

Brink Road Bridge (M-63) over Goshen Branch -- No. 500503

Category	Transportation	Date Last Modified	March 19, 2008
Subcategory	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Goshen-Woodfield & Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	446	99	247	100	100	0	0	0	0	0	0
Land	146	59	87	0	0	0	0	0	0	0	0
Site Improvements and Utilities	5	0	5	0	0	0	0	0	0	0	0
Construction	1,678	1,462	216	0	0	0	0	0	0	0	0
Other	2	2	0	0	0	0	0	0	0	0	0
Total	2,277	1,622	555	100	100	0	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	1,342	787	555	0	0	0	0	0	0	0	0
G.O. Bonds	935	835	0	100	100	0	0	0	0	0	0
Total	2,277	1,622	555	100	100	0	0	0	0	0	0

DESCRIPTION

This project provides for the replacement the existing Brink Road Bridge over Goshen Branch and reconstructs the approach roadways (approximately 850 feet) to accommodate the new bridge. The new bridge will provide two 11-foot travel lanes with 4-foot shoulders on each side, for a total bridge width of 30 feet. The approach roadway work is needed to transition the new structure into the existing roadway. The road will remain open to traffic during construction. The proposed bridge alignment will be offset 15-20 feet to the east to avoid grading impacts to the adjacent Goshen Branch Stream Valley Park and to accommodate the wider bridge and a slight increase in the vertical profile elevation. The foundation will require drilled piles due to the layered rock at the site.

CAPACITY

The current average daily traffic (ADT) is 8,200 with approximately one percent trucks.

COST CHANGE

Increase due to land costs required for temporary stream diversion.

JUSTIFICATION

The existing bridge, built in 1930, is a 38-foot long, single-span structure carrying a 27-foot, 4 -inch clear roadway. The existing structure consists of ten steel I-beams with a bituminous filled corrugated metal deck, supported on concrete abutments. The bridge is currently posted for a 60,000 lb. limit for a single unit truck and an 80,000 lb. limit for a combination unit truck. The 2001 Bridge Inspection Report indicates that steel beams exhibit moderate to severe section loss in the bottom flanges. The abutments have moderate spall and hollow sounding concrete and the railings are in poor condition. This bridge is considered structurally deficient.

The segment of Brink Road between Wightman Road and Relocated Goshen Road does not have a master plan designation and is considered a Secondary Residential Road. This bridge was identified for replacement through the County's 1999 Biennial Bridge Inspection Program.

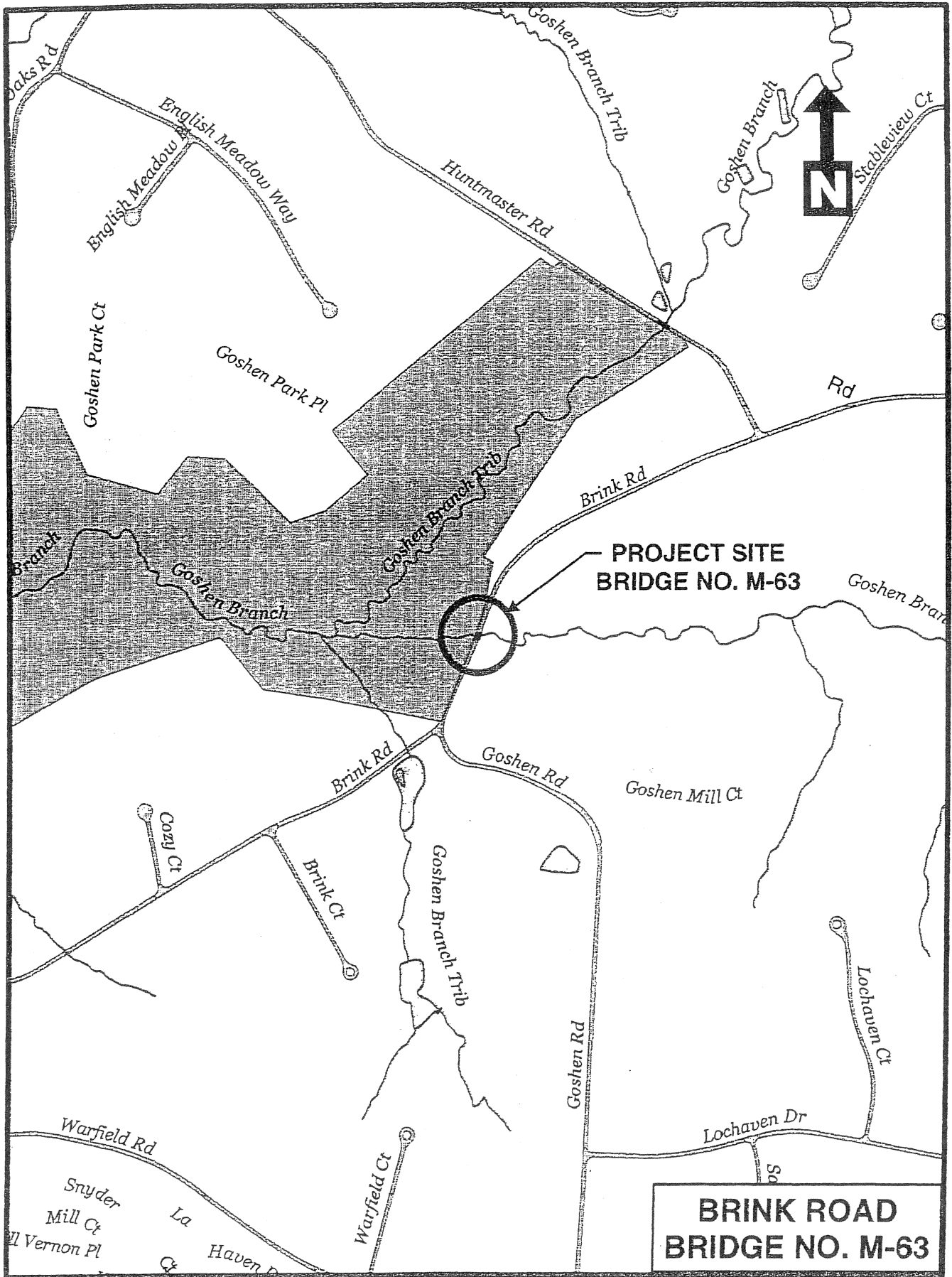
OTHER

Design costs for this project were included in the Facility Planning Bridges project. The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The construction will be implemented in three phases. Two-lane, two-way traffic (one lane in each direction) will be maintained during construction. The schedule was delayed in order to obtain a right-of-entry to the adjacent property and the State Highway Administration review process.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- Land acquisition will be funded initially through ALARF, and then reimbursed by a future appropriation from this project. The total cost of this project will increase when land expenditures are programmed.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY05</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">2,177</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">2,177</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">2,177</td> </tr> </table>	Date First Appropriation	FY05	(\$000)	First Cost Estimate	FY07	2,177	Current Scope		2,177	Last FY's Cost Estimate		2,177	Maryland State Highway Administration Maryland Department of the Environment Federal Highway Administration Department of Permitting Services Maryland-National Capital Park and Planning Commission Verizon Pepco	See Map on Next Page
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**PROJECT SITE
BRIDGE NO. M-63**

**BRINK ROAD
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