Gold Mine Road Bridge M-0096 (P501302)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Olney	Status	Final Design Stage

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
EXPENDITURE SCHEDULE ($000s)											
Planning, Design and Supervision	999	0	0	999	453	546	0	0	0	0	0
Land	325	0	0	325	325	0	0	0	0	0	0
Site Improvements and Utilities	365	0	235	130	55	75	0	0	0	0	0
Construction	3,610	0	0	3,610	2,187	1,423	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	**5,299**	**0**	**235**	**5,064**	**3,020**	**2,044**	**0**	**0**	**0**	**0**	**0**
FUNDING SCHEDULE ($000s)											
Federal Aid	2,537	0	0	2,537	1,512	1,025	0	0	0	0	0
G.O. Bonds	2,762	0	235	2,527	1,508	1,019	0	0	0	0	0
Total	**5,299**	**0**	**235**	**5,064**	**3,020**	**2,044**	**0**	**0**	**0**	**0**	**0**
OPERATING BUDGET IMPACT ($000s)											
Maintenance				2	0	0	0	0	1	1	
Net Impact				**2**	**0**	**0**	**0**	**0**	**1**	**1**	

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	866
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,433
Expenditure / Encumbrances		0
Unencumbered Balance		4,433

Date First Appropriation	FY 13	
First Cost Estimate		
Current Scope	FY 17	5,299
Last FY's Cost Estimate		4,433

Description

This project provides for the replacement of the existing Gold Mine Road Bridge over Hawlings River and the construction of an 8'-0" bike path between James Creek Court and Chandlee Mill Road. The existing bridge, built in 1958, is a one (1) span 30' steel beam with an asphalt filled corrugated metal deck structure carrying a 15'-8" clear roadway with W-beam guardrail on each side, for a total deck width of 16'-7". The proposed replacement bridge includes a one (1) span 53' prestressed concrete slab beam structure with a 33'-0" clear roadway width. The project includes 250' of approach roadway work at each end of the bridge that consists of widening and raising the roadway profile by 5' at the bridge. The new bridge will carry two lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river.

Location

The project site is located along Gold Mine Bridge Road over the Hawlings River. It includes a bike path between James Creek Court and Chandlee Mill Road.

Estimated Schedule

The design of the project is expected to finish in Spring of 2016. The construction is scheduled to start in Summer of 2016 and be completed in Fall of 2017.

Cost Change

Increase cost due to roadway improvements, flood plain easements, retaining wall, and stream restoration.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2009 bridge inspection revealed that the concrete abutments and wing walls are in fair condition and the bridge has a weight restriction which is controlled by the undersized steel beams. The bridge is currently on a 12-month inspection cycle to allow some school buses to exceed the inventory rating values of the beams. The bridge is functionally obsolete, carries two lanes of traffic on a single lane bridge with no sidewalks and has inadequate sight distance approaching the bridge. The bridge is closed two to three times a year due to flooding of the Hawlings River.

Fiscal Note

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

Disclosures

A pedestrian impact analysis has been completed for this project.

Coordination

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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, Bridge Design PDF (CIP 509132)