

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5/8/2018

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I do not think a corridor originating out of Calver + Co is feasible. We have 2 lanes of road in each direction on the North-South spine of the County. There is no space to detour around accidents as it is. Traffic can be snarled anytime of day or night, but esp with AM commute both South + North through Calver + South in evenings.

The southern aspect of the county has a nuclear power plant + ing plant on the Bay side. The roads there are tiny + very limited. As it stands evacuation from these areas is a high risk situation due to pop density + narrow roads.

The demand for travel across the bridge on ^{non summer} weekends + weekdays does NOT originate from so MD. but rather from commuters

Public comments will be posted on the baycrossingstudy.com website. MDTA will attempt to remove personal information such as names, addresses, phone numbers and email addresses.

^{east} north + west of us.

Please submit your comments by mail to:

Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

^{Hartford}
Crossing originating from Cecil City seems wiser because it already has the I 95 corridor to draw from + should reduce existing volume demand off the Bay Bridge as it is now.

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com



Check here to be added to the study mailing list

^{emailing}

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Date 5-8-18

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This information session was well done. There were several staff members present to answer questions. That being said, my only other comment is please do not ever build another Bay crossing in Calvert County. Our land form is a narrow peninsula with only one major north-south highway, a major artery that is already clogged with traffic much of the time. I've lived in the "Pleasant Peninsula" for 37 years. In 1981, there was a single traffic light between Solomons in the south and the Anne Arundel Co. line in the north. Today there are at least 20, maybe more. Calvert County does not have the roadway capacity to deal with a Bay crossing. ~~IF~~ In summary, please do NOT select ~~another~~ a Bay crossing in Calvert County.

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Thank
you.

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Telephone: [REDACTED] Email: [REDACTED]

Thanks for looking ahead a few years to keep our roads on highway, the best in the nation.

This project will not be cheap however please don't take short cuts. In other words make it a statement and modern. If we wait the cost will go up and the Chesapeake Bay will only get wider with said global warming and land falling and seas rising at app 81 we'll never see it completed.

I would like to see it cross to the Eastern Shore from Cove Point in Calvert County - First we need to complete [soon] the Thomas Johnson Bridge at Solomons Island.

The people keep coming and need to get between pt A to pt B in a safe manner. We know it (The Bridge) can be done.

Thanks for taking on this project at this time

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 08 MAY 18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I am the Community Planning Liaison Officer (CPLO) for NAS PAX RIVER. We will need to be involved during the entire process. The Atlantic Test Range (ATR) encompasses a large swath of the Chesapeake Bay and operations are conducted regularly throughout the corridor. NAS PAX is the primary testing base for all Navy and Marine Corps aircraft. Thank you for the opportunity for comments and participation. I look forward to continue dialogue and involvement.

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Date May 8, 2018

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I support a "No Build" option. I am concerned about the traffic that would essentially paralyze movement on Rts 2 and 4 in Calvert County. Rt 4 would be impacted by Washington DC traffic, Rt 2 by Baltimore Annapolis - and where they join at Rts 2+4 - I can not imagine the "parking lot" scene. Already it is difficult for folks on these roads to get out of their driveways - more traffic would make it simply impossible. The citizen uproar would be significant if Calvert is considered the final choice. Already the citizens here are frustrated with the traffic and are voting out politicians who do not pay attention - and they are correct in doing so. Again, I support a "No Build" option.

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Comment Form

Date May 8, 2018

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

make the crossing in the North end.
That's where all the people are!
The South crossing will destroy
wetlands on the eastern shore.
On the Western shore, Calvert county
is a narrow but beautiful peninsula.
The infrastructure that would be required
to put the bridge down here would
destroy the place.

I think a ferry would be cool.

Fix the Thomas Johnson bridge.

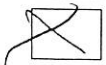
What about the 231 Bridge?

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Telephone: [REDACTED]

Email: [REDACTED]

A bridge in Calvert would require significant investment in the existing corridors as many feel they are already at max capacity. Backed up by the traffic study conducted around 2010

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Zip: _____

Telephone: _____

Email: _____

I THINK THE ONLY VIABLE, REASONABLE AND ENVIRONMENTALLY SOUND
OPTION FOR THIS PROJECT IS TO BUILD AN ADDITIONAL SPAN IN THE
CURRENT LOCATION. ANY OTHER OPTION WOULD BE INADVISABLE
AND DETRIMENTAL TO THE ENVIRONMENT. I INTEND TO BE
ACTIVE IN STOPPING ANY SUGGESTION OF A BAY BRIDGE COMING
IN AND OUT OF CALVERT COUNTY.

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Email: _____

An upper Bay crossing or widening of the current bridge make the most sense due to the larger traffic numbers coming from the Northern parts of the Western + Eastern Shores.

It would be wasteful of resources to make a lower Bay crossing due to lower numbers of cars headed to these locations. The new bridge should make an impact on the most people.

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Date 05/08/2018

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

As a lifelong resident of Calvert County, we have strong ties to our land and our environment. Despite being the smallest County in the state we have a proud tradition which began with my family and others in the early 1600's. Simply put, our county does not have the needed space nor infrastructure to solve the summer beach traffic crisis. We are a two-lane county without much space to expand without major purchases. Even if the purchases could be made, residents (those not here for hundreds of years) moved here because of our small town feel and quaint community. This study is a direct threat to the reasons that our citizens moved here or chose to remain. I am a candidate for our Maryland House of Delegates in District 27C and do not support ruining the place that I am from, live, and plan to reside for life. I am 100% opposed to any bridge spanning the Chesapeake Bay from Calvert to the eastern shore. Calvert sits on an impressive amount of preserved land, wetlands, protected farmland, and has a delicate ecosystem as does the eastern shore where our connecting bridge would lie. To build this bridge would be the death of the place I love, destroy the character that draws in my neighbors, and eliminate any future hope of a small quaint area in our region. Please reconsider another location or expanding the current footprint of the bay bridge.

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State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

If the study determines that another bay span is needed I believe the most economical option is for a third span beside the two current spans. Also adopting high speed toll facilities would relieve backups. The cost of infrastructure upgrades at other locations would be cost prohibitive.

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Comment Form

Date 8 MAY 2018

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

While you will likely find zero support for a bay crossing from citizens in Calvert County, please don't think of that as NIMBY (NOT IN MY BACK YARD).

Instead, understand that Calvert County is very much like a small city of 92,000 citizens; and as a PENINSULA, its main road 'Route 4' is essentially "MAIN STREET".

So, citizens are saying DON'T DESTROY OUR MAIN STREET.

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- With 2 power plant on our Bay Shoreline, adding more traffic complicates escape routes in case of a disaster, natural or otherwise
- Our traffic in Calvert County is already congested with several rail line intersections. To add more traffic to a road that completely dissects our county fractures our community.
- preserved agricultural land is needed to continue to provide food into the metro areas of Baltimore and Washington DC. Eminent Domain should be avoid through these farms.

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Telephone: _____ Email: _____

- ① Is there any other study on agricultural lands and the questions of farms, food supply, and sustainability for the future? Your map w/ the legend showing public parks/preserved lands, preserved agricultural lands, other protected lands, and priority funding areas shows clearly in orange, the dwindling amount of agricultural lands. I'm more concerned about future food supply, routes + supply lines during emergencies - ~~there~~ where's the agricultural study? Let's have less traffic + development, ^{and go for farmland instead}
- ② Your maps don't show the entire map of eastern shore.
- ③ It's not very clear what options are being considered - and it's not fair to ask for public comments when people can't compare proposed options. There have to be areas that won't work that you already know about, and you have to have narrowed this down. Tell us.
- ④ I don't see a southern corridor out of Calvert County as being a very good option. I would be totally against this.
- ⑤ Keep Calvert as it is - and put a new tag on your legend

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- ⑥ Your study doesn't mention cost, who pays, how this affects taxes in Calvert County ^{OR MD. Where are people already live? Reverse the question}
- ⑦ Your study doesn't show traffic patterns other than those on the Bay Bridge. Who's going where are why? Are we trying to get people to the beach? to work? ^{Why not study work options + how to get better work options}
- ⑧ Why not enlarge the existing bridge w/ more lanes and add lanes to existing roads instead of disrupting areas that ~~don't~~ won't benefit from more traffic?

CHESAPEAKE BAY CROSSING STUDY

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Date 5-8-20/8

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I can see that this undertaking has many variables and is in fact quite a puzzle to solve.

Suggestion: Choose the crossing largely based on least amount of disruption - eminent domain.

Suggestion: Issue 2 classes of Bridge Passes,

Commuters, business, government etc pay a lower crossing fee.

Leisure travelers pay a higher fee.
This would naturally reduce some traffic as they will go elsewhere.

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Date 8 May 2018

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Address: _____

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Zip: _____

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Email: _____

Representatives were very helpful and patient in answering questions/concerns.

Charts were well done and easy to understand.

Recommendation

Get more data on the current usage of the Bay Bridge. The origins chart needs to be accurate. If you start in O.C. with a final destination of Restertown, but stop in Annapolis for lunch, the trip data will not reflect the final destination.

Get data on eastbound trips

Check the census demographics. How will Maryland look 20 years from now? Where will Marylanders be living?

Will technology increasingly allow for work from home, options?

What is the long term prognosis for O.C.?

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This was an excellent presentation as it so clearly exemplifies the enormity of the problem.

As a septagenarian I am so grateful that people 50+ years ago had the foresight to plan & build the DC metro system. Imagine how terrible life would be if we did not have it. Those who propose a bridge for the bay need to have the same foresight. Public transportation systems is what is called for. Bridges for cars is 20th century. There must be tunnel or tunnel-bridge systems that connect to or augment expanded public transportation. Any connector or bridge is a small problem compared to the land congestion. Think big, think public transportation, Think 21st century. The next generations will thank you.

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State: _____

Zip: _____

Telephone: _____

Email: _____

A Calvert County X-ing would be a disaster. Rt 2-4
is at a choking point already, with a majority of
traffic from AA Co. to QA Co & then DC to QA
during the summer months-- a second span adjacent to
the current makes the most sense.

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City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

As President of The Calvert County Board of
Commissioners, I would be surprised if you find
any citizen in this county supporting a bay
crossing that includes Calvert County as the
western terminus.

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Telephone: [REDACTED]

Email: [REDACTED]

I can imagine that it would be extremely difficult to actually select a crossing point other than Annapolis. D.S. [REDACTED]

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Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

IF THE STATE IS TRYING TO DEMONSTRATE A NEED
THEY NEED TO PROVIDE TWO ADDITIONAL DATA POINTS.

① WHAT IS THE DESIGN CAPACITY FOR THE TWIN SPAN?

② WHAT IS THE MAX CAPACITY ASSUMING NO HINDERANCES
TO FLOW?

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Date 5/8/19

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Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

While The poster session is quite comprehensive in considering past and present Ufactor. However, there was inadequate coverage of future concerns, particularly projected population growth.

A special concern is the global warming projection of sea level rise of 3-5 ft. before the end of this century. Much of the coastal areas in the Critical Area will well be under water.

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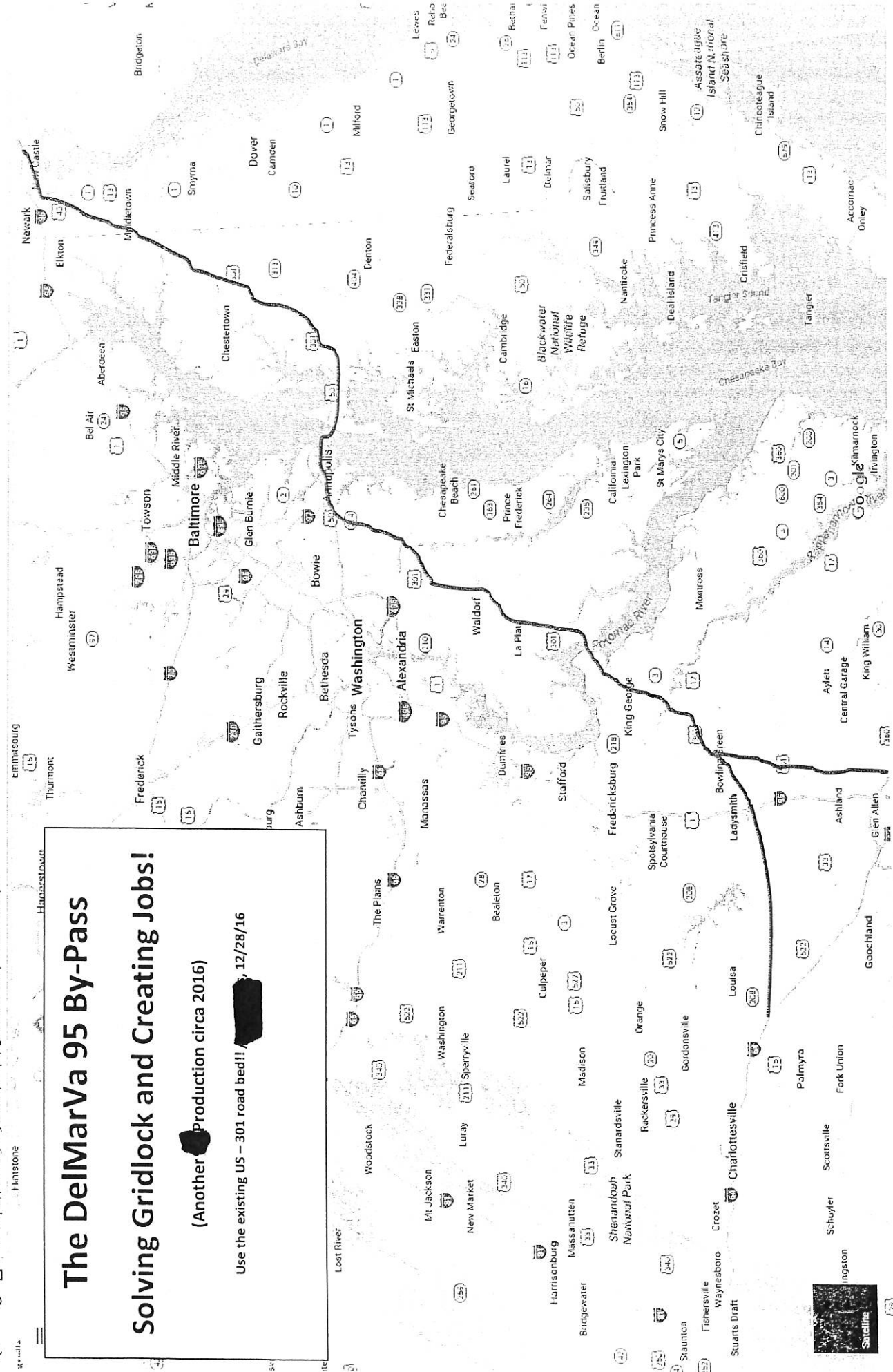
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The DelMarVa 95 By-Pass

Solving Gridlock and Creating Jobs!

(Another [redacted] Production circa 2016)

Use the existing US - 301 road bed!! [redacted] 12/28/16



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Date 5/9

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

- ① Specify the length of the study period ~~of~~ of traffic growth to be managed by ~~the~~ any proposed bridge system - be one site or two sites.
- ② Specify the Travel Time Index (TTI) ~~be~~ deemed as objective and acceptable bridge system proposed.
for the
— Use the objective TTI as a design criteria
- ③ Recognize that every alternative will have to include upgrades to the ~~current~~ Bridge to complement a second bridge site (a system of bridges).
- ④ The study must include at least one alternative which just address the current site as a precursor to the circa - 2045 ~~setup~~ grade to the oldest span.
- ⑤ Please be more specific about what "travel reliability" means.
Is it TTI or something else.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Comment Form

Date 5/9/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

Appreciated the opportunity to learn @ the Bay Crossing Study and to ask questions about the process, proposals and timeline. The natural resources, land use, and cultural resource information, as well as Bay Bridge statistics, were very informative.
(like traffic volume & travel reliability)

Public comments will be posted on the baycrossingstudy.com website. MDTA will attempt to remove personal information such as names, addresses, phone numbers and email addresses.

Please submit your comments by mail to:

Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5-9-2019

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

- 1) I would like all possible Bay modes of Bay crossing examined thoroughly before consideration of new car bridge is considered
- 2) None of the information presented seems to take in to account the future of automobile transportation. How will ride-sharing / uber / self driving cars and other developments impact our need for another Bay crossing

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Comment Form

Date 9 MAY 2018

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

PLEASE CONSIDER THE PROJECTED IMPACT OF
SEA LEVEL RISE AND THE SUBSISTENCE OF LAND ON
THE EASTERN SHORE.

MY UNDERSTANDING IS THAT CURRENT PROJECTIONS
ARE THAT THE BAY WILL RISE APPROXIMATELY
2 FEET BY 2030 AND 5 FEET BY 2100.

THIS IS IMPACTED BY THE FACT THAT THE GULF
STREAM IS SLOWING - MEANING THAT AS TIME
GOES ON IT WILL TAKE LESS WATER AWAY FROM
THE MARYLAND COAST => GREATER SEA LEVEL RISE,

THANK YOU!

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/9/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

Has climate change and rising water been taken
into consideration?

Overlays of various maps would be helpful.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Comment Form

Date 5/9/18

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

FIRST OF ALL, I'D LIKE TO THANK YOU FOR THESE PRESENTATIONS.
IT LOOKS LIKE A NEPA STUDY CAN BE QUITE AN UNDERTAKING.

I'D LIKE TO EXPRESS MY OPINION THAT ANY ~~EX~~ CROSSING NOT GO
THRU ANNAPOLIS. IN MY OPINION USING THE RT 4 CORRIDOR,
EXTENDING IT TO CHESAPEAKE BEACH, BUILDING THE CROSSING, AND
CONNECTING TO RT 50 EAST OF CAMBRIDGE WILL RELIEVE
A LOT OF TRAFFIC ON RT 50.

I COMMUTE FROM COLLEGE PARK BETWEEN ANNA AND THE BROADNECK
PENINSULA AND COLLEGE PARK AND DURING THE SUMMER,
MY COMMUTE HOME GOES FROM 40 minutes to between 1.5 and 2 hours,
even at 3:00 in the afternoon. TO MAKE THINGS WORSE, SINCE
I LIVE ON THE NORTH SIDE OF THE SEVERN RIVER, MY ONLY
ALTERNATIVE IS TO TAKE THE RT 450 BRIDGE. I DON'T EVEN GO INTO
ANNAPOLIS ON SATURDAYS BECAUSE OF THE TRIPS BACK ACROSS THE SEVERN
RIVER BRIDGE.
Thanks again for the presentation.

I'D LOVE TO SEE HOW YOU SCORE THE VARIOUS CORRIDORS

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www.baycrossingstudy.com or by email at info@baycrossingstudy.com



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PS: SO FAR, SO GOOD ON THE SEVERN RIVER BRIDGE UPGRADE

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5-9-18

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

*Traffic were, I think a spec north of present
Bay Bridge would be way to go. Right now
#97 & #50 are jammed every week hour and
impossible during summer. Local traffic
on Broadneck Peninsula & Heat Island is
gridlocked on weekends & summer.*

Please submit your comments by mail to:

Bay Crossing Study
Maryland Transportation Authority
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Baltimore, MD 21224

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/9

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I know that the Chesapeake Bay Bridge issue is your top concern and I know that you are in the beginning stages of the project. If it is possible I would like to consider for a Traffic Control and Intelligent Vehicle system to be installed to conserve traffic. The cost and the dangers are reduced drastically with this option. The computer systems will monitor traffic on the Bridge and when the Bridge has too big of a capacity then it will prevent a car from crossing until another car has exited. Thank you for considering my request.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 9 MAY 2018

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

PLEASE CONSIDER THE IMPACT OF GREATLY INCREASED TRUCK TRAFFIC HEADING TO AND FROM DELAWARE, WHERE THE NEW 4 LANE LIMITED ACCESS ROAD IS IN FINAL CONSTRUCTION TO LINK UP WITH MD RT. 301. THIS ROAD MAY ENABLE TRUCKERS TO BYPASS I-95 STARTING BEFORE THE DELAWARE I-95 TOLL AREA AND GO SOUTH VIA DE RT 1 TO MD 301 AND ACROSS THE BAY BRIDGE (WITHOUT PAYING A TOLL WESTBOUND) AND HEAD TO THE WASHINGTON BELTWAY.

I BELIEVE THIS NEW ADDITION COULD ACCELERATE TRAFFIC ON THE BAY BRIDGE (AND SEVERN RIVER BRIDGE) DRAMATICALLY IN THE NEXT 2-3 YEARS.

THANK YOU!

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/9/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I don't see the benefit of an added crossing where the current crossing is located. Projections suggest traffic will continue to increase putting more pressure on an already congested area, especially KI ~~where~~ where ~~there~~ traffic alternatives are already extremely limited especially for locals trying to manage their daily lives when SO becomes backed up. A potential Southern crossing in my opinion would help divert travelers from the south and alleviate a lot of congestion and issues at the current crossing. Many north of Baltimore already have northern options to cross.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/9/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

Having lived in the Broadneck area for over 50 years, I am becoming increasingly concerned about overdevelopment / traffic issues.

A third Bay Bridge at this location would ~~totally~~ only make the traffic situation worse. Communities, commercial establishments along the current access roads -

Enough is enough

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Comment Form

Date May 10/10

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I arrived late to this meeting. My answer will be short.

Please do not take away our prime farmland. A bridge to Kent County would devastate this rural county. I do not want to be selfish but so much land and natural beauty in our great country is being taken away to development.

Also why put more stress on our bay. Keep the crossings where they are and make that work!

Thank you for your time and consideration.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

Protect our ag lands.

Don't make us become a suburb of Baltimore
Don't ruin the bay quality with another bridge,

NO BRIDGE TO KENT!

Thank you

[REDACTED]

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Maryland
Transportation
Authority

Comment Form

Date 5/10/2018

Name: [REDACTED]

Address: [REDACTED]

Telephone: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Email: [REDACTED]

How will prime farmland be considered in your decision to build?

How do you weigh the concerns of citizens and local officials against their state purpose and needs when they are at odds?

In general, your process is very threatening to citizens as we are disappointed no changes in purpose are needed and your methodology has not been disclosed. It appears that you will drop your decision and that will be it. No county will have a say if its citizens are opposed.

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Maryland
Transportation
Authority

Comment Form

Date 5/10/2018

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

~~No food No f~~

No farms No food — there should be a
great consideration to the preservation of
highly productive farm land if we want
to keep ourselves feed.

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Maryland
Transportation
Authority

Comment Form

Date 5/10/2018

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

The map of where people are going is a bit
deceptive I feel. Better to have

traffic Ann Arundel to Queen Ann County one
zone than North of Ann Arundel to North of
Queen Ann County a separate zone.

and South of Ann Arundel to South of Queen Ann
County a 3rd zone.

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Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

The purposes for this project stated and unstated appear to be: relieving traffic congestion on the existing Bay Bridge. The outcome which does not appear to be addressed is for how long? The relief in my opinion will likely be temporary and transient. Congestion will come to this proposed bay crossing as the prime farmland of Kent county becomes replaced with businesses and housing. The short drive to Baltimore will make Kent County and lower cost Delaware a commuter community.

The Benefits for congestion then will be short lived whereas the drastic quality of living change for Kent County residents will be dramatic. The loss of agricultural lands will be irreplaceable and the wildlife effects will be terrible. With changes coming in technology (self driving cars) and other bridge adjustments to cement Bay bridge traffic can be ameliorated.

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Thank you,
[REDACTED]

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/2018

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

#1 the Traffic backs up prior to Bridge ^{therefor} ~~to~~ Increase
the Number of Lanes at present site
i.e 3 Lane Bridge either side of the 2 lane
bridge & then have 5 Lanes for the predominant
flow at that time & The Ability to if Necessary
to Close one Bridge for maintenance or
accident.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date May 10, 2018

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

I am particularly concerned about the very productive wetlands, farms, and the Chesapeake Bay. The Eastern Shore produces much food for the region. The Bay produces fish, oysters, crabs, for humans and food for birds, fish, other animals and invertebrates. Our forests also sequester carbon and produce oxygen.

We need to put more emphasis on our natural resources, farms, animal and human habitat. Our National Wildlife Refuges at Eastern Neck WR and Blackwater NWR are vital habitats that cannot be reconstructed elsewhere or 'mitigated'.

Our regional and national (Homeland) security is also going to be impacted by such a huge project and its negative effects on the food production and the environment.

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Check here to be added to the study mailing list (already did that)

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/16

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

It seems that if the purpose of the Bay Crossing Project is to alleviate current congestion at the Bay Bridge, then additional capacity at that very location would provide a flexible solution in either direction.

It would also provide for the ability to maintain the ~~new~~ bridges that already exist there.

The majority of traffic crossing the Bay Bridge heads East + South.

The Historic + Agricultural importance of Kent Co. needs to be preserved. The rich soils + beautiful ecology are priceless.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5-10-18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

*Please do not ruin Kent County by putting in a bridge - the roadwork to support a bridge crossing.
~~Plus~~ This county is rural and wants to remain rural.
A bridge would take that away*

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Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

- 1.) Are you try to redirect tractor trailers traffic or car traffic?
- 2.) Wouldn't a southern corridor move most of A.A. Montgomery & P.G. traffic? (According to your chart that's the highest percentage)
- 3.) Why would you disrupt and rape the last County in the state that showcases the rural & historical way of life?
- 4.) You have not learned from the poorly planned development of Q.A., A.A. and Middletown?
- 5.) I lost my farm in Harford Co to development. Public comments will be posted on the baycrossingstudy.com website. MDTA will attempt to remove personal information such as names, addresses, phone numbers and email addresses.
- 6.) What County wants the Bridge?

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Maryland
Transportation
Authority

Comment Form

Date 5-10-18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

My neighbors do not want the bridge.
Some think it is hopeless.
It looks like the MD Transportation Authority
is planning to connect with an expanded
Rt. 301 corridor.

This would ~~not~~ make Kent Co. a
bedroom community for Baltimore.

The bridge to Kent from the Middle
River and makes sense for roads
only - only if we want to change
the culture and life of the Eastern
Shore forever. No bridge should be
built to Kent.

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City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

Kent County's history lives in its 18th & 19th century homes & farmsteads; many occupied by families whose ancestors have been here since the 1700-1800's. We don't look like other areas & we choose to retain our distinct sense of place. As ~~the~~ owners of 3 preserved properties in Kent County, our family has invested in the agricultural future of the area, having already migrated from the Western Shore due to development. Owner of Rose Hill, Kent Co., Fair Hill Farms & Crew Farm. Caulk's field is a property notable for the Battle of 1812 that hasn't been officially designated as any historic place but is one of the best preserved battle sites from that war.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/2018

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

A bay bridge from Baltimore City to Kent County would devastate
a small community. The volumes going across the existing
bridge for the beachhead ... would they really go through the
city to go across another bridge? Or would that bridge
become the road that makes Kent County a suburb of Baltimore?
The cost of infrastructure installation must be accounted for,
and the need to keep our existing infrastructure (the
existing bridge) intact is pressing.

Please consider that building new is not may not be
a good answer.

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personal information such as names, addresses, phone numbers and email addresses.

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TIER 1 NEPA



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Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

*Why put a bridge to the north
if all the traffic is going north.*

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Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I am strongly opposed to the second Bay Bridge crossing trafficking across Kent County. One of the unique aspects of living on this part of the Eastern Shore is the well preserved historic landscape, consisting of old farms and buildings. I choose to commute to DC because of my love of this area's peaceful environment; I can easily withstand traffic over the bridge to be able to live on the quiet and relaxing Eastern Shore. The lifestyle is what attracts many of us here. I invested many years in restoring a home built in the 1700's (which is on the National Register, but NOT on your map and I worry you don't have accurate info about historic architecture locations, nor will you value preserving those priceless treasures if you decide to build over them.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date: 5/10/2018

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I Live in Baltimore but was raised here.
own 38 acres here in Kent County,
This is my retirement property.
To move to this peaceful community with
less traffic and population.

To bring a Bridge to this area is a
mistake for all of us that has invested
in our farms and our families on this
side of the bridge.

I am against it and i live in Baltimore.
We are here on weekends. Even though
our value of our ^{homes} Farm land ^{homes} will progress
and be very valuable This would be A
Large Mistake!!

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5/10/10

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

OPPOSED BRIDGE

CRIME Study - Kent Co. particularly
Chestertown will be 12 minutes from
Baltimore. CRIME Rate will increase,
drug selling, None of this will
benefit the economic growth of
Kent Co.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5-7-18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I OPPOSE the BRIDGE in Kent County

Study on the Bay Span should include
study on where people will be going - they will
not go to MD Beaches but to DE Beaches. MD
will be footing the entire bill for tourism in
DE.

Also Kent Co is Jewel of EASTERN Shore - One
of a very few places you can come for that small
town "way it was feeling" - this will be LOST - No one
will stop for tourism in Chestertown - It will
be a drive-thru place on the way to Beach. It
will not improve economic growth only Fast Food
Big business will benefit not the citizens of
Kent County or Chestertown

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5-7-17

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Study is not encompassing study on
economic growth of Kent County. One
Bridge goes through big businesses - Kmart, Walmart,
Home depot, McDonalds will benefit. NO
economic growth for actual citizens who
make living Farming, farmer's market, Baiting,
crabmen, will have NO Benefit

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Comment Form

Date 5-7-17

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I hope the study is taking into account the future. The future w/ futuristic CARS. Public transportation - Light Rail - MAKE train to the Beaches. United States has horrible public transportation, Europe system should be looked at.

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

A lot of money was spent for this meeting and I saw very little that was new information.

I believe the new study is more money being wasted and more procrastination only so you can say you did it. I went through the motions.

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TIER 1 NEPA



Comment Form

Date 5/10/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

My concerns for a crossing to Kent County

• traffic - one of the reasons I live here is to avoid highly congested areas on a daily basis

• impact on wetlands

• more population - with easier access to the western shore we will become a "bedroom" community like Kent Island

Kent County really is a special place to many of us who live here. I have friends who live in suburbs and love shopping, restaurants, etc - and they can't understand how we live here - but we love it + want to protect it. Maybe you could build a high rise

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Baltimore, MD 21224

road
from Baltimore
to
Middletown.

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com



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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

As a native of Kent County, I am alarmed
at the possibility of "paving paradise to put up a
parking lot."

Wouldn't high speed rail, a ferry system,
consideration of devising ways to "stagger" current
bridge traffic by encouraging employers to adjust
work schedules so that the weekend crunch
is spread out over the course of the week,
be viable alternatives to a hugely expensive new
bridge?

I think so!

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5/11/18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

THE GRAPHIC TITLED "WHERE ARE PEOPLE COMING FROM AND GOING TO" IS VERY MISLEADING. IT SHOWS ANNE ARUNDEL COUNTY ON THE WESTERN SHORE AND NORTH OF THE BAY BRIDGE AND A PART OF BALTIMORE. IT'S NEITHER! IT ALSO SHOWS QUEEN ANNE'S AND TALBOT COUNTIES AS NORTH OF THE BAY BRIDGE. THEY ARE NOT! THE WINTER TRAFFIC BETWEEN THE TWO COUNTIES AT OPPOSITE ENDS OF THE BRIDGE AND SHOULD BE KNOWN THAT WAY. ALL THE BEACHES IN DC & MD ARE SOUTH OF THE BRIDGE AND MOST OF THE SUMMER TRAFFIC ORIGINATES IN THE DC AREA WHICH LIES WELL SOUTH OF THE BRIDGE. THE GRAPHIC DOES NOT REFLECT THE ACTUAL SITUATION AND SHOULD BE CORRECTED.

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Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

The issues being ignored are building infrastructure to navigate north + south in Kent Co to cross the highway leading to + from the bridge. (namely overpasses) which consume large quantities of land NOT to mention the land needed for the highway itself.

This land has a better use than highways here in Kent Co. When looking the possible expansion of humanity on the land which the quality of soils in Kent Co. which do not support sewage facilities that would be needed.

Yes it would be nice to have some new business' located here. but supporting them bring with it undesirable land usage.

The monies being spent on studies + possibly construction could/ should be used for supporting education, existing business' instead of this type of waste.

Existing roads, bridges etc. should come first.

This wide swath of land use will only cut Kent in half.

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date _____

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

I HAVE CONCERNS ABOUT THE BRIDGE BEING
NEEDED FOR TRUCK TRAFFIC FROM BALTIMORE
TO PHILA. & NYC.

BALT. IS NOW THE LARGEST PORT IN THE COASTAL
FOR CONTAINER SHIPPING. RT 95 AND THE BAY
BRIDGE ARE THE PRIMARY ~~HEAVY~~ ROUTES, BOTH
OF WHICH ARE CROWDED AND EXPENSIVE

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Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

"PRELIMINARY CRITERIA FOR SELECTING CORRIDOR OPTIONS"

~~QUESTION: WHY~~ STATES: "LEVEL TO WHICH THE CORRIDOR
WOULD IMPROVE THE CONDITIONS AT THE EXISTING BRIDGE"

QUESTION: HOW ABOUT THE LEVEL TO WHICH THE

CORRIDOR WILL ADVERSELY ~~AFFECTED~~ THE ~~EXISTING~~
CONDITIONS

AT THE ~~CROSSING~~ OF THE NEW BRIDGE??

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 6/10/2018
Name: [REDACTED]
Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]
Telephone: [REDACTED] Email: [REDACTED]

As a Kent County, MD resident I
am agreeable to a bridge to Kent County
and the economic and service benefits that
will come with this change, if the growth
can be well controlled and managed.

Many interests, both MD residents and land owners
from out of state oppose this change. Kent County
farmers are businessmen and as purchasers their
interests must be considered, but, the social
benefit of improved economy should be considered
for the greater good.

I understand there is beyond the logistic benefit of
a bridge, but this is my current view.

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Beyond Turning Kent County into a bedroom community for Baltimore I fail to see the benefits of a bridge in Kent Co. with grid lock to our North & South. This cannot enhance the flow of traffic up & down the 95 corridor or to the resort beaches.

With autonomous vehicles coming into use and commuting expecting a new age I fail to see any prudence in a project like this for Kent Co at this time.

We have a unique county & I believe it deserves as little change as necessary. Any project that will bring this much change to one of the most rural counties in MD would be an awful waste.

Put it in Calvert County!

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Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I am against a bridge to Kent Co. from Baltimore.
For several reasons.

1) The proposed bridge will bring unwanted traffic through Kent County to Delaware beaches that are already over-crowded, bringing pollution and trash.

& the increased traffic and roadways will destroy the beautiful rural country setting of the county and bring unwanted suburban sprawl.

2) the proposed bridge will bring increased crime from Baltimore only 12 minutes away with the new bridge.

Building a bridge to Kent County would be a criminal act.

Public comments will be posted on the baycrossingstudy.com website. MDTA will attempt to remove personal information such as names, addresses, phone numbers and email addresses.

The Baltimore thugs and thieves will be here in 12 minutes to rob us and sell drugs & opiates to our children. Then speed back to Baltimore with no responsibility or respect to our great Kent County.

Please submit your comments by mail to:

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

- I am against the ^{new} Bay Bridge Crossing. Especially to Kent Co.
- Volume of traffic and the build/no build scenarios to Kent Co should not punish Kent Co + it's way of life for those who choose to live in urban areas and speed through rural areas so they can get to the beach quicker. NONE of this benefits Kent Co.
- A new bridge will only harm the environment. Period.
- A new bridge will be obsolete by the time it is built. Public transit + self-driving vehicles will mitigate some of these problems

NO ^{new} BAY BRIDGE

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Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

*I don't agree with having the bridge due to it will be too easy
to have drug coming into our town*

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5-10-18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

What is the purpose the traffic will still be
be very busy going thro Chestertown if it is
Comend thro Rock Hall. Do something difference
It will be able to bring in druggs and we
will have a problem. I

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Maryland
Transportation
Authority

Comment Form

Date 5/10/2018
Name: [REDACTED]
Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]
Telephone: [REDACTED] Email: [REDACTED]

I am not in agreement of having a bridge crossing in Kent County - Because not feasible and only cause congestive transportation - Kent County does not need that kind of problem. We are small and want to stay that way - Why not do a tunnel similar to the one in Va. Do it from Bay Bridge to Ocean City.

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 05/10/18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

I think the posters and representatives are a good idea. However, I believe that a brief (20 min) clear presentation on the need, timing, events, etc. of the study would be an appropriate introduction to this event. It is important to have an educated public and the format used here does not convey a full presentation. It is too dependent upon personal initiative.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Comment Form

Date 10 MAY 18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

IT SEEMS OVER HALF OF THE TRAFFIC TO THE
BEACH COMES FROM NORTHERN VIRGINIA AND WASHINGTON
D.C. THIS MEANS TO ME TO CONCENTRATE ON A
SOUTHERN ROUTE RIGHT OUT CONSTITUTION BLVD AND TO
THE BAY THEN TO DORCHESTER COUNTY OR JUST
A THIRD BAY BRIDGE TO KENT ISLAND.

OUR COUNTY DOES NOT NEED TO GROW LIKE
KENT ISLAND. WE ARE A UNIQUE FARMING COUNTY
THAT NEEDS TO BE PRESERVED!!!

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5.10.18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

A bay bridge to Kent County would be the worst thing to ever happen here. It would guarantee the County's transformation into being a Baltimore suburb and deprive us of all the reasons that we live here.

No Bridge to Kent!

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Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I am strongly opposed to a new crossing in Kent County specifically + to a new crossing anywhere. I do not believe a new bridge is the answer now will it offer any solutions Time + time again, we have seen new roads designed to alleviate congestion only to be congested themselves often quicker than anticipated. A new bridge will only bring air pollution, noise pollution, sound pollution + water pollution. I can not begin to think of the damage caused to wildlife + wild lands. I specifically moved to Kent County b/c of it's way of life + its quality of life. There are few places that still exist that can offer the rural quality of life, sense of community, environmental quality - while being so close to metropolitan areas. All of that would change with 6+ lanes of concrete ripping through a bucolic landscape. I would not want what the terminus offers in Grasonville. Most likely, I would move. I would like to see more creative solutions to this problem, instead of destruction of valuable farmland + priceless wilderness areas.

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/2018

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

Kent County with its rural flavor
historical importance and beautiful
natural resources is unique
its character needs to be preserved
as it is and not damaged by what
would spring up as a result of access
& green to a second bay crossing.
We need to think in terms of mass
transportation not just car traffic.
Once it is gone, it is gone forever.

Public comments will be posted on the baycrossingstudy.com website. MDTA will attempt to remove personal information such as names, addresses, phone numbers and email addresses.

Please submit your comments by mail to:

Bay Crossing Study
Maryland Transportation Authority
Division of Planning & Program Development
2310 Broening Highway
Baltimore, MD 21224

Pave paradise and
put up a parking
lot " - The price
is too high!

You can also submit your comments electronically on the project's website at
www.baycrossingstudy.com or by email at info@baycrossingstudy.com

☐

Check here to be added to the study mailing list

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date: 5/10/2008

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

Hey that great "idea" and "study" you're pushing on preserving our Agricultural & Historical Resources? Not building a bridge to Kent County that would preserve all of them 100%. I'm an outdoor Educator here locally and my livelihood of educating our nation's youth about undisturbed nature would be completely ruined w/ looking out over the Bay and seeing a huge bridge coming over.

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Division of Planning & Program Development
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Baltimore, MD 21224

Over →

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our Bay grasses, crabs, zooplankton, Rockfish,
rock, eel, etc.. populations are up in 2018
for the first time in years, grasses are at
a 20 year high in the upper Bay. Water
clarity is also at a 20 year high in locations
previously deemed soon to be "dead zones".

Please please don't take our beautiful
Bay health. Please don't disrupt what
we've worked so hard for.

Please allow us to keep our
home Kent County rural.

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

Being a fairly recent resident (full time) of Kent County, but a property owner here since 1999. We "retired" to the peace & tranquility of a rural community and look forward to Kent County continuing to provide that environment.

Kent Co. is truly a gem in the State of MD; its farms provide sustenance to many in the state, not only to the Eastern Shore. Agriculture is predominate in Kent County (75% dedicated to Agriculture). Approx 60% is prime farmland. To disrupt that would be critical to the entire state - not just Kent Co. or the Eastern Shore.

Bringing a new bridge to Kent Co from Baltimore County would destroy the historic and agricultural features of Kent County. It would basically render Kent Co. a suburb of Baltimore; as crime rates would soar!

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Baltimore, MD 21224

I am strongly opposed to building a bridge from the Western Shore to the Eastern Shore, landing in Kent County.
Sincerely,
[REDACTED]

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com



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How would you replace the farms that would be destroyed in Kent Co.? This is an irreplaceable resource. Please DO NOT DESTROY Kent Co.

CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date: 5/10/2018

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

Note: My property is on Rt. 291 - I am 4th generation to maintain this property as a family farm. It is the beauty and agricultural culture that is part of Kent County's history and attraction as well as part of an important part of Maryland and U.S. history. A bridge through Kent County would destroy the beauty and much of the agriculture in Kent County. Kent County would become another Kent Island - a suburb of Baltimore/Washington/Philadelphia.

"I have concern about the purpose of the study: To improve MORE Transportation and MORE Access across the Chesapeake Bay." We also need a study on how increased traffic to and through the Eastern Shore and across the Chesapeake Bay will affect the environment, the natural resources, and

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The historic areas on the Eastern Shore. If we destroy what is so appealing about the Eastern Shore, there will be no need for more infrastructure to get back

Cont from front.

more people to the Eastern Shore because there will no longer be the demand. This reminds me of the Economic Lesson of Beacon Hill. Study was how to allow more cows to have access to Beacon Hill pasture (grass). Eventually there were so many cows who were benefiting from the grass on Beacon Hill, all the grass was destroyed and ~~no~~ cows could benefit.

The difference between Beacon Hill and Kent County and much of the Eastern Shore is once there are more roads, bridges, Strip Malls, bigger hwy's., through Kent County, you can't take it back. Once farms ~~have~~ been made into developments, larger roads, strip malls, ~~they~~ can never be made into farmland again. The cow owners lost ^{economically} in the over grazing of Beacon Hill. But Beacon Hill was still there. It did take years to have the beautiful grass again, but it eventually was restored. Kent County with its 75% agriculture #1 county in Maryland, 57% prime farmland - also #1 county in Md. can never go back to that again if bridge goes through Kent Co.

We as citizens of the U.S. have an obligation to preserve our natural resources for generations to come. I know there are many Baltimore residents who want to save time (12 minutes vs. 2-3 hours) to get to the Beach on week-ends. I know time is a commodity. But 40 years from now our children/grandchildren will have to deal with the consequences of saving time — they will be dealing with destroyed natural resources, culture, beauty, and history and the end of the #1 County in Md. for agriculture! prime farmland

CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

A bay bridge crossing in the northern tier (areas that include Kent County) would be used by those heading towards the Delaware beaches. Those heading to MD beaches will continue to use the current Bay Bridge. I don't see how it benefits the MDTA to depreciate farm land in MD's most agricultural county in order to make it easier for folks to vacation in Delaware.

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Maryland
Transportation
Authority

Comment Form

Date 5.16.2018

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Kent County is rural. Gorgeous farms, unhurried
lifestyle, small population, lots of wildlife.
Kent County provides a way of life now in
the busy, overcrowded, industrialized world.

We don't want to lose our precious way of life!

NO BRIDGE TO KENT

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

A 3rd bridge crossing, anywhere on the Bay, will not solve any traffic problems. A 3rd bridge crossing to Kent Co will ruin MD's last truly rural space. The question the study needs to answer is what is the purpose of a new bridge? If that purpose is to get beachgoers to Ocean City, a crossing at Kent Co. will ~~not~~ be an inefficient option. If that purpose is to get truck traffic from the port of Pocomo North, consider the destruction of legacy and agricultural landscapes and productivity to serve that base purpose — AND there are better options that would better serve that purpose. The best option is a NO BUILD option. If a 3rd bridge is built, traffic will inevitably increase to the point where a 4th bridge will be considered. Instead, we need to plan sensibly for alternatives, including mass transit, ferries, etc., as well as a parallel construction a la Tappan Zee, and even double decker ideas. Let's have MD be a

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LEADER

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in solving
traffic problems.
let's show some
ingenuity and
creativity.

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

Please explain how 35.2% of Summer Weekend trips to Western Shore
seem to originate from Queen Anne's County. A 5-minute stop at
cell phone doesn't seem reasonable - you can be stuck in gridlock for
that long.

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

in 161 years the population of kent co- has grown
by 8,000 people. Make sure you understand
how fast it will grow with a bridge. It will
RUIN life as I know it.

I passed wa job offer in the mid 80's that would
have doubled my income. I chose to stay
here because I LIKED IT HERE.

PLEASE DO NOT RUIN A VERY SPECIAL PLACE

you (who ever you are that is reading this) like
where you live - don't ruin mine

PLEASE NO BRIDGE KENT

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date May 10, 2018

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

Hello,
I, my family & the Kent County people that I have spoken
to are strongly AGAINST a Bay Bridge crossing into Kent County.
We do not need, nor want a Bay Bridge in Kent County!

However, seeing all the presentations, it looks as if it is
a 'fait accompli'.

Nothing like feeling that you have no voice in your community's future.

We don't want to have our way of life altered, the additional
people / congestion / land grab just so people from Annapolis are
not inconvenienced with getting to the beach in winter.

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** No Bridge to Kent! **

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www.baycrossingstudy.com or by email at info@baycrossingstudy.com



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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date: May 10, 2018

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I admit the "Shore traffic" is an issue, but we who live in Kent Co. do not wish to have our marvelous countryside sacrificed to get people to the beaches more easily. Considering the distance from Kent Is. to the Bay Tunnel, it would make far more sense to put a bridge across halfway in between.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date May 16 2018

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

PAY PARTICULAR ATTENTION TO
PRESERVE EXISTING CULTURES IN THE
COMMUNITIES. SOME OF THE WEALTHIEST
FAMILIES MAKE THEIR HOMES HERE BECAUSE
OF THE QUIET THE NATURE. WE WOULD
LOSE THIS WITH MORE TRAFFIC

[REDACTED]

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/10/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

"IF YOU BUILD IT, THEY WILL COME" IT'S A GIVEN THAT ANY OPPORTUNITY TO USE AN OPEN ROAD RESULTS IN MORE AND MORE DRIVERS TAKING THAT OPPORTUNITY TO USE IT - HENCE, PREDICTABLE CONGESTION AND MORE CONGESTION.

A BRIDGE TO KENT COUNTY WOULD DESTROY THIS AREA THE SAME WAY VEHICULAR TRAFFIC ~~WAS~~ WAS ADVERSELY AFFECTED OTHER AREAS OF THE STATE, SUCH AS BALTIMORE COUNTY, HOWARD & CARROLL COUNTY, ETC. "EXHIBIT A" WOULD BE THE ~~THE~~ COMMERCIAL OVER-DEVELOPMENT ON KENT ISLAND

WE MUST PRESERVE PRIME AGRICULTURAL LAND AND LEGACY LANDSCAPES, BOTH OF WHICH ARE DOMINANT IN KENT COUNTY

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date

May 10, 2017

Name:

Address:

City:

State:

Zip:

Telephone:

Email:

No bridge to Kent County! This county is an absolute jewel of natural beauty and historic small towns. If all the development that would come with a Bay crossing were to occur here it would be a tragic loss. Once this happened it would be forever gone. We have an opportunity to keep Kent County as beautiful and amazing and agricultural as it is for future generations. We would NOT regret keeping it as a beautiful refuge from other totally congested areas.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date May 16 2018

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

The area I live in is accessible from 702. After 702 turns into BACK RIVER NECK RD you enter an extensive area of WOODS. The ~~large~~ species of Plants & animals that are native to Maryland exist here and are quite numerous. There are all kinds of native plant species, massive white oaks, native azaleas in the woods. Deer, Fox, amazing amphibian life, woodfrogs, spring peepers, other frogs, salamanders, all kinds here - raccoons, herons, osprey, water hound, like wood ducks exist in these woods & it is a vital area. Please do not destroy this important area with a BRIDGE so people

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can go to the beach or to work.
Thank you

You can also submit your comments electronically on the project's website at www.baycrossingstudy.com or by email at info@baycrossingstudy.com

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Transportation
Authority

Comment Form

Date _____

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

Would like to receive
additional information throughout
the term of this project.

This Potential Project
could have a major impact to
the Middle River / Baltimore
area

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5-16-2018 @ Middle River

Name: [REDACTED]

Address: _____ City: _____ State: _____ Zip: [REDACTED]

Telephone: _____ Email: _____

We have an existing corridor - RT 50/301 and its approaches from QA County + Annapolis area. Expand crossing capacity there. Use of other locations will disrupt lives and change character of those affected communities. Long term - improve 301 connection north to Delaware line, improve 50/301 connection south + west to connect to I95 south of Washington DC. This would offer an I95 relief route around Balt/Wash for "Maine to Florida" travelers in addition to improving "local" travel between Eastern + Western shores of Maryland.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 16 May 2018
Name: [REDACTED]
Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]
Telephone: [REDACTED] Email: [REDACTED]

Do Nothing. A way of life will be gone

Refer to Rt 301 Southern Md.

Agriculture no more

Parking lot of D.C. 245 stop malls

Accessibility must be restricted. If not, our beautiful

state will be GUE Urban Sprawl

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Transportation
Authority

Formulario de Comentarios

Día 5/16/18

Nombre: _____

Dirección: _____

Ciudad: _____

Estado: _____

Zip: _____

Teléfono: _____

Correo Electrónico: _____

I SUPPORT A NORTHERN CROSSING DOWN 702 TO
HART MILLER ISLAND TO TOLL CHESTER

I SUPPORT BIKE + WALKING LANES
DEVELOPE FISHING AREAS W/ RESTAURANTS/MARINAS

THIS WOULD PULL PEOPLE FROM YORK + HAGERSTOWN TOO

PLEASE CONSIDER THE IMPACT OF FUTURE TRAFFIC
ALL THROUGH ROUTE 50

Los comentarios públicos se publicarán en la página web baycrossingstudy.com. MDTA intentará eliminar información personal como nombres, direcciones, números de teléfono y direcciones de correo electrónico.

Por favor mande sus comentarios por correo a:

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Baltimore, MD 21224

También pueden mandar sus comentarios vía electrónica en la página web del Proyecto www.baycrossingstudy.com o por correo electrónico a info@baycrossingstudy.com



Marque aquí si quiere ser añadido a la lista de correo del proyecto

CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Comment Form

Date 5/16/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I like the North of the city Route -
double decker is intriguing!

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Comment Form

Date 5/16/18

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

I am in favor of a bridge I saw in a San Article.

It started at the Cove Rd. exit on 695, crossed
Harr Miller and connected at Tolchester Beach.

The bay is shallower on this route.

Near Cove Rd. is industrial. Tolchester is undeveloped
leading to easy land acquisition. Relatively low impact
to residential + environmental issues.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/16/18

Name: _____

Vice President - Rockaway Beach Improvement Assoc.

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

① Community is staunchly opposed to construction of a new Bay Bridge crossing on the Back River Neck Peninsula via MD-702. This area is home to Balto. Co's largest tract of contiguous preserved forest & is environmentally sensitive (located in CBCA). Environmental ramifications would severely outweigh any potential benefit.

② Would like to see the possibility of offering deeply reduced toll rates at existing bridge during off-peak hours to alleviate traffic congestion & ~~encourage~~ incentivize travel at off peak hours.

③ The Rockaway Beach Improvement Assoc. Inc. would like to be a consulting party ~~to~~ during the Section 106 review process.

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④ would like to see all previous studies published online for public to review

CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Comment Form

Date 5-17-18

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

Dorchester County is eroding & losing land mass at an alarming rate.

If the study identifies a Dorchester County crossing, e.g. Taylor's Island / Blackwater Area, is it possible that a bridge solution to the traffic problem could also address the land erosion problem. It could also be a marketing benefit to this alternative.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/17/13

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: _____

Email: _____

presentation of materials was good. Major
issue to consider is how the roads on the
Eastern Shore will be impacted and avoid
building a new bridge across sensitive environments
such as Blackwater + Dorchester County as a whole.

What about considering a new bridge above
Havre de Grace? Then Pennsylvania could
share cost for building + perhaps participate more
in keeping

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personal information such as names, addresses, phone numbers and email addresses.

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Baltimore, MD 21224

*The
Chesapeake
Bay Clean!*

You can also submit your comments electronically on the project's website at
www.baycrossingstudy.com or by email at info@baycrossingstudy.com



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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/17/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I THINK IF WE HAD (2) TWO, (3) THREE LANE
BRIDGES WOULD BE THE BEST OPTION. 1 FROM
NORTH POINT OVER AND AROUND CHESTER TOWN
AND ONE FROM CALVERT COUNTY TO DORCHESTER
COUNTY.

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Maryland
Transportation
Authority

Comment Form

Date 5/12/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

3rd Bridge Kent Island 3 Lanes all way
to 404,

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/17/18

Name: [REDACTED]

Address: _____ City: [REDACTED] State: [REDACTED] Zip: _____

Telephone: _____ Email: _____

Consider expanding the Ocean City Airport
or nearby airport to accomodate commuter
flights from DC, BWI, PA and increase
public transportation and beach supply rentals.

This could help the weekend traffic problem
but not so much the weekday.

For a Lower Bay crossing, consider a new elevated
roadway infrastructure across Dorchester City adjacent
to Blackwater Wildlife Refuge which could help the
erosion problem. This location assumes the VA/DC
traffic volume would benefit from a Southern
Bay crossing.

High Speed Ferry is another option.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/17/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

The Ideal Crossing would be from Calvert County
to Taylors Island. My concern is that there are
historic sites on Taylor Island that go back to the 1600's
These sites must be protected. One church date
from 1783 & another from 1820's.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date _____

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

I believe the current bridge should simply be expanded.
Thank you for allowing us to comment.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5-17

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

transit system from the shore to the cities on the west.

Elon Musk's hyperloop

metro system to get down on driving

Mono rail,

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5-17-17

Name: [REDACTED]

Address: [REDACTED] City: [REDACTED] State: [REDACTED] Zip: [REDACTED]

Telephone: [REDACTED] Email: [REDACTED]

I would like to see (and I am aware it is under consideration) a ferry service with multiple ports implemented across the bay as an accompanying option to a future bridge/tunnel. A system operating multiple ferries can transport up to 2000 vehicles a day, 4,000 a week and 400,000 a month at full capacity. It is more conducive to the eastern shore way of life and will generate jobs for the local economy.

A ferry system is an option that can be FAST TRACKED and implemented sooner rather than later while a bridge study continues.

Thank you for your serious consideration of this option. I would not want to see a bridge in Dorchester or Trebleton due to the negative environmental + economic effect.

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5/17/13

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

Opposed to any Dorchester County crossing due to
following factors

1. Impacts of sea level rise on Dorchester in next 50 years
2. MAJOR environmental impacts to resources of area
3. Impacts to Blackwater NWR & Hornet Tulmen NP
4. Impacts to agricultural land
5. High costs of construction due to low elevations

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5/17/18

Name: _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: _____ Email: _____

- I'd like to see the transportation/traffic data.
- Where is traffic to/from.
- What traffic load ~~is~~ is to be offloaded.
- Traffic protections seem flat, no longer geometric growth - so is there still a need for a new bridge or just another reversible span

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CHESAPEAKE BAY CROSSING STUDY TIER 1 NEPA



Comment Form

Date 5/17/16

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I believe we do need an additional Bay Bridge Crossing. It would be best if it was in a different area of the Bay to help divert traffic from different routes on Western shore. It looks to me like a Northern Crossing would be more desirable to divert traffic coming from Baltimore and beyond. The Northern Area also seems to be less subject to Tidal Flow + changes

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/17/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I am totally opposed to ruining more of the Eastern Shore with a massive highway/bridge project.

If another crossing is necessary the only sensible idea is to locate a new span beside the other two existing bridges at Kent Narrows, where there is already an existing nuisance.

Hopefully, at some point we will realize that we cannot let the automobile drive public policy. Ruining farmland, wetlands, and rural villages for the sake of increased traffic flow is short-sighted and irresponsible.

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TIER 1 NEPA



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Transportation
Authority

Comment Form

Date 5/17/18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

3rd span where existing spans are.

1- Bridge for tractor trailers & vehicles towing boats, campers, etc.

2 Bridges for passenger vehicles

No need to close down passenger vehicle bridges for wide loads, wind, etc.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 22 May '18

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

I feel that the best place for traffic flow would be off Rt. 16 - Rt. 50. Shore traffic & DE traffic would flow better in the southern tier. Also, with all the natural areas south of Cambridge would discourage any development in the area. Zoning up around Galena & Chestertown is awful! J J

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date May 22, 2018

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

Where ever this bridge is built I hope that contracts will be awarded to those counties that will be impacted. I mean local labor should be considered and awarded those contracts. No "Good Olde Boys" policy should be incorporated in needed / decision making a contract Awarding. No outsiders Allowed.

MARYLAND Builders ONLY

We the people of MARYLAND Look forward to and expect to be the ones that build all aspects of this project.

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TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date May 22, 2018

Name: _____

Address: _____

City: _____

State: _____

Zip: _____

Telephone: _____

Email: _____

We have in Kent County jobs and income that exist during the winter that could be diminished or completely done away with should a bay bridge be routed to and needed roads built to accommodate that traffic. The hunting guides, the people that rent their property for hunting, the damage to our County's wetlands, the people that provide food services, the businesses that provide lodging & others that provide entertainment to skid hunters and their families. This bridge and new roads will chase the game away and less open space will be a result. Unneeded pollution will and can affect farmer's livestock. Car emissions, trash from these occupants will devastate the land that we love and want to protect for future generations. If this bridge can or will provide our youth with clean high paying jobs and give our communities a quicker safer way to get medical help I am all for it. If not for all reasons above, I am against it.

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CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/22/18

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

I NOTE THAT ONE OF THE TASKS OF THE STUDY IS TO EVALUATE THE PURPOSE AND NEED FOR ANOTHER BAY CROSSING. THOSE TASKS PROMPT THE FOLLOWING QUESTIONS:

- 1) THE "PURPOSE" WOULD ostensibly BE TO IMPROVE TRAFFIC FLOW. SO, ARE WE CONTEMPLATING SPENDING BILLIONS OF DOLLARS TO MAKE IT EASIER FOR CARS & OTHER VEHICLES TO TRAVERSE THE BAY? WHY, WHEN THE POLLUTION FROM CARS IS CREATING CARBON EMISSIONS AND ENDANGERING OUR PLANET? WHY AREN'T WE SEEK NEW & INNOVATION SOLUTIONS FOR TRANSPORTATION? AND WHY WOULD WE ENCOURAGE MORE TRAFFIC TO OCEAN CITY AND THE BEACH RESORTS IN DELAWARE? WOULD THE DETRIMENTAL EFFECTS OF SUCH ACTION BE JUSTIFIABLE FOR THE LONG-TERM QUALITY OF LIFE FOR RESIDENTS OF THE EASTERN SHORE?
- 2) GIVEN THE ABOVE CONSIDERATIONS, HOW CAN A "NEED"

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JUSTIFIED?

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I WOULD ESPECIALLY LIKE TO SEE ANY PRELIMINARY STUDY/WHITE PAPER THAT ANALYZES THE "PURPOSE AND NEED" FOR ANOTHER CROSSING.

CHESAPEAKE BAY CROSSING STUDY

TIER 1 NEPA



Maryland
Transportation
Authority

Comment Form

Date 5/22

Name: [REDACTED]

Address: [REDACTED]

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

Telephone: [REDACTED]

Email: [REDACTED]

- ① How is "adequate" defined for winter & summer periods?
- ② Provide ~~an~~ an acceptable range of "dependable & reliable travel times" as noted on the "purpose of need" board
- ③ What level of "reserve" capacity is needed to accommodate future maintenance & rehabilitation action?
- ④ What happens when the typically assume existence of work around or alternative roads/routes is not a ~~realistic~~ realistic/operative assumption? Should the absence of ~~alternative~~ alternative access routes be a factor in the study/planning process for enhanced Bay Crossing capacity?
- ⑤ What is the studies "time period" for focus? Does it end in, e.g. 2040 or 2065?
- ⑥ What level of service over what length of time is considered to be a point of failure?

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