



Monroe Street Bridge Project Update & Potential Project Acceleration



Bridge Full closure from July 5th to August 31st

Project Background

- The project consists of the reconstruction of Monroe Street NE Bridge over CSX and WMATA tracks & Brookland-CUA Metro Station
- Bridge is approximately 122 feet long and 66 feet wide
- Bridge has severely deteriorated superstructure and it will be replaced with a new superstructure
- New traffic signal at 8th street and Monroe St.



Project Improvements

- Bridge reconstruction
- ADA compliant sidewalks and crosswalks
- New Curb & gutter
- New street lighting
- Traffic signal at 8th and Monroe
- Removal of overhead power lines – relocated underground for ADA compliance
- Landscaping



Progress to Date

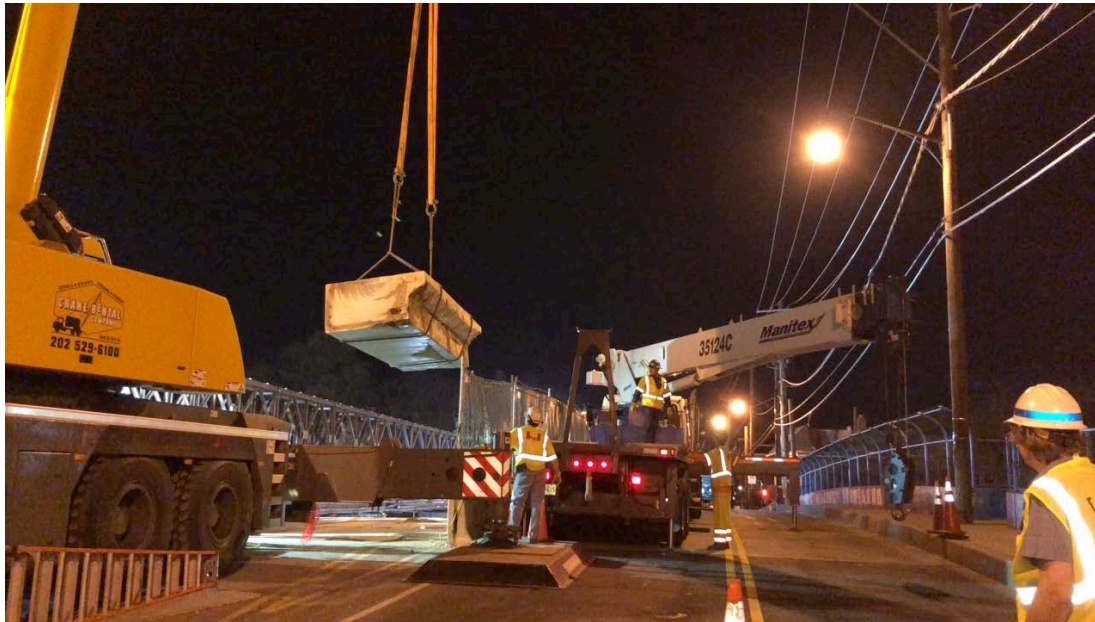


Concrete Beam Removal - Day

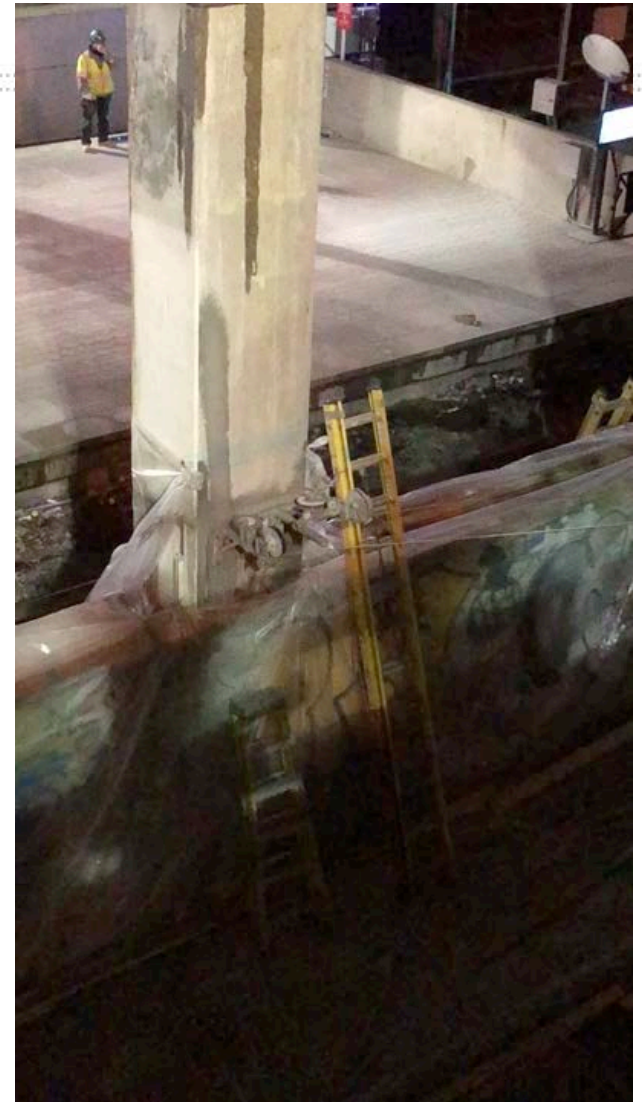


Concrete Beam Removal - Night

Progress to Date



Pier Cap Removal - Night



Pier Removal - Night

Project Challenges

CSX Challenges

- Limited resources (flagmen)



WMATA Challenges

- Train scheduling and track access
- Limited work time
 - **Presently limited to 1-2 hours/night**
- Cost to DDOT
- Loss in productivity



Potential Bridge Closure Plan

- WMATA will fully shutdown the Redline starting July 21st for 45 days
- DDOT proposes full bridge closure option from July 5th to take full advantage of WMATA shutdown
- During shutdown, northside of bridge will be completed and reopened to traffic by the end of August
- South side existing bridge superstructure will be removed
- Pepco will remove overhead and relocate underground
- Continue building the southside substructures

Full Closure Benefits

- Expedites Safe Completion of Bridge and full reopening
- Minimizes night-time noise levels
- Bridge will be closed during summer vacation when schools are on summer break
- Reduces construction delay costs for District
- Less impact on local businesses
- Decreases chance of weather delays
- Dedicated resources – day&night shifts to complete the work
 - DDOT
 - WMATA
 - CSX

Schedule

- At the present time, we are getting only 1-2 hours a night from WMATA to demolish and reconstruct the bridge
- With shutdown plan allows recovery of schedule , FMCC can recover the 100 calendar days lost thus far, and open the north side of bridge to traffic by September 2018, by working 24hr/7days during shut down

With Bridge Closure



Without Bridge Closure



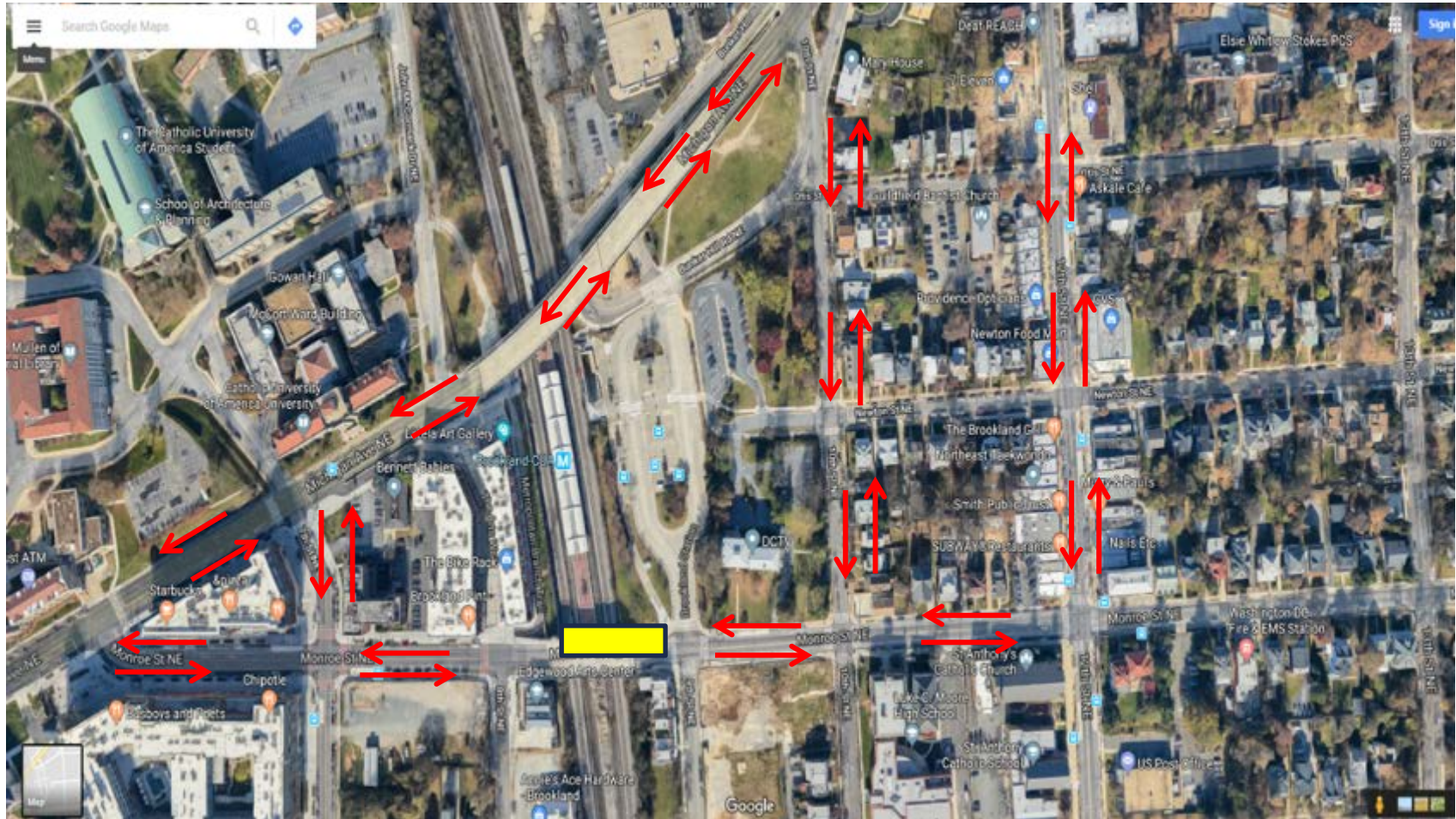
Concerns about Full Shutdown

- Effect on Traffic
 - The evening with its nearly ~800 cars heading EB (outbound) is the biggest problem particularly along Michigan between 7th and 10th, 10th and Monroe.
 - The morning is not as bad as the evening but still negative effects on Michigan between 7th and 10th as well as 10th & Monroe
- Effect on People Walking and Biking
- Effect on Buses

Before: Pre-Construction
 After: During full Closure

Monroe Bridge Closure Comparison PM								
Intersection	LOS		Intersection Delay (s)		V/C		Queue Length (ft)	
	Before	After	Before	After	Before	After	Before	After
Monroe St & Michigan Ave, NE	B	E	11.3	60.9	0.92	1.16	EB 143	EB 988
Monroe St & 7th St, NE	C	D	28.9	79.4	0.87	0.96	SB 146	SB 126
Monroe St & 8th St, NE	C	C	25.7	89	0.83	0.55	NB 144	NB 143
Monroe St & 9th St, NE	A	C	9.8	22.4	0.77	0.18	WB 103	WB 50
Monroe St & 10th St, NE	B	F	18.3	411.4	0.85	2.55	SB 152	SB 905
Monroe St & 12th St, NE	D	F	42.7	322.3	1	2.37	SB 114	SB 640
Michigan Ave & 7th St, NE	C	F	20.1	122.6	0.92	2.2	EB 18	EB 957
Michigan Ave & 10th St, NE	B	D	18.9	303	0.88	4.07	EB 82	EB 412
Michigan Ave & Perry St, NE	B	B	12	18.7	0.82	0.93	EB 32	EB 38
Michigan Ave & 12th St, NE	C	C	22.5	23.1	0.89	0.89	EB 71	EB 251
10th St, Otis St & Bunker Hill Rd, NE	A	D	7.5	46.8	0.42	1.02	SB 36	EB 513
Franklin St & Michigan Ave, NE	B	B	14.3	13.2	0.41	0.59	EB 47	EB 34
Franklin St & Lincoln Rd, NE	B	D	19	51.7	0.85	1.12	EB 301	EB 480
Franklin St & 4th St, NE	D	D	38.9	51.7	0.95	1.08	EB 281	EB 590
Franklin St & 7th St, NE	B	D	18.7	36.9	0.78	1.07	EB 140	EB 611
Franklin St & 10th St, NE	B	B	11.1	13.8	0.66	0.84	EB 14	EB 14
Franklin St & 12th St, NE	C	D	31.9	47	1.02	1.03	EB 107	EB 561
Franklin St & 13th St, NE	C	C	23.9	24.2	0.79	0.89	EB 63	EB 101
Franklin St & 14th St, NE	C	C	21	22.9	0.62	0.62	EB 122	EB 277
Franklin St & Rhode Island Ave, NE	B	C	15.3	27.6	0.86	1.13	EBL 88	EB 313
Rhode Island Ave & 18th St, NE	B	B	16.4	17.4	1.03	1.03	EB 27	EB 88
Rhode Island Ave & 20th St, NE	B	B	12.4	13.6	0.64	0.73	EB 93	EB 271
Rhode Island Ave & Mills Ave, NE	A	A	2.4	2.5	0.54	0.62	EB 15	EB 15
Rhode Island Ave, Kearny St & 24th St, NE	A	B	8	10.7	0.71	0.82	EB 26	EB 27
Rhode Island Ave & South Dakota Ave, NE	D	D	41.5	46.7	1.03	1.04	EB 509	EB 631
Rhode Island Ave & Monroe St, NE	B	B	14.7	10.1	0.85	0.92	EB 19	EB 20

MOT-Detour



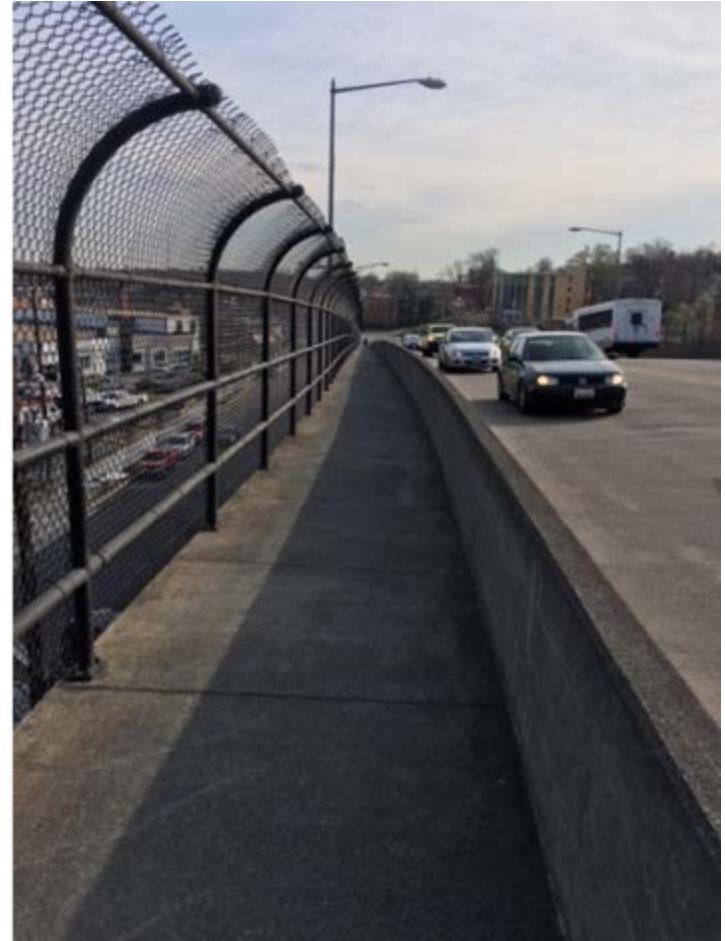
Pedestrian/Bike Detour

WMATA Coordination

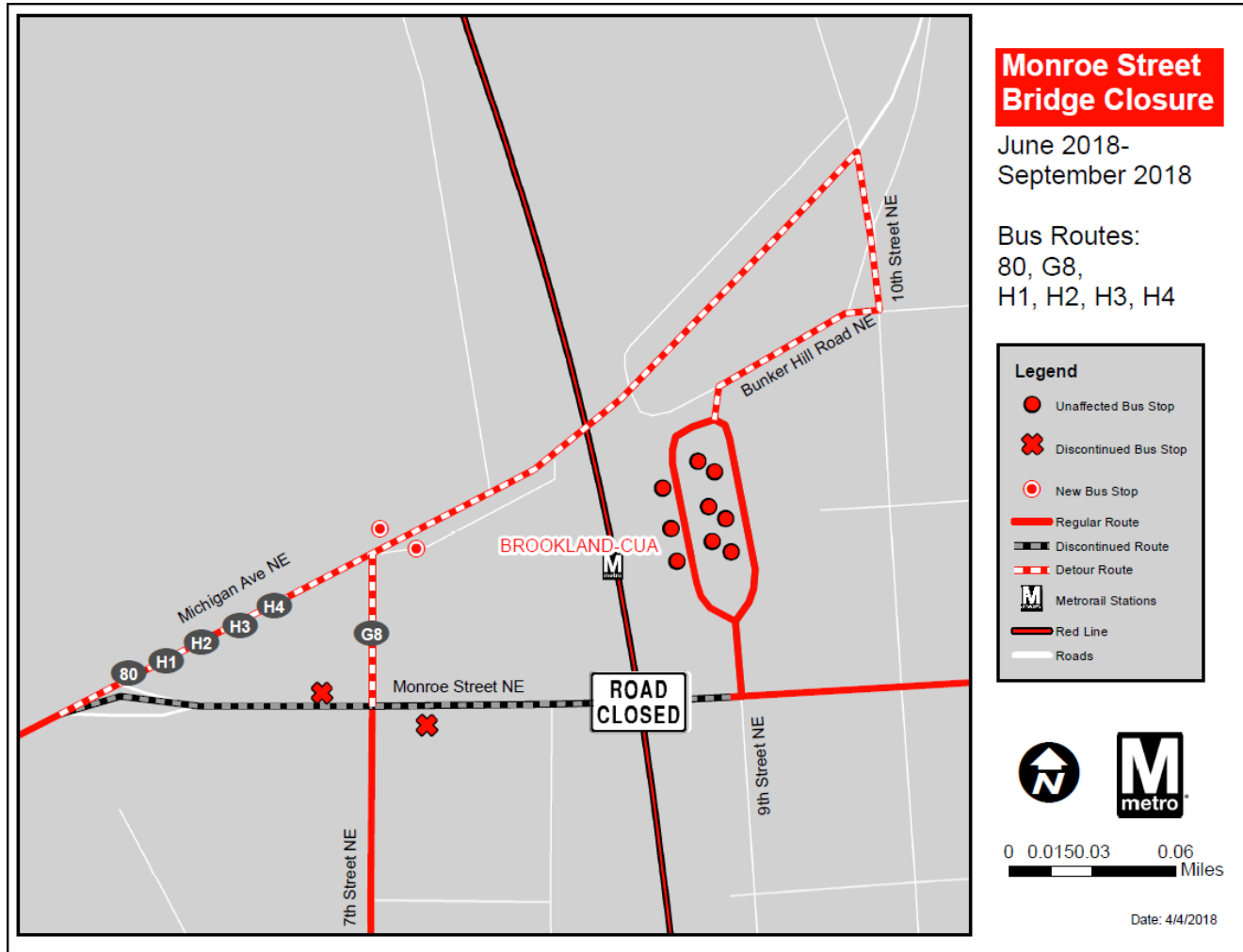
- Pedestrians can utilize WMATA station accesses to bypass the closed bridge - ongoing coordination with WMATA

Michigan Avenue Bridge – Detour Route

- Bike/ Pedestrian detour would be from Franklin and Michigan Avenue Bridge

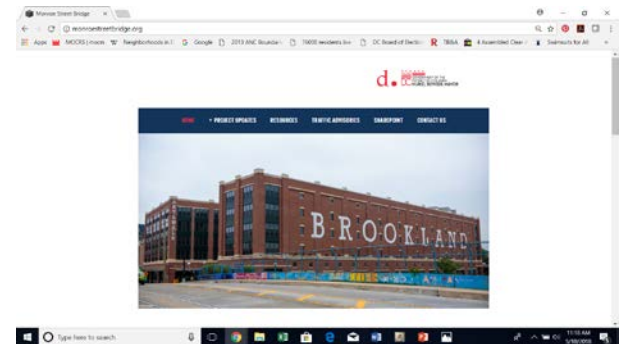


WMATA's Bus Detour



Public Outreach

- Regular Updates provided on project website:
www.monroestreetbridge.org
- Accessible for Questions and Concerns
 - Contact Us Tab or email stacee@tbaconnects.com
- Provide bridge closure information to the community
 - Door to door grass roots
 - Electronic distribution
 - Attendance at ANC/Community meetings
- Touch Points
 - Businesses, Residents, Schools, Churches, Fire & EMS, MPD, etc.
 - What is the best way to reach people?



Questions

