Welcome

I-895 Bridge Replacement North of Harbor Tunnel & Holabird Avenue Ramp Replacement

OPEN HOUSE

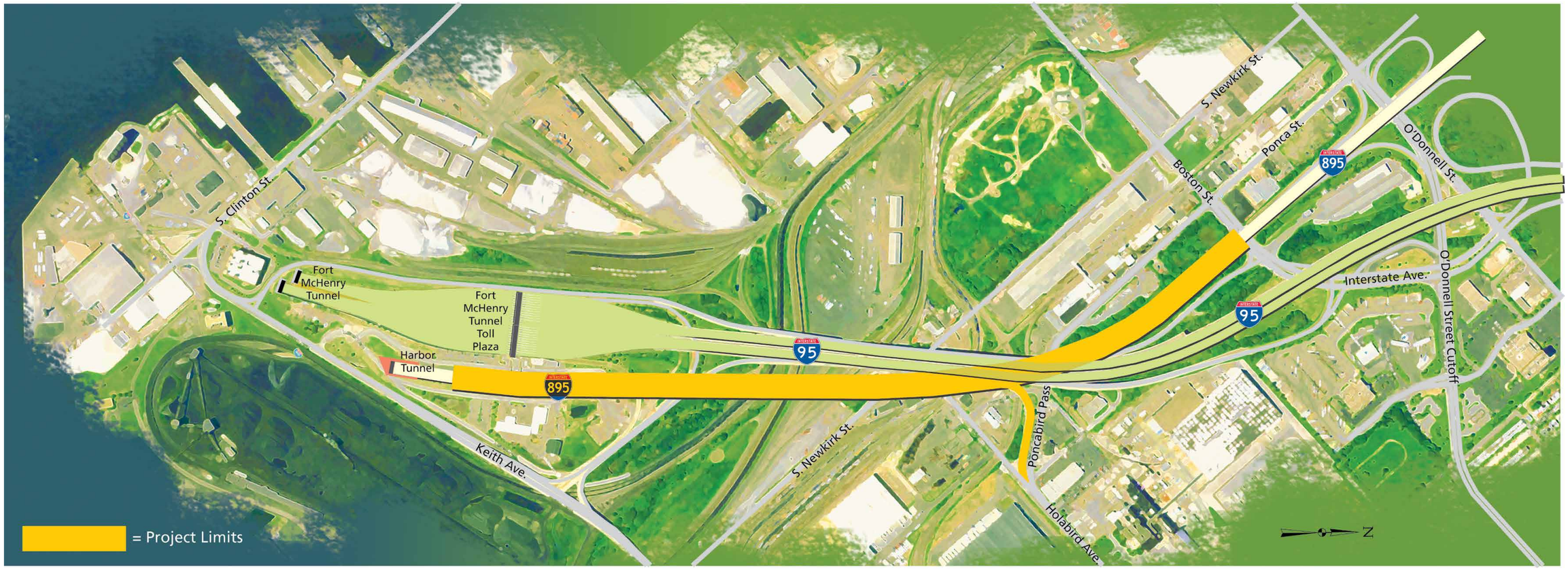
Who is the MDTA?

- The Maryland Transportation Authority (MDTA) is the State agency responsible for:
  - Financing, constructing, operating, maintaining, protecting and improving the State's eight toll facilities
  - Assisting in meeting the State's larger transportation needs by financing revenue-generating transportation projects

- MDTA is governed by citizen Board Members appointed by the Governor, and confirmed by the Senate, and chaired by the Secretary of Transportation, James T. Smith, Jr. Board Members are:
  - Peter J. Basso
  - Rev. Dr. William C. Calhoun, Sr.
  - Katrina J. Dennis
  - Mary Beyer Halsey
  - William K. Hellmann
  - Arthur Hock
  - A. Bradley Mims
  - Michael J. Whitson

- Bruce W. Gartner, Executive Director of MDTA, oversees daily operations

Project Area



Project Overview

- Demolishing and reconstructing the 3,300-foot elevated section of I-895 north of the tunnel
  - Removing 55 bridge piers under I-895
  - Constructing 35 new bridge piers under I-895
- Replacing the Holabird Avenue ramp
  - Removing 10 bridge piers under the Holabird Avenue ramp
  - Constructing 2 new bridge piers under the Holabird Avenue Ramp
- Repairs to the Baltimore Harbor Tunnel roadway approaches and retaining walls
- Construction duration late 2016 to mid 2021
  - Traffic impacts spring 2017 to spring 2021
  - Actions are being taken to minimize impacts as much as possible

Project Need/Benefits

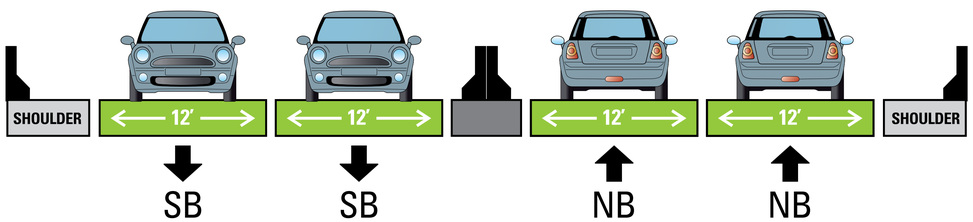
- 60-year-old bridge north of tunnel requires frequent maintenance
- Bridge is structurally deficient and must be replaced
  - Deck in poor condition
  - Portions of existing bridge need upgrading to meet current standards
- Annual inspections and ongoing repairs ensure the bridge is in safe working order
- Benefits
  - Upon completion, the bridge will have a 100-year service life resulting in less frequent maintenance
  - Safety improvements including wider shoulders and increased deceleration lane
  - Improved riding surface
  - Improved safety and operation of commercial vehicle inspection area at north end of tunnel

Staged Construction Plan

- Four-stage construction (three lanes during commuter rush hours – two lanes in peak-traffic direction; one lane in off-peak direction)
- 4 years of reduced lanes – approximately 1 year per stage

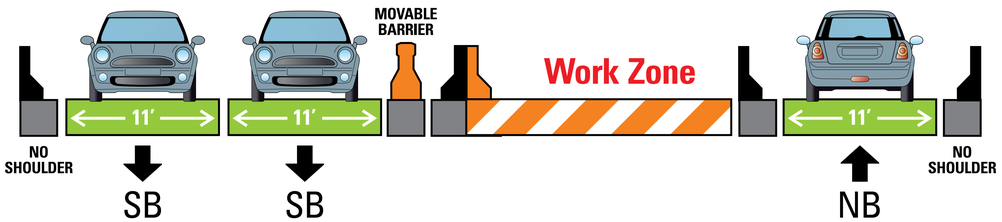
Existing

I-895 Bridge Replacement Typical Section – Existing

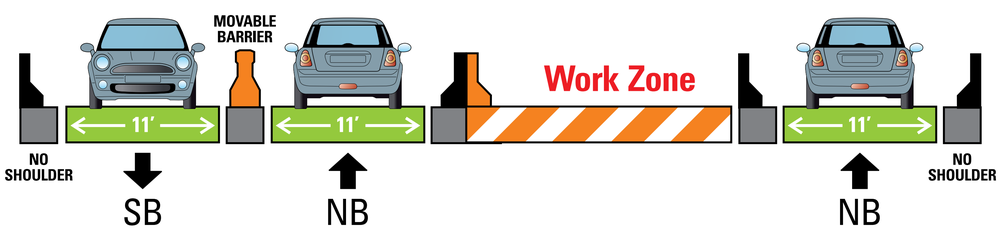


Stage I – Spring 2017

I-895 Bridge Replacement Typical Section – Stage 1: AM Peak



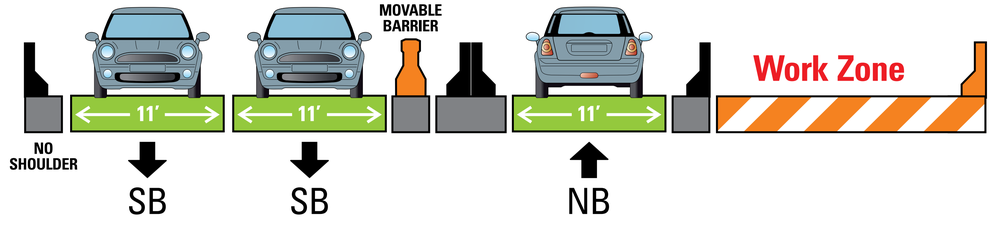
I-895 Bridge Replacement Typical Section – Stage 1: PM Peak



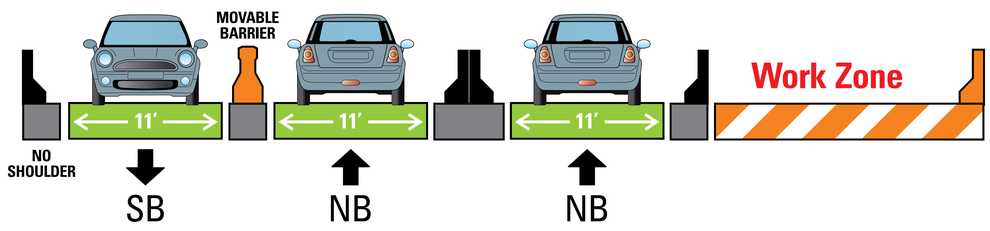
Staged Construction Plan (continued)

Stage 2 – Spring 2018

I-895 Bridge Replacement Typical Section – Stage 2: AM Peak

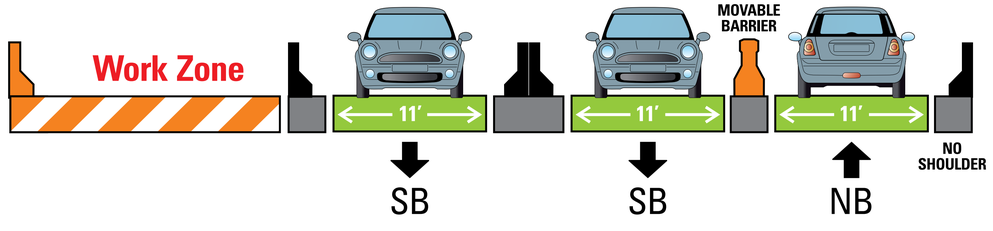


I-895 Bridge Replacement Typical Section – Stage 2: PM Peak

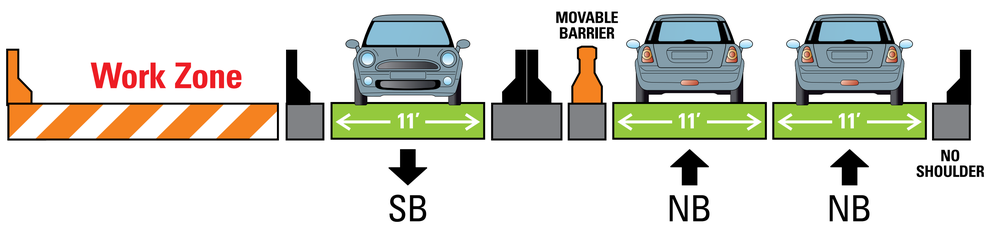


Stage 3 – Summer 2019

I-895 Bridge Replacement Typical Section – Stage 3: AM Peak



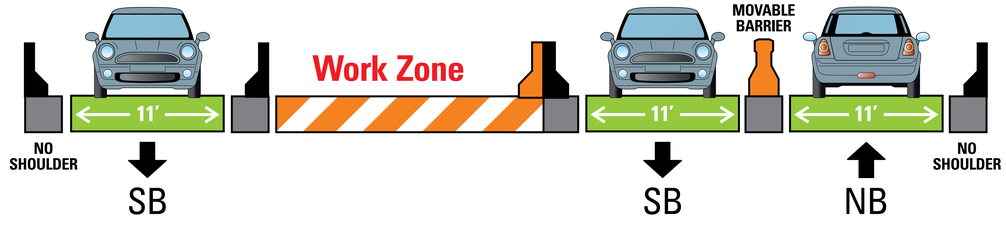
I-895 Bridge Replacement Typical Section – Stage 3: PM Peak



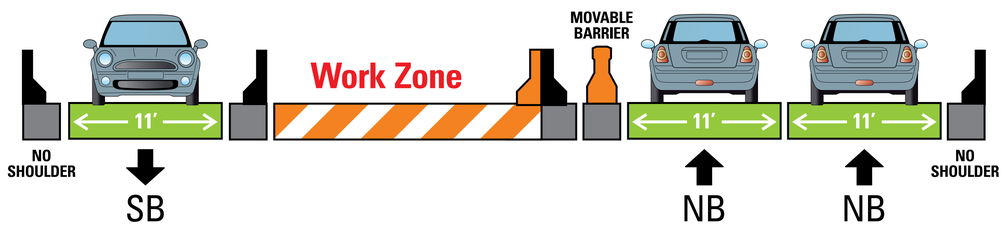
Staged Construction Plan (continued)

Stage 4 – Summer 2020

I-895 Bridge Replacement Typical Section – Stage 4: AM Peak

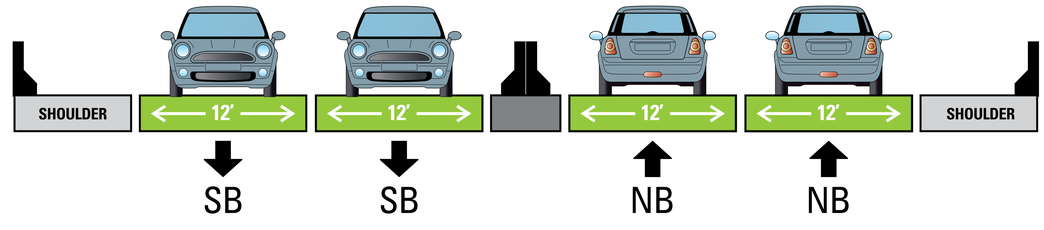


I-895 Bridge Replacement Typical Section – Stage 4: PM Peak



Completed – Summer 2021

I-895 Bridge Replacement Typical Section – All Stages Complete



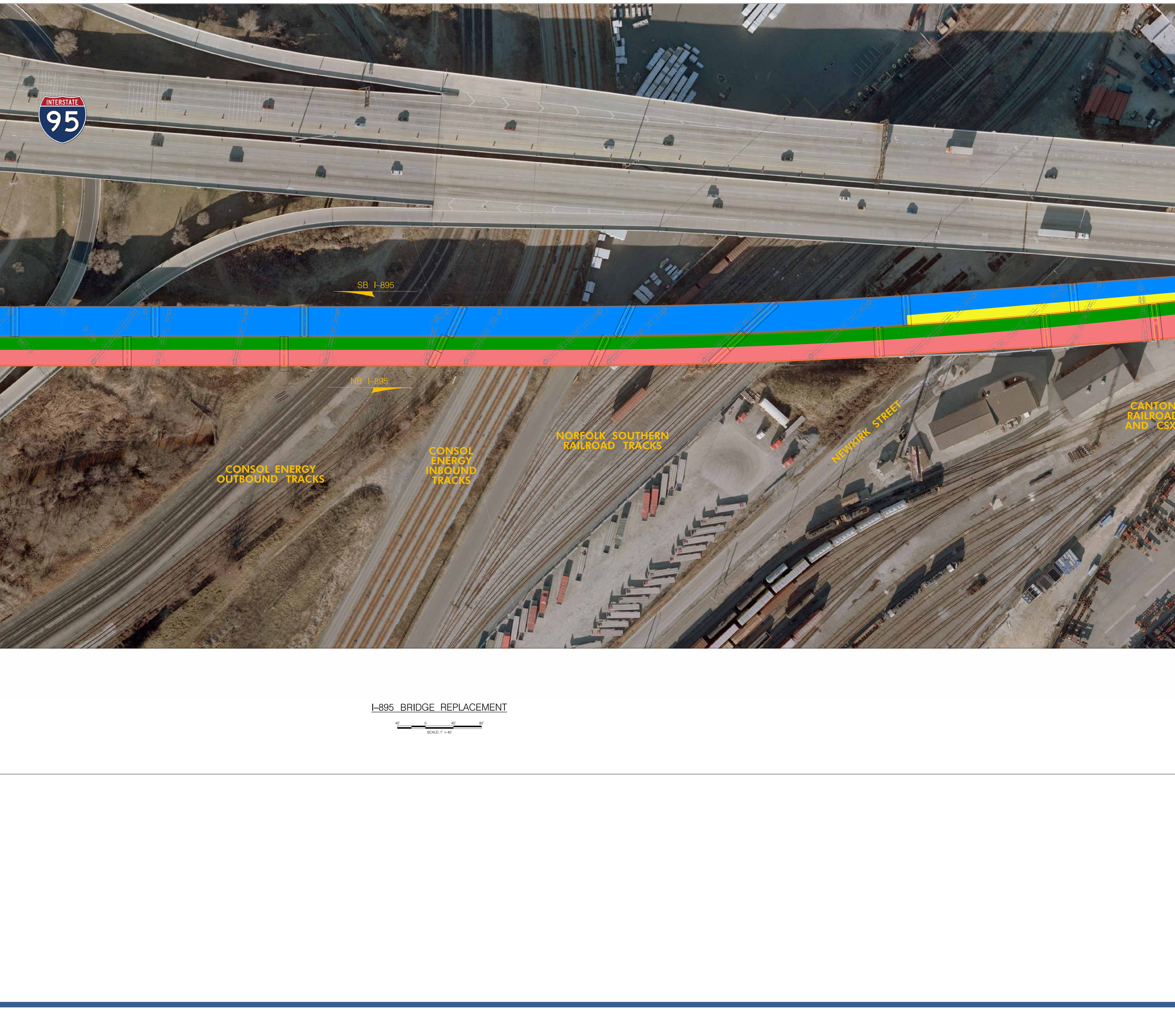
Project Staged Construction

SUPERSTRUCTURE STAGING LEGEND:

- STAGE 1 – START SPRING 2017
- STAGE 2 – START SPRING 2018
- STAGE 3 – START SUMMER 2019
- STAGE 4 – START SUMMER 2020

SUBSTRUCTURE LEGEND:

- PROPOSED PIER
- EXISTING PIER

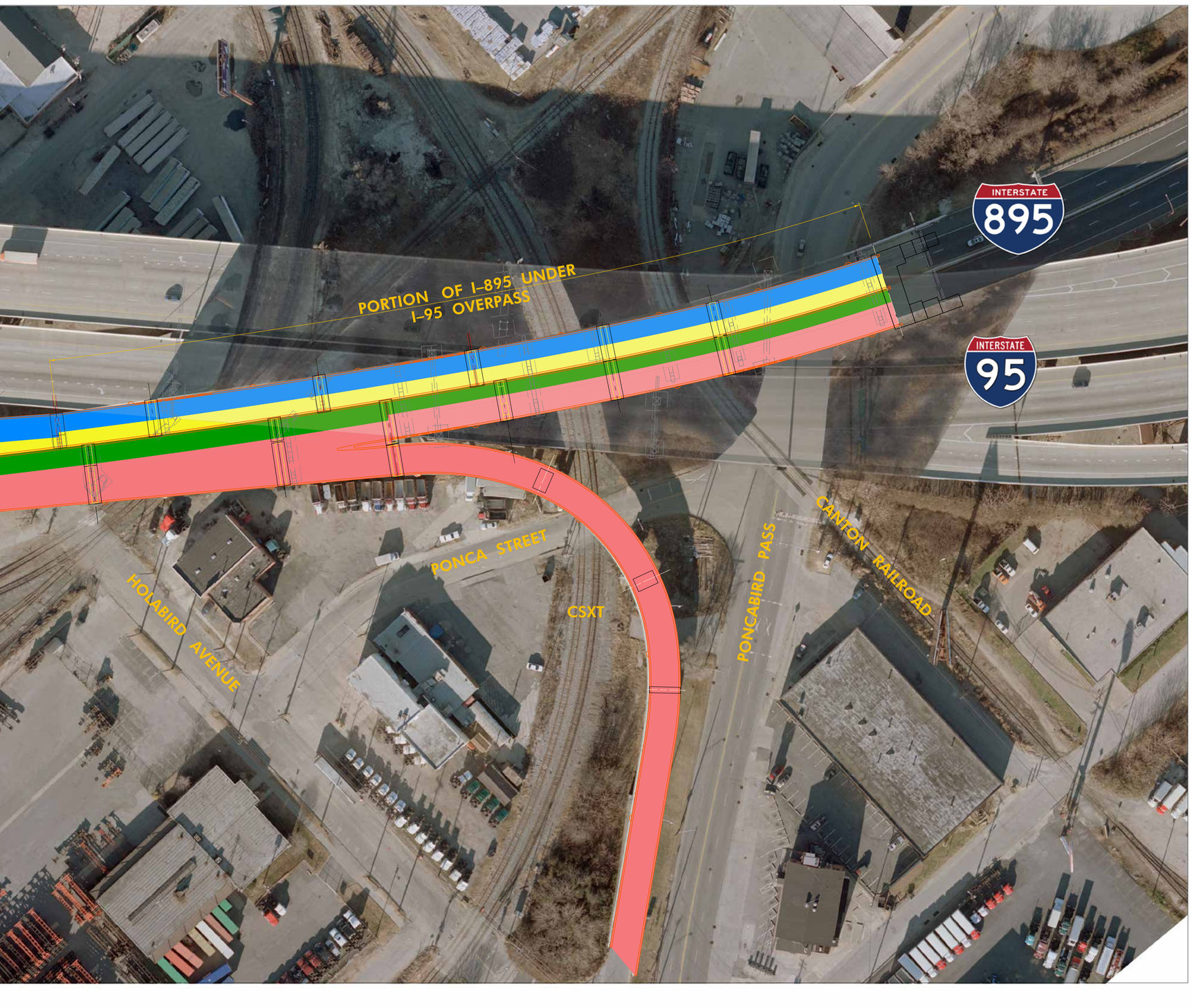


I–895 BRIDGE REPLACEMENT

40' 0 40' 80'

SCALE: 1" = 40'

I-895 Bridge Replacement North of Harbor Tunnel & Holabird Avenue Ramp Replacement



MARYLAND

MDTA

Maryland Transportation Authority

What to Expect During Construction

- Major construction activity to begin in fall 2016
- Construction to occur during daytime and nighttime hours
- Time of construction dependent upon necessary work
- Throughout the duration of the project, you should expect
  - Traffic impacts
  - Construction and equipment noise
- Updates on anticipated construction activity will be provided via printed material, social media and at mdta.maryland.gov

Traffic Impacts

- MDTA extensively evaluated multiple traffic pattern alternatives to minimize traffic impacts
- During construction three open lanes will accommodate peak period traffic
  - Two southbound lanes, 1 northbound lane during morning commuter rush hours
  - Two northbound lanes, 1 southbound lane during evening commuter rush hours
- During commuter rush hours, congestion is expected to occur in the non-peak direction with one open lane
- Reduced lane widths from 12 feet to 11 feet
- Shoulders will be closed
- Congestion is expected – Motorists should use recommended alternate routes (I-95 [Fort McHenry Tunnel] or I-695 [Francis Scott Key Bridge])

Traffic Impacts

- Nighttime and/or weekend full or partial closures of I-895 will occur with detours for work activities
- There will be no planned major construction projects occurring on I-95 (Fort McHenry Tunnel) and I-695 (Francis Scott Key Bridge) throughout the duration of this project
- Full closure and detour of Holabird Avenue ramp (Exit 10) during Stage 2 (spring 2018 – summer 2019)
  - Provides most efficient means to replace ramp
  - Minimal traffic impact
- Nighttime and weekend closures of I-95 Keith Avenue on and off ramps (Exit 56) and Baltimore City streets due to equipment mobilization and construction over and adjacent to the ramp and nearby streets

Incident Management

- Ongoing coordination with emergency responders, Baltimore City Department of Transportation and MDTA Operations
- Detour plan for major incidents
- Real-time traffic management provided on highway message signs

Schedule

OUTREACH

Fall 2014 – Begin public outreach process

Summer 2015 – Preparing for construction

Public notification and continued coordination with stakeholders via meetings and public notifications

CONSTRUCTION

Fall 2016 – Prepare for major construction, off-peak closures

Spring 2017 – Stage 1

Spring 2018 – Stage 2

Summer 2019 – Stage 3

Summer 2020 – Stage 4

Summer 2021 – Project completion

Stay Connected!

Our goal is to keep the traveling public and stakeholders informed about the project's schedule, impacts and alternate routes

- Information via our website and social media

  For project information, visit:

  - mdta.maryland.gov
  - facebook.com/TheMDTA
  - twitter.com@TheMDTA
  - MD511.org

- Traffic advisories
- Project mailing and email list (sign up tonight)
- Printed materials including a project newsletter, construction update flyers or postcards
- Billboards, radio and print ads

Additional MDTA System Preservation Projects on I-895

- Bridge over Patapsco River – deck and superstructure replacement
  - Baltimore County (MD 295 South, Exit 4 to I-97 South/MD 2 South, Exit 6)
  - Replace bridge deck, steel beams and structural steel
  - I-895 travel lanes reduced to a single lane in each direction
- Timeframe: fall 2016 – fall 2020

Patapsco River Bridge Project

I-895 Bridge North of Harbor Tunnel Project

Additional MDTA System Preservation Projects on I-895

- Ongoing maintenance of bridges on I-895 facility
  - Steel and concrete repairs
  - Daytime and nighttime off-peak lane closures
  - Timeframe: fall 2016 – fall 2018

- Rehabilitate slopes and drainage
  - Comprehensive improvements to slope and drainage issues along the entire 18.5 mile length of I-895
  - Daytime and nighttime off-peak lane closures
  - Timeframe: summer 2016 – summer 2018