

Burning Tree Road Bridge No. M-112 (P500803)

Category	Transportation	Date Last Modified	1/7/13
Sub Category	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Bethesda-Chevy Chase	Status	Under Construction

Total	Thru FY12	Rem FY12	Total 6 Years	FY 13	FY 14	FY 15	FY 16	FY 17	FY 18	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	501	501	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	2	2	0	0	0	0	0	0	0	0
Construction	764	764	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0
Total	1,267	1,267	0	0	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Federal Aid	788	788	0	0	0	0	0	0	0	0
G.O. Bonds	479	479	0	0	0	0	0	0	0	0
Total	1,267	1,267	0	0	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 14	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,267
Expenditure / Encumbrances		1,267
Unencumbered Balance		0

Date First Appropriation	FY 08
First Cost Estimate	
Current Scope	FY08 1,426
Last FY's Cost Estimate	1,266

Description

This project provides for the replacement of the superstructure of the Burning Tree Road Bridge No. M-112. The existing bridge abutments will be reused with minor modifications to support the new superstructure. Repairs to the concrete abutments will be made as necessary to renew the integrity of the concrete surface. Minor approach roadway work will be performed to tie the rehabilitated bridge to the existing roadway. The new superstructure will provide two 11-foot travel lanes with 2-foot and 5-foot shoulders on the west and east side of the new superstructure and 5-foot sidewalks on each side.

Justification

The existing bridge was built in 1963 as a single-span pre-stressed concrete, voided beam bridge with an asphalt wearing surface. The bridge is currently posted for a 52,000 lb. limit for a single-unit truck and a 68,000 lb. limit for a combination-unit truck. The 2005 Bridge Inspection Report indicates the existing pre-stressed concrete voided slabs are in poor condition. The bridge is considered structurally deficient. Burning Tree Road is considered a secondary residential road, and it does not have a master plan designation in the 1990 Approved Bethesda/Chevy Chase Master Plan. Implementation of this project will allow the bridge to be restored to full capacity.

Other

The design cost for this project is included in the Facility Planning: Bridges Project No. 509132. Construction and construction management costs for this project are eligible for up to 80 percent Federal Aid.

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

Maryland State Highway Administration , Federal Highway Administration , Maryland Department of the Environment, Montgomery County Department of Permitting Services , Maryland-National Capital Park and Planning Commission , Pepco , Verizon , Comcast , Washington Gas , Facility Planning: Bridges--509132