

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

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
**Bridges**  
Transportation  
Shady Grove Vicinity

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 12, 2009  
**Yes**  
**None.**  
Final Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY08	Rem. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	677	0	0	677	13	160	338	166	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	53	0	0	53	0	25	8	20	0	0	0
Construction	1,660	0	0	1,660	0	415	830	415	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,390</b>	<b>0</b>	<b>0</b>	<b>2,390</b>	<b>13</b>	<b>600</b>	<b>1,176</b>	<b>601</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Federal Aid	1,460	0	0	1,460	0	365	730	365	0	0	0
G.O. Bonds	930	0	0	930	13	235	446	236	0	0	0
<b>Total</b>	<b>2,390</b>	<b>0</b>	<b>0</b>	<b>2,390</b>	<b>13</b>	<b>600</b>	<b>1,176</b>	<b>601</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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.

**COST CHANGE**

Increase in construction cost due to the escalation of material costs and updated estimates.

**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 project scope is unchanged for FY10. Construction delay due to long review process with CSX, WMATA, and Maryland State Highway Administration (MSHA). 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	COORDINATION	MAP																																							
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">2,230</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">2,230</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">2,230</td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">2,039</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">351</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">351</td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY07</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY08</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY09	(\$000)	First Cost Estimate	FY09	2,230	Current Scope		2,230	Last FY's Cost Estimate		2,230	Appropriation Request	FY10	2,039	Supplemental Appropriation Request		0	Transfer		0	Cumulative Appropriation		351	Expenditures / Encumbrances		0	Unencumbered Balance		351	Partial Closeout Thru	FY07	0	New Partial Closeout	FY08	0	Total Partial Closeout		0	<p><b>Federal Highway Administration – Federal Aid Bridge Replacement/Rehabilitation Program</b>  <b>Maryland State Highway Administration</b>  <b>Maryland Department of the Environment</b>  <b>Maryland-National Capital Park and Planning Commission</b>  <b>Montgomery County Department of Permitting Services</b>  <b>Utilities</b>  <b>CSX Transportation</b>  <b>Washington Metropolitan Area Transit Authority</b>  <b>Facility Planning: Bridges</b></p>	<p>See Map on Next Page</p>
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