

# Nicholson Lane Bridge No. M-113 -- No. 500504

Category  
Agency  
Planning Area  
Relocation Impact

**Transportation**  
**Public Works & Transportation**  
**North Bethesda-Garrett Park**  
**None.**

Date Last Modified  
Previous PDF Page Number  
Required Adequate Public Facility

**May 20, 2005**  
**NONE**  
**NO**

## EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	628	0	0	628	0	377	251	0	0	0	0
Land	127	0	0	127	127	0	0	0	0	0	0
Site Improvements and Utilities	64	0	0	64	0	0	64	0	0	0	0
Construction	2,433	0	0	2,433	0	1,461	972	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,252</b>	<b>0</b>	<b>0</b>	<b>3,252</b>	<b>127</b>	<b>1,838</b>	<b>1,287</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

## FUNDING SCHEDULE (\$000)

G.O. Bonds	1,280	0	0	1,280	127	678	475	0	0	0	0
Federal Aid	1,970	0	0	1,970	0	1,158	812	0	0	0	0
Intergovernmental	2	0	0	2	0	2	0	0	0	0	0

## ANNUAL OPERATING BUDGET IMPACT (\$000)

### DESCRIPTION

This project provides for the replacement of the existing Nicholson Lane Bridge over the CSX railroad. The proposed work will include the replacement of the existing bridge and construction of two new 25-foot long approach slabs plus approximately 65 feet of approach roadway work to tie the replacement bridge to the existing roadway. The replacement bridge will be a single span structure carrying 4 10-foot travel lanes (2 lanes in each direction) and 1 center 8-foot left-turn lane with a 13-foot-wide sidewalk on each side, for a total bridge width of 74 feet.

### Service Area

Rockville/Garrett Park and vicinity area

### Capacity

Upon completion, the Average Daily Traffic (ADT) on the Nicholson Lane Bridge will remain at 31,000 vehicles per day.

### JUSTIFICATION

The existing bridge, built in 1964, is a three-span structure with spans of 45.2 feet, 53 feet and 33.5 feet. It has a clear roadway width of 48 feet with a 5-foot wide sidewalk on each side, for a total bridge width of 58 feet. The 1999 inspection and concrete core tests revealed that the concrete deck, pier caps and columns of the structure are in very poor condition. Cracks and large area of spalling with exposed reinforcing steel are evident of the deck, pier caps and columns. Concrete core tests indicate excessively high chloride concentrations in the deck and pier caps with isolated weak concrete. This bridge is considered structurally deficient.

### Plans and Studies

Nicholson Lane is classified as arterial A-69 in the North Bethesda/Garrett Park Master Plan. The Master Plan calls for a Class II (5-foot on-road) bikeway on each side of the Nicholson Lane at the project site. A review of impacts to pedestrians, bicyclists and ADA (Americans with Disabilities Act of 1991) has been performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways, and other pertinent issues have been considered in the design of the project to ensure pedestrian safety. This bridge was identified for replacement through the County's 1999 biennial bridge inspection program.

### Cost Change

Not applicable

### STATUS

Final Design Stage

### OTHER

The project scope and schedule are new for FY05. The design costs for this project are covered in the Facility Planning: Bridges project. The construction will be implemented in two stages. Two-lane two-way traffic (one lane in each direction) and one sidewalk will be maintained during construction. The proposed 13-foot sidewalks will be detailed to be removable with the intent that when the approaches are widened to implement the on-road bikeway accommodations in the local Master Plan and possible wider future traffic lanes, the removable sidewalks will be removed and a new 5-foot sidewalk will be constructed on each side to provide a wider clear roadway width. The existing profile grade of roadway will remain. The costs of construction and construction management for this project are eligible for up to 80 percent Federal aid. The "Intergovernmental" revenue shown in the funding schedule is from WSSC as its share of utility relocation costs.

### APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,252
First Cost Estimate		
Current Scope	FY05	3,252
Last FY's Cost Estimate		3,252
Present Cost Estimate		3,252
Appropriation Request	FY06	0
Supplemental Appropriation Request	FY05	0
Transfer		0
Cumulative Appropriation		3,252
Expenditures/Encumbrances		0
Unencumbered Balance		3,252
Partial Closeout Thru	FY03	0
New Partial Closeout	FY04	0
Total Partial Closeout		0

### COORDINATION

Federal Highway Administration - Federal Aid  
Bridge Replacement/Rehabilitation Program  
Maryland State Highway Administration  
Maryland Department of the Environment  
Maryland-National Capital Park and Planning Commission  
Department of Permitting Services  
Utilities  
CSX Transportation  
Facility Planning: Bridges

### MAP

