: Due to the age of the existing Bay Bridge, extensive maintenance work will be required, which will cause major congestion in the future.

Navigation: The existing Bay Bridge is a key constraint for the height of ships that travel the Chesapeake Bay, including to the Port of Baltimore.

SCAN TO VIEW THE DRAFT EIS AND SUPPORTING TECHNICAL DOCUMENTS

The MDTA has identified two additional objectives:

Environmental Responsibility: Project alternatives will be developed to avoid and minimize impacts to communities and sensitive environmental resources.

Cost and Financial Responsibility: Cost and financial responsibility will be a factor when analyzing and evaluating potential solutions, with regard to the means of paying for the development, operation, and maintenance of all proposed facilities.

The MDTA-Recommended Preferred Alternative: Alternative C

The MDTA evaluated six build alternatives. Each would build two new bridge spans and remove the existing bridge spans. This would:

- Provide additional transportation capacity across the Bay.
- Improve the reliability of crossing the Bay by providing an equal number of lanes in each direction and reducing the need for two-way operations.
- Increase the vertical navigational clearance (230 feet) to meet U.S. Coast Guard requirements.
- Improve incident management by providing full shoulders.
- Eliminate the need for extensive maintenance and rehabilitation of the existing spans.

Alternative C is the MDTA-Recommended Preferred Alternative because:

- Alternative C would be the least costly alternative.
  - Without optional shared-use path (SUP): $14.8 to 16.4 Billion*
  - With optional SUP: $16.1 to $17.6 Billion*
- Alternative C has the least impact to environmental resources, including:
  - Parks
  - Historic properties
  - Private property
  - Wetlands, non-tidal surface waters, and other natural resources
- Alternative C would remove the bottleneck at the Bay Bridge in both directions on a Non-Summer Weekday (NSWD) and eastbound on a Summer Weekend (SWED)

Alternative C is the MDTA recommendation. An alternative has not been selected to advance to design or construction. The MDTA and FHWA will select an alternative after comments on the Draft EIS have been considered. The selected alternative will be identified in the combined Final EIS/ROD.

**This is a planning level cost estimate.*

Alternatives Retained for Detailed Study

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

Maryland Transportation Authority MDTA

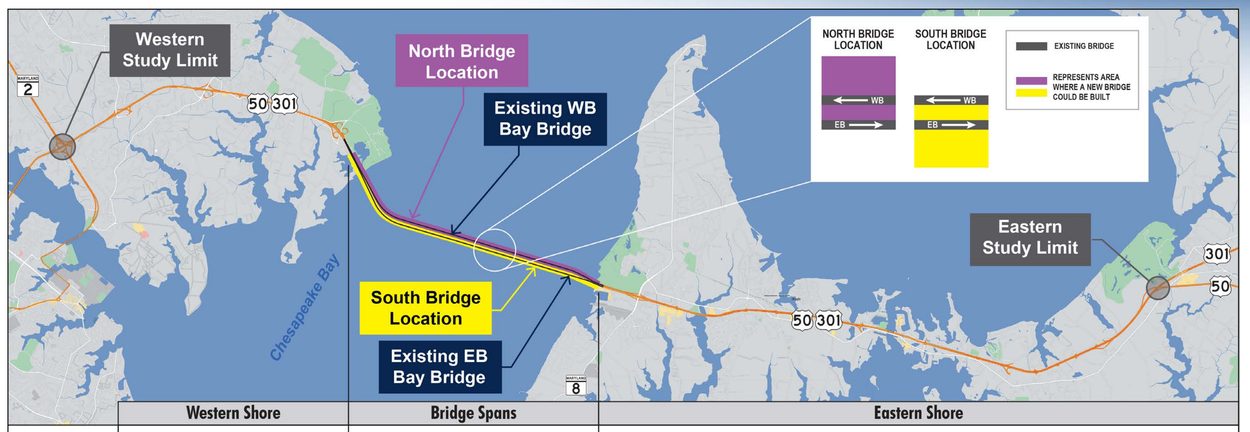
The MDTA identified seven Alternatives Retained for Detailed Study (ARDS) in the Draft EIS, including the No-Build Alternative and six build alternatives. The build alternatives vary by the number of lanes on the new bridge and the US 50/301 approach roadways, as well as the location north or south of the existing Bay Bridge.

All build alternatives would:

- Replace the existing Bay Bridge spans with two new spans.
- Remove both existing spans.

All build alternatives would also include:

- Financial commitments for transit-related improvements.
- An optional bicycle and pedestrian shared-use path.



	Western Shore	Bridge Spans	Eastern Shore
Alternative A: No-Build	6 Lanes	5 Lanes	6 Lanes
Alternative B	6 Lanes	8 Lanes NORTH	6 Lanes
Alternative C	6 Lanes	8 Lanes SOUTH	6 Lanes
Alternative D	8 Lanes	8 Lanes NORTH	8 Lanes
Alternative E	8 Lanes	8 Lanes SOUTH	8 Lanes
Alternative F	8 Lanes	10 Lanes NORTH	8 Lanes
Alternative G	8 Lanes	10 Lanes SOUTH	8 Lanes

Design Features for the Build Alternatives:

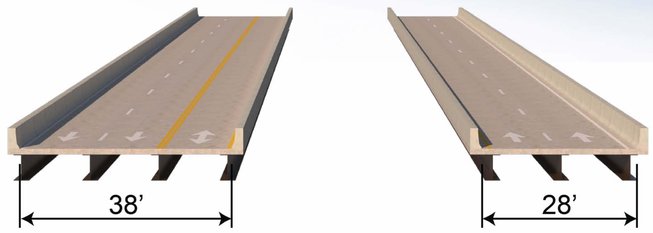
- 12-foot-wide travel lanes
- 12-foot-wide median and outside shoulders on the approach roadways
- 12-foot-wide median shoulders and 14-foot wide outside shoulders on the Bay Bridge
- Maximum bridge grade = 3.0%
- 230-feet vertical clearance to underside of the main span
- Limits two-way operations

Alternative A: No-Build (6-5-6)

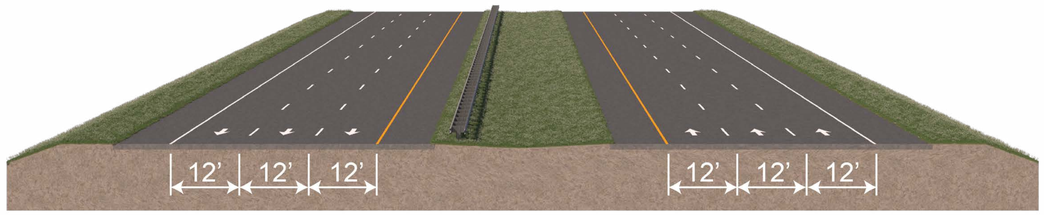
The No-Build Alternative includes regular maintenance of the existing Bay Bridge and US 50/301, but no capital improvements other than those currently planned and programmed projects.

The No-Build Alternative would require major superstructure and substructure rehabilitation/ replacement, such as painting, deck replacement, suspension cable rehabilitation, beam replacement, and electrical repairs. The cost of all future maintenance projects from 2025 through 2065 would be approximately $3.8 billion.

Existing Bay Bridge - 5 Lanes

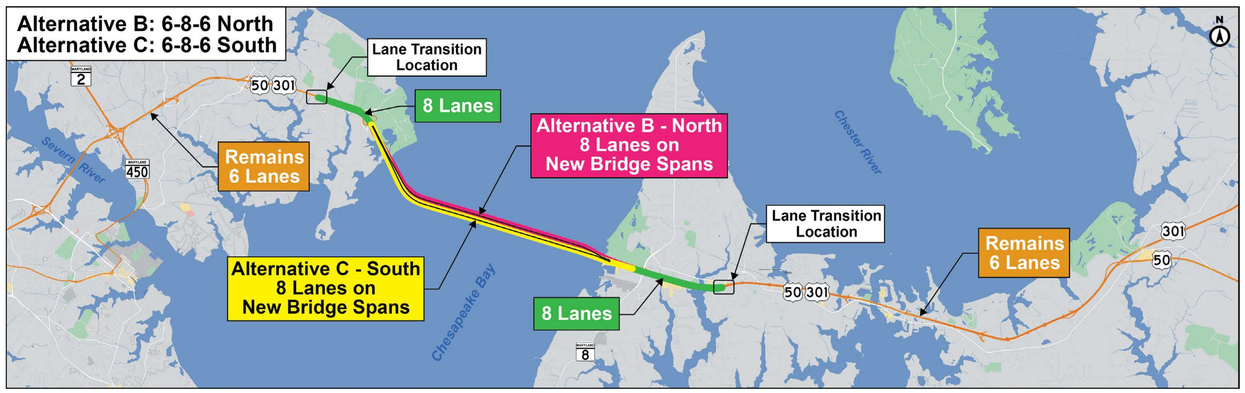


Existing Western and Eastern Shore - 6 Lanes

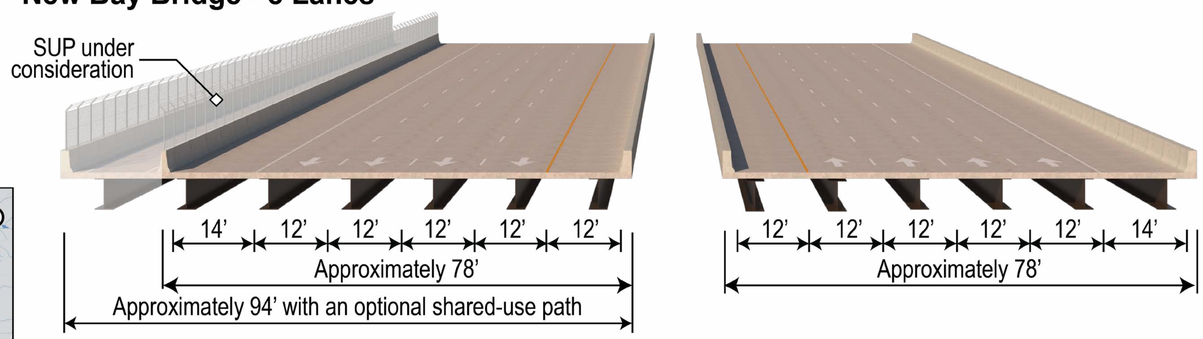


Alternatives B and C: 6-8-6

Widening of US 50/301 to eight lanes (four per direction) from west of Oceanic Drive to east of Cox Creek to allow sufficient room to transition to the new bridge crossing.

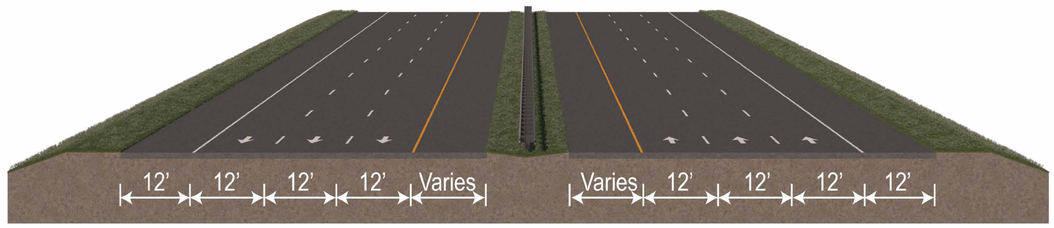


New Bay Bridge - 8 Lanes



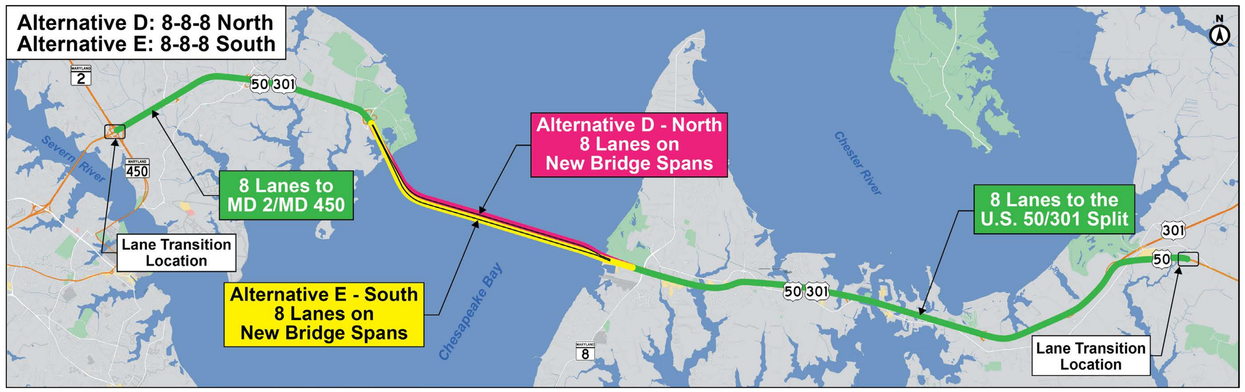
Note: The typical section does not represent the locations of the structures relative to the existing structures or each other.

Western and Eastern Shore - 6 Lanes

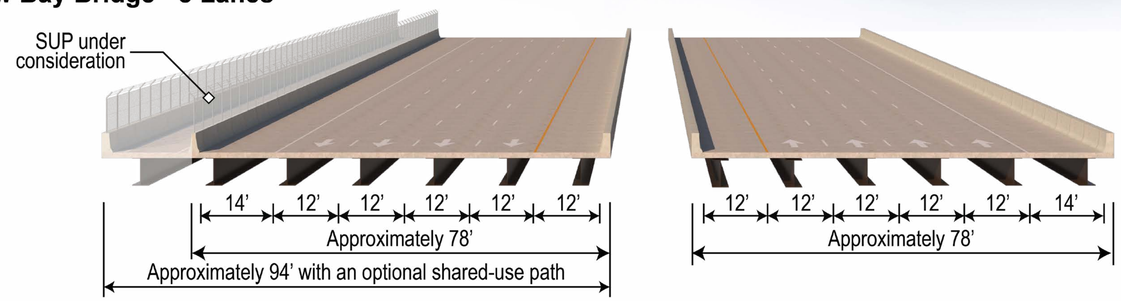


Alternatives D and E: 8-8-8

Widening of US 50/301 to eight lanes (four per direction) from the MD 2/MD 450 interchange to the US 50/301 split.



New Bay Bridge - 8 Lanes



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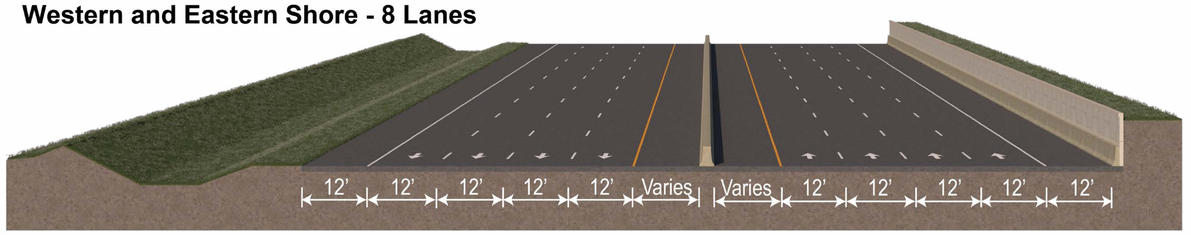
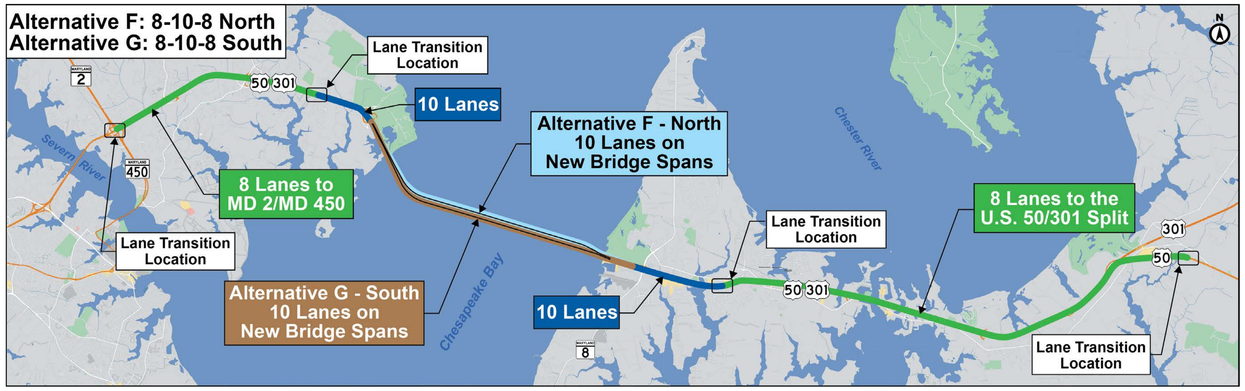
Western and Eastern Shore - 8 Lanes

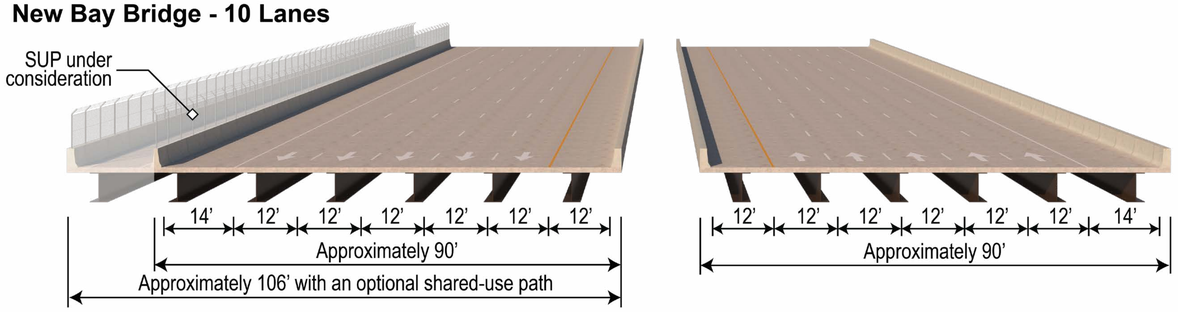


Alternatives F and G: 8-10-8

Widening of US 50/301 to eight lanes (four per direction) from the MD 2/MD 450 interchange to the US 50/301 split , with ten lanes (five per direction) from west of Oceanic Drive to east of Cox Creek.

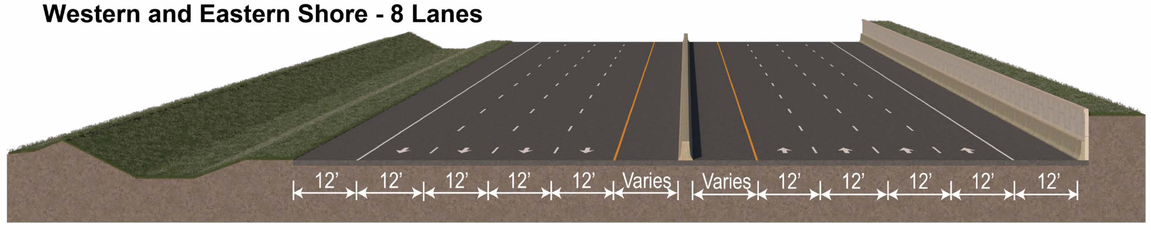


New Bay Bridge - 10 Lanes



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

Western and Eastern Shore - 8 Lanes



Optional Shared-Use Path

- A shared-use path (SUP) on a new bridge is an option with every build alternative.
- If included, an SUP across a new Bay Bridge would be:
  - A two-way ped/bike facility.
  - Separated from travel lanes/shoulders by a physical barrier with a fall-protection system.
- Costs and environmental impacts for the optional SUP are provided in the Draft EIS and at this hearing.
- Following the ROD, the MDTA will further evaluate the optional SUP and determine if it should be included.
- If financial considerations allow the SUP to be included on a new bridge, additional coordination would occur among the potential responsible agencies regarding connections, parking, maintenance, and other features.

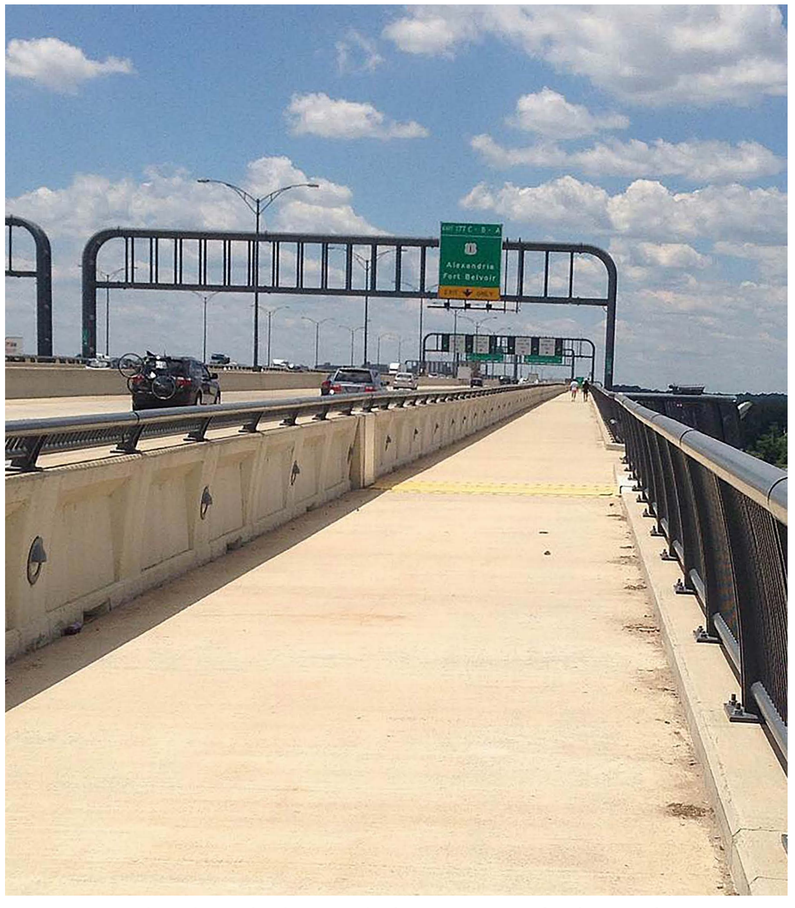
Mario Cuomo (Tappan Zee) Bridge (NY)

Source: Adobe Stock Photos

Oakland Bay Bridge (San Francisco-Oakland Bay, CA)

Source: Photo by TrailLink user tommyonbike, courtesy of Rails-to-Trails Conservancy

Woodrow Wilson Memorial Bridge (MD)



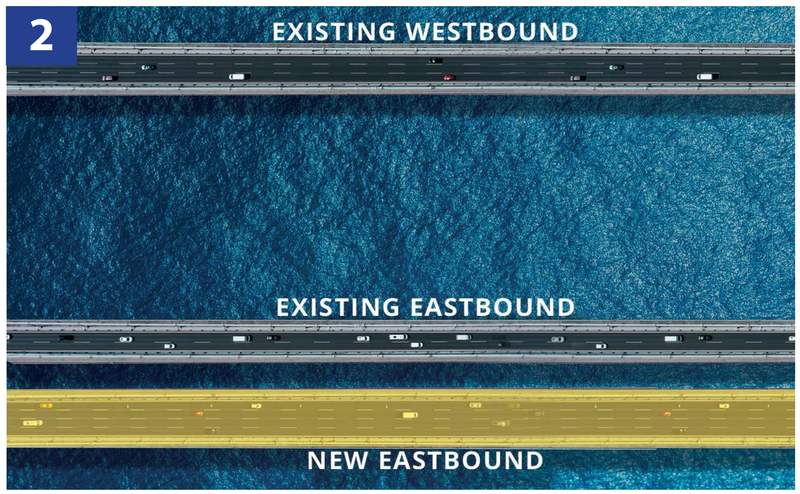
Source: Photo by TrailLink user mdeplanty, courtesy of Rails-to-Trails Conservancy

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

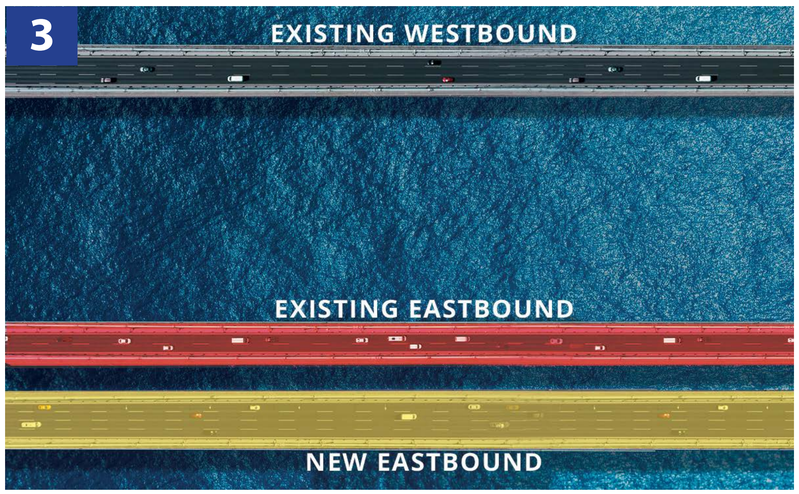
MDTA Maryland Transportation Authority

MDTA-Recommended Preferred Alternative (Alternative C) Potential Construction Sequencing

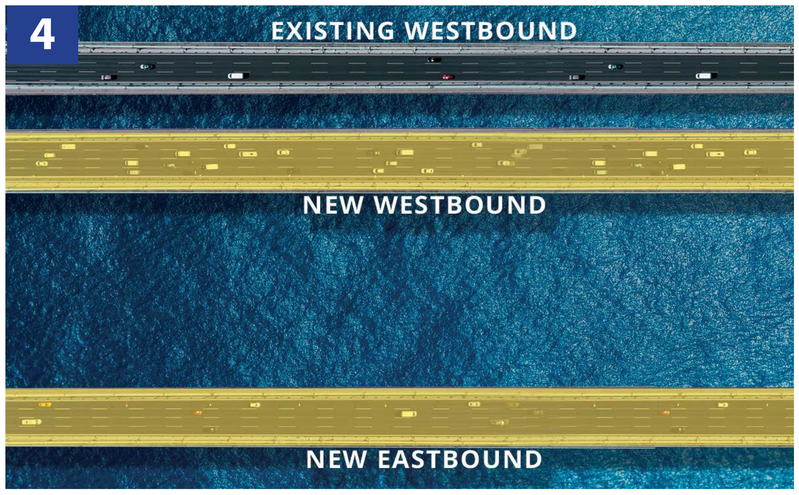
Existing eastbound and westbound Chesapeake Bay Bridge spans.



A new eastbound span (yellow) would be constructed first, south of the existing spans.



Removal of the existing eastbound span (red) would follow.



A new westbound span (yellow) would then be constructed between the existing bridge spans.

Removal of the existing westbound span (red) would follow.

Completed new eastbound and westbound Chesapeake Bay Bridge spans.

Visual Comparison

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

Maryland Transportation Authority MDTA

Existing Suspension Bridge

Potential Suspension Bridge

Potential Cable-Stayed Bridge

For planning purposes only, subject to change during final design. Pier protection not rendered but is included in the build alternatives. View is from Sandy Point State Park beach.

Traffic Analysis

- Traffic forecasts were developed to estimate the traffic volumes through the corridor during the design year (2045) for both the No-Build and build alternatives.

DAILY VOLUMES ACROSS THE BAY BRIDGE (VEHICLES PER DAY)

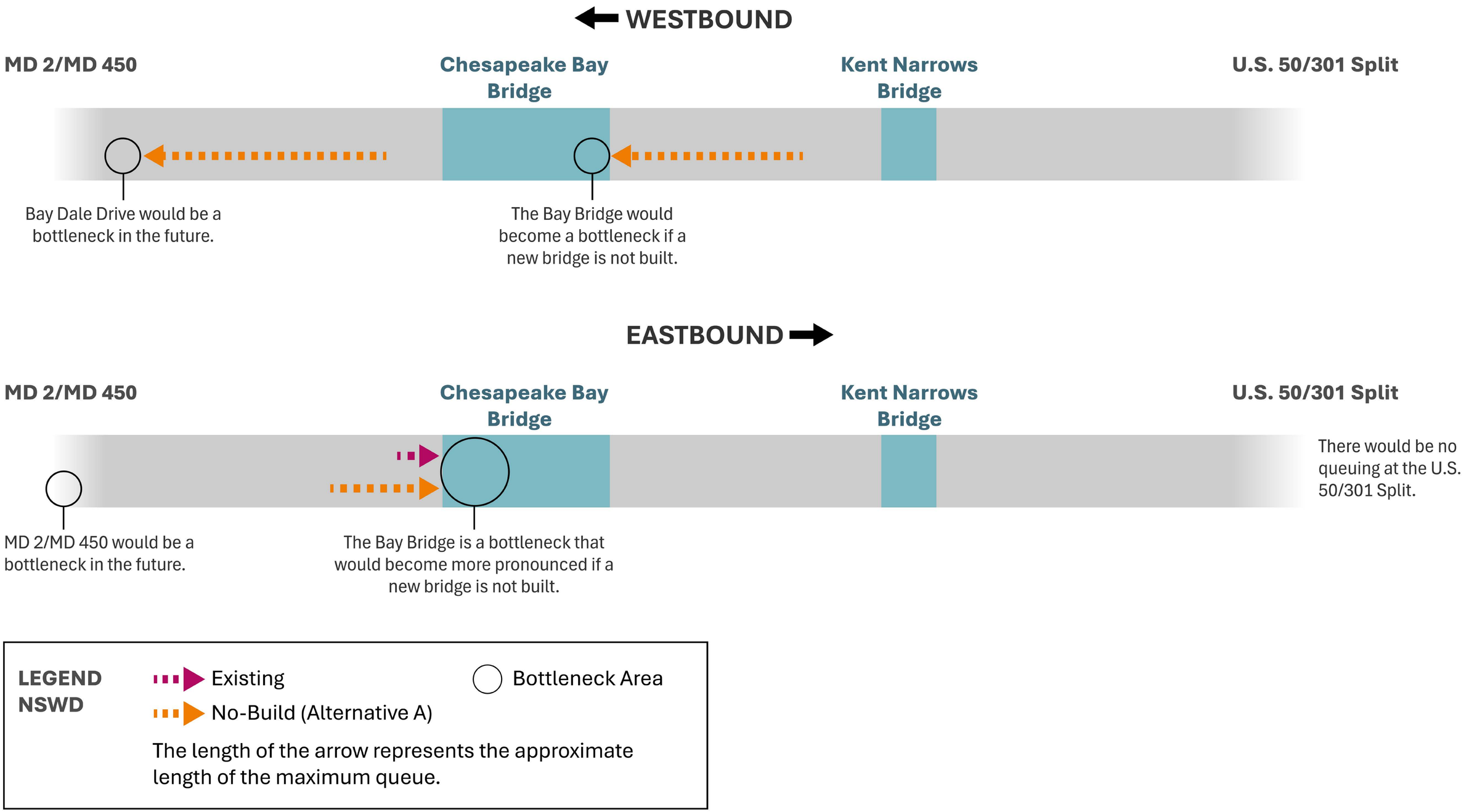
Day Type	Existing (2022)	Design Year (2045)			
		Alt A No-Build (6-5-6)	Alt B & C 6-8-6	Alt D & E 8-8-8	Alt F & G 8-10-8
Typical NSWD	69,588	91,150	92,600	93,450	93,850
Typical SWED	104,284	130,500	143,150	148,600	148,650

NSWD: Non-Summer Weekday

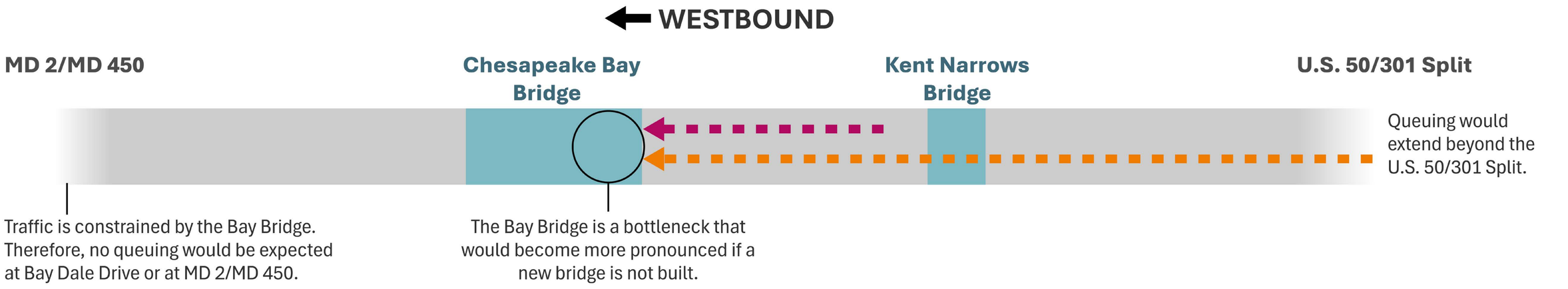
SWED: Summer Weekend (Eastbound Friday and Westbound Sunday)

- All build alternatives would limit the need for two-way operations, thus improving reliability for crossing the Bay.

Non-Summer Weekday (NSWD) Traffic Analysis Results - Existing and No Build (2045)



Summer Weekend (SWED) Traffic Analysis Results - Existing and No Build (2045)



Non-Summer Weekday (NSWD) Traffic Analysis Results - Build Alternatives (2045)

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

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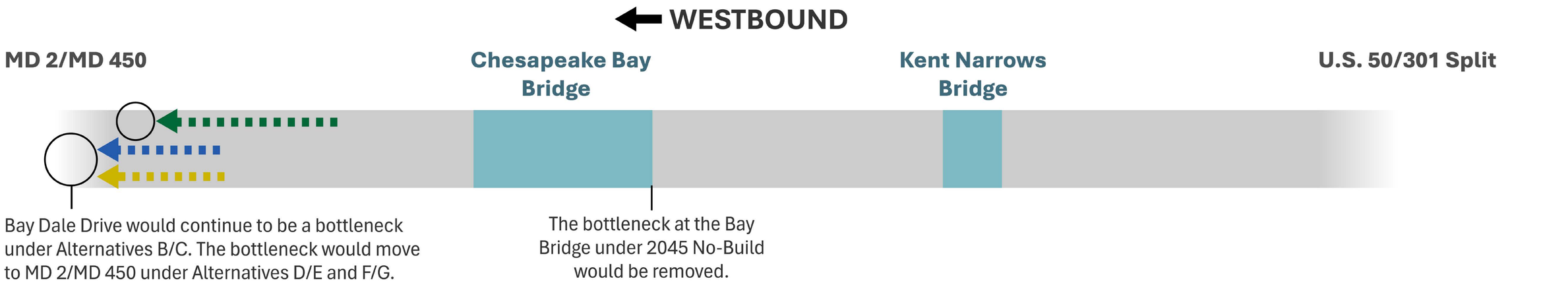
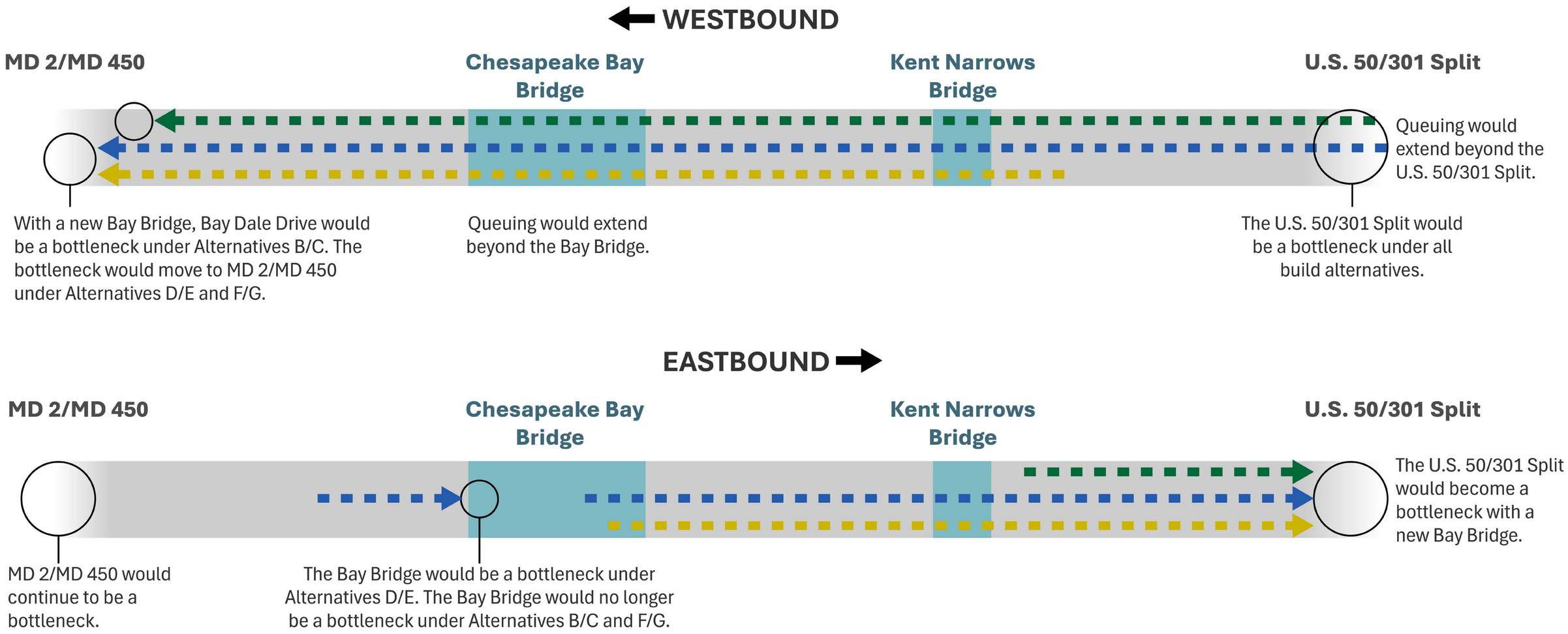


Summer Weekend (SWED) Traffic Analysis Results - Build Alternatives (2045)

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

Maryland Transportation Authority MDTA



LEGEND SWED

- Alternatives B/C (6-8-6)
- Alternatives D/E (8-8-8)
- Alternatives F/G (8-10-8)
- Bottleneck Area

The length of the arrow represents the approximate length of the maximum queue.

Queue Duration

DAILY NUMBER OF HOURS QUEUE IS LONGER THAN 1 MILE

NON-SUMMER WEEKDAYS

	Eastbound		Westbound	
	Approaching the Bay Bridge (hours)	Beyond the Bay Bridge (hours)	Approaching the Bay Bridge (hours)	Beyond the Bay Bridge (hours)
Existing*	0	0	0	0
Alternative A (No-Build)*	5	0	5	7
Alternatives B/C (6-8-6)	0	0	0	7
Alternatives D/E (8-8-8)	0	0	0	0
Alternatives F/G (8-10-8)	0	0	0	0

At the Bay Bridge

- None of the build alternatives have a one-mile or longer queue lasting for an hour or more.

Beyond the Bay Bridge

- Westbound, only Alternatives B/C have a one-mile or longer queue lasting for an hour or more.
- The alternatives with the longest queues would likely result in the most diversions onto local roadways.

SUMMER WEEKEND DAYS

	Eastbound		Westbound	
	Approaching the Bay Bridge (hours)	Beyond the Bay Bridge (hours)	Approaching the Bay Bridge (hours)	Beyond the Bay Bridge (hours)
Existing*	9	0	9	0
Alternative A (No-Build)*	13	0	13	0
Alternatives B/C (6-8-6)	0	8	10	13
Alternatives D/E (8-8-8)	7	10	11	12
Alternatives F/G (8-10-8)	0	11	7	12

** Assumes 3 lanes in peak direction*

At the Bay Bridge:

- Eastbound, only the No-Build and Alternatives D/E have a one-mile or longer queue lasting for an hour or more.
- Westbound, all build alternatives have a one-mile or longer queue lasting for an hour or more.

Beyond the Bay Bridge:

- All build alternatives have a one-mile or longer queue lasting for an hour or more.
- The alternatives with the longest queues would likely result in the most diversions onto local roadways.

The Environmental Impact Statement

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

MDTA Maryland Transportation Authority

- An Environmental Impact Statement (EIS) is required by the National Environmental Policy Act (NEPA) and describes the environmental impacts of the project alternatives to support decision making.
- The Chesapeake Bay Crossing Study Tier 2 NEPA Draft EIS is a comprehensive document that evaluates environmental impacts of a range of alternatives. The Draft EIS was published in the Federal Register on January 23, 2026, and is available now for public review.
- Comments on the Draft EIS will be considered for development of the combined Final EIS and Record of Decision (ROD), which is expected by November 2026.

What does the Tier 2 Draft EIS include?

Purpose and Need: Explains why the project is necessary and specific project goals.

Alternatives: Evaluates a range of reasonable alternatives that address the project's needs, including MDTA's Recommended Preferred Alternative.

Existing Environment: Describes existing environmental and socioeconomic conditions in the Study area potentially impacted by the alternatives.

Environmental Consequences: Analyzes the potential beneficial and adverse environmental effects of each alternative.

Mitigation: Proposed measures to avoid, minimize, or offset adverse environmental impacts.

Summary of Public and Agency Coordination: Summary of feedback, suggestions, and alternatives submitted by the public and agencies.

SCAN TO VIEW THE DRAFT EIS AND SUPPORTING TECHNICAL DOCUMENTS

Environmental Analyses

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

MDTA Maryland Transportation Authority

The Draft EIS and supporting technical documents present the existing conditions of environmental resources in the Study area and the potential impacts of the alternatives.

Natural Resources

The Chesapeake Bay, streams, wetlands, water quality, floodplains, threatened and endangered species, and wildlife habitat

Cultural Resources

Architectural and Archaeological Historic Properties

Socioeconomic and Land Use

Demographics, housing, businesses and economics, employment, community facilities, private properties, land use, and visual resources

Noise

Traffic noise from transportation improvements

Public Parks and Historic Sites

Publicly owned parks, recreation areas, wildlife and/or waterfowl refuges, and historic properties per Section 4(f) of the USDOT Act of 1966 and Section 6(f) of the Land and Water Conservation Fund Act

Air Quality

Emissions including ozone, carbon monoxide, fine particulate matter and Mobile Source Air Toxics (MSATs)

Hazardous Materials

Known and potentially hazardous materials, hazardous waste, and contamination

Environmental resource maps are available online and at the Public Hearings.

Expected Environmental Impacts of the Alternatives

The MDTA has estimated environmental impacts of all alternatives. The MDTA-Recommended Preferred Alternative (Alternative C) has the least impact to natural, community, and historic areas of the build alternatives.

Resource Type	Resource	Unit	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F	Alt G
			No-Build, 6-5-6	6-8-6 North	6-8-6 South	8-8-8 North	8-8-8 South	8-10-8 North	8-10-8 South
Natural Resources	Farmland Soils	acres#	0	20.4	20.4	69.2	69.2	71.6	71.6
	100-Year Floodplain Area	acres	0	33.5	35.6	57.0	59.0	59.1	60.7
	Wetlands	acres	0	5.9	5.6	11.5	11.2	12.1	11.6
	Surface Waters - Non-tidal	acres (linear ft)	0 (0)	0.1 (700)	0.1 (670)	0.9 (3,520)	0.9 (3,490)	0.9 (3,600)	0.9 (3,550)
	Surface Waters – Tidal	acres (linear ft)	0 (0)	1.1 (290)	1.0 (290)	4.9 (860)	4.7 (860)	5.4 (900)	5.3 (900)
	Chesapeake Bay Tidal Water Impacts	acres	0	130.7	131.9	130.7	131.9	134.1	135.0
	Critical Areas	acres	0	166.5	164.1	397.7	395.4	402.0	398.8
	Critical Area (100-ft) Buffer	acres	0	19.0	17.7	28.2	26.9	28.8	27.3
	Submerged Aquatic Vegetation (2019-2023)	acres	0	0.4	0	0.7	0.4	0.9	0.4
	Oyster Sanctuaries	acres	0	0.6	0.6	1.1	1.1	1.6	1.6
	Natural Oyster Bars	acres	0	9.4	10.2	12.6	13.3	13.8	14.6
	Essential Fish Habitat	acres	0	133.2	136.0	137.0	139.8	140.4	143.5
	Forest Areas	acres	0	27.4	27.4	87.2	87.2	88.6	88.6
Community Resources	Total Property Impact	# (acres)	0 (0)	48 (20.5)	48 (20.8)	211 (82.0)	211 (82.3)	215 (86.2)	215 (86.4)
	Residential Property Displacements	#	0	0	0	0	0	1	1
	Commercial Property Displacements	#	0	2	2	7	7	7	7
	Partial Acquisitions	#	0	46	46	204	204	207	207
	Park Property Area	acres	0	2.8	2.4	3.9	3.5	4.7	4.2
Historic Resources	Number of Historic Properties	#	0	3	3	4	4	4	4
	Historic Property Area	acres	0	1.3	0.9	1.4	1.0	1.9	1.3
Noise	Impacted Noise Sensitive Areas*	#	0	28	28	35	35	38	39
Planning Cost Estimate		2025$	$3.8 Billion**	$15.1-$16.6 Billion	$14.8-$16.4 Billion	$17.5-$19.0 Billion	$17.3-$18.8 Billion	$19.5-$21.1 Billion	$19.2-$20.8 Billion

Includes areas such as residences, cemeteries, hospitals, daycares, parks, places of worship, hotels, offices, and restaurants. Final noise barrier dimensions and locations would be made in final design for the selected alternative.

***Maintenance costs through 2065.*

Impacts highlighted in green represent the lowest impact per category by alternative, excluding the No-Build, which would not have any direct impacts.

Environmental Impacts of the Optional Shared-Use Path

Resource Type[2]	Resource	Unit	Alt A	Alt B	Alt C	Alt D	Alt E	Alt F	Alt G
			No-Build, 6-5-6	6-8-6 North	6-8-6 South	8-8-8 North	8-8-8 South	8-10-8 North	8-10-8 South
Natural Resources	Farmland Soils	acres	0	1.2	0.9	1.2	0.9	1.0	0.7
	100-Year Floodplain Area	acres	0	1.6	1.4	1.6	1.4	1.9	1.4
	Wetlands	acres	0	0.7	0.7	0.7	0.7	0.8	0.7
	Surface Waters - Non-tidal	acres (linear ft)	0 (0)	<0.1 (20)	<0.1 (30)	<0.1 (20)	<0.1 (30)	0 (0)	<0.1 (50)
	Surface Waters – Tidal[1]	acres (linear ft)	0 (0)	<0.1 (0)	<0.1 (0)	<0.1 (0)	<0.1 (0)	<0.1 (0)	<0.1 (0)
	Chesapeake Bay Tidal Water Impacts[2]	acres	0	1.9	1.9	1.9	1.9	1.9	2.0
	Critical Areas	acres	0	3.4	2.5	3.4	2.5	3.3	2.6
	Critical Area (100-ft) Buffer	acres	0	1.2	1.0	1.2	1.0	1.2	1.0
	Submerged Aquatic Vegetation (2019-2023)	acres	0	0.3	0	0.3	0	0.4	0
	Oyster Sanctuaries	acres	0	0	0	0	0	0	0
	Natural Oyster Bars	acres	0	0.8	0.9	0.8	0.9	0.8	0.9
	Essential Fish Habitat	acres	0	4.0	4.0	4.0	4.0	4.2	4.3
	Forest Areas	acres	0	0.5	0.2	0.5	0.2	0.5	0.2
Community Resources	Total Property Impact	# (acres)	0 (0)	0 (1.8)	0 (1.2)	0 (1.8)	0 (1.2)	0 (1.9)	0 (1.2)
	Residential Property Displacements	#	0	0	0	0	0	0	0
	Commercial Property Displacements	#	0	0	0	0	0	0	0
	Partial Acquisitions	#	0	0	0	0	0	0	0
	Park Property Area	acres	0	1.8	1.2	1.8	1.2	1.9	1.2
Historic Resources	Number of Historic Properties	#	0	0	0	0	0	0	0
	Historic Property Area	acres	0	0.7	0.6	0.7	0.6	0.7	0.6
Noise	Impacted Noise Sensitive Areas	#	0	0	0	0	0	0	0
Planning Cost Estimate		2025$	N/A	$1.3 Billion	$1.2 Billion	$1.3 Billion	$1.2 Billion	$1.3 Billion	$1.2 Billion

These impacts would be in addition to the environmental impacts of the alternatives.

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

MDTA Maryland Transportation Authority

Section 106 of the National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) is a federal law governing stewardship of our nation's cultural heritage. Section 106 of the NHPA establishes a process for considering a project's effects on historic properties.

The Tier 2 Study is required to comply with Section 106. This includes consultation with the Maryland Historical Trust, government agencies, federally recognized tribes, other preservation organizations, and the public.

The Section 106 process includes four main steps:

1. **Initiation**
2. **Identification of Historic Properties**
3. **Assess Effects**
4. **Resolve Adverse Effects**

What is a Section 106 Adverse Effect?

An **adverse effect** occurs when a project alters the characteristics of a historic property that make it eligible for listing in the National Register, diminishing its integrity. Examples of adverse effects include: destruction or damage of all or part of historic property, removal from its location, or addition of out of character visual, audible, or atmospheric elements.

The MDTA has completed the identification of historic properties within the Study area. A total of 18 historic properties have been identified.

The MDTA has assessed the project's effects on historic properties. Of those 18 historic properties, two (Skidmore and the Bay Chesapeake Bay Bridge) would be adversely affected by the MDTA-Recommended Preferred Alternative (Alternative C).

The MDTA is preparing a Section 106 programmatic agreement, in consultation with the Maryland Historical Trust and other Section 106 consulting parties, to govern the resolution of adverse effects on historic properties, protocols for additional archaeological survey, and the review and consultation process during the design phase.

SCAN FOR MORE INFORMATION ABOUT THIS PROCESS AND HISTORIC PROPERTIES IN THE STUDY AREA

Section 4(f) Properties

Section 4(f) of the U.S. Department of Transportation Act of 1966 provides protections to parks, recreation areas, wildlife refuges, and historic sites.

- The MDTA-Recommended Preferred Alternative (**Alternative C**) would have the least impact to parks and historic sites.
- Most impacts are anticipated to be **"de minimis"** because the impacts will not adversely affect the features, attributes, or activities qualifying the property for protection under Section 4(f).
- The MDTA and FHWA are **requesting public comments** on the impacts to these properties.

Property	Potential Impact from Alternative C	Impact (Roadway/Optional SUP*)
Proposed Section 4(f) Use		
Chesapeake Bay Bridge	Removal of both historic bridge spans	
Proposed Section 4(f) Use: De minimis impact		
Sandy Point State Park (Public Park)	- Minor impacts along vegetated park edge - Temporary closure of entrance to Mezick Pond during in-river construction	0.6/0.6 acre
Sandy Point State Park (Historic Site)	- Minor impacts along vegetated edge of property	0.6/0.6 acre
Holly Beach Farm (Public Park)	- Minor impacts along vegetated park edge	1.2/0 acres
Terrapin Nature Park	- Minor impacts along park edge - Temporary restrictions or detours to in-park trail	0.7/0.6 acre
Broadneck Peninsula Trail	- Temporary closures or detours during construction - General connectivity of the trail maintained	3,140/0 linear feet
Kent Island Water Trails	- Temporary restricted access during construction - General connectivity of the trails maintained	920/0 linear feet
Stevensville Middle School	- Minor impacts along vegetated buffer on property edge	0.2/0 acre
Eisinger Property	- Minor impacts along vegetated edge of property	<0.1/0 acre

**The optional SUP impacts would be in addition to the roadway impacts of the alternative.*
More information on the Section 4(f) properties and potential impacts can be found in the Draft Section 4(f) Evaluation.
There would be a physical impact of 0.4 acre on the Skidmore Historic District; however, there would be no Section 4(f) use of properties contributing to the historic district's eligibility for listing in the NRHP.

Water Resources and Wetlands

- The Chesapeake Bay, rivers, streams, and wetlands are protected by the Federal Clean Water Act and various Maryland laws and regulations.
- In addition to the Chesapeake Bay itself, other key water resources in the area include:
  - **Anne Arundel County:** Severn River, Mill Creek, Whitehall Creek, and Meredith Creek.
  - **Queen Anne's County:** Thompson Creek, Cox Creek, Macum Creek, Piney Creek, Kent Island Narrows, Prospect Bay, Chester River, and Wye River.
- Impacts to waterways and wetlands from the build alternatives would be associated with roadway grading, pavement, and new structures. Impacts to the Chesapeake Bay itself would be associated with the placement of new bridge piers and dredging. Temporary impacts from the use of staging areas for construction would occur.
- With the exception of impacts to the Chesapeake Bay, the MDTA-Recommended Preferred Alternative (Alternative C) would have the least impact to resources protected by the Clean Water Act.

Protected Species

- The following acts protect species affected by build alternatives:
  - Federal Endangered Species Act
  - Magnuson-Stevens Act
  - Marine Mammal Protection Act
  - Maryland Nongame Endangered Species Conservation Act
- Some of the species affected include:
  - Northern Long-Eared Bat
  - Tri-Colored Bat
  - Atlantic Sturgeon
  - Shortnose Sturgeon
  - Loggerhead Sea Turtle
  - Green Sea Turtle
  - Leatherback Sea Turtle
  - Least Tern
  - Sora Rail
  - Bottlenose Dolphin
- Potential impacts from build alternatives:
  - Interaction with construction equipment
  - Tree clearing
  - In-water construction (dredging, pile driving)
- These activities may degrade habitat, cause injury, or alter behavior.
- Biological Assessments prepared by the MDTA and FHWA indicate Alternative C is:
  - Not likely to adversely affect bat species
  - Likely to adversely affect sturgeon and sea turtle species
- MDTA and FHWA are consulting with NOAA Fisheries and U.S. Fish and Wildlife Service to identify and mitigate potential adverse impacts.

Kemp's Ridley Sea Turtle - Source Kate Sampson - NOAA Fisheries

Northern Long-eared Bat - Source Wisconsin Department of Natural Resources

Atlantic Sturgeon - Source Adobe Stock

Right-of-Way and Property

- A variety of elements contribute to the need for additional property rights outside of MDTA property. These elements include roadway construction, grading, clearing, landscaping, stormwater management, and noise barrier replacement/ construction. Adjacent property rights would be needed in areas where MDTA right-of-way is limited and where these elements cannot be located elsewhere.
- All impacted property owners would be fairly compensated in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act.

Property Acquisition Process

PRELIMINARY IDENTIFICATION OF IMPACTS

Property owners that may be impacted have recently received a preliminary notification letter

IDENTIFICATION

During final design, MDTA determines if property is needed to construct the project

FORMAL NOTIFICATION

Property owner will receive a notification letter of needed acquisition

PRE-ACQUISITION

MDTA determines the property rights that may be needed for the project

APPRAISAL

A qualified, independent real estate appraiser will appraise the property

NEGOTIATIONS

A real property specialist will contact the property owner to set up an appointment to discuss the offer

Economic Benefits

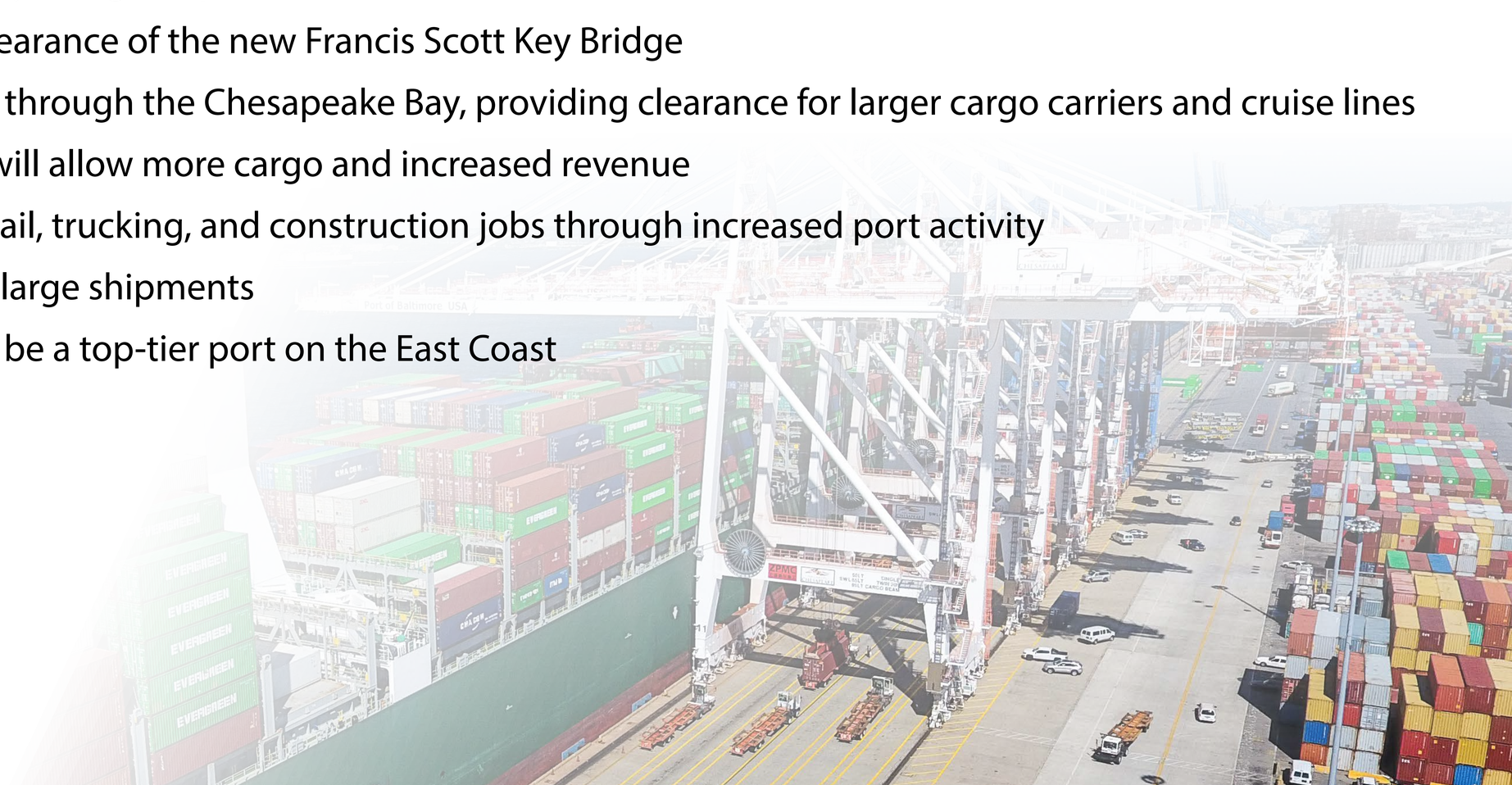
The MDTA used regional economic analysis models to estimate the impact of the alternatives on economics and employment. Based on the economic analysis, MDTA-Recommended Preferred Alternative (Alternative C) would have the following benefits from construction:

Construction Phase:

- Brings between $17 to $23 billion into the local economy
- Creates 61,300 to 75,600 jobs* (with 76% direct employment of construction workers)
- Creates $4.2 to $6 billion in wages during the construction period
- Boosts the regional GDP by $10.5 to $12.9 billion (includes value added from direct on-site workers, indirect supply chain value added, and induced spending by workers)

Port of Baltimore Benefits from Bay Bridge Improvements:

- Matches the 230-foot vertical clearance of the new Francis Scott Key Bridge
- Maintains the shipping channel through the Chesapeake Bay, providing clearance for larger cargo carriers and cruise lines
- Allows for larger vessels which will allow more cargo and increased revenue
- Contributes to additional port, rail, trucking, and construction jobs through increased port activity
- Attracts companies that rely on large shipments
- Allows Baltimore to continue to be a top-tier port on the East Coast



** A "job" is considered to be one job for one year*

Title VI Overview & Questionnaire

Chesapeake BAY CROSSING STUDY TIER 2 NEPA

MDTA Maryland Transportation Authority

What is Title VI?

Title VI of the Civil Rights Act of 1964 provides that no person shall on the ground of race, color, national origin, sex, English proficiency, or disabilities be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity.

Why is Title VI Important?

- Title VI ensures that public services, including transportation, are provided in an equitable and nondiscriminatory manner.
- Title VI provides opportunities for public participation in decision-making without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP).

Should you need LEP assistance or if you believe the MDTA is not meeting the expectations of Title VI, you may direct questions, concerns, or file a complaint with:

Maryland Transportation Authority
Office of Equal Opportunity
2310 Broening Highway
Baltimore, MD 21224
410-537-1042 (Direct) | MD Relay: 7-1-1
MDTAeeo@MDTA.state.md.us

Please Fill Out a Survey by Scanning the QR code Below.

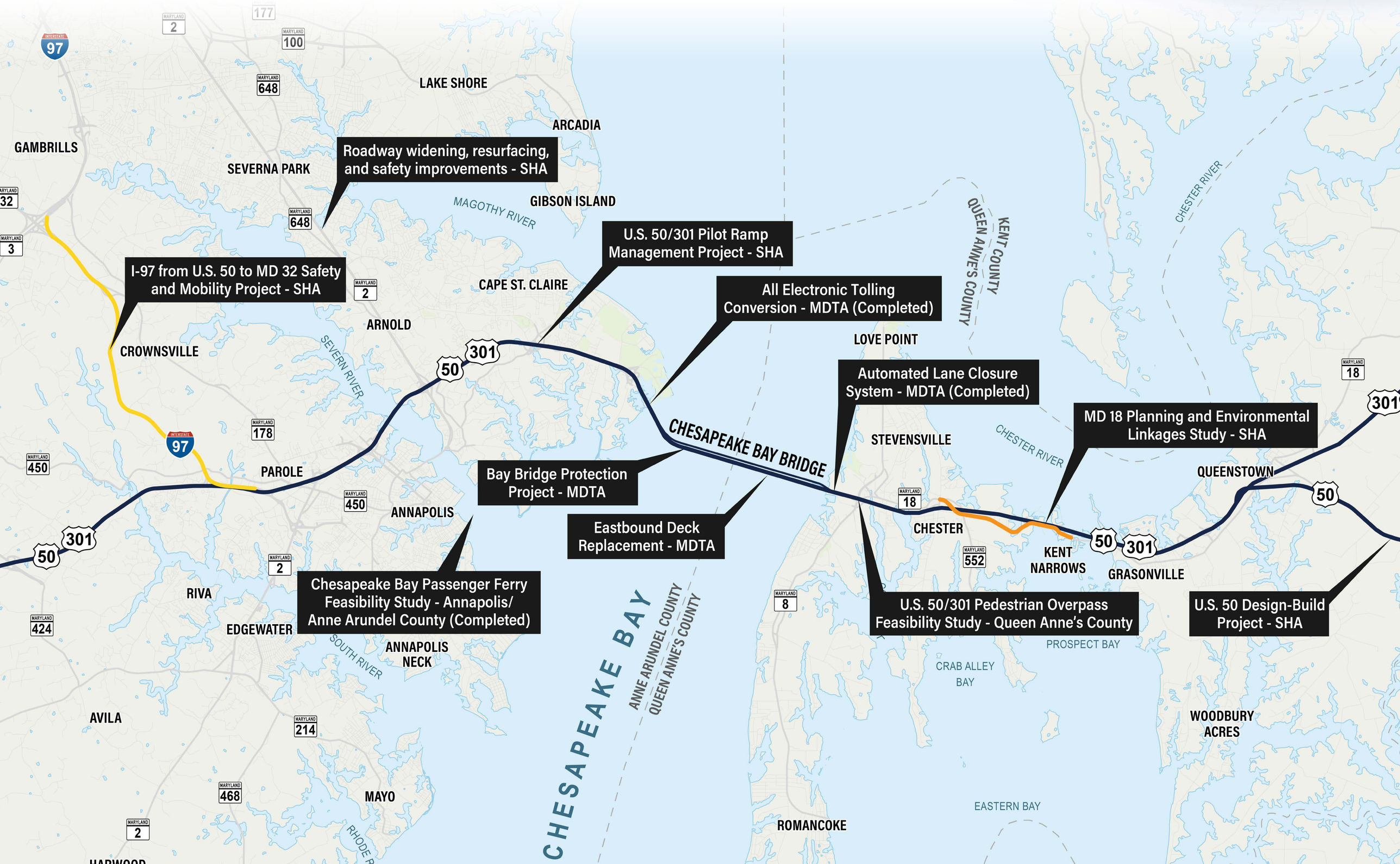
The MDTA strives to involve all groups relevant to its Study in its public involvement activities. Please fill out a Demographic Information Survey to assist the MDTA in planning outreach to communities during the course of the Study.

Title VI Survey

Other Projects in the Corridor

Chesapeake BAY CROSSING STUDY
TIER 2 NEPA

Maryland Transportation Authority
MDTA



Chesapeake BAY CROSSING STUDY TIER 2 NEPA

MDTA Maryland Transportation Authority

Anticipated Next Steps

NOVEMBER 2026
Tier 2 Study Final EIS/ROD
Selected Alternative Identified

NOVEMBER 2026 – SPRING 2028
Procurement for Final Design

SPRING 2028
Begin Final Design

SUMMER 2032
Begin Construction

Chesapeake
BAY CROSSING STUDY
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Thank you for attending.

We look forward to hearing from you!