

Date	Medium	Comment
11/1/2023	Email	<p>Dear Madam or Sir:</p> <p>Most of the conversation about the potential new Chesapeake Bay Crossing has centered on the effects immediately on each side of the bridge, for example, Kent Island or Anne Arundel county.</p> <p>While this is appropriate, I hope you are also considering the bigger picture. I-95 congestion in Maryland and Virginia continues to grow. Maryland has invested in expanding I-95 north of Baltimore, and likewise Virginia has expanded and is continuing to expand I-95 between Washington and Richmond. Yet both routes are often congested, and the I-495 beltway congestion is a consideration.</p> <p>We should be considering a second corridor between points north (e.g., Wilmington, Phila. or the Delaware Memorial Bridge) and points south (e.g., Richmond, Petersburg and the I-95/I-85 split). We have recently seen completion of the expanded US-301 through Delaware, and completion of the new Nice Potomac River Bridge to the South. Both of these are great steps to improving a second north-south corridor (US-301) through Maryland. And, when driving on US-301 I increasingly see out-of-state license plates on cars beginning to use this route.</p> <p>To make this second north-south corridor a success we need the new Chesapeake Bay Crossing in place supporting US-301 growth (not down in Southern Maryland or elsewhere). We also need plans to expand and streamline US-301 between the US-301/US-50 intersection near Crofton, down through LaPlata, MD. Improving this particular section would benefit the local area tremendously as well as benefit the concept of a second north-south corridor through Maryland</p> <p>Thank you for your consideration, and best wishes for your important work.</p> <p>[Name Redacted]</p>