Chesapeake BAY CROSSING STUDY
TIER 2 NEPA

Selected Alternative Fact Sheet

The combined Final Environmental Impact Statement (EIS) and Record of Decision (ROD), which provides the information and rationale supporting Alternative C as the Selected Alternative, has been approved by the Federal Highway Administration. The Final EIS concludes that Alternative C would be the most cost-effective alternative and have the least impact on the environment. The ROD officially documents Alternative C as the Selected Alternative.

Selected Alternative Lane Configuration

- The new bridge will provide a total of eight 12-foot lanes (four per direction) across the Chesapeake Bay on two new spans.
- The Selected Alternative will retain the existing six lanes along US 50/301 on both the Western and Eastern shores.
- The bridge will provide 12-foot wide median shoulders and 14-foot wide outside shoulders.

The Selected Alternative includes:



Construction of two new four-lane bridge spans with full shoulders across the Chesapeake Bay, providing additional transportation capacity, reliability and mobility while enhancing safety;



Removal of the existing Bay Bridge spans, addressing existing roadway deficiencies including narrow lanes and lack of shoulders, eliminating the need for major rehabilitation projects and associated lane closures and delays;



Improved navigational clearance to meet U.S. Coast Guard requirements. The navigational clearance will be 230 feet, which is the same as the new Francis Scott Key Bridge, allowing larger ships to access the Port of Baltimore;



Widening of US 50/301 to eight lanes (four per direction) from west of Oceanic Drive to east of Cox Creek to accommodate transitions to the new bridge spans;



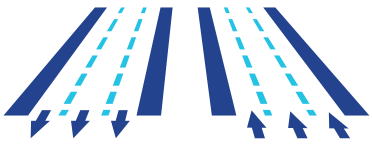
Financial commitment for transit-related improvements, with a proposed one-time investment of up to $40 million;



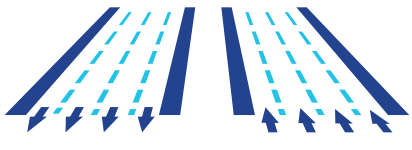
An optional bicycle and pedestrian shared-use path, based on a future fin ancial analysis performed by MDTA to determine whether implementation of a shared-use path will be feasible; and



A commitment for **land preservation** on the Eastern Shore.

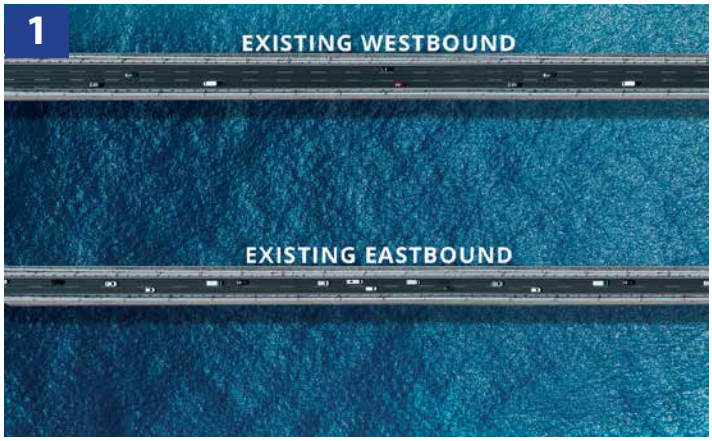


US 50/301



New Bridge

Selected Alternative Example Bridge Construction Sequencing



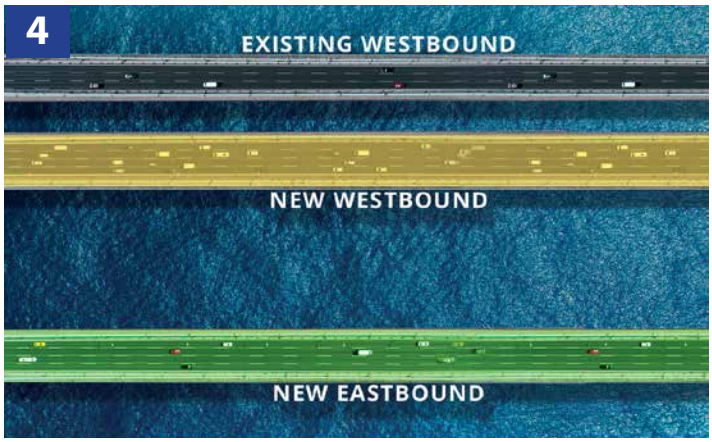
Existing eastbound and westbound Chesapeake Bay Bridge spans.



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.

For more information, visit the Study website at **baycrossingstudy.com**, contact us at **info@baycrossingstudy.com** or call **667-203-5408**.

Maryland Transportation Authority
MDTA