

# Governor Harry W. Nice Memorial Bridge Improvement Project



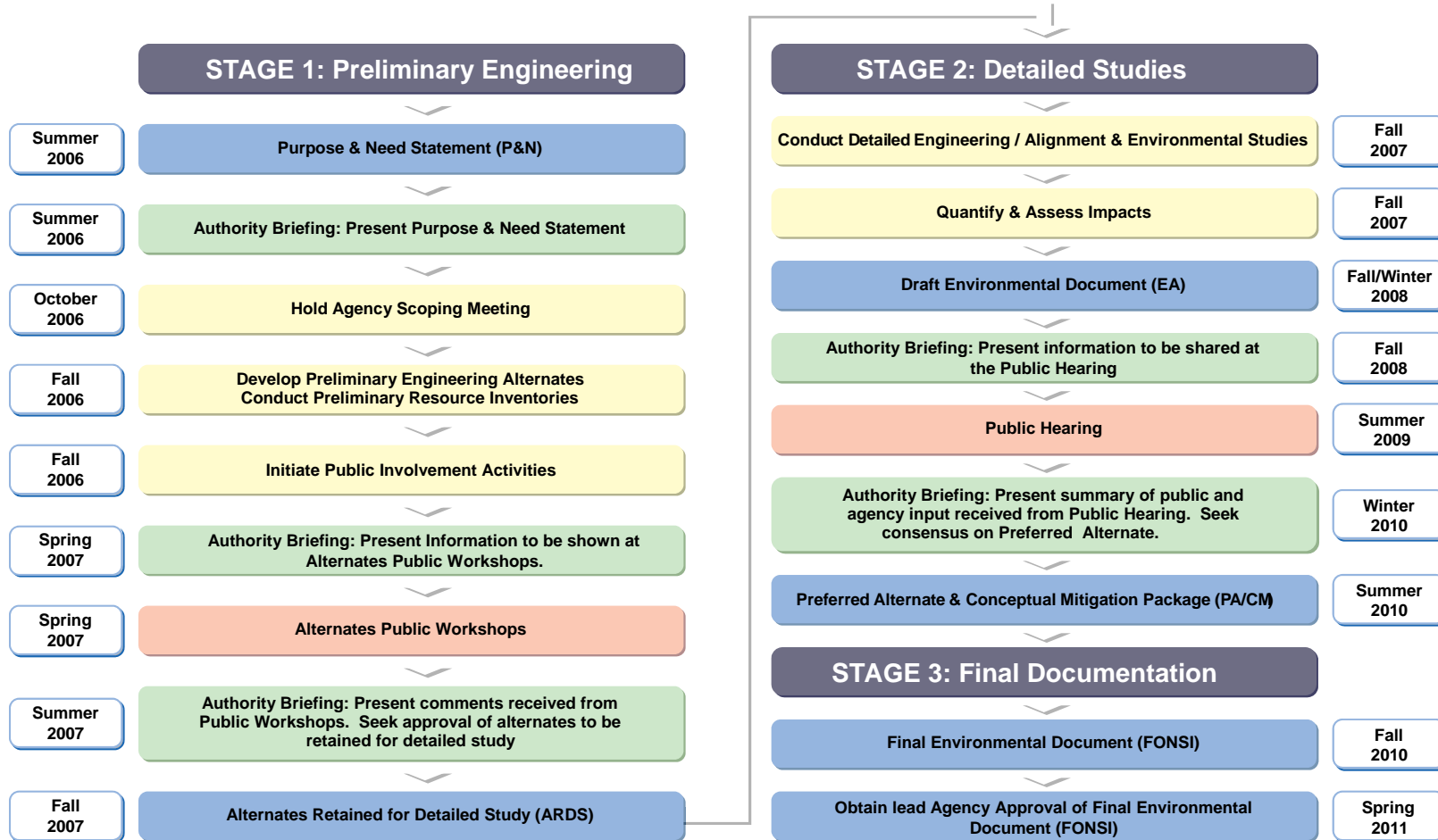
Maryland  
Transportation  
Authority

**Commonwealth Transportation Board  
Briefing  
January 19, 2011**

# Purpose of Presentation

- Project History
- Purpose and Need
- Existing Conditions
- Preferred Alternate
- Potential Project Impacts
- Next Steps

# Nice Bridge NEPA Process



# Project History

- Summer 2006 - MDTA initiated Project Planning Study
- November 2006 and September 2008 - Counties adopted Joint Resolutions on need for capacity improvements at Nice Bridge
- July 2009 - FHWA signed Environmental Assessment
- September 2009 - Public Hearings conducted in MD and VA
  - Over 100 people attended
  - Nearly 160 comments received via testimony, comment cards, letter and emails
- September 2010 – FHWA signed Preferred Alternate / Conceptual Mitigation Package
- November 2010 - King George Board of Supervisors adopted resolution in support of MDTA identified Preferred Alternate

## Purpose and Need

- Eliminate bottleneck at existing two-lane bridge
- Support anticipated traffic growth for 2030
- Address safety needs
- Minimize travel delays during bridge maintenance
- Maintain important public and military transportation element

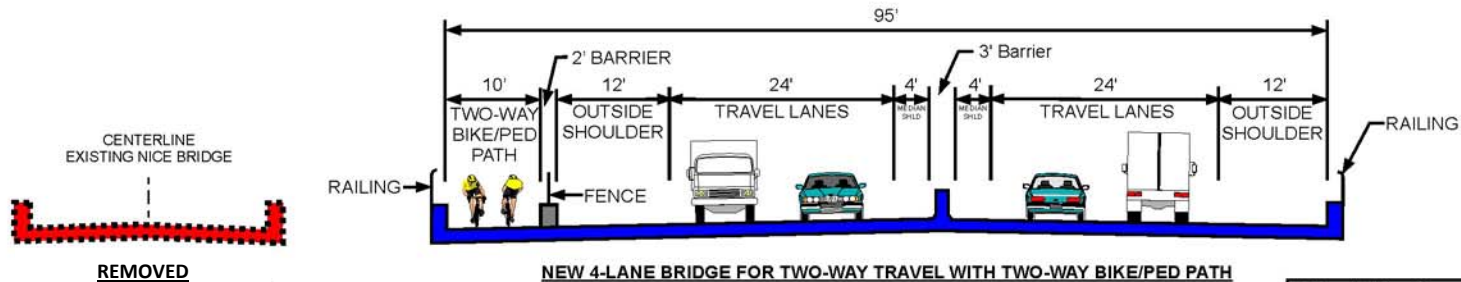
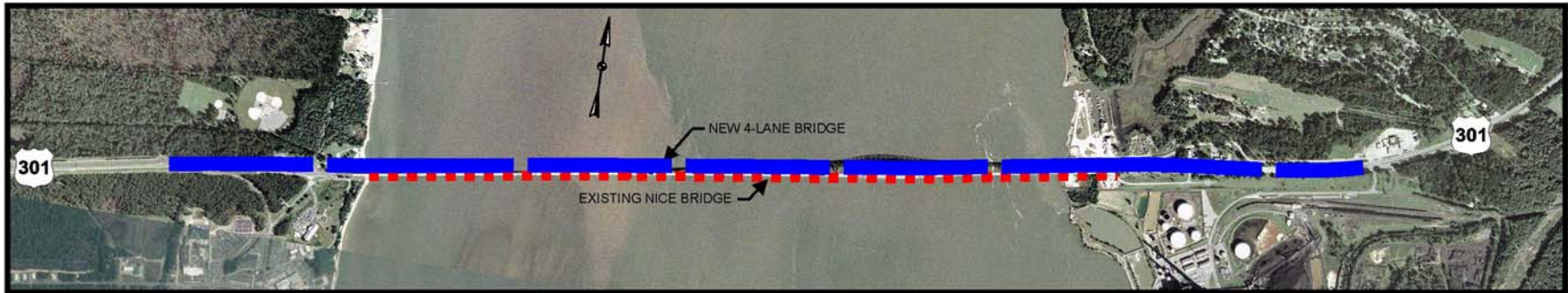
## Existing Conditions

- US 301 is a four-lane divided Rural Principal Arterial on the National Highway System and Strategic Highway Network
- Nice Bridge is a two-lane undivided, 1.7 mile crossing of Potomac River, 25 miles downstream of Woodrow Wilson Bridge (I-95)

# Preferred Alternate: Modified Alternate 7

- Conducted alternates evaluation
- MDTA Preferred Alternate:
  - Construct a new four-lane bridge to the north of the existing bridge with a two-way bike/ped path on the south side
  - Remove existing bridge
  - Cost range - \$805M to \$885M

# Modified Alternate 7



## MODIFIED ALTERNATE 7

*Nice Bridge Improvement Project*

Recommended Alternate  
Modified Alternate 7

Feb. 2010

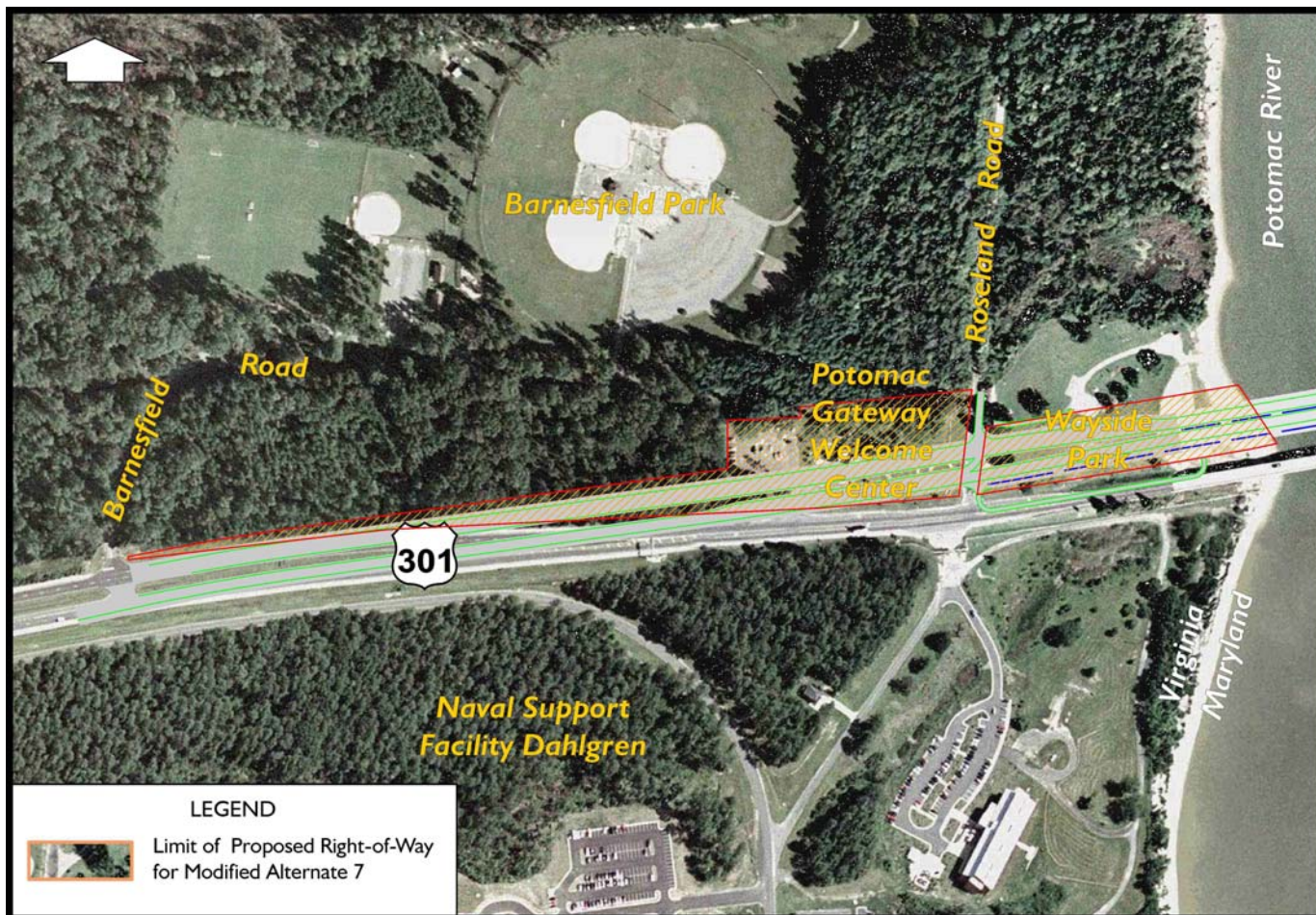




# GOV. HARRY W. NICE MEMORIAL BRIDGE IMPROVEMENT PROJECT



## Modified Alternate 7 WITHIN VIRGINIA



# Key Factors in Identifying Modified Alternate 7

- Meets Project Purpose and Need
- Avoids Naval Support Facility Dahlgren property
- Incorporates Majority of Stakeholder Comments
- Minimizes Resource Impacts
- Lower Cost/Life Cycle Costs

# Environmental Impacts

Resource Impacted	Possible Mitigation Approach
<ul style="list-style-type: none"> <li>✓ <b>Waters of the U.S., including wetlands</b> 3,660 LF of stream, 0.1 acre of wetland</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>MD: Compensatory Mitigation Plan developed; wetland creation, wetland enhancement, shoreline stabilization</b></li> <li>✓ <b>VA: Mitigation banking</b></li> </ul>
<ul style="list-style-type: none"> <li>✓ <b>Sensitive Species (e.g., RTE species, anadromous fish, SAV, oyster beds, historic waterfowl concentrations, bald eagle nests)</b></li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Time-of-Year Restrictions</b></li> <li>✓ <b>Construction Method Requirements</b></li> </ul>
<ul style="list-style-type: none"> <li>✓ <b>Removal of historic Nice Bridge and contributing Administration Building</b></li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Section 106 Programmatic Agreement</b></li> </ul>
<ul style="list-style-type: none"> <li>✓ <b>Displacement of Potomac Gateway Welcome Center (VA) – entire 2.1 acres</b></li> <li>✓ <b>Barnesfield Park (VA) property impact – 2.2 acres of 146.5 acre park</b></li> <li>✓ <b>Dahlgren Wayside Park (VA) property and noise impact – 2.2 acres of 14.7 acre park</b></li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>Development of Memorandum of Agreement between agencies</b></li> <li>✓ <b>Parkland mitigation site search in VA</b></li> <li>✓ <b>Noise abatement decisions and coordination with current property owner during preliminary design.</b></li> </ul>

## Next Steps for Project

- February 2011 – CTB Decision
- Spring 2011
  - Final Environmental Document Approval
  - Complete Project Planning
  - Project becomes a candidate for programming of funding for design, right-of-way, and construction

# Contact Information

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