

UPDATE 2

MD 173 over Stoney Creek - bridge repair, cleaning and painting

July 4, 2013

- Attached is the shuttle bus flyer being distributed around the Stoney Creek bridge area. Two buses will loop continuously throughout the day. Bus and project updates will be available at www.roads.maryland.gov starting next week.
- We should see the equipment barge anchored at the bridge next week. (Heavy rains and the long holiday weekend pushed this back a few days.) The blasting/painting machinery will be on the barge. *Note to boaters: The equipment barge will be anchored just outside the channel (drawbridge) span. Also note that containment platforms and cables will reduce marine clearance by approximately four feet under the non-movable approach spans. See the most recent U.S. Coast Guard "Local Notice to Mariners" for the latest information, <http://www.navcen.uscg.gov/?pageName=lnmDistrict®ion=5>*
- The north side approach (non-movable) span is fully contained. South side containment will be in place in the next few weeks. Work in these areas can take place anytime through the summer and will not impact traffic.
- All efforts are focused on the July 8 closure and drawspan work. It will take a few days to install the drawspan containment before blast cleaning can start. Metal and concrete repair work will begin immediately on July 8.
- Beginning July 8, SHA will have signal technicians along the detour route as necessary to adjust traffic signal timing to achieve the safest and most efficient operation possible during the detour.
- There have been a lot of rumors regarding two issues - marine access during the bridge closure and previous major bridge work. Since the drawspan will remain in the open/upright position, boaters will have 24/7 access through the channel from July 8 to August 12. Regarding previous major bridge work at Stoney Creek, SHA overhauled the approach span (non-movable) bridge decks in the 1980s. This work did not include the drawspan area. Non-movable bridge decks are routinely overhauled under traffic because the work can be done in two phases (halves). This is not possible with drawbridge mechanisms that span all lanes.