

**BALTIMORE/WASHINGTON INTERNATIONAL
THURGOOD MARSHALL AIRPORT
NEIGHBORS COMMITTEE MEETING**

December 5, 2012

Meeting Summary

The Baltimore/Washington International Thurgood Marshall Airport (BWI Marshall) Neighbor's Committee serves as liaison between the Airport and the surrounding communities to ensure continuing and timely discussion of mutual Airport and community interests. Such interests include, but are not limited to: (1) highway access (2) long-range plans (3) operational procedures (4) parking (5) noise and (6) other environmental and land use concerns. This committee serves as a forum for exchanging information, ideas and suggestions.

INTRODUCTION

The BWI Neighbor's Committee convened on December 5, 2012 at 6:00 p.m. in the Maryland Aviation Administration (MAA) Assembly Rooms A and B, 991 Corporate Boulevard, Linthicum, Maryland 21090.

CHAIRMAN'S COMMENTS

Mr. Melvin Kelly, the BWI Neighbor's Committee Chairman, opened the meeting by having everyone introduce themselves.

UPDATE OF MD 295 BRIDGE PROJECTS

Mr. Kelly introduced Mr. Bob Rager from the State Highway Administration (SHA) Office of Community Outreach. Mr. Rager gave an update of the West Nursery Road/MD 295 project.

He noted that West Nursery Road will be closed again this evening from 10:00 p.m. until 6:00 a.m. Tonight they are going to reset the barrier wall on the bridge and shift everything a little bit north.

They are going to keep the three lane configuration, and this will allow them to open the left turn lane from MD 295 north ramp onto West Nursery Road. This has been causing traffic problems over the last few weeks.

During the closures over the last few nights, they were able to get rid of the steel plates and put down asphalt instead. This is not the final surface and SHA hopes to have the final surface down before Christmas maybe by December 20. Then the striping can be done and the project finished.

Someone asked about something that collapsed during this project. Mr. Rager stated that this is the first job in Maryland to use the self-propelled modular transporter which is basically a big high-powered lift to pick up the bridges and move them into place. It cut construction time from one and a half to two years down to six to eight months. SHA knew this was a high business traffic impact area and they didn't want to impact it anymore than necessary. An average of 20,000 to 22,000 vehicles a day use West Nursery Road.

SHA contacted those businesses affected by this project by putting together a list of businesses along this corridor. They received their input and tried to keep them informed about the progress of this project.

The subcontractor doing the bridge move is based out of Italy with a local operation in Texas. During the first night of the bridge move, they sent the self-propelled modular transport to the site, assembled it in the median where the bridges were constructed and rolled it into place. When they went to lift the bridge, they were a little short on their blocking or shims that go between the transporter hydraulic units and the bridge itself. They put some shims in there that were not the right ones. When they tried to lift the bridge, the load shifted and it just cocked in place right there. So the plans to move the bridge were tabled.

SHA got four 300 to 350 ton cranes from around the state. Once everything was set up, the engineers executed a four crane coordinated lift of the bridge to set it back into place and traffic was open. This is the first time this has happened to the subcontractor and it was actually a small job for them.

This project was delayed by Storm Sandy. The roads were left open in case of an emergency evacuation. This pushed the project back about a month.

Mr. Rager was asked if SHA would use this process again. He indicated that yes on a select basis they would do it again because of the cost savings and the public impact savings.

Mr. Rager pointed out that the outer loop of 695 between MD 295 and I-97 will have some emergency patch work performed in a couple of weeks. There is rutting on the road which SHA has never seen before causing humps on either side of the center lane. SHA will take samples of the asphalt and send them to the lab to see if there is an asphalt problem or a sub-grade problem. SHA will get word out as to when this work will take place when a date is determined.

There is no upcoming work in this area. There will be some work on MD 173 over Stoney Creek which is located way east of this area.

In the spring or summer SHA will be doing some work on MD 695 over Hammonds Ferry. They will get the word out to the public when dates are finalized.

One more thing related to the West Nursery Road project. They received a lot of inquiries about the lane reconfiguration for the ramp coming off of MD 295 north. This is mostly private development work in conjunction with the BWI Technology Park III and not SHA.

Mr. Rager was asked about when coming from I-195 which would be westbound on to MD 295 north there is a merger onto the two lanes on MD 295 and moving back to get off on West Nursery Road. Is this the final configuration? Mr. Rager said he would check on it.

There was a question about the bridge over the railroad track. Mr. Rager indicated that the painting of this bridge has been prolonged because the contractor has to work around the train schedules in addition to having to de-energize the lines above the tracks. They can only do it a couple of hours a day. The completion date is before Christmas.

RUNWAY SAFETY AREA PROGRAM

Mr. Kelly introduced Alan Peljovich with Johnson Mirmiran & Thompson. Mr. Peljovich is the program manager of the Runway Safety Area Program.

There are two main runways at BWI. Runway 10-28, used to be 200' wide and is now 150' wide and 10,500' long. Runway 15R/33L is 9,501' long by 150' wide. R15L/33R is the smaller runway at 5,000' and 100' wide which is used for smaller aircraft. Runway 4/22 is 6,000' long and 150' wide. However, it doesn't have the navigational aids or the radios that help precision guide the aircraft down so it is seldom used. Mainly it is used for emergencies or cross-winds situations.

Congress passed legislation that said all air carrier airports in the United States have to meet certain requirements for the areas off the pavement of the runways and this had to be completed by December of 2015. Approximately 90% of all aviation fatalities happen in this area which for BWI runways is a 500' box centered on the runway and extends a thousand feet off the end of both runways. This is called the runway safety area.

Mr. Peljovich then showed slides of airplane accidents that happened in the runway safety area. This included accidents in India, Chicago and London.

Mr. Peljovich showed areas of the various runways that needed work. He noted that work on Runway 4/22 would cost 250 to 300 million dollars. This runway is seldom used so it was decided to use portions of it as a taxiway and doing away with the rest of it.

Since the MAA had to do the runway safety program required by the FAA, they decided to look at other needs at the same time. The pavement on the runways needed to

be rehabilitated. The FAA indicated that since the repaving was being done the MAA would also have to design the runways to the current standards. So, all three needs were being addressed at the same time.

Ten of the eleven projects completed last year focused on the intersection project. This year there was a concentration on Runway 10/28. The intersection project allowed the closure of Runway 10/28 and maintenance of traffic on Runway 15R/33L unlike the previous year when Runway 4/22 had to be used.

Runway 10/28 was originally designed with 200' wide with 12' shoulders. Standards indicated that only 150' wide runway is needed but the shoulders had to be 35'. So, the width of the runway was reduced.

The pavement was addressed by milling out a little bit of pavement and adding more asphalt on top of it. Not only was it rehabilitated, but strength was added which is going to give it longer life. The shoulders had to be reconfigured due to the change in width. All the intersecting taxiways had to match this new geometry and drainage within the Runway Safety Area had to be moved.

A retaining wall was built off of MD 170. There is a big radio antenna there. It gets a localizer which shoots a beam down the center line of the runways. The aircraft coming from Annapolis can tune into that beam and navigate themselves left or right of the center line all the way to touchdown.

That antenna has to be a thousand feet off the runway. The retaining wall is about 1,020' off the end of the runway and is supports the relocation of that localizer antenna outside the thousand feet in the future.

A vehicle service road had to be moved out of the RSA. This required a lot of work.

There were 900 lights in the runway. Each light had to be touched three times during this project. The fixture had to be taken out along with the adjustment ring and then a steel plate was placed over it. After a milling machine went over the area, it was cleaned out, sand placed in it and paved over. The surveyor then looks for all the lights that are now beneath three inches of pavement and a coring machine cores it out. After this, the rings and light fixtures are put back in.

These lights were replaced with new light fixtures that are LEDs and will last about 20 years while reducing energy usage. New electrical cables had to go in also. All of this had to be done 900 times.

The runway is now open. Mr. Peljovich further explained the project and the closure of R10/28 using slides. The original schedule gave the contractor 13 weekend closures along with a 60 day closure. The schedule had to be changed due to 12 days of bad weather before Thanksgiving and 27 days were lost during the 60 day closure due to

rain not counting Storm Sandy. The plunging temperatures at night also caused delays. At this point there are two more weekend closures.

The project has been successful. It's a huge project historically for BWI. Over \$40 million was spent on the airfield, and the project was essentially completed in six months.

The full RSA compliance needs to be done on Runway 15L/33R, but the pavement does not need rehabilitation. So, it's a much smaller project.

Someone asked which part of Runway 4/22 would be closed. Mr. Peljovich answered using a slide to explain. He was also asked about helicopters in her area. She was referred to Ellen Sample and indicated she would speak with her later.

NOISE TRENDS FOR THE THIRD QUARTER OF 2012 AND BWI AIRPORT NOISE LAND AUCTIONS

Mr. Kelly introduced Ms. Ellen Sample, Director of Noise, Real Estate and Land Use Planning for MAA to speak about noise trends.

Ms. Sample discussed the noise complaints received in the third quarter of 2012. There were 311 calls and 202 callers during this period. It was noted that prior to the runway pavement project MAA contacted Anne Arundel and Howard County to get mailing addresses for their community associations and information about the Runway 10/28 project was sent to them. Also, Ned Carey attended the May meeting of the Greater Elkridge Community Association to discuss this project.

A slide was shown of jet departures by runways for the third quarter of 2012. Thirty-two percent of departures went toward the northwest. The prior quarter shows only 2%. There was a significant shift in airport operations due to the closure of Runway 10/28.

The next slide showed jet landings by runway. Nineteen percent of the arrivals were coming in over the Elkridge area while only 2% flew the same path in the previous quarter.

As complaint calls come in, they are being notified about delays of the project due to weather conditions and weekend closures are expected throughout the rest of the year.

The noise compliance reports track the observance of the noise abatement procedures of particular interest to the communities. This includes the one mile turn off of Runway 15R and the three mile turn off of Runway 28. The MAA has also been tracking altitudes of arrivals, but only applies to visual approaches so the data is somewhat skewed. The MAA is in the process of updating the noise monitoring system. The airlines do a good job with the one mile turn off of Runway 15R and the three mile turns off of Runway 28.

As noted at the last meeting, the MAA is going through a process of disposing property it has acquired over the last 20 years. This disposal is required by the FAA to recycle that money into new noise projects at BWI.

A slide of a map showing all properties purchased over the last 20 years was shown. The MAA will keep some of the properties related to the rental car facility as well as the employee parking lot.

Four auctions have been held. Two were successful and two were not. Four auctions will be held in December. Eighty percent of the proceeds from those sales go into an escrow account controlled by the FAA for additional noise projects at BWI.

Ms. Sample was asked if signs were being posted. She indicated it has to be posted 30 days and MAA is trying to post them 60 days. MDOT website also has information.

A question was asked about the number of noise monitors the MAA has. Ms. Sample stated that probably about 17 of the 23. The problem with the current monitoring system is that it is so old parts are not available to maintain them. An RFP has been prepared to go out for a new monitoring system. It should go out in January so hopefully we will have a new system next year.

Some additional sites were added because when the system was set up years ago, we had to have two monitors at the end of a runway to accurately track it to be an aircraft noise event which we don't need any more. Some other communities requested monitors so these locations were included.

COMMUNITY ENHANCEMENT GRANT PROGRAM SUMMARY

Mr. Kelly gave an update of the Community Enhancement Grant Program. Mr. Kelly noted that this program was instituted by the Maryland Department of Transportation. Communities that were within a certain distance of the Airport Noise Zone that were impacted by aircraft and airport operations could apply for grants to do transportation related projects in their communities.

The Committee meets quarterly and reviews the grant applications submitted by the qualifying communities. For FY'13 there have been 11 applications and the Committee has recommended approval of nine of them. Communities receiving grants so far include Millrace Property Owners Association, Greater Ferndale Community Civic Association, Ridge Forest Homeowners Association and Elvaton Condominium Association. The budget for this fiscal year is \$418,340.87. So far, \$101,422 has been awarded and there is \$316,918 and change left.

With no further questions, Mr. Kelly adjourned the meeting at 6:45 p.m.