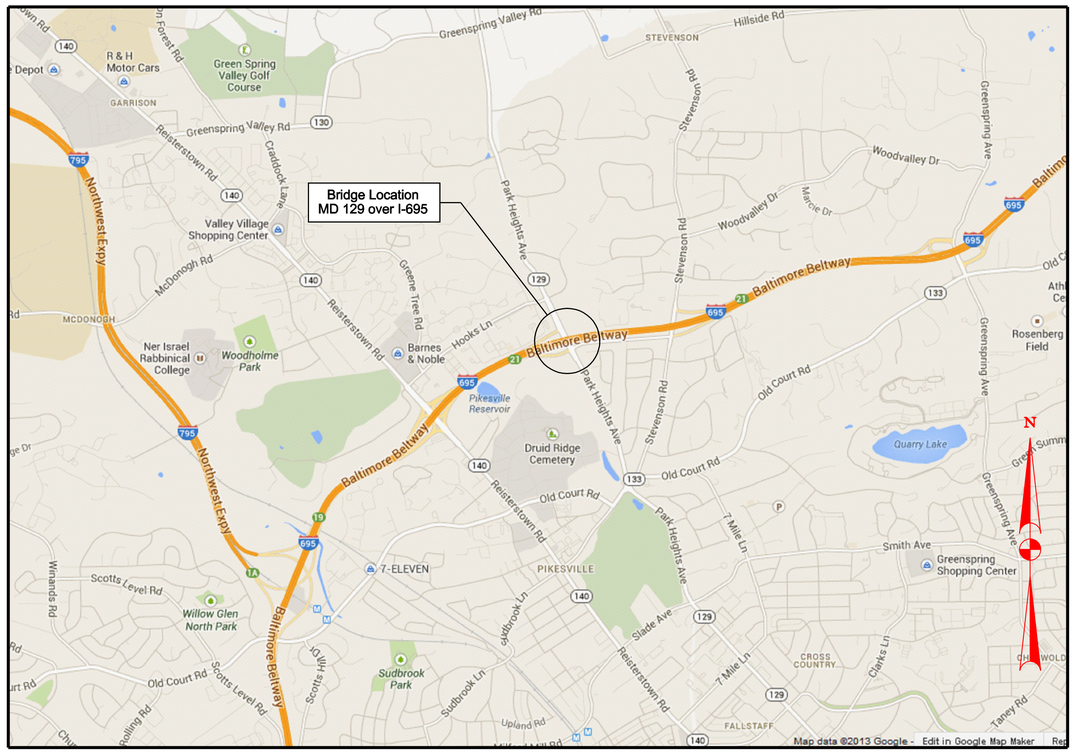
Bridge Deck Replacement on MD 129 (Park Heights Avenue) over I-695



What is the project schedule?

Construction is scheduled to begin Summer 2014. SHA will make every effort to complete this project as quickly as possible while minimizing impacts to local residents, businesses, and motorists. Based on the scope of the work and experience on similar projects, it is anticipated the project will take approximately two years to complete, weather permitting.

How will construction work affect the interchange area?

During construction, SHA will need to reduce MD 129 by one lane in each direction to create a safer work zone for motorists and workers. This will leave one through lane and one left-turn lane open in each direction, which will maintain access to the I-695 ramps and Brooks Robinson Drive, and promote fewer delays for both through and turning traffic. Pedestrian access will be provided throughout the duration of the project. A temporary traffic signal will also be installed at the ramp entrance to the Outer Loop to further improve traffic flow during construction. The contract will have a monetary incentive/disincentive for the contractor to ensure that this project is done in a timely manner.

QUESTIONS AND ANSWERS:

Why is the work necessary?

Originally constructed in 1958, the MD 129 bridge over I-695 is structurally safe, but needs replacement of the concrete bridge deck and one beam over the Inner Loop that was hit by an oversized vehicle. Additional rehabilitation work is needed on the piers and abutments to keep these elements safe. The proposed deck replacement and additional bridge work will extend the service life of the bridge an additional 30- to 50-years. This project is part of SHA's bridge preservation program.

Have any other alternatives been considered?

SHA has considered several alternatives to rehabilitate this bridge while minimizing impacts to the public. A few of these alternatives included detouring some or all lanes of traffic on the bridge for the duration of construction. These options were dismissed due to the impacts the additional traffic would have on the surrounding roadways during peak travel times. Another alternative considered was to reduce the travel lanes to a total of three (two through lanes and a shared middle left turn lane). This option was also dismissed, as it would have increased the peak travel delays.

SHA
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