East Gude Drive Westbound Bridge No. M-131-4 -- No. 500901

Category	Transportation	Date Last Modified	January 09, 2008
Subcategory	Bridges	Required Adequate Public Facility	Yes
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Shady Grove Vicinity	Status	Final Design Stage

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	676	0	0	676	12	338	326	0	0	0	0
Land	1	0	0	1	1	0	0	0	0	0	0
Site Improvements and Utilities	53	0	0	53	0	33	20	0	0	0	0
Construction	1,500	0	0	1,500	0	750	750	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**2,230**	**0**	**0**	**2,230**	**13**	**1,121**	**1,096**	**0**	**0**	**0**	**0**

FUNDING SCHEDULE ($000)

Federal Aid	1,320	0	0	1,320	0	660	660	0	0	0	0
G.O. Bonds	910	0	0	910	13	461	436	0	0	0	0
Total	**2,230**	**0**	**0**	**2,230**	**13**	**1,121**	**1,096**	**0**	**0**	**0**	**0**

DESCRIPTION

This project provides for the rehabilitation of the existing East Gude Drive westbound bridge over CSX Railroad and WMATA Metro Rail. The existing westbound bridge is a four - span structure including two eastern simple spans built in 1968 and two western continuous spans built in 1981. The proposed rehabilitation includes converting the two eastern simple spans to continuous, replacing the existing fixed bearings at the east abutment with expansion bearings, modifying the existing east abutment to a jointless semi-integral abutment, replacing the existing 2" bituminous wearing surface of the two eastern spans with 2" latex modified concrete, replacing the existing chain link fences and substandard concrete parapets on both sides of the bridge with ornamental fences and crash-tested concrete parapets with aesthetic finish, replacing the existing sidewalk and safety curb on the bridge in-kind, repairing cracks and spalls of the east pier, center pier and east abutment, and reconstructing the east roadway approach as required.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the East Gude Drive Westbound Bridge will remain at 20,600 vehicles per day.

JUSTIFICATION

The 2005 inspection revealed that the concrete decks and substructures of the two eastern spans, built in 1968 are in poor condition and require repairs. The proposed rehabilitation work is necessary to provide a safe roadway condition for the traveling public and prolong the service life of the structure. East Gude Drive is classified as Major Highway M-23 in the Shady Grove Sector Master Plan.

OTHER

The design costs for this project are covered in the "Facility Planning: Bridges" project (C.I.P. No. 509132). The costs of construction and construction management for this project are eligible for up to 80 percent Federal Aid.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA

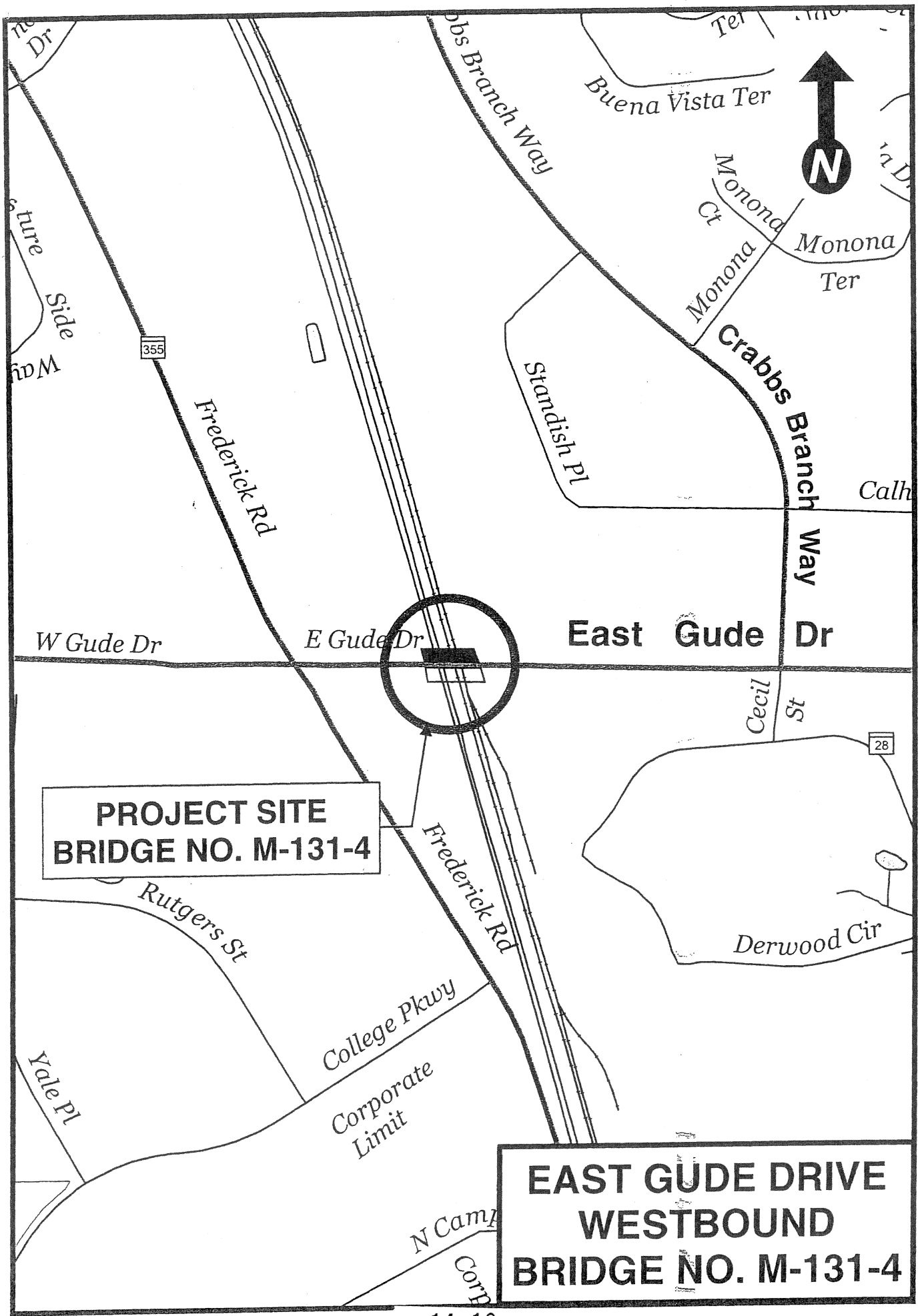
Date First Appropriation	FY09	($000)
First Cost Estimate Current Scope	FY09	2,230
Last FY's Cost Estimate		0
Appropriation Request	FY09	351
Appropriation Request Est.	FY10	1,879
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditures / Encumbrances		0
Unencumbered Balance		0
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	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
Montgomery County Department of Permitting Services
Utilities
CSX Transportation
Washington Metropolitan Area Transit Authority
Facility Planning: Bridges

MAP

See Map on Next Page


Buena Vista Ter
N
Monona Ct
Monona Ter
Crabbs Branch Way
Standish Pl
355
Frederick Rd
East Gude Dr
W Gude Dr
E Gude Dr
Cecil St
28
PROJECT SITE
BRIDGE NO. M-131-4
Rutgers St
College Pkwy
Corporate Limit
Yale Pl
Derwood Cir
EAST GUDE DRIVE
WESTBOUND
BRIDGE NO. M-131-4