

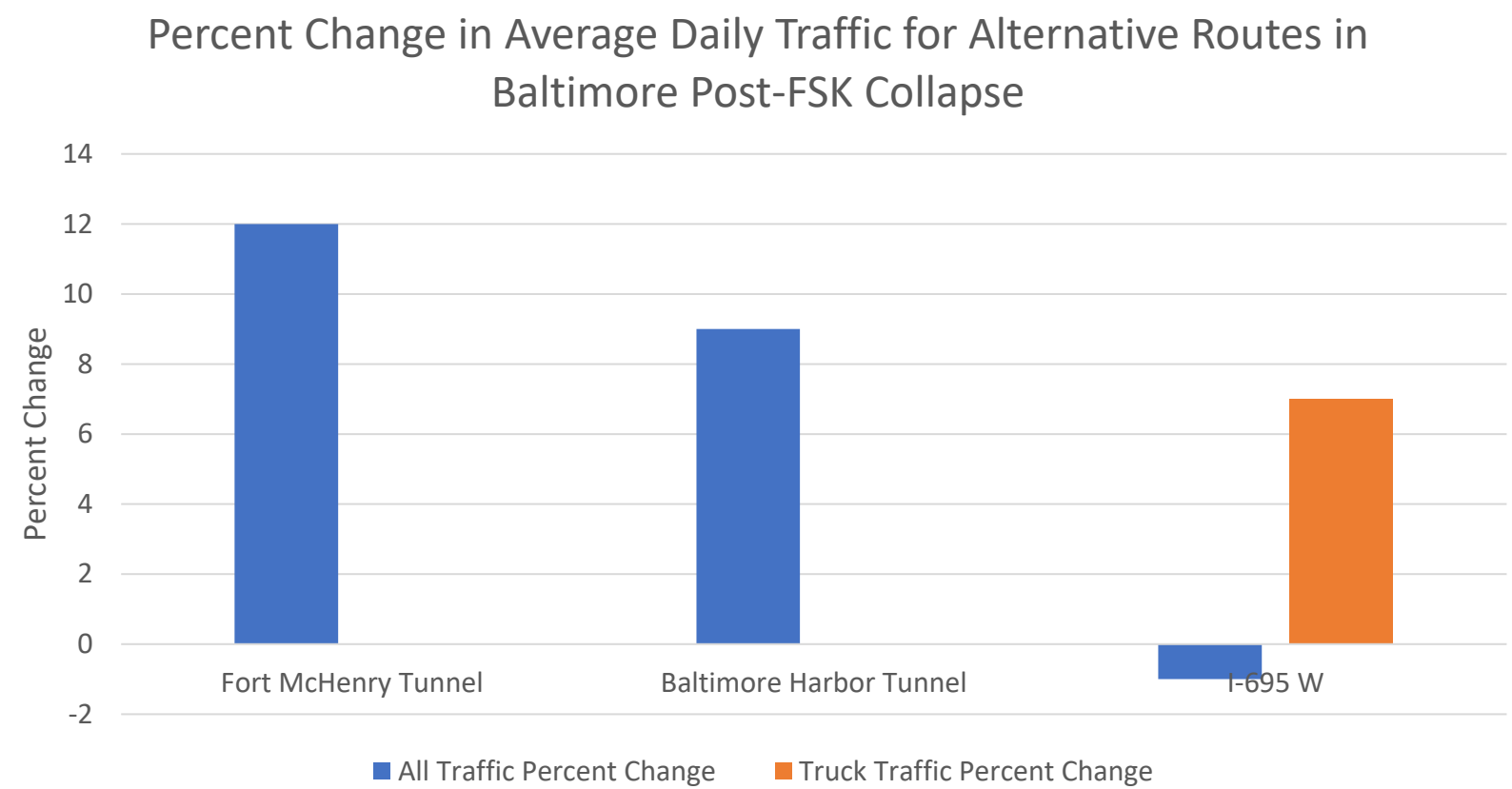
Key Traffic Impacts from FSK – as of May 17th

- **All Traffic Impacts: I-95** experienced the greatest increase in ***all traffic*** since the collapse (12% increase in all traffic volumes).
- **Truck Impacts:** I-695 W has had a slight decrease (less than 1%) in all traffic but a 7% increase in **truck traffic**. It is the only hazardous materials alternative route.
- **Key diversion routes are impacted by worsened travel times.**
 - Segments on key diversion routes take approximately two times longer.
 - Some segments are much worse than 2 to 4 times longer.
 - Diversion routes were congested prior to the collapse and now experience much worse congestion and uncertainty in travel times, impacting route planning.
 - Speeds are slower on most key diversion routes.
 - Travel time is increased on most key diversion routes.
- **There are improvements in traffic impacts in the most recent weeks;** although, conditions remain worsened from pre-collapse conditions.
- **Collisions over the past three weeks (April 30 to May 20) are higher than the three weeks prior to the bridge collapse in March.** I-95 has had the largest increase, while I-695 experienced a decrease.

AVERAGE DAILY TRAFFIC ON ALTERNATIVE ROUTES IN BALTIMORE – POST COLLAPSE

What Does the Data Say?

I-95/Fort McHenry Tunnel had the highest change in **all vehicle** traffic volumes followed by I-895/Baltimore Harbor Tunnel. I-695 W had a decrease in traffic volumes for **all vehicles**, but this is suspected to be mostly passenger cars as **truck volumes** increased on I-695 W. MDOT is not reporting truck data for I-95 or I-895.



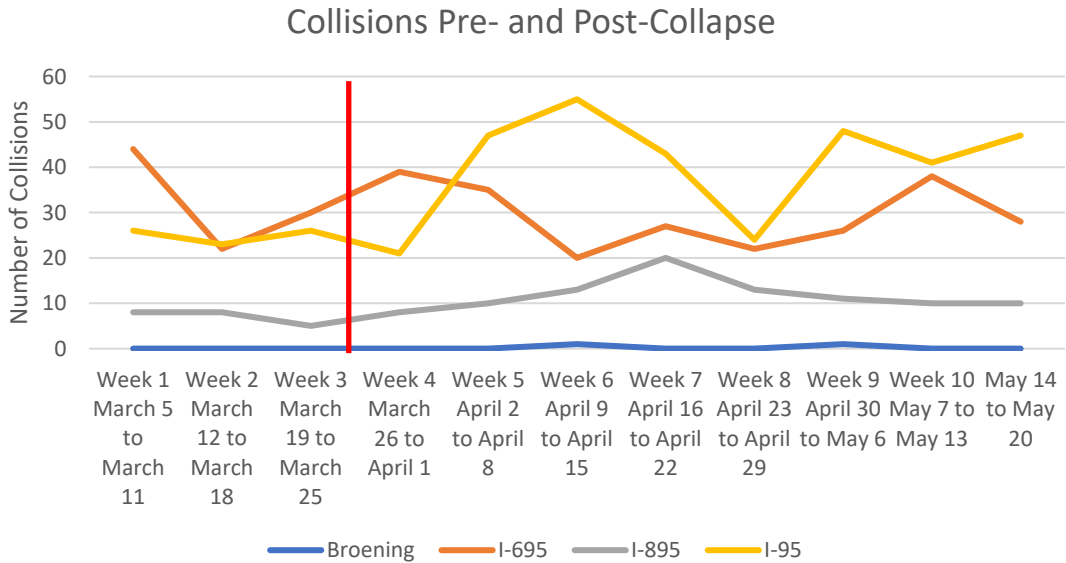
Note: Data are provided by the Maryland Department of Transportation from the tunnel tolls and a traffic count reader on I-695 capturing traffic south of I-795 (not the entire diversion route) and represent the percent change in Average Daily Traffic since the collapse. Truck information is only reported for I-695 W. I-695 W is the only alternative for hazardous material transport in the region.

Collisions Pre- and Post-Collapse

Period, Collision Counts	Broening	I-695	I-895	I-95	Total
Week 1 March 5 to March 11	0	44	8	26	78
Week 2 March 12 to March 18	0	22	8	23	53
Week 3 March 19 to March 25	0	30	5	26	61
Week 4 March 26 to April 1	0	39	8	21	68
Week 5 April 2 to April 8	0	35	10	47	92
Week 6 April 9 to April 15	1	20	13	55	89
Week 7 April 16 to April 22	0	27	20	43	90
Week 8 April 23 to April 29	0	22	13	24	59
Week 9 April 30 to May 6	1	26	11	48	86
Week 10 May 7 to May 13	0	38	10	41	89
Week 11 May 14 to May 20	0	28	10	47	85

Period for Percent Change	Broening	I-695	I-895	I-95	Total
Week 1 March 5 to March 11					
Week 2 March 12 to March 18	0	-50.00%	0.00%	-11.54%	-32.05%
Week 3 March 19 to March 25	0	36.36%	-37.50%	13.04%	15.09%
Week 4 March 26 to April 1	0	30.00%	60.00%	-19.23%	11.48%
Week 5 April 2 to April 8	0	-10.26%	25.00%	123.81%	35.29%
Week 6 April 9 to April 15	0	-42.86%	30.00%	17.02%	-3.26%
Week 7 April 16 to April 22	-100.00%	35.00%	53.85%	-21.82%	1.12%
Week 8 April 23 to April 29	0	-18.52%	-35.00%	-44.19%	-34.44%
Week 9 April 30 to May 6	0	18.18%	-15.38%	100.00%	45.76%
Week 10 May 7 to May 13	-100.00%	46.15%	-9.09%	-14.58%	3.49%
Week 11 May 14 to May 20	0	-26.32%	0.00%	14.63%	-4.49%

Period	Broening	I-695	I-895	I-95	Total
Three Weeks Prior Count	0	96	21	75	192
Last Three Weeks Count	1	92	31	136	260
Percent Change	0	-4.17%	47.62%	81.33%	35.42%
Average Three Weeks Prior	0.00	32.00	7.00	25.00	64.00
Average Last Three Weeks	0.33	30.67	10.33	45.33	86.67
Delta	0.33	-1.33	3.33	20.33	22.67



What does this show? This information shows collisions for Broening Highway and I-895, I-95, and I-695 W in the Baltimore region pre- and post-collapse. The week after the collapse had an increase in collisions except on I-695 W. I-895 continued to rise until the week of April 16 when collisions began to decrease. I-95 decreased until the week of April 23rd. Then, collisions increased as did those on I-695 W into May. For the most recent week, both I-895 and I-695 W are experiencing a decrease in collisions. Collisions over the past three weeks (April 30 to May 20) are higher than the three weeks prior to the bridge collapse in March. I-95 has had the largest increase, while I-695 experienced a decrease.

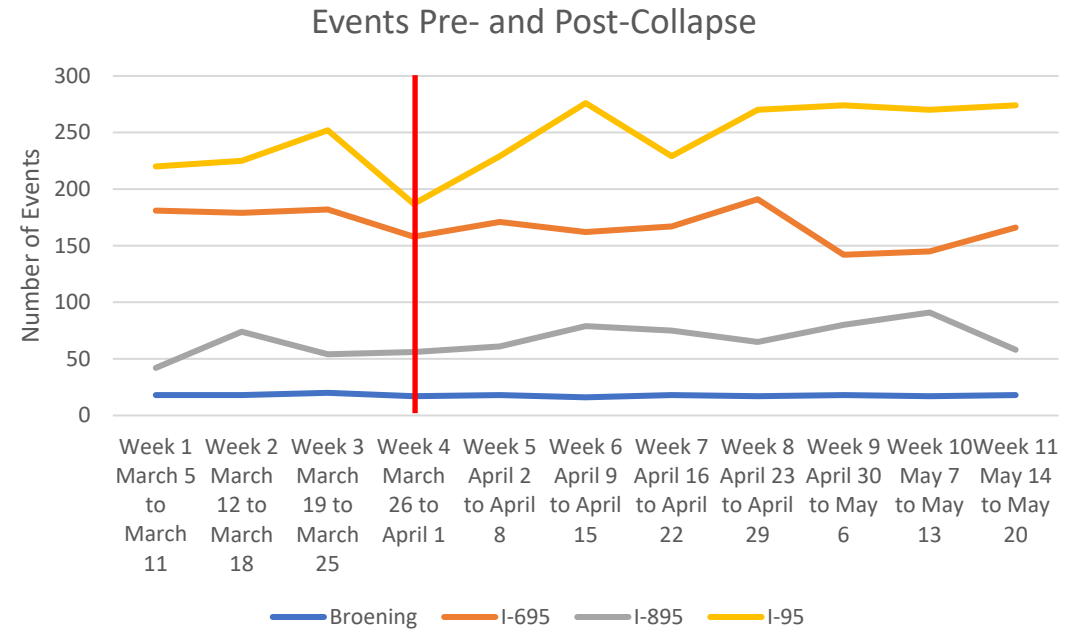
Note: Italics represent post-collapse period. Broening Highway is included because of the truck significance around the port; however, there has only been two collisions since the collapse. Source: MDOT Coordinated Highway Action Response Team (CHART) event data via University of Maryland’s RITIS tool for Broening Highway (by the Port of Baltimore), I-895, I-95, and I-695 in Baltimore County, Baltimore City, and Anne Arundel County only.

All Events Pre- and Post-Collapse

Period, Collision Counts	Broening	I-695	I-895	I-95	Total
Week 1 March 5 to March 11	18	181	42	220	461
Week 2 March 12 to March 18	18	179	74	225	496
Week 3 March 19 to March 25	20	182	54	252	508
<i>Week 4 March 26 to April 1</i>	<i>17</i>	<i>158</i>	<i>56</i>	<i>187</i>	<i>418</i>
<i>Week 5 April 2 to April 8</i>	<i>18</i>	<i>171</i>	<i>61</i>	<i>229</i>	<i>479</i>
<i>Week 6 April 9 to April 15</i>	<i>16</i>	<i>162</i>	<i>79</i>	<i>276</i>	<i>533</i>
<i>Week 7 April 16 to April 22</i>	<i>18</i>	<i>167</i>	<i>75</i>	<i>229</i>	<i>489</i>
<i>Week 8 April 23 to April 29</i>	<i>17</i>	<i>191</i>	<i>65</i>	<i>270</i>	<i>543</i>
<i>Week 9 April 30 to May 6</i>	<i>18</i>	<i>142</i>	<i>80</i>	<i>274</i>	<i>514</i>
<i>Week 10 May 7 to May 13</i>	<i>17</i>	<i>145</i>	<i>91</i>	<i>270</i>	<i>523</i>
<i>Week 11 May 14 to May 20</i>	<i>18</i>	<i>166</i>	<i>58</i>	<i>274</i>	<i>516</i>

Period for Percent Change	Broening	I-695	I-895	I-95	Total
Week 1 March 5 to March 11					
Week 2 March 12 to March 18	0.00%	-1.10%	76.19%	2.27%	7.59%
Week 3 March 19 to March 25	11.11%	1.68%	-27.03%	12.00%	2.42%
<i>Week 4 March 26 to April 1</i>	<i>-15.00%</i>	<i>-13.19%</i>	<i>3.70%</i>	<i>-25.79%</i>	<i>-17.72%</i>
<i>Week 5 April 2 to April 8</i>	<i>5.88%</i>	<i>8.23%</i>	<i>8.93%</i>	<i>22.46%</i>	<i>14.59%</i>
<i>Week 6 April 9 to April 15</i>	<i>-11.11%</i>	<i>-5.26%</i>	<i>29.51%</i>	<i>20.52%</i>	<i>11.27%</i>
<i>Week 7 April 16 to April 22</i>	<i>12.50%</i>	<i>3.09%</i>	<i>-5.06%</i>	<i>-17.03%</i>	<i>-8.26%</i>
<i>Week 8 April 23 to April 29</i>	<i>-5.56%</i>	<i>14.37%</i>	<i>-13.33%</i>	<i>17.90%</i>	<i>11.04%</i>
<i>Week 9 April 30 to May 6</i>	<i>5.88%</i>	<i>-25.65%</i>	<i>23.08%</i>	<i>1.48%</i>	<i>-5.34%</i>
<i>Week 10 May 7 to May 13</i>	<i>-5.56%</i>	<i>2.11%</i>	<i>13.75%</i>	<i>-1.46%</i>	<i>1.75%</i>
<i>Week 11 May 14 to May 20</i>	<i>5.88%</i>	<i>14.48%</i>	<i>-36.26%</i>	<i>1.48%</i>	<i>-1.34%</i>

Period	Broening	I-695	I-895	I-95	Total
Three Weeks Prior Count	56	542	170	697	1465
Last Three Weeks Count	53	453	229	818	1553
Percent Change	-5.36%	-16.42%	34.71%	17.36%	6.01%
Average Three Weeks Prior	18.67	180.67	56.67	232.33	488.33
Average Last Three Weeks	17.67	151.00	76.33	272.67	517.67
Delta	-1.00	-29.67	19.67	40.33	29.33

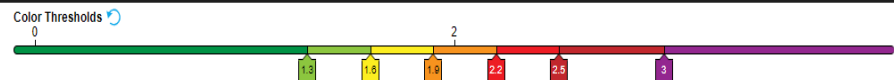
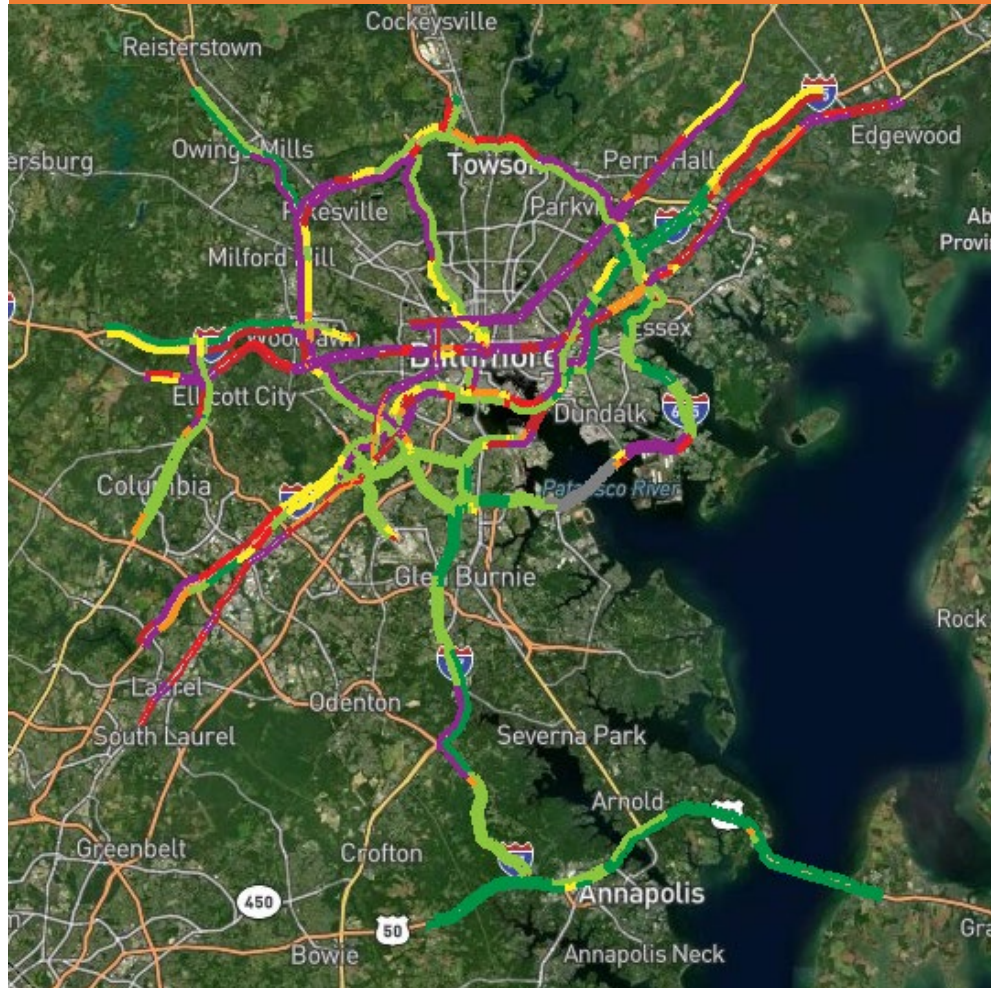


What does this show? There was a rise in events on alternative and key routes of Broening Highway, I-895, I-95, and I-695 W after the collapse. I-695 experienced a decline in events since April 30th until the week of May 14th. I-895 had an increase in events until the week of May 7th. Overall, events increased for all routes except Broening Highway and I-695 over the past three weeks (April 30 to May 20) compared to the three weeks prior to the collapse. In depth analysis not shown here shows that the highest number of events is due to disabled vehicles.

Note: Italics represent post-collapse period. Broening Highway is included because of the truck significance around the port. Source: MDOT Coordinated Highway Action Response Team (CHART) event data via University of Maryland's RITIS tool for I-895, I-95, and I-695 in Baltimore County, Baltimore City, and Anne Arundel County only.

AM Peak Truck

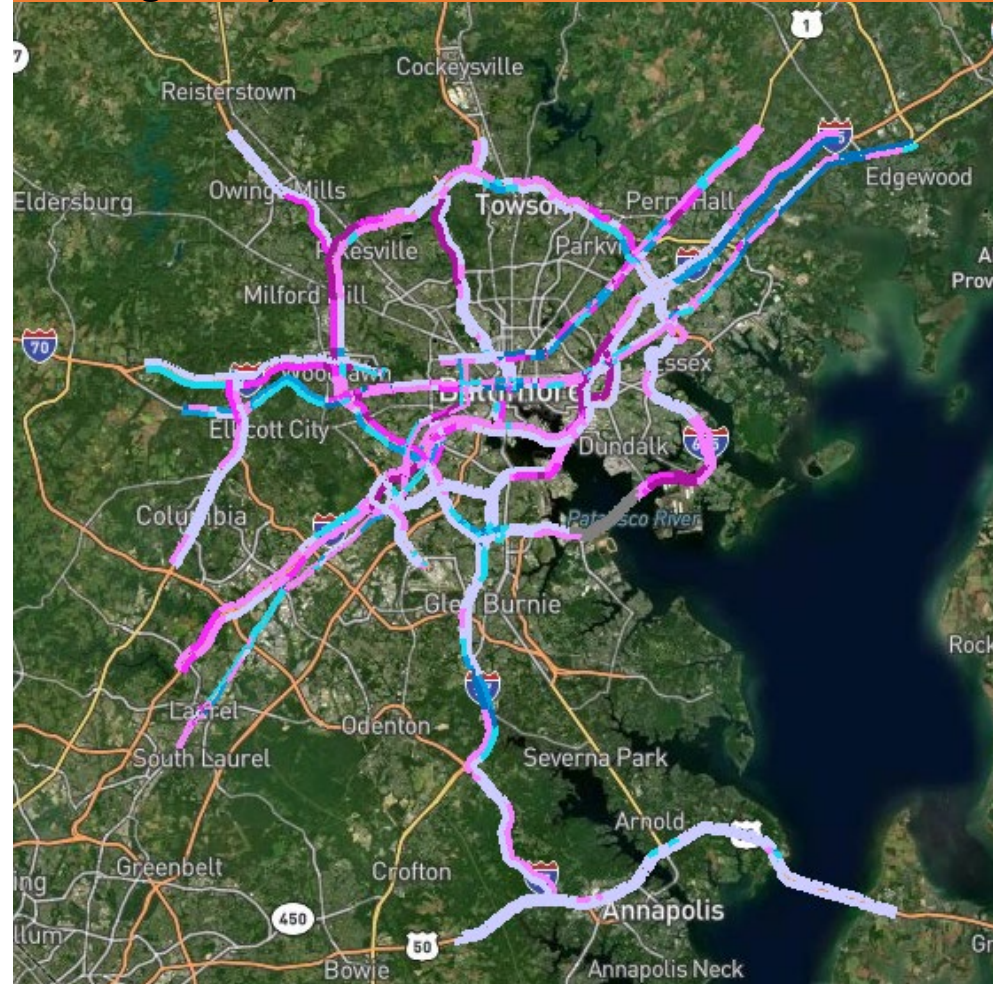
May 6th through May 10th



Free Flow

Congested and Unreliable

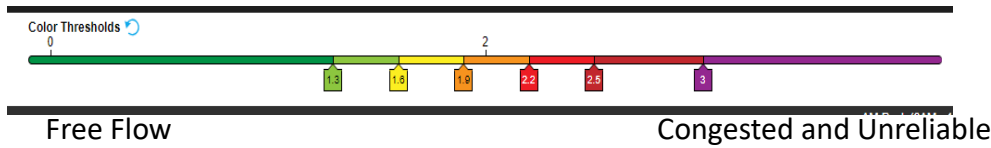
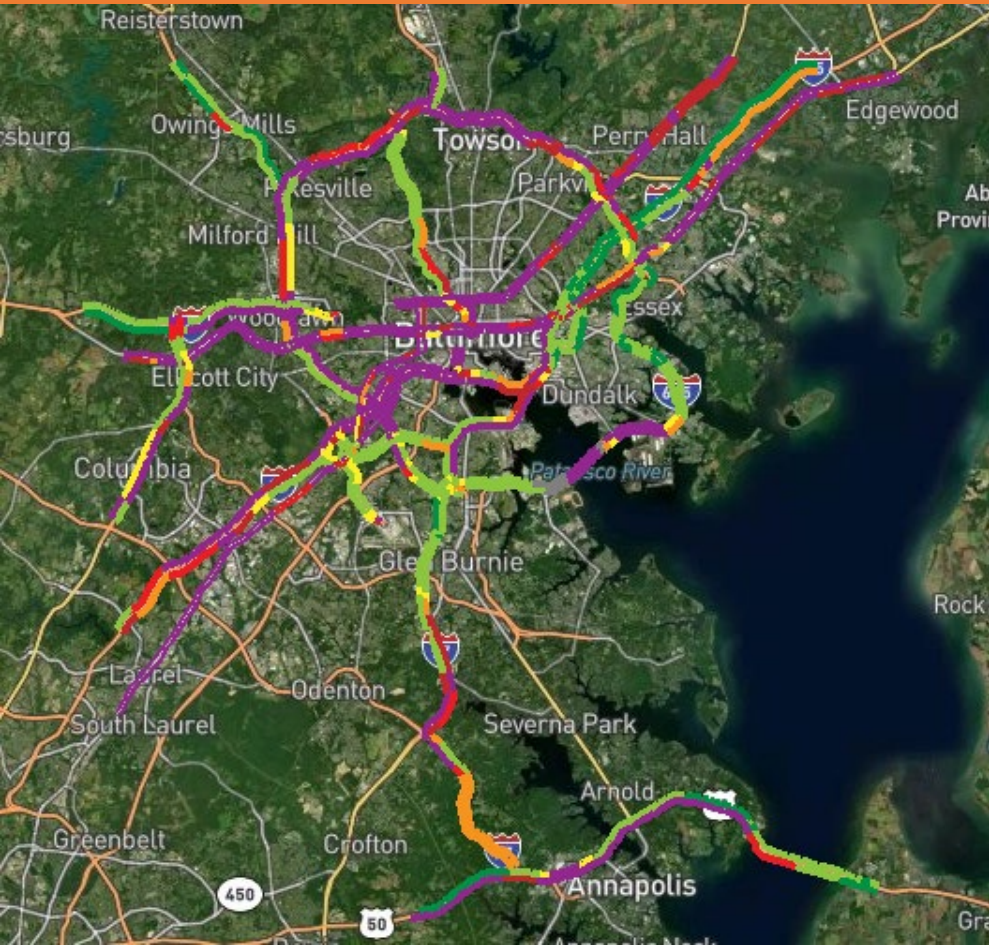
Change from March 18th through 22nd to May 6th through May 10th



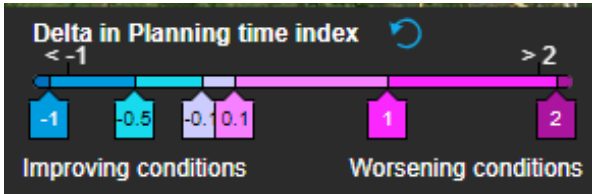
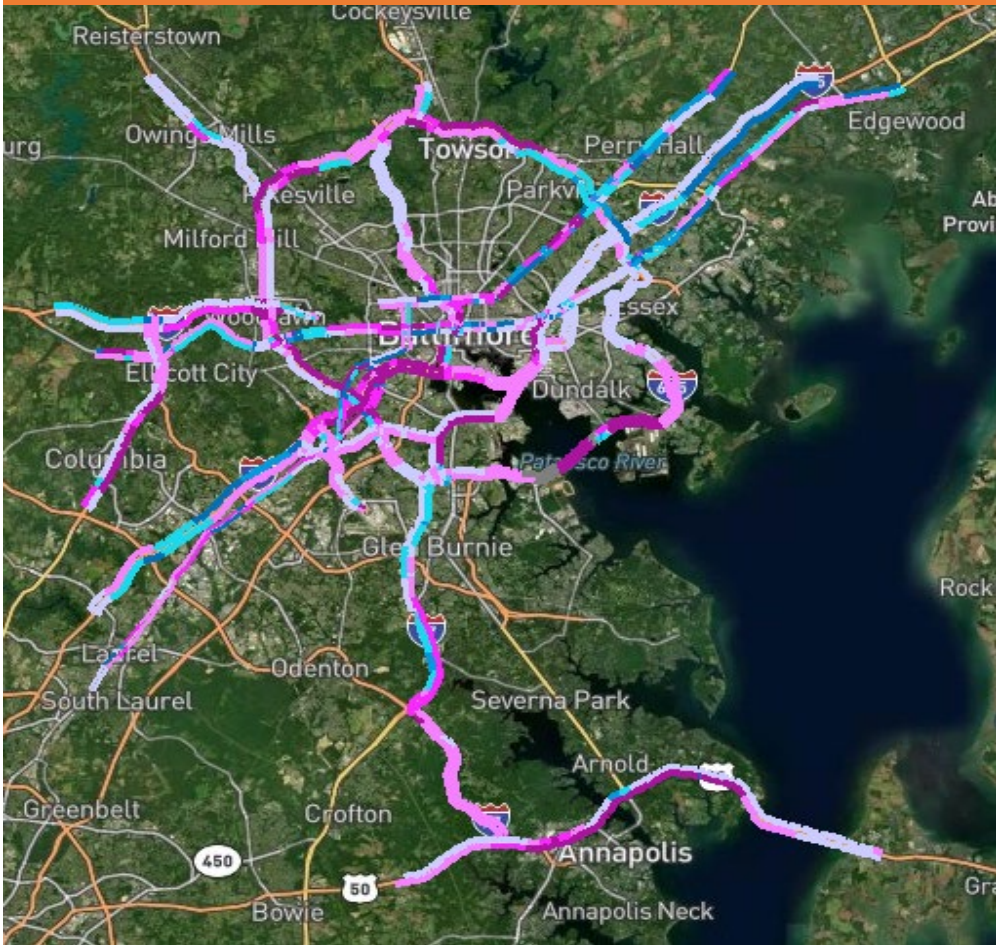
Data are INRIX from the Federal Highway Administration's National Performance Management Research Data Set as processed in RITIS (www.ritis.org). The measure is the Planning Time Index (PTI). PTI is a ratio of free flow travel time to the worst travel times. The PTI result is a factor that indicates how much more time over free flow is needed. A PTI of 1.5 for a trip that takes 30 minutes in free flow conditions means drivers should plan 45 minutes or 1.5 times longer than free flow. PTI is a preferred measure for logistics because it helps determine the time needed to ensure an on-time delivery.

PM Peak Truck

May 6th through May 10th



Change from March 18th through 22nd to May 6th through May 10th



Data are INRIX from the Federal Highway Administration's National Performance Management Research Data Set as processed in RITIS (www.ritis.org). The measure is the Planning Time Index (PTI). PTI is a ration of free flow travel time to the worst travel times. The PTI result is a factor that indicates how much more time over free flow is needed. A PTI of 1.5 for a trip that takes 30 minutes in free flow conditions means drivers should plan 45 minutes or 1.5 times longer than free flow. PTI is a preferred measure for logistics because it helps determine the time needed to ensure an on - time delivery.