

Facility Planning: Bridges -- No. 509132

Category	Transportation	Date Last Modified	June 25, 2008
Subcategory	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Countywide	Status	On-going

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	11,735	6,553	997	4,185	1,040	1,087	777	527	377	377	0
Land	135	132	3	0	0	0	0	0	0	0	0
Site Improvements and Utilities	62	62	0	0	0	0	0	0	0	0	0
Construction	25	25	0	0	0	0	0	0	0	0	0
Other	17	17	0	0	0	0	0	0	0	0	0
Total	11,974	6,789	1,000	4,185	1,040	1,087	777	527	377	377	*

FUNDING SCHEDULE (\$000)

Federal Aid	1,398	811	0	587	359	228	0	0	0	0	0
G.O. Bonds	8,553	5,623	700	2,230	61	492	777	400	250	250	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0
State Aid	1,668	0	300	1,368	620	367	0	127	127	127	0
PAYGO	340	340	0	0	0	0	0	0	0	0	0
Total	11,974	6,789	1,000	4,185	1,040	1,087	777	527	377	377	0

DESCRIPTION

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Facility Planning serves as a transition stage for a project between identification of need and its inclusion as a stand-alone project in the CIP. Prior to the establishment of a stand-alone project, Department of Transportation will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Facility Planning is a decision-making process to design bridges which are already identified as deficient. For a full description of the Facility Planning process, see the CIP Planning Section. Candidate projects currently included are listed in the "Other" section below.

COST CHANGE

Increase due to the addition of four bridge replacement projects, and the addition of FY13 and FY14.

JUSTIFICATION

There is continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. Facility planning costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects which result from facility planning will each benefit from reduced planning and design costs. Biennial inspections performed since 1987 have consistently shown that the bridges currently included in the project for design studies are in need of major rehabilitation or replacement.

OTHER

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone PDFs.

Candidate Projects:

Elmhirst Parkway Bridge #MPK-13; Park Valley Road Bridge #MPK-O3; Randolph Road Bridge #M-0080-4; Query Mill Road Bridge #M-0020; Piney Meetinghouse Road Bridge #M-0021; Whites Ferry Bridge #M-0187; Whites Ferry Bridge #M-0189; Cedar Lane Bridge #M-0074; Talbot Avenue Bridge #M-0085.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.
- * Expenditures will continue indefinitely.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP												
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