

Bay Crossing Study Public Comments
April 1, 2024 – April 30, 2024

Date	Medium	Comment
4/27/2024	Website	<p>In light of the recent collapse of the Baltimore Francis Scott Key Bridge, I feel that the replacement rather than addition of a new Chesapeake Bay Bridge provides us with an excellent opportunity to increase the maximum ship size into the Port of Baltimore. The Key Bridge and the Chesapeake Bay Bridge have historically been the principal limiters of ship size to the Port of Baltimore. Now that the Key Bridge is going to be replaced under emergency funding, I feel it is critical that the Chesapeake Bay Bridge be evaluated on whether it should be increased in clearance from the current 186 ft clearance to at least the 190 ft clearance of the Neopanamax size ship class, and possibly more. Thus replacing, rather than adding an additional bridge, could have significant economic benefits to the state of Maryland.</p>
4/29/2024	Email	<p>Dear Mr.Wiedefeld.</p> <p>I know we were trying to figure out placement for the new span to cross from the western to eastern shore.</p> <p>I've looked at Google satellites over and over and I only come back to the best place I can see that will benefit everyone the best.</p> <p>Being in trucking industry for 50 uears and construction fields has taught me the long ride from Salisbury to southern md.</p> <p>Looking at rt4 sir comes down to cove point lng.</p> <p>Directly across the bay is Taylor's Island.</p> <p>We own state land at both points ,no need to purchase additional land.tax savings right??</p> <p>With that being said sir looking at Eastern shore side at st.johns creek ares again,state land.</p> <p>So rt4 would bring you to new bridge and cross over to rt 16.</p> <p>Rt 16 will remove traffic from kent Island down thru easton and Cambridge to rt 50.</p> <p>So this will not only put beach goers closer and take away from the Preston lane Bridge 50/301 car traffic.</p> <p>It will also allow transportation needs of the trucking industry to leave Seaford De. And hurlock,Preston area and go across the south end dumping them west of Annapolis.</p> <p>I truly understand both road ways will need to be widened to handle the influx of mass traffic but, a 4 lane upgrade wouldn't take much even if rt4 had to be bypassed over towards rt 5 slightly.</p> <p>Either way I'm sur a toll will be needed but also in inclimate weather if someone needed to be ship to shock trauma by ground it would cut off almost 60 minutes of travel time.</p> <p>Ice totally taken the liberty to assess and go over every possible scenario for such a Bridge to be best placed and benefit for all.</p> <p>If you come into Tilghman island up thru st. Michael's treason on 322.</p> <p>That would be like a dead end street. To come anywhere north of 301 towards Chesapeake city.</p> <p>Again sir a dead end and no where to go .</p> <p>This route I'm proposing sir I do believe will be the most unanimous route chosen if asked by everyone.</p> <p>It will allow eastern shore fishermen and western shore fishermen fish from either side of the bay.</p> <p>This is my 2 cents so to say sir.</p> <p>At the present your major hurtle is the Scott key bridge and the Preston lane bridges as I see on today's news their in dyer repair.</p> <p>Thank you sir for your time and consideration in this matter.</p> <p>Shall I be of any further help to you and your colleagues please feel free to reach out to me</p> <p>Sincere, I am [Name Redacted][Phone Number Redacted]I currently live just across the state line outside of Maryland.</p>