

WB&A Trail Bridge Public Meeting – Question and Answer Segment with Updates

February 13, 2019 at Two Rivers Community Center at
1425 Two Rivers Blvd, Odenton, MD 21113

1. You mentioned the County owns the property that the hiker/biker trail property lands on. Is there any private property that butts up to the trail?
 - a. On the Anne Arundel County side, Two Rivers HOA open space is contiguous to the trail right of way until the flood plain is reach. On the Prince George's County side there is no private property that abuts the trail.
2. How do you intend to access the construction site? How are you going to bring materials from whatever road and is the bridge to be a simple one side or does it come down to pre-fab sections.
 - a. Access to the construction site will be from both sides of the Patuxent River. The existing boardwalk and pedestrian bridge on the PG County approach will receive additional protections during construction. The bridge is designed as a panel bridge type of superstructure, which you can essentially fabricate in sections and either place it on with a crane, or launch and cantilever over from one side as you build this.
3. Will there be parking at the trail or is there already parking?
 - a. There is a fairly recently opened parking lot on the Anne Arundel County side at the trail/Bragers Road and Patuxent Road. Update: In Prince George's County there is a trailhead parking lot nearby just off of Racetrack Road.
4. What sort of role does Prince George's County play in building the bridge?
 - a. Prince George's County is an equal partner as it relates to sharing the cost and maintenance obligations for the bridge. Both counties participate in the design review and meetings. A memorandum of understanding will be developed outlining maintenance and operation responsibilities which will be shared by the jurisdictions.
5. How long [is] the bridge [as] is it appears wetlands [are] between ~~that~~ the spur trail and what is going to span from the end of the bridge?
 - a. The bridge span is approximately 530'. There will be additional of paved trail from existing trail on each side of the river.
6. The portion of the trail from Conway down to the river, do you anticipate it is going to be closed from the beginning of construction to the end, so it is not intermittent, or closed the whole time?
 - a. The Anne Arundel County portion of trail from Conway Road to the river will be closed for the duration of construction. Signage will be posted and our website will provide a notice.
7. Discussion and comments on the existing, northern, portion and alignment of the WB&A Trail from north, along and across Conway Road.
8. When do you anticipate that people are going to be able to park their cars, bikes and cars, because it is not very clear here. Where is this parking lot?
 - a. The closest parking on the Anne Arundel County side is at the southeast corner of Bragers and Patuxent Road. Parking may also be available at Odenton Park on Strawberry Lake Way.
9. Yes, I know. My next question is do you have any plans to widen Conway Road and the bike trail?
 - a. Conway Road is listed as a Scenic and Historic Road and as such has protections under the County Code. With the Two Rivers Development some softening of curves did occur and I am not aware of any considerations to widen the road. Update: Upon checking with the Office of Transportation they have received requests to provide shoulders along Conway Road however no project has yet been initiated. You may check the Office

of Transportation website (<https://www.aacounty.org/departments/transportation/>) for any future project to study the Route 3 area.

10. Do you know what the decking will be for the bridge? It is also for non-skid, for non-skid?
 - a. The current anticipated decking with a panel system is a coated diamond plate. If you need to redo it, you just pop off the deck and replace individual deck panels. The factory coating allows you to avoid having an asphalt or concrete paving machinery or that upkeep.
11. Are there going to be emergency ~~exits~~ [access] in areas where we can alert emergency help along the trail. Some trails throughout Maryland have buttons. Will we not see anything like that?
 - a. Anne Arundel County does not have a component like this on our trails, nor are our trails lighted.
12. Are we going to see some sort of markers, like mile markers in spots if we have to call for an emergency?
 - a. Anne Arundel County is working towards a systematic consistent plan for marking and wayfinding across our trail system. And then we may take a look at what PG County is doing. We've had discussions with our operations people about how we can move forward in a consistent system wide fashion. Update: Prince George's is at about the same place as AA County, in the process of upgrading our signage and information to improve emergency response. We are working on sign system design with our Police and 911 Dispatch, and going to implement it as a part of larger scope wayfinding sign system. If cell phone service is poor in the area we should consider a blue phone or other similar system. Also there could be confusion as to routing calls to AA 911 or PGC 911, or both. Our two park agencies should begin looking into this.
13. When the project is complete, who will be responsible for maintaining the trails?
 - a. Each county will maintain the trails in its jurisdiction and will have a memorandum of understanding to address the bridge maintenance and operations.
14. Do you anticipate any modifications to the existing trail to facilitate getting the heavy construction equipment on the path?
 - a. We're going to have extra provisions for crossing the existing boardwalk and existing bridge that they (PG County) have, just because they're not designed for construction. We've kind of tested a pretty big piece of equipment and went in to do the borings for the geotechnical investigation, which was similar size to what we anticipate with driving the piles, and they didn't really have a problem.
15. This seems like quite a specialized project. Are there hundreds of contractors to bid on this or are there like five to pick?
 - a. We think the size of the project, there's plenty of contractors that do pedestrian bridges, and actually a lot more of these than you think. Even the type of system that we're talking about for superstructure or panel bridge that they build those vehicular bridges
16. On the Prince George's side prior to the spur closing during the construction period, or will staging area be taking place on the parking lot?
 - a. Contractor access and staging is anticipated to primarily occur at the bridge site and at open areas along the existing trail(s) access routes. Additional staging may take place on the parking lot. Update: PG Parks does not anticipate closing the Racetrack Road

Trailhead, however the spur from the trailhead to the bridge site will be closed during the project. We hope that project staging areas can be located so that impacts on the parking lot are minimal.

17. Will the race track parking lot be closed for the staging area?
 - a. It is not anticipated to be closed in its entirety. Update: We hope that project staging areas can be located so that impacts on the parking lot are minimal.
18. Will the trail be accessible for 24/7? Discussion and additional comments regarding parks policing of the trail, lighting, and access by users' outside of the prescribed sunrise to sunset hours of use.
 - a. The trail in Anne Arundel County is not accessible 24/7. Our trails, like our parks, are operated on a sunrise to sunset time frame presently. In Prince George's County they are looking at having lighting and also call boxes because of the crime concern around metro area. But we see that more as commuter trails and it should be lighting. Update: In Prince George's County we do not anticipate lighting this portion of the WB&A Trail, i.e. the Spur and the Bridge. It will be a dawn to dusk trail for pedestrians. Our rules for paved trails allow cyclists to use the trails from 5 am to midnight, but they must have a headlight. In the case of this trail, the headlight will need to be strong, as the area will be very dark. If we have problems our Park Director can order full closure during dark hours, even for bicyclists with a headlight. Our level of Park police staffing for the entire park system does not allow for police coverage on all of our trails after dark.
19. Comments and discussion on bollards to control trail from unauthorized ATV users.
 - a. Anne Arundel County follows AASHTO (American Association of State Highway and Transportation Officials) and their guidelines for the development of bicycle facilities. They recommend that bollards are not used as they are a safety hazard for the trail users, particularly bicyclists. The process includes education and enforcement when necessary. Again, we find that the appropriate uses drive out the undesirable ones. Update: In Prince George's we are moving away from using bollards, however the need to keep ATV's and other unauthorized motor vehicles off of the bicycle and pedestrian trails is important. If needed we will consider use of chicanes, gates and bollards to protect the trails, however we will ensure that their design does not create a hazard for trail users or an inconvenience. They must also be operable for our maintenance and emergency access vehicles. Color, materials, placement and geometric design are all key to creating safe but effective access controls that are a benefit to bicycle and pedestrian trail users, and a deterrent to "unwelcome guests". Assistance from the trail using community will be very helpful in policing this new connection.