

YOU MIGHT HAVE HEARD...

...about the Francis Scott Key Bridge.



"I don't have a lot of time for nonsense. Mike Doner and the rest of the Flagger Force crew were so professional, from the initial driving of the site to the last day of work. They were perfect every day. His people are pleasant and cheerful – I see how they earned their reputation as stand-up guys. And being a WBE certainly helps us meet our goals."

*-- Jennifer Laning, Project Manager,
Pennonni Associates*

Spring 2009 - We were contacted by Jennifer Laning, a project manager for Pennoni Associates regarding work on the Francis Scott Key Bridge in Baltimore, Maryland. They had unseated an incumbent firm to conduct an engineering survey on the structure of the bridge and would have "snooper trucks," rigging and bucket trucks on the bridge evaluating the structure for the Maryland Transportation Authority (MdTA) who owns the bridge. Providing the MdTA with superior service was one of Pennoni's key goals for the project.

However, the bridge (like many highly traveled roadways) was available for lane closures only between 9 am and 3 pm. Because of the length of the bridge and timing, the first cone and sign could not be dropped before 9 am, which in the past, with other MOT providers, had limited the actual work hours from 10 am to 2 pm.

Pennonni obviously wanted as much time on the bridge as possible given the difficult Spring weather conditions. We drove the site with the client and determined that the most efficient

solution would be to utilize TMAs (Truck Mounted Attenuators) with side-mounted man buckets to deploy the long lane closure pattern.

We averaged about 25 minutes to close a lane and about the same time to re-open it, providing the client with 1 extra hour per day to work. It may not sound like much, but in reality, it amounted to a 25% increase in available work time compared with others performing the lane closure. We were able to give our client the competitive edge they sought.



Headquarters

1411 Stoneridge Drive, Middletown, PA 17057 • Phone: (717) 944-8440 • Toll free: 888-312-3524

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