



# Pennyfield Lock Road Bridge

(P501624)

Category	Transportation	Date Last Modified	12/05/18
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	149	121	28	-	-	-	-	-	-	-	-
Land	34	-	34	-	-	-	-	-	-	-	-
Site Improvements and Utilities	50	49	1	-	-	-	-	-	-	-	-
Construction	877	658	219	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	1,110	828	282	-	-	-	-	-	-	-	-

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	1,110	828	282	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	1,110	828	282	-	-	-	-	-	-	-	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Request	-	Year First Appropriation	FY16
Cumulative Appropriation	1,110	Last FY's Cost Estimate	1,110
Expenditure / Encumbrances	1,040		
Unencumbered Balance	70		

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Pennyfield Lock Road Bridge over a tributary to Muddy Branch. The existing bridge, built in 1930, is a single concrete slab structure. The existing clear roadway width is 14'-3" with one lane on the bridge carrying two-way traffic. The proposed replacement bridge includes a single span prestressed concrete beam structure carrying a 12'-0" traffic lane and two 2'-6" shoulders for a total width of 17'-0". This width will allow for the implementation of safe on road bicycling, in accordance with the Master Plan. The replacement bridge will be on a new alignment to the west of the structure. Park access is maintained while the existing bridge remains open during construction of the proposed bridge. Accelerated bridge construction techniques will be utilized to minimize the disruption to the travelling public and local community.

## LOCATION

Southern end of Pennyfield Lock Road near the entrance to the National Park Service's C&O Canal Park

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## ESTIMATED SCHEDULE

The design of the project is expected to finish in the winter of 2015. The construction is scheduled to start in summer 2016 and be completed in 2018.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2011 bridge inspection revealed that there were several large spalls with exposed reinforcing on the underside of the slab. The height of the W-beam bridge railing does not meet the current standards. Efflorescence is present at the interface between the slab and the abutment at the northeast corner. The west end of the south abutment footing is partially exposed. The bridge is currently limited to a 12,000 lb single-unit truck and a 24,000 lb combination-unit truck. The bridge is considered functionally obsolete. Implementation of this project would allow the bridges to be restored to full capacity.

## OTHER

The Potomac Subregion Master Plan designates Pennyfield Lock Road as Rustic (R-33) with a minimum right-of-way of 70 ft and two travel lanes. The Countywide Bikeways Functional Master Plan calls for shared roadway (PB-18).

## FISCAL NOTE

The design costs for this project are covered in Bridge Renovation (#509753)

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

National Park Service Rustic Road Committee Maryland State Highway Administration Maryland Department of the Environment  
Maryland-National Capital Park and Planning Commission Montgomery County Department of Permitting Services Utilities Bridge  
Renovation

