

**Maryland Transportation Authority  
Bay Bridge Reconstruction Advisory Group**

Meeting Summary

Wednesday, July 8, 2015  
**MDTA Bay Bridge Administration Building**

**MEMBERS PRESENT:**

Jack Broderick, Chairman	Nancy Wright
Barbara Hitchings	Tracy Schulz
Bill Nevel	Pat Lynch
Nick Deoudes	

**OTHER ATTENDEES:**

Hilary Gonzales (SHA)	John Narer (SHA)
Stephen K. Wilson (Queen Anne's Co Commissioner)	

**MDTA STAFF:**

Gordon Garrettson	Patrick Fleming
Kerry Brandt	Sgt. Edward Wojcik (MDTA Police)
Barry Clothier	

**Call to Order and Welcome**

Chairman Jack Broderick called the meeting of the Bay Bridge Reconstruction Advisory Group (BBRAG) to order at 6:05 p.m. Introductions were made by all in attendance. As has become tradition, the July BBRAG meeting was a pot luck dinner. After calling the meeting to order, all in attendance ate dinner before starting normal business.

**Minutes:**

The minutes of the April 1, 2015, meeting were reviewed and approved with amendment. The amendment was to include a statement that the BBRAG has asked that the group receive an update from the MDTA about the Bay Bridge Life Cycle Cost Analysis (BBLCCA) at a future meeting.

Mr. Fleming noted that the BBLCCA is expected to be presented to Chairman Rahn and the Governor's staff in the coming weeks and will likely be able to be discussed at the October meeting.

A motion for adoption of the minutes was made by Mr. Schulz and seconded by Ms. Hitchings with all members in concurrence.

**Update on Bridge Activities**

Mr. Garrettson, Bay Bridge Administrator, updated the group on bridge projects and other newsworthy information.

**Operations**

Closures on the eastbound span have been scheduled for 9:00 a.m. to 2:30 p.m. Monday through Thursday, no closures on Fridays. Full nighttime closures of the eastbound span are ongoing and will be shifting to the westbound span. The hours of the full closure are 10:00 p.m. to 5:00 a.m. Mondays

through Fridays and 11:00 p.m. to 7:00 a.m. on Saturdays and 12:00 a.m. to 5:00 a.m. Sundays. Two-way operations are being implemented during weeknights. Full closure is expected to switch to the westbound span soon.

Memorial Day Traffic was up 1.7% over 2014 numbers. The month of June was similar to 2014. The July 4<sup>th</sup> Holiday weekend was up 5.8% over 2014. This is most likely attributable to the holiday falling on a Friday this year. A majority of the traffic for the July 4<sup>th</sup> Holiday crossed on Thursday, July 3 and there were no delays or incidents this weekend. Trends are starting to show more motorists crossing the Bridge on Thursdays and returning on Mondays.

Mr. Deoudes, stated that the last few Sundays have been congested on Kent Island. Mr. Garrettson responded that was due to the sheer volume of traffic trying to cross the Bridge.

Mr. Broderick brought up the discussion that occurred at a community planning meeting to address traffic needs on Kent Island about having police at the entrance ramps on Route 50 to prevent “non-local” traffic from exiting Route 50. Mr. Garrettson noted that traffic is not prevented from getting off of Route 50 on the western shore. Sgt. Wojcik explained that is not feasible for police to pull over a car without probable cause. Mr. Broderick then asked what public information can be disseminated to make people aware that staying on Rt. 50 is the fastest way to get to the Bridge. Ms. Brandt said that there is signage along Rt. 50, it is on Bay Span, on the MDTA website, included in press releases, and on social media.

Queen Anne’s County Commissioner Wilson said that the MDTA (and SHA) should expect a letter from the Queen Anne’s County Commissioners shortly asking for a comprehensive study of traffic on the Rt. 50 corridor as the County bears the brunt of the impact of the traffic with none of the economic benefits associated with the travelers. Mr. Deoudes asked if the County was advocating for a new Bridge. Commissioner Wilson said they are advocating for a comprehensive study that would likely include the possibility of a new crossing but would leave the specifics up to the study process.

### Cleaning and Painting

Phase III of the project to clean and paint the westbound span was completed in May. Phase IV is expected to be re-bid in the Fall.

### Cable Wrapping and Dehumidification Project

The project is 97% complete and the westbound span is 100% done. The eastbound span dehumidification plant has been installed and is expected to be commissioned in late August or early September. The project is expected to be complete in late August. The project has a two year warranty for the work. Mr. Nevel asked how the dehumidification plants were working. Mr. Garrettson said they are working very well and as designed.

### Miscellaneous Repairs

A new \$18.9 million contract will begin in April. Work under this contract will be identified during the annual inspections.

### Traffic Statistics

Mr. Garrettson noted that traffic for the Thanksgiving weekend was down 3% as compared to 2013. On the Wednesday before Thanksgiving, two-way operations were not implemented due to inclement

weather. Traffic for the Christmas holiday was down 1%, and peak demand was spread out over more days because the holiday was on a Thursday.

### Safety Enhancements

Safety enhancements (additional signage, flashing lights, speed warning signs, etc.) have been completely installed, and there has been a 5% reduction in crashes when compared to 2014. It is still too early to tell if it is a direct result of the additional signage.

### Overhead Lane Signals

This project is to modify the “green arrow” signs to allow for all five lanes to allow traffic in one direction. The use of all lanes in one direction has not been needed, but it is a useful tool to have if needed in the future. Currently the project is in the procurement process.

### Commercial Vehicle Scale Rehabilitation

Reconstruction of the westbound scale began on March 16, 2015, and is expected to be complete in six months. Once the westbound scale is complete, the eastbound scale will begin and is expected to take six months to complete.

Mr. Garrettson also discussed some incidents that occurred at the Bridge. Specifically the incidents on:

**Saturday May 9, 2015 at 2:38 p.m.** – All lanes on the westbound bridge were stopped due to a single tractor trailer crash. Two-way operations on the eastbound bridge were initiated at 3:45 p.m. While trying to clear the crash scene there was a fuel spill, which required a HAZMAT clean up causing further delays. All lanes were opened at 8:42 p.m. and back-ups cleared at 10:28 p.m.

**Sunday May 31, 2015 at 7:18 p.m.** – All lanes eastbound were stopped, incident reported there were people injured. Two-way operations on the westbound bridge were initiated at 8:24 p.m., all lanes opened at 9:12 p.m. and all delays were cleared at 9:52 p.m.

### Update on SHA Projects

Mr. Narer and Ms. Gonzales provided an update on SHA’s projects near the Bay Bridge.

SHA will be repaving along Rt. 50 to repair “bumps” in the roadway during the summer months.

Lighting on Rt. 50 from MD 424 to the Severn River Bridge was replaced due to a bad wire.

Rt. 50 from I-495 to the Anne Arundel County line will be repaved.

Phase I of the MD 404 widening is underway and expected to be complete at the end of summer. Planning to complete the widening of MD 404 is underway and construction funding has been identified.

The Rt. 301/304 interchange is underway. Primary focus area during the current construction season is along Rt. 301. The project is expected to last another two years.

\$150 million has been dedicated to repairing two structurally deficient bridges on Rt. 301.

Funding for adding a seventh lane across the Severn River Bridge has been identified and is currently in the design phase. Construction is expected to start in spring 2018. Ms. Lynch asked if there would be a wider “truck” lane on the bridge. Mr. Narer said that lane widths were still being determined as part of the design phase.

**Other Business**

No other business

**Amendments:**

Amendment from Barbara Hitchings and Bill Nevel expressing disappointment that the Bay Bridge Life Cycle Cost Analysis was not presented at the July or October meetings. The presentation is scheduled for the January 2016 meeting due to the report being reviewed at the Secretary’s office.

Amendment from Bill Nevel noting that the Baltimore Metropolitan Planning organization is doing a 40-year advanced planning document with comments closing in mid-October.

**Next meeting:**

The next meeting of the Bay Bridge Reconstruction Advisory Group will be held on Wednesday, October 7, 2015 at 6:00 p.m.

The meeting was adjourned at approximately 8:35 p.m.

Respectfully submitted,  
Patrick Fleming