

For Immediate Release
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ALL THREE LANES OF I-95 NORTH REOPENED ON NEW WILSON BRIDGE Overnight Closure of I-95 in Both Directions at MD 210 Also Finished

Oxon Hill, Md. /Alexandria, Va. – At 7:45 a.m., Sunday, June 11, all three lanes of northbound I-95/Capital Beltway Outer Loop were restored across the first new Woodrow Wilson Bridge, replacing the one-lane situation that was implemented at 9:30 p.m., Friday, June 9. The lane re-opening occurred ahead of the project's schedule, which had a worst-case scenario of reopening at 5:00 a.m., Monday morning.

Previously, at 9:41 p.m., Saturday, June 10, the very first public vehicles rolled across the new Wilson Bridge in the single lane. A Toyota Corolla carrying Ted Shin of ElkrIDGE, Maryland, was the first to cross the bridge. During the brief total closure to implement the switchover, the project presented the first six crossers with coins specially minted to commemorate the opening of the bridge. Construction of the new Woodrow Wilson Bridge began in October 2000.



Separately, to the east of the new bridge, an overnight closure of the entire Beltway in both directions at Maryland 210 for steel erection also wrapped up early, concluded at 6:00 a.m.

Two major factors kept traffic backups and delays to a minimum during the job:

1. Outstanding motorist response to a massive project public information campaign urging motorists to stay away from the project area as I-95 was pinched down to a single lane, and;
2. The closure of the I-95 North ramp to the Wilson Bridge for motorists approaching the Capital Beltway from points south. Travelers passing through the area were routed around the Beltway via the American Legion Bridge.

In five weeks, I-95 South/Beltway Inner Loop will be switched onto the first new bridge. Occurring during the weekend of July 14-17, the operation will be mirror image of this weekend's work: I-95 South will be reduced to a single lane and several ramps will be closed.

One major difference during the second switch is that will be no closure of the ramp to the Wilson Bridge for southbound I-95 drivers approaching the Capital Beltway from points north. The ramp is very distant from the bridge project for such a closure, as it would affect too many motorists not traveling to the Wilson Bridge. Consequently, backups and delays are anticipated to be far more

extensive than occurred during the June closures that just concluded. A stepped-up outreach campaign will be conducted for that operation. Details will follow in the weeks leading up to the switch.

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