Transportation

Bridges

Beach Drive Bridge
(P501903)

Category	Transportation	Date Last Modified	05/17/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	315	-	-	315	215	100	-	-	-	-	-
Land	5	-	-	5	5	-	-	-	-	-	-
Construction	3,882	-	-	3,882	2,882	1,000	-	-	-	-	-
TOTAL EXPENDITURES	4,202	-	-	4,202	3,102	1,100	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	2,790	-	-	2,790	2,060	730	-	-	-	-	-
G.O. Bonds	1,412	-	-	1,412	1,042	370	-	-	-	-	-
TOTAL FUNDING SOURCES	4,202	-	-	4,202	3,102	1,100	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY20
Appropriation FY 22 Request	-	Last FY's Cost Estimate	4,202
Cumulative Appropriation	4,202		
Expenditure / Encumbrances	-		
Unencumbered Balance	4,202		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Beach Drive Bridge over Silver Creek. The existing bridge, built in 1964, consists of three steel plate arches. The bridge provides a 24'-0" wide clear roadway with a 7'-0" Rock Creek Trail on the north side and has two 1'-9" parapets. The proposed replacement bridge includes a single span prestressed concrete slab beam structure carrying a 22'-0" roadway and a 5'-4" shoulder on each side. This width will allow for the implementation of safe on-road bicycling in accordance with the Master Plan. The Rock Creek Trail will be relocated to cross Silver Creek approximately 90 feet north of the proposed Beach Drive Bridge. This will improve safety by separating the pedestrian and light-use bicycle traffic from the vehicular traffic. The project includes approach roadway work at each end of the bridge as necessary to tie in to the existing roadway. The bridge and road will be closed to traffic during construction. In order to maintain pedestrian traffic on Rock Creek Trail during construction, the pedestrian bridge, and its approaches will be constructed prior to the removal of the existing Beach Drive Bridge. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project site is located approximately 100 feet east of the intersection of Beach Drive and Kensington Parkway within Rock Creek Park in Kensington, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 5,500 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the spring of 2020. Construction is scheduled to start in the fall of 2020 and be completed in summer of 2021. The bridge will be closed to traffic from November 2020 to April 2021.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2015 bridge inspection revealed that the steel arches are in poor condition. There is laminar corrosion on the arches above and below the waterline up to 3'-0" high above the footing. Arch 1 and Arch 3 have holes in the steel along the west side. Arch 2 has heavy corrosion with moderate to severe section loss at the waterline and at isolated locations on the arch walls. The holes in the arches can be probed up to 6" deep. The south parapet has been removed above Arches 2 and 3, as well as along the Southeast Wingwall. Temporary concrete traffic barrier sections have been placed along the south side of the bridge. The north spandrel wall has isolated areas of minor deterioration of the mortar joints. There is moderate efflorescence and corrosion staining between the north spandrel wall and the arches. The south spandrel wall is separated up to 3 inches from the edge of Arch 1. There is a concrete fascia repair from Arch 2 to the east side of Arch 3. Implementation of this project would allow the bridge to be restored to full capacity. The 1989 Kensington-Wheaton Master Plan designates Beach Drive as Park Road. Rock Creek Trail is classified as Stream Valley Park Trail in the 2018 approved Bicycle Master Plan.

OTHER

Project design costs are covered in the "Bridge Design" project (No. 509132).

FISCAL NOTE

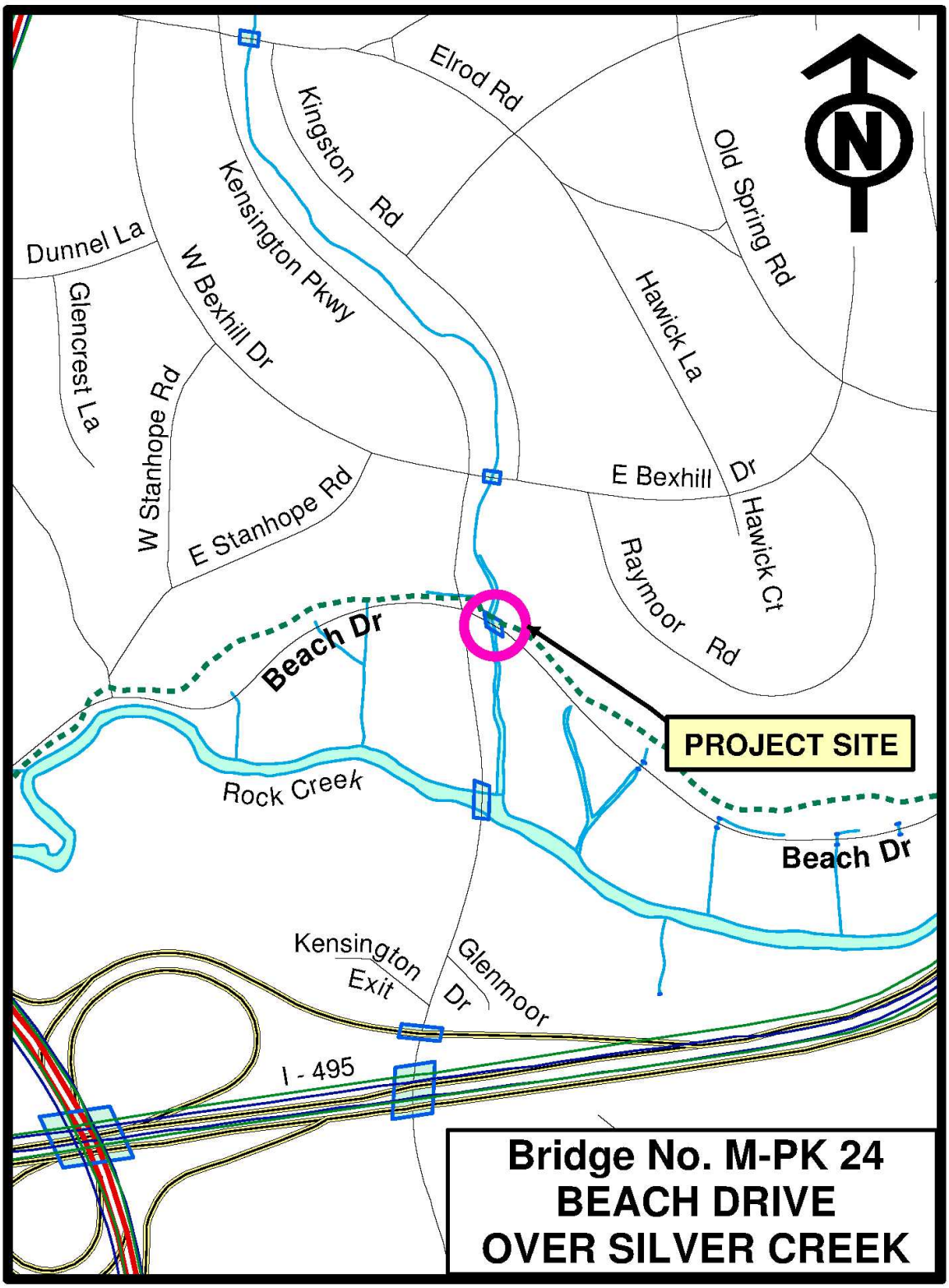
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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, and Bridge Design Project CIP (No. 509132).


Elrod Rd
Kingston Rd
Kensington Pkwy
Old Spring Rd
Dunnel La
W Bexhill Dr
Glencrest La
Hawick La
W Stanhope Rd
E Bexhill Dr
E Stanhope Rd
Hawick Ct
Raymoor Rd
Beach Dr
PROJECT SITE
Rock Creek
Beach Dr
Kensington Exit
Glenmoor Dr
I - 495
Bridge No. M-PK 24
BEACH DRIVE
OVER SILVER CREEK

Bridge Design
(P509132)

Category	Transportation	Date Last Modified	01/07/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	29,850	16,438	1,447	11,965	1,678	1,948	2,291	2,101	2,078	1,869	-
Land	442	442	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	103	103	-	-	-	-	-	-	-	-	-
Construction	97	97	-	-	-	-	-	-	-	-	-
Other	18	18	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	30,510	17,098	1,447	11,965	1,678	1,948	2,291	2,101	2,078	1,869	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	956	956	-	-	-	-	-	-	-	-	-
G.O. Bonds	27,130	13,718	1,447	11,965	1,678	1,948	2,291	2,101	2,078	1,869	-
Land Sale	15	15	-	-	-	-	-	-	-	-	-
PAYGO	340	340	-	-	-	-	-	-	-	-	-
State Aid	2,069	2,069	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	30,510	17,098	1,447	11,965	1,678	1,948	2,291	2,101	2,078	1,869	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	2,168	Year First Appropriation	FY91
Appropriation FY 22 Request	1,711	Last FY's Cost Estimate	21,531
Cumulative Appropriation	19,461		
Expenditure / Encumbrances	18,686		
Unencumbered Balance	775		

PROJECT DESCRIPTION

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Bridge Design serves as a transition stage for a project between identification of need and its inclusion as a stand-alone construction project in the CIP. Prior to the establishment of a stand-alone project, the 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. Candidate projects currently included are listed below (Other).

COST CHANGE

Cost increase due to the addition of funds to design 21 bridges within the six-year period and the addition of FY25 and FY26 to this ongoing level-of-effort project.

PROJECT JUSTIFICATION

There is continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. Bridge Design 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 Bridge Design, 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 (PD&S) 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 projects. Candidate Projects: Brink Road Bridge #M-0064, Garrett Park Road Bridge #M-0352, Beach Drive Bridge #MPK-24, Glen Road Bridge #M-0148, Glen Road Bridge #M-0015, and Mouth of Monocacy Bridge #M-0043, Zion Road Bridge #M-0121, Schaeffer Road Bridge #M-0137, Parklawn Entrance Bridge #MPK-17, Baltimore Road Bridge #M-0201, Brighton Dam Road Bridge #M-0108, Redland Road Bridge #M-0057, Brookeville Road Bridge #M-0083, Greentree Road Bridge #M-0180, Whites Ferry Road Bridge #M-0186, Glen Road Bridge #M-0013, Barnes Road Bridge #M-0008, Barnesville Road Bridge #M-0045, Randolph Road Bridge #M-0080-3, Shady Grove Road Bridge #M-0191-3, Beach Drive Bridge #MPK-05, Beach Drive Bridge #MPK-08, Bel Pre Road Bridge #M-0092, Little Falls Parkway Bridge #MPK-01-2, Cattail Road Bridge #M-0155, Harris Road Bridge #M-0046, Valleywood Drive Bridge #M-0254, and Midcounty Highway Bridge #M-0219.

DISCLOSURES

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

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland Historic Trust, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, U.S. Army Corps of Engineers, CSX Transportation, Washington Metropolitan Area Transit Authority, and Rural/Rustic Roads Legislation.

Bridge Preservation Program
(P500313)

Category	Transportation	Date Last Modified	01/07/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	3,412	2,487	67	858	143	143	143	143	143	143	-
Land	33	15	6	12	2	2	2	2	2	2	-
Site Improvements and Utilities	2	2	-	-	-	-	-	-	-	-	-
Construction	9,464	5,896	1,332	2,236	369	369	369	369	380	380	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	12,913	8,402	1,405	3,106	514	514	514	514	525	525	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	366	366	-	-	-	-	-	-	-	-	-
G.O. Bonds	12,507	8,036	1,365	3,106	514	514	514	514	525	525	-
Intergovernmental	40	-	40	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	12,913	8,402	1,405	3,106	514	514	514	514	525	525	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	1,028	Year First Appropriation	FY03
Appropriation FY 22 Request	-	Last FY's Cost Estimate	11,863
Cumulative Appropriation	9,807		
Expenditure / Encumbrances	9,147		
Unencumbered Balance	660		

PROJECT DESCRIPTION

This project includes actions or strategies that prevent, delay,or reduce deterioration of bridge elements, restore the function of existing bridges, keep bridges in good condition, and extend their useful life. Preservation actions may be preventive or condition driven. This project provides for removal of corrosion and installation of protective coatings on existing County steel bridges that have been identified as needing surface recoating through the Biennial Bridge Inspection Program. In addition, this project provides for the repair or replacement of leaking deck joints to minimize the deterioration and corrosion of bridge superstructure and substructure elements beneath the joints as identified through the Biennial Bridge Inspection Program. Bridge preservation field operations include the removal of the existing coating system which may contain hazardous materials; containment of blast cleaning and waste paint particles; disposal of the hazardous materials at a pre-approved disposal site, as required by Maryland and Federal environmental regulations; installation

of protective coating system; joint repair or replacement, and inspection to ensure compliance with environmental and contract requirements.

COST CHANGE

Increase due to addition of FY25 and FY26 to this ongoing level-of-effort project.

PROJECT JUSTIFICATION

The benefits of this program will include extending the useful service life of existing steel bridges, prevention of long-term structural deficiencies, decreases in vehicle load restrictions, and reduced potential road closures and public inconvenience. The long-term goal of this program will be to protect existing bridges and keep them in good condition to reduce bridge renovation/replacement costs. The expected life cycle of a coating system is 15 years. Candidate bridges for each year are identified based on the bridge coating evaluations under the Biennial Bridge Inspection Program and the available funds under the bridge preservation program. The County currently has 113 Highway and 29 Pedestrian steel girder, beam and truss structures in its bridge inventory. These numbers will change when steel highway or pedestrian bridges are added into or dropped from the County's bridge inventory. The degree of specialized work required to restore the protective coatings to in-service bridges is beyond the scope of routine operations. Proper protective coating systems are an essential component of bridge maintenance to prevent long-term structural steel deterioration. The County currently has 50 bridges with deck joints in its inventory. Damage both to the joint and to the portion of the bridge beneath the joint that is exposed to debris, water, and deicing salts must be addressed and prevented to prolong the life of the bridge. Many defects identified through the Biennial Bridge Inspection Program are the direct result of bridges not being properly protected to withstand chemical and environmental elements. These defects include frozen and deteriorated steel bearings, corroded structural steel, and steel beam section loss.

OTHER

The "Intergovernmental" revenue shown in the funding schedule is from Howard County for its share of painting costs for two bridges that Montgomery County and Howard County share.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Maryland Department of Natural Resources, Maryland State Highway Administration, Occupational Safety and Health Administration, Maryland-National Capital Park and Planning Commission, Utilities, CSX Transportation, Washington Metropolitan Area Transit Authority, Montgomery County Department of Permitting Services, and Bridge Renovation Program (500313).

Bridge Renovation
(P509753)

Category	Transportation	Date Last Modified	05/16/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	17,373	9,706	2,337	5,330	700	1,000	880	1,000	1,500	250	-
Land	66	66	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	21	21	-	-	-	-	-	-	-	-	-
Construction	34,298	7,175	5,693	21,430	2,800	2,680	4,700	4,300	3,400	3,550	-
Other	83	83	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	51,841	17,051	8,030	26,760	3,500	3,680	5,580	5,300	4,900	3,800	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	48,635	15,484	7,753	25,398	3,273	3,453	5,353	5,073	4,673	3,573	-
State Aid	3,206	1,567	277	1,362	227	227	227	227	227	227	-
TOTAL FUNDING SOURCES	51,841	17,051	8,030	26,760	3,500	3,680	5,580	5,300	4,900	3,800	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	7,176	Year First Appropriation	FY97
Appropriation FY 22 Request	-	Last FY's Cost Estimate	26,981
Cumulative Appropriation	25,085		
Expenditure / Encumbrances	18,949		
Unencumbered Balance	6,136		

PROJECT DESCRIPTION

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning. Renovation work involves planning, preliminary engineering, project management, inspection, and construction. Construction is performed on various components of the bridge structures. Superstructure repair or replacement items include decking, support beams, bearing assemblies, and expansion joints. Substructure repair or replacement items include concrete abutments, backwalls, and wingwalls. Culvert repairs include concrete headwalls, structural steel plate pipe arch replacements, installation of concrete inverts, and placement of stream scour protection. Other renovation work includes paving of bridge deck surfaces, bolted connection replacements, stone slope protection, reconstruction of approach roadways, concrete crack injection, deck joint material replacement, scour protection, and installation of traffic safety barriers. The community outreach program informs the public when road closures or major lane shifts are necessary. Projects are reviewed and scheduled to

reduce community impacts as much as possible, especially to school bus routes.

COST CHANGE

Cost change due to the addition of three emergency projects (Alderton Road Steel Culvert failure, Turkey Branch Parkway Steel Culvert failure, and Clarksburg Road Steel Culvert failure), the addition of construction funds for emergency and critical deteriorating steel culverts to prevent imminent failure, the addition of FY25 and FY26 to this ongoing level-of-effort project, and for an FY20 supplemental for emergency culvert repairs.

PROJECT JUSTIFICATION

The Biennial Bridge Inspection Program, a Federally mandated program, provides specific information to identify deficient bridge elements. The bridge renovation program also provides the ability for quick response and resolution to citizen public concerns for highway and pedestrian bridges throughout the County.

OTHER

The objective of this program is to identify bridges requiring extensive structural repairs and perform the work in a timely manner to avoid emergency situations and major public inconvenience. Construction work under this project is typically performed by the County's Division of Highway Services.

FISCAL NOTE

An FY20 supplemental was approved for $2,100,000 for emergency culvert repairs.

DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Department of Transportation, Maryland State Highway Administration, Maryland Department of Natural Resources, Maryland Historic Trust, and U.S. Fish and Wildlife Service.

Brighton Dam Road Bridge No. M-0229

(P501907)

Category	Transportation	Date Last Modified	01/04/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Planning Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	890	-	450	440	186	254	-	-	-	-	-
Construction	1,360	-	-	1,360	-	1,360	-	-	-	-	-
TOTAL EXPENDITURES	2,250	-	450	1,800	186	1,614	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	750	-	150	600	62	538	-	-	-	-	-
Intergovernmental	1,500	-	300	1,200	124	1,076	-	-	-	-	-
TOTAL FUNDING SOURCES	2,250	-	450	1,800	186	1,614	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	FY19
Appropriation FY 22 Request	-	Last FY's Cost Estimate	2,250
Cumulative Appropriation	2,250		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,250		

PROJECT DESCRIPTION

This project provides for the rehabilitation of the existing Brighton Dam Road Bridge No. M-0229 over Brighton Dam of Triadelphia Reservoir. This 602-foot long 15-span bridge, which is supported by Brighton Dam, is in need of repairs to the parapets, bridge deck joints, prestressed concrete beams, abutment backwalls, street lights, and approach roadways and sidewalks to enhance the safety of the traveling public and the integrity of the dam. The existing storm inlets on the approach roadways at both ends of the bridge will be improved as needed.

LOCATION

The project site is located at the Montgomery/Howard County Line approximately 1.2 miles east of the intersection of Brighton Dam Road and New Hampshire Avenue (MD 650) in Brookeville.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the Brighton Dam Road Bridge will remain approximately 6,000 vehicles per day.

ESTIMATED SCHEDULE

The design is expected to be completed in the summer of 2020. Construction is scheduled to start in August 2021 and be completed in November 2021.

PROJECT JUSTIFICATION

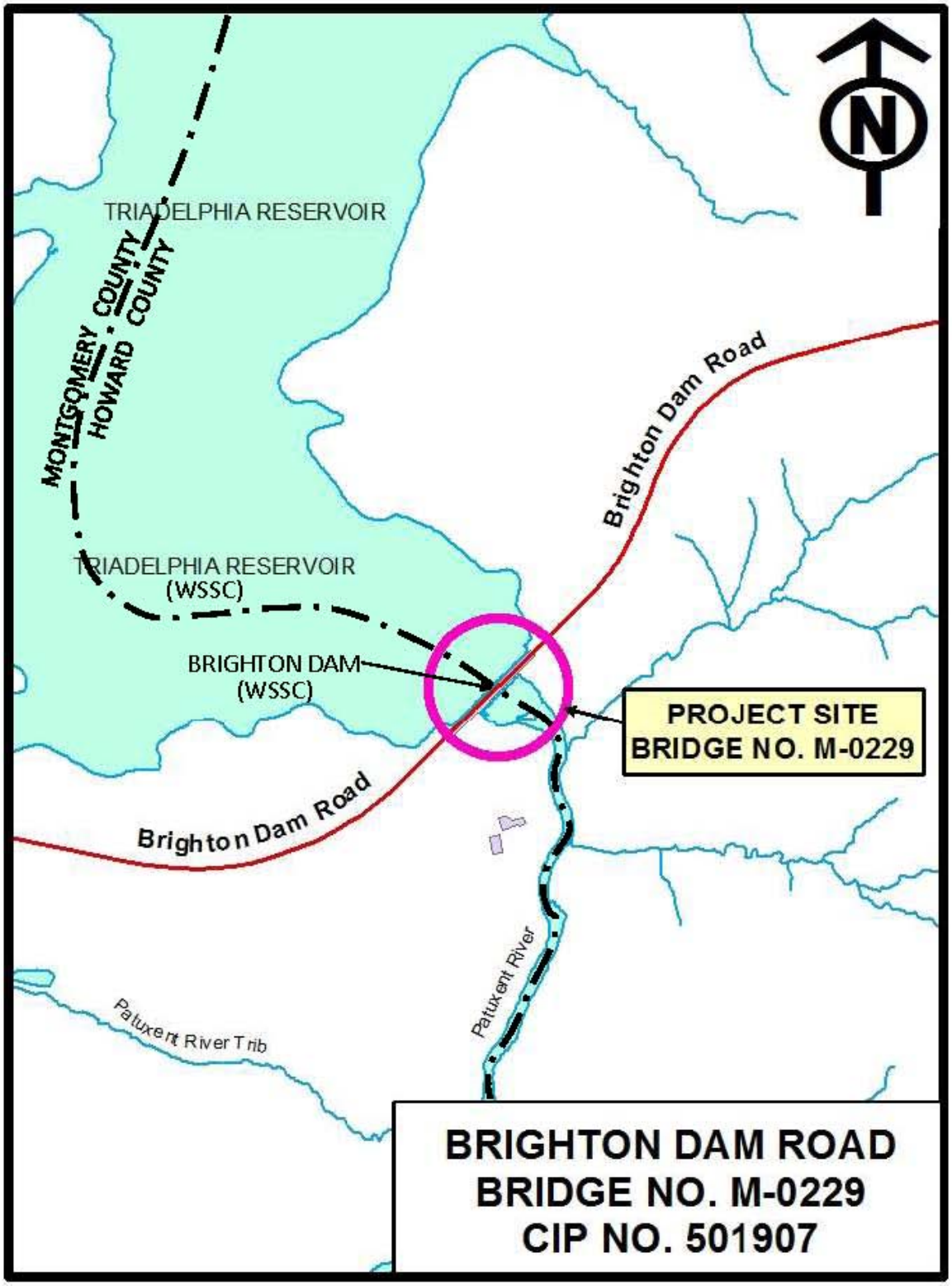
This bridge, reconstructed in 1999, requires repairs to the 1,002-foot long west parapets, 642-foot long east parapets, sixteen bridge deck joints, prestressed concrete beams, abutment backwalls, street lights, and approach roadways and sidewalks. The parapets have severe concrete spalling at many parapet joints. Prestressed concrete beams and abutment backwalls have spalling and cracking. The approach roadways and sidewalks have settlement at both ends of the bridge. The bridge deck joints have failed, allowing water and deicing chemicals to flow through the bridge deck which resulted in corrosion and deterioration to the mechanized equipment for the dam operations. Some street lights and pole supports are damaged. The improvement of storm inlets was requested by WSSC to minimize storm runoff entering into the bridge deck surface from the approach roadways. Brighton Dam Road is classified as an arterial road in the 2005 Olney Master Plan. The deterioration of the bridge was identified through the County's 2017 biennial inspection program. The bridge rehabilitation was requested by WSSC to protect the newly reconstructed dam operating equipment. Funding for this project will be shared equally between Montgomery County, Howard County and WSSC in accordance with the August 28, 1996 Agreement. A Memorandum of Understanding (MOU) between Montgomery County, Howard County and WSSC is required for this project. The funding shown as "Intergovernmental" is from Howard County and WSSC for their share of the project cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Suburban Sanitary Commission, Howard County, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, and U.S. Army Corps of Engineers.


TRIADELPHIA RESERVOIR
MONTGOMERY COUNTY
HOWARD COUNTY
TRIADELPHIA RESERVOIR
(WSSC)
BRIGHTON DAM
(WSSC)
Brighton Dam Road
Brighton Dam Road
PROJECT SITE
BRIDGE NO. M-0229
Patuxent River
Patuxent River Trib
BRIGHTON DAM ROAD
BRIDGE NO. M-0229
CIP NO. 501907

Brink Road Bridge M-0064

(P502104)

Category	Transportation	Date Last Modified	05/11/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	883	-	-	883	-	-	-	-	581	302	-
Land	214	-	-	214	-	-	-	-	214	-	-
Site Improvements and Utilities	750	-	-	750	-	-	-	-	675	75	-
Construction	3,704	-	-	3,704	-	-	-	-	909	2,795	-
TOTAL EXPENDITURES	5,551	-	-	5,551	-	-	-	-	2,379	3,172	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	3,308	-	-	3,308	-	-	-	-	831	2,477	-
G.O. Bonds	2,243	-	-	2,243	-	-	-	-	1,548	695	-
TOTAL FUNDING SOURCES	5,551	-	-	5,551	-	-	-	-	2,379	3,172	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Brink Road Bridge over Great Seneca Creek. The existing bridge, built in 1972, is a one span 58'-3" steel beam with an asphalt filled corrugated metal deck structure carrying a 23'-6" clear roadway with W-beam guardrail on each side. The proposed replacement bridge includes a one span 58' prestressed NEXT beam structure with a 34'-0" clear roadway width. The project includes 400-feet of approach roadway work west of the bridge to reduce flooding frequency and improvements to the intersection with Wightman Road approximately 20' east of the bridge. In addition, the Maryland-National Capital Park and Planning Commission (M-NCPPC) Seneca Creek Green hiker-biker trail crossing will be improved at the intersection. The new bridge will carry two lanes of traffic with two 11' travel lanes and 6' wide shoulders for a clear roadway width of 34'.

LOCATION

The project is located approximately 2.1 miles east of the intersection of Brink Road and Ridge Road (MD 27) in Germantown, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 15,000 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the Spring 2024. Construction is scheduled to start in summer 2025 and be completed in the winter of 2025. The bridge will be closed to traffic from June 2025 to August 2025.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2018 bridge inspection report for Bridge No. M-0064 indicates that the bridge steel beams are in poor condition with areas of 100 percent section loss. As a result, the bridge is inspected on a 12-month frequency. The bridge is functionally obsolete with a clear roadway width of 24' and carries approximately 12,000 vehicles per day. The bridge is closed two to three times a year due to flooding of the Great Seneca Creek. The project will reduce the flooding frequency to once every five years.

OTHER

A pedestrian impact analysis has been completed for this project.

FISCAL NOTE

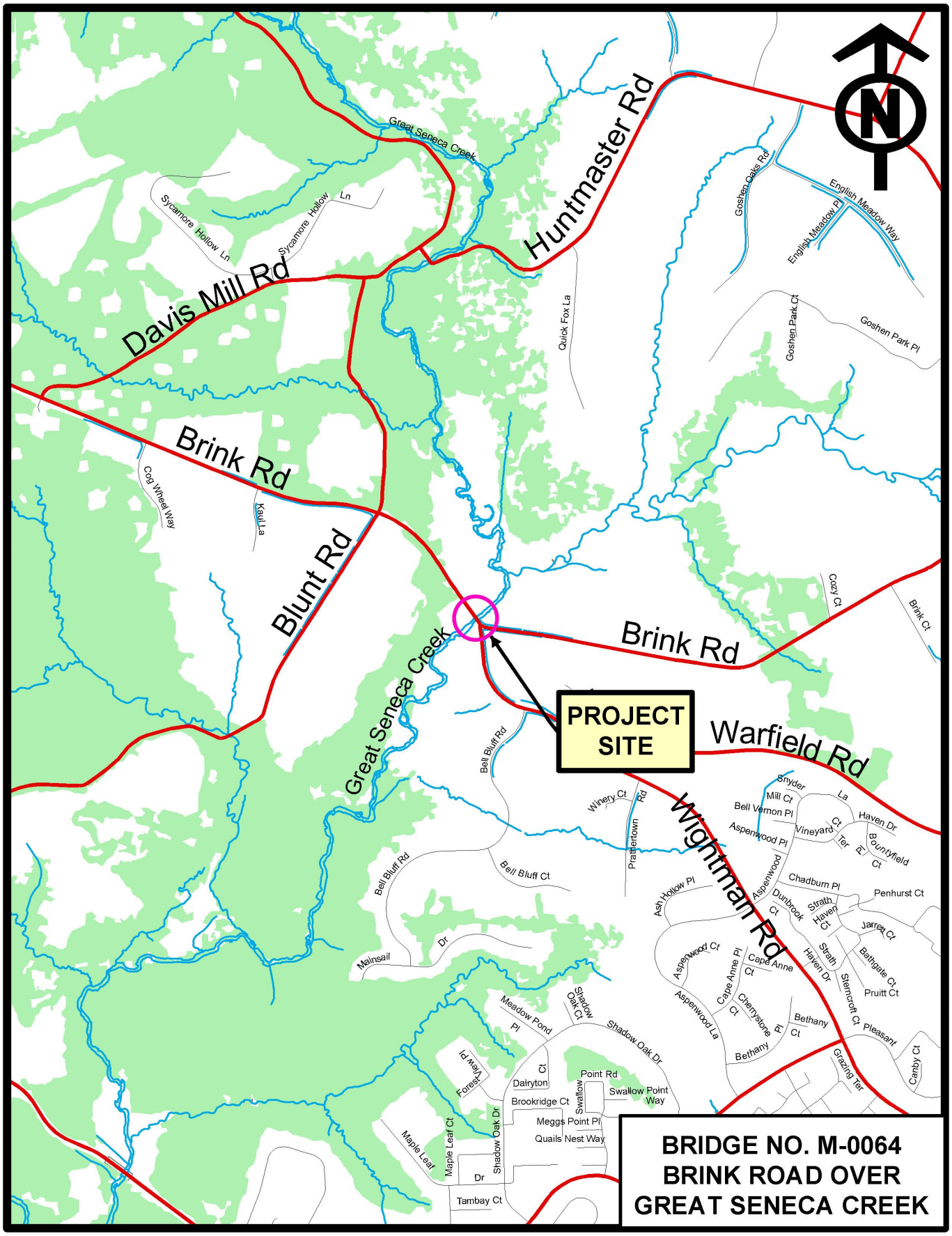
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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, and Bridge Design PDF (CIP 509132).


Huntmaster Rd
Davis Mill Rd
Brink Rd
Blunt Rd
Brink Rd
Warfield Rd
Wightman Rd
Great Seneca Creek
Great Seneca Creek
PROJECT SITE
Sycamore Hollow Ln
Sycamore Hollow Ln
Cog Wheel Way
Kaul La
Quick Fox La
Goshen Oaks Rd
English Meadow Pl
English Meadow Way
Goshen Park Ct
Goshen Park Pl
Cozy Ct
Brink Ct
Bell Bluff Rd
Bell Bluff Rd
Bell Bluff Ct
Winery Ct
Prattertown Rd
Snyder La
Mill Ct
Bell Vernon Pl
Haven Dr
Vineyard Ct
Aspenwood Pl
Ter
Bountyfield Pl
Ct
Chadburn Pl
Penhurst Ct
Ash Hollow Pl
Aspenwood Ct
Dunbrook Ct
Strath Haven Ct
Jarrett Ct
Aspenwood Ct
Cape Anne Pl
Cape Anne Ct
Strath Haven Dr
Bathgate Ct
Pruitt Ct
Sternroft Ct
Pleasant
Aspenwood La
Chertystone Pl
Bethany Ct
Bethany
Grazing Ter
Canby Ct
Mainsail Dr
Meadow Pond Pl
Shadow Oak Ct
Shadow Oak Dr
Point Rd
Swallow Point Way
Swallow
Dairyton Ct
Brookridge Ct
Meggs Point Pl
Quails Nest Way
Forest View Pl
Shadow Oak Dr
Maple Leaf Ct
Maple Leaf Dr
Tambay Ct
BRIDGE NO. M-0064
BRINK ROAD OVER
GREAT SENECA CREEK

Dennis Ave Bridge M-0194 Replacement
(P501701)

Category	Transportation	Date Last Modified	03/04/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	865	32	128	705	195	154	356	-	-	-	-
Land	100	-	-	100	100	-	-	-	-	-	-
Site Improvements and Utilities	550	-	-	550	-	15	535	-	-	-	-
Construction	4,095	-	-	4,095	-	1,305	2,790	-	-	-	-
TOTAL EXPENDITURES	5,610	32	128	5,450	295	1,474	3,681	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	3,564	-	-	3,564	-	1,124	2,440	-	-	-	-
G.O. Bonds	2,046	32	128	1,886	295	350	1,241	-	-	-	-
TOTAL FUNDING SOURCES	5,610	32	128	5,450	295	1,474	3,681	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	255	Year First Appropriation	
Appropriation FY 22 Request	5,155	Last FY's Cost Estimate	5,610
Cumulative Appropriation	200		
Expenditure / Encumbrances	138		
Unencumbered Balance	62		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Dennis Avenue Bridge M-0194 over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure composed of pre-stressed concrete voided slab beams carrying a 24-foot roadway, two six-foot shoulders, and two 4'-8" sidewalks. The proposed replacement bridge will be a 75-foot span structure carrying a 24-foot roadway, two six-foot shoulders, a 13-foot shared-use path on the north side and a seven-foot sidewalk on the south side, for a total clear bridge width of 56 feet. The project includes approach roadway work at each end of the bridge as necessary to tie into the existing roadway and sidewalks. The bridge will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project is located on Dennis Avenue approximately 1,800 feet east of the intersection of Georgia Avenue and Dennis Avenue.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 14,000 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the spring of 2021. The land acquisition is projected in FY21. The construction is scheduled to start in June 2022 and be completed in September 2022. The bridge will be closed to traffic during the school summer break of 2022.

PROJECT JUSTIFICATION

The proposed replacement work will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure. The existing bridge is rapidly deteriorating and is nearing the end of its estimated service life.

OTHER

The May 1989 Kensington-Wheaton Master Plan designates Dennis Avenue as Arterial Road (A-59) with a minimum right-of-way of 80 feet. The December 2018 Montgomery County Bicycle Master Plan recommends a sidepath (shared use path) on the north side. Streetlights, crosswalks, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Montgomery County Department of Environmental Protection, Montgomery County Department of Permitting Services, Montgomery County Public School, Montgomery County Police Department, Montgomery County Fire and Rescue Services, Montgomery County Ride On Bus, Maryland-National Capital Park and Planning Commission, Utilities, and Wheaton Regional Dam Flooding Mitigation (CIP Project #801710).

PROJECT SITE
BRIDGE NO. M-0194
Plyers Mill Rd
Glenhaven Dr
Dayton St
97
Georgia
Avenue
Inwood Ave
Inwood Ave
Dennis Avenue
Amherst Ave
Barrie Ave
Clinton Ave
Evans Pkwy
Glenhaven Dr
Grandin Rd
Hemley La
Huntley Ave
Hayes Ave
Green Holly Terr
Medical Park Dr
Dexter Ave
August Dr
Hildarose Dr
Belvedere Blvd
Belvedere Blvd
CIP NO. 501701
DENNIS AVENUE
BRIDGE NO. M-0194

Dorsey Mill Road Bridge
(P501906)

Category	Transportation	Date Last Modified	01/07/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	4,190	-	-	590	-	-	-	-	-	590	3,600
Land	320	-	-	-	-	-	-	-	-	-	320
Site Improvements and Utilities	170	-	-	-	-	-	-	-	-	-	170
Construction	29,305	-	-	-	-	-	-	-	-	-	29,305
Other	35	-	-	35	35	-	-	-	-	-	-
TOTAL EXPENDITURES	34,020	-	-	625	35	-	-	-	-	590	33,395

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	34,020	-	-	625	35	-	-	-	-	590	33,395
TOTAL FUNDING SOURCES	34,020	-	-	625	35	-	-	-	-	590	33,395

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	35	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	28,350
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the extension of Dorsey Mill Road from Century Boulevard to Milestone Center Drive for approximately 1,500 feet including a bridge over I-270, the reconstruction of Dorsey Mill Road from Milestone Center Drive to Observation Drive for approximately 1,000 feet, and the widening of Village Green Circle at the east of the Dorsey Mill Road/Observation Drive/Village Green Circle intersection for approximately 160 feet to add a westbound left-turn lane. The improvements will provide a new four-lane divided roadway (one 11-foot outside lane and one 10.5-foot inside lane in each direction) along Dorsey Mill Road, a distance of approximately 0.5-miles, within a 150' minimum right-of-way. A ten-foot shared use path on the north side and an 8-foot two-way separated bike lane with a six-foot sidewalk on the south side along Dorsey Mill Road, in compliance with ADA requirements, will provide connectivity for the existing sidewalks and shared use paths along Century Boulevard, Milestone Center Drive, Observation Drive, Waters Hollow Road and Found Stone Road that intersect with Dorsey Mill Road. An eight-foot parking lane is proposed on both sides along the Dorsey Mill Road from Milestone Center Drive to Observation Drive to accommodate the existing condition that

outside lanes are being used for parking by the adjacent townhouse communities. Protected intersections will be provided as appropriate. Traffic signals will be installed at the intersection with Century Boulevard and the intersection with Observation Drive respectively. The proposed roadway bridge over I-270 will be a dual bridge with a 42'-0" wide longitudinal opening to accommodate the future Corridor City Transitway (CCT) bridge. The footings and a portion of the abutments and pier of the CCT bridge will be constructed under this project to minimize impacts to the I-270 traffic during the future construction of the CCT bridge. The scope also includes the reinterment for existing burials within the Dorsey Mill Road right-of-way.

LOCATION

Dorsey Mill Road from Century Boulevard to Observation Drive for approximately 2,500 feet and Village Green Circle east of Observation Drive for approximately 160 feet in Germantown.

ESTIMATED SCHEDULE

Most of the design including application for permits by Black Hills Germantown, LLLP (BHG), the developer of the Black Hills subdivision, under an agreement (MOU) with the County was completed in December 2018. Burial reinterment is projected for FY21. Land acquisition and construction are projected to occur after FY26.

COST CHANGE

Cost increase due to scope changes, engineering and design changes of bicycle/pedestrian facilities, engineering, and construction for the widening of Village Green Circle and new traffic signals, reinterment of the existing burials, and escalation.

PROJECT JUSTIFICATION

The vision of the project is to provide multi-modal access, improve mobility and safety for local travel, and enhance pedestrian, bicycle, and vehicular access and connectivity to existing residential, commercial, parks, and recreational area and planned mixed-use developments on both sides of I-270 in the vicinity of the Germantown Town Center urban area. This project is needed to provide the east-west transportation improvement completing the master planned Dorsey Mill Road that will connect Century Boulevard on the west side I-270 with Observation Drive on the east side of I-270. The latest planned mixed-use developments in the vicinity (the Black Hills subdivision, Poplar Grove subdivision, FFC at Cloverleaf Center subdivision and Century subdivision on the west side of I-270 and the Milestone subdivision on the east side of I-270) provides for a total of 364 units of single family dwellings, 1,435 units of multi-family dwellings, 1,374,182 square feet of commercial space, and 140 assisted living facility units.

OTHER

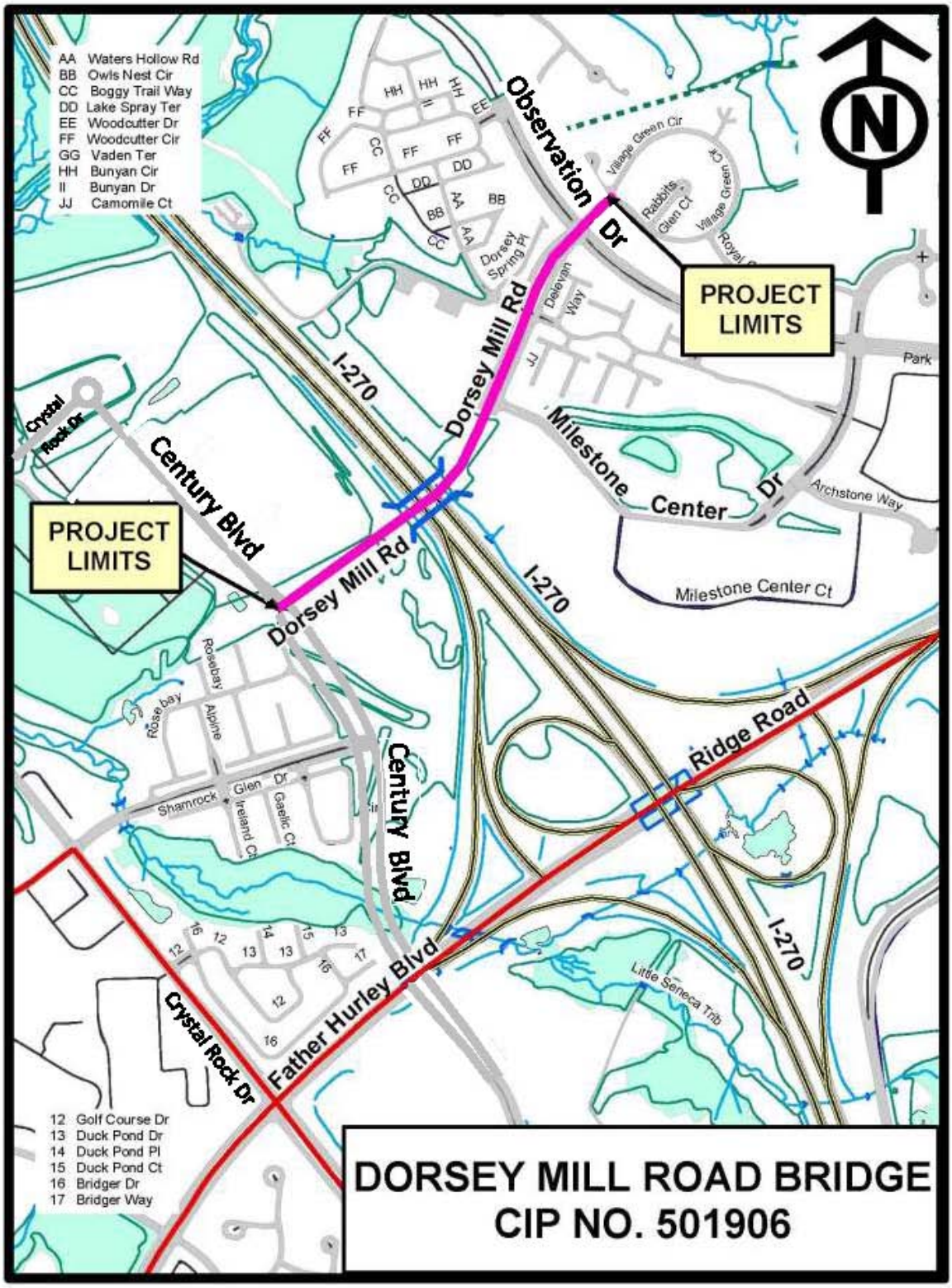
The 2009 Germantown Employment Area Sector Plan designates Dorsey Mill Road from Century Boulevard to Observation Drive as a 4-lane Business District Road B-14 and Corridor Cities Transitway with 150' right-of-way and shared use path SP-66. The December 2018 Montgomery County Bicycle Master Plan recommends a two-way separated bike lane on the south side of Dorsey Mill Road. Four potential existing burials within the Dorsey Mill Road right-of-way were identified by a field investigation in 2018. Corridor Cities Transitway proposes a station at the median of the Dorsey Mill Road between Milestone Center Drive and Observation Drive. BHG has completed design and permit applications at its expense under terms of an MOU. The County agreed to certify impact tax credits to BHG for all design and permit costs eligible for impact tax credits pursuant to Section 52-55 of the Montgomery County Code ("Impact Tax Credits"). The County is responsible for the design changes, permit revisions, land acquisition, construction, and burial reinterment.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland Transit Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities, Lerner (Managing Agent for BHG), Maryland Historical Trust, Maryland State's Attorney, Waters Family, Germantown Historical Society, and Symmetry at Cloverleaf, LLC.


AA Waters Hollow Rd
BB Owls Nest Cir
CC Boggy Trail Way
DD Lake Spray Ter
EE Woodcutter Dr
FF Woodcutter Cir
GG Vaden Ter
HH Bunyan Cir
II Bunyan Dr
JJ Camomile Ct
Observation Dr
Dorsey Mill Rd
PROJECT LIMITS
PROJECT LIMITS
I-270
Milestone Center Dr
Milestone Center Ct
Archstone Way
Park
Village Green Cir
Village Green Ct
Rabbits Glen Ct
Dorsey Spring Pl
Delevan Way
Crystal Rock Dr
Century Blvd
Dorsey Mill Rd
I-270
Ridge Road
Rosebay
Alpine
Shamrock
Glen Dr
Ireland Ct
Gaelic Ct
Century Blvd
Father Hurley Blvd
Crystal Rock Dr
I-270
Little Seneca Trib
12 Golf Course Dr
13 Duck Pond Dr
14 Duck Pond Pl
15 Duck Pond Ct
16 Bridger Dr
17 Bridger Way
DORSEY MILL ROAD BRIDGE
CIP NO. 501906

Garrett Park Road Bridge M-0352

(P502105)

Category	Transportation	Date Last Modified	05/11/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	1,009	-	-	1,009	-	-	-	-	715	294	-
Land	62	-	-	62	-	-	-	-	62	-	-
Site Improvements and Utilities	200	-	-	200	-	-	-	-	100	100	-
Construction	5,475	-	-	5,475	-	-	-	-	2,529	2,946	-
TOTAL EXPENDITURES	6,746	-	-	6,746	-	-	-	-	3,406	3,340	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	4,706	-	-	4,706	-	-	-	-	2,185	2,521	-
G.O. Bonds	2,040	-	-	2,040	-	-	-	-	1,221	819	-
TOTAL FUNDING SOURCES	6,746	-	-	6,746	-	-	-	-	3,406	3,340	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Garrett Park Road Bridge over Rock Creek. The existing bridge, built in 1965, is a three span (39'-75.5'-34') steel beam with concrete deck structure carrying a 24'-0" clear roadway with a 5'-0" sidewalk. The proposed replacement includes the removal and replacement of the concrete piers, abutments, and the replacement of the superstructure with prestressed NEXT beams. The proposed work includes new street lighting along Garrett Park Road, new approach slabs, and less than 100 feet of approach roadway work at each end of the bridge with modifications made to the intersection with Beach Drive. The road and bridge will be completely closed to vehicular traffic during construction and a temporary pedestrian bridge will be constructed over Rock Creek to maintain the high volume of pedestrian/bicycle traffic that use the bridge.

LOCATION

The project is located approximately 1.0 miles south of the intersection of Dewey Road and Randolph Road in Garrett Park, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 9,400 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the Spring 2024. Construction is scheduled to start in summer 2025 and be completed in the winter of 2025. The bridge will be closed to traffic from June 2025 to August 2025.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2018 bridge inspection report indicates that the bridge concrete piers are in serious condition with large areas of cracked, spalled, and delaminated concrete. The bridge is considered structurally deficient and functionally obsolete. The bridge is currently posted for a 10,000 lb. limit for a single-unit truck and a 10,000 lb. limit for a combination unit truck. School busses and Ride-on bus #38 exceed the load posting, however MCDOT granted a waiver for school busses to cross the bridge. For safety reasons, MCDOT increased the frequency of inspection to three months instead of the Federal requirements of 24 months.

OTHER

A pedestrian impact analysis has been completed for this project.

FISCAL NOTE

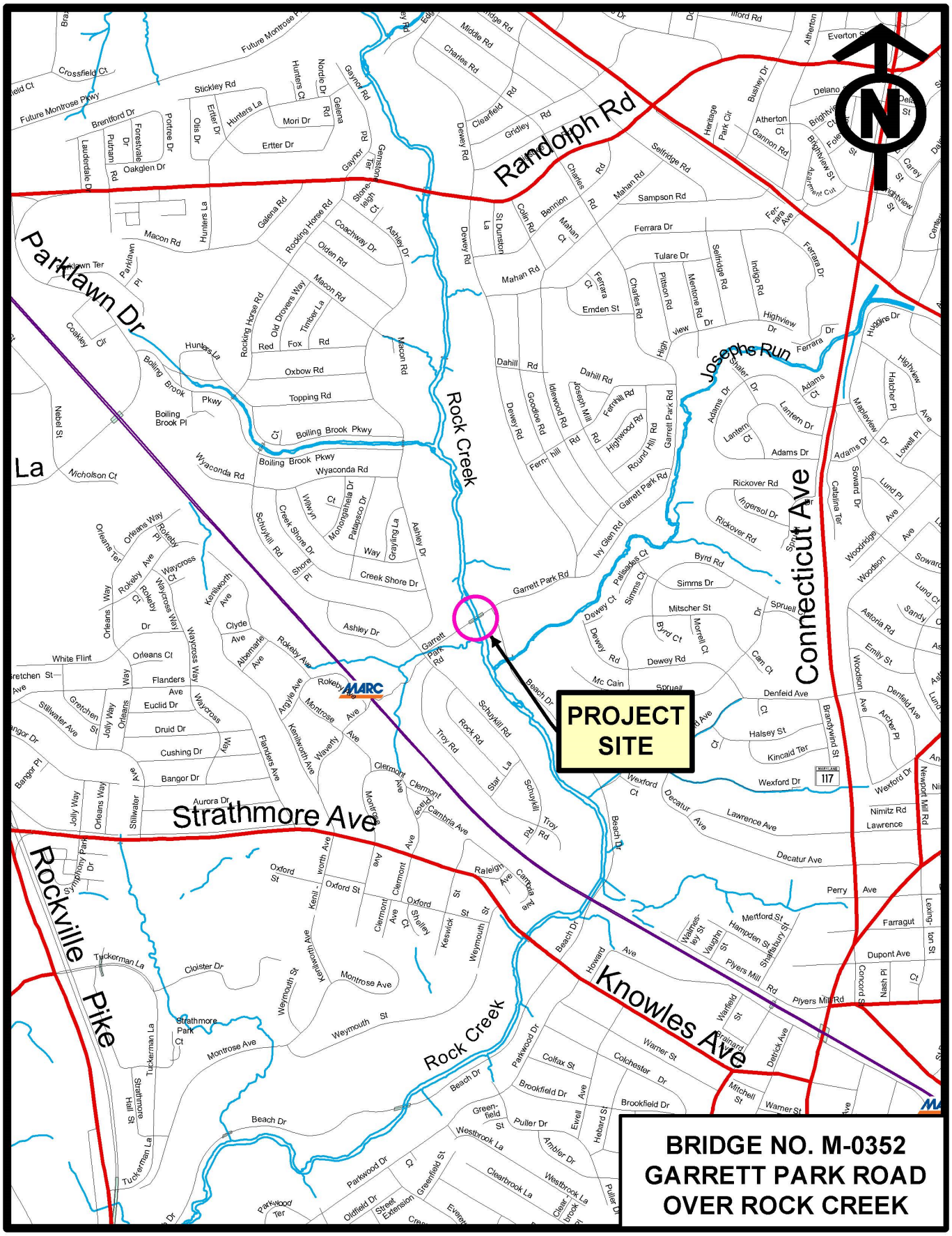
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the Bridge Design project (CIP No. 509132).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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, and Bridge Design PDF (CIP 509132).


PROJECT SITE
BRIDGE NO. M-0352
GARRETT PARK ROAD
OVER ROCK CREEK
Randolph Rd
Parkawn Dr
Rock Creek
Josephs Run
Connecticut Ave
Strathmore Ave
Rockville Pike
Knowles Ave
MARC
N

Glen Road Bridge
(P502102)

Category	Transportation	Date Last Modified	01/07/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	599	-	-	599	-	135	464	-	-	-	-
Land	10	-	-	10	10	-	-	-	-	-	-
Site Improvements and Utilities	985	-	-	985	-	487	498	-	-	-	-
Construction	1,946	-	-	1,946	-	498	1,448	-	-	-	-
TOTAL EXPENDITURES	3,540	-	-	3,540	10	1,120	2,410	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
G.O. Bonds	3,540	-	-	3,540	10	1,120	2,410	-	-	-	-
TOTAL FUNDING SOURCES	3,540	-	-	3,540	10	1,120	2,410	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	10	Year First Appropriation	
Appropriation FY 22 Request	3,530	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Glen Road Bridge over Sandy Branch. The existing bridge, built in 1930 and repaired in 1992, is a 12-foot long single span concrete slab structure with concrete abutments and wingwalls. The bridge provides a 21'-7" wide clear roadway. The proposed replacement bridge includes a single span box culvert carrying an 18'-0" roadway and a 2'-0" shoulder on each side. The project includes approach roadway work at each end of the bridge to tie into the existing roadway. The bridge and road will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project site is located approximately 0.5 miles east of the intersection of Glen Road and Travilah Road in Potomac, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 3,846 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the spring of 2021. Construction is scheduled to start in summer 2022 and be completed in fall of 2022. The bridge will be closed to traffic from June 2022 to August 2022 for construction.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2015 bridge inspection report for Bridge No. M-0148X01 indicates that there are concrete spalls on the north fascia, and at the northeast corner of the soffit. There is a 6" diameter x 2" deep spall with exposed reinforcement adjacent to the west abutment. There is a 3'-0" long hairline crack with minor spalling up to 2" high and delamination in the northwest wing wall interface with the north fascia. There is a 2.5" deep spall and full height vertical fracture in the southeast wing wall interface with the east abutment. The bridge is currently posted for a 26,000 lbs. limit for a single-unit truck and a 26,000 lbs. limit for a combination-unit truck. Implementation of this project would allow the bridge to be restored to full capacity. The 2002 Potomac Subregion Master Plan designates Glen Road as Rustic Road (R-2) from Query Mill Rd to Piney Meetinghouse Rd with two travel lanes and minimum right-of-way width 70 feet.

OTHER

The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

FISCAL NOTE

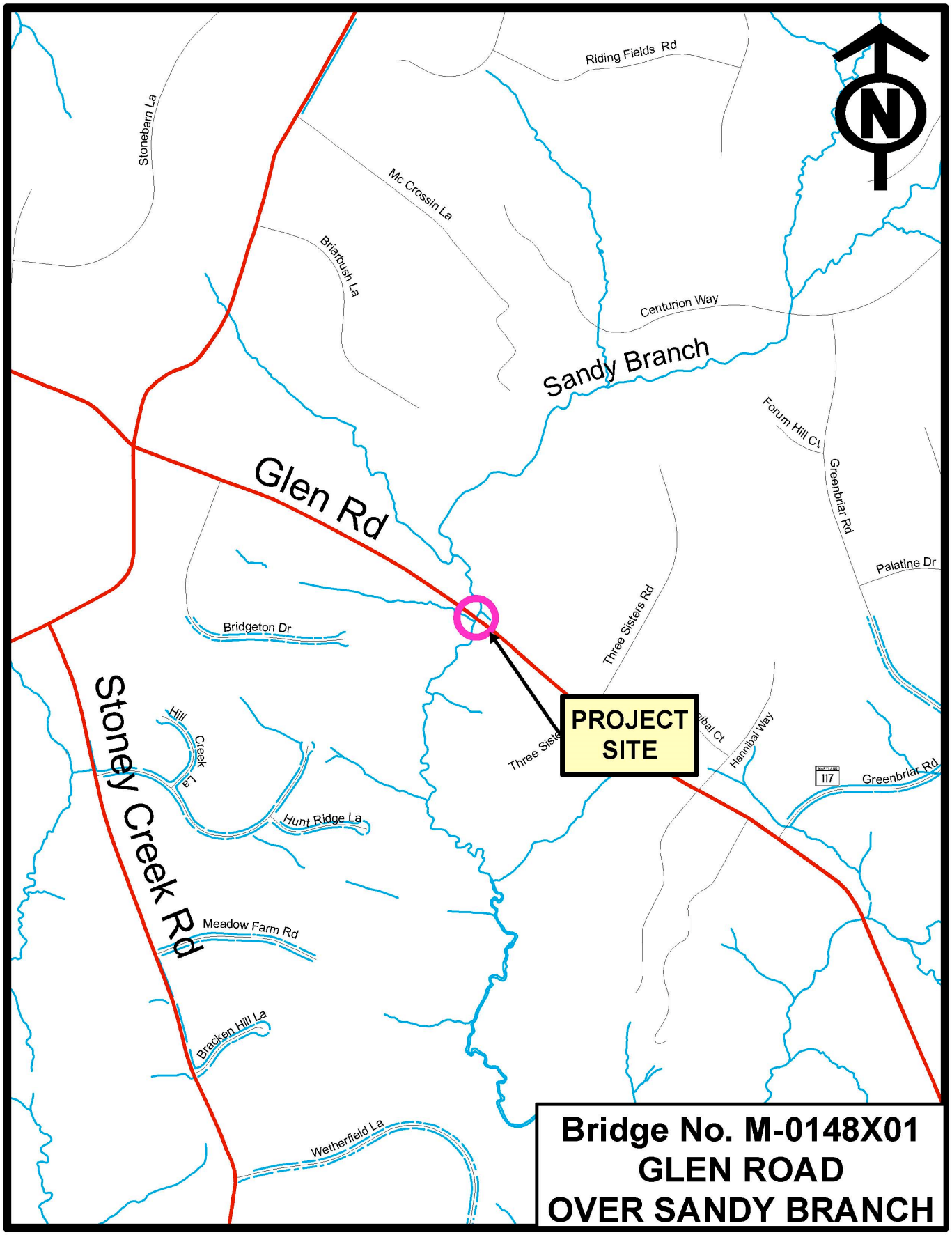
Since the existing bridge is less than 20-foot long, construction and construction management costs for this project are not eligible for Federal Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland Department of the Environment, Maryland National Capital Park and Planning Commission , Montgomery County Department of Permitting Services, Utilities, and Bridge Design Project CIP 509132.


Riding Fields Rd
Stonebarn La
Mc Crossin La
Briarbush La
Centurion Way
Sandy Branch
Forum Hill Ct
Greenbriar Rd
Glen Rd
Palatine Dr
Bridgeton Dr
Three Sisters Rd
PROJECT SITE
Hannibal Way
Greenbriar Rd
117
Hill Creek La
Hunt Ridge La
Stoney Creek Rd
Meadow Farm Rd
Bracken Hill La
Wetherfield La
Bridge No. M-0148X01
GLEN ROAD
OVER SANDY BRANCH

Mouth of Monocacy Road Bridge
(P502103)

Category	Transportation	Date Last Modified	05/11/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Little Monacacy Basin Dickerson-Barnesville	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Land	870	-	-	870	-	-	-	50	230	590	-
Construction	2,290	-	-	2,290	-	-	-	-	745	1,545	-
TOTAL EXPENDITURES	3,160	-	-	3,160	-	-	-	50	975	2,135	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY19	Est FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	2,363	-	-	2,363	-	-	-	-	727	1,636	-
G.O. Bonds	797	-	-	797	-	-	-	50	248	499	-
TOTAL FUNDING SOURCES	3,160	-	-	3,160	-	-	-	50	975	2,135	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 21 Request	-	Year First Appropriation	
Appropriation FY 22 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Mouth of Monocacy Road Bridge over Little Monocacy River. The existing bridge, built in 1971, is a 49-foot long single span structure with steel beams and corrugated metal deck. The existing clear roadway width is 14'-9" with one lane on the bridge carrying two-way traffic. The proposed replacement bridge includes a single span steel beam structure carrying a 14'-9" roadway. The project includes approach roadway work at each end of the bridge to tie-in to the existing roadway. The bridge and road will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project site is located approximately 0.5 mile east of Mt. Ephraim Road in Dickerson, Maryland. This bridge is along a single point of access to the community.

CAPACITY

The Average Daily Traffic (ADT) is approximately 75 and and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the summer of 2024. Construction is scheduled to start in summer 2025 and be completed in fall of 2025. The bridge will be closed to traffic from June 2025 to August 2025.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. Mouth of Monocacy Road Bridge M-0043 is defined as structurally deficient due to the condition of the superstructure. Recent inspections revealed that the steel beams and bearings are in poor condition. The top and bottom flange of the exterior beam have severe pitting with up to 33 percent section loss over most of the length. The bottom flanges of exterior beams have up to 66 percent section loss at both abutments up to 1'-0" from the bearing locations. The bottom flanges and the full-height of the web at each end of the interior beams have severe section loss with pitting up to 2.5" in diameter at the beam ends. The bearings have over 50 percent section loss to the bearing plates. The bridge has posted load limits of 56,000 Gross Vehicle Weight (GVW) and 66,000 Gross Combined Weight (GCW). Implementation of this project would allow the bridge to be restored to full capacity. The 1996 approved and adopted Rustic Roads Functional Master Plan designates Mouth of Monocacy Road as Exceptional Rustic Road (E-6) from Mt. Ephraim Road to the bridge over Little Monocacy River with minimum right-of-way width 80 feet.

OTHER

The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

FISCAL NOTE

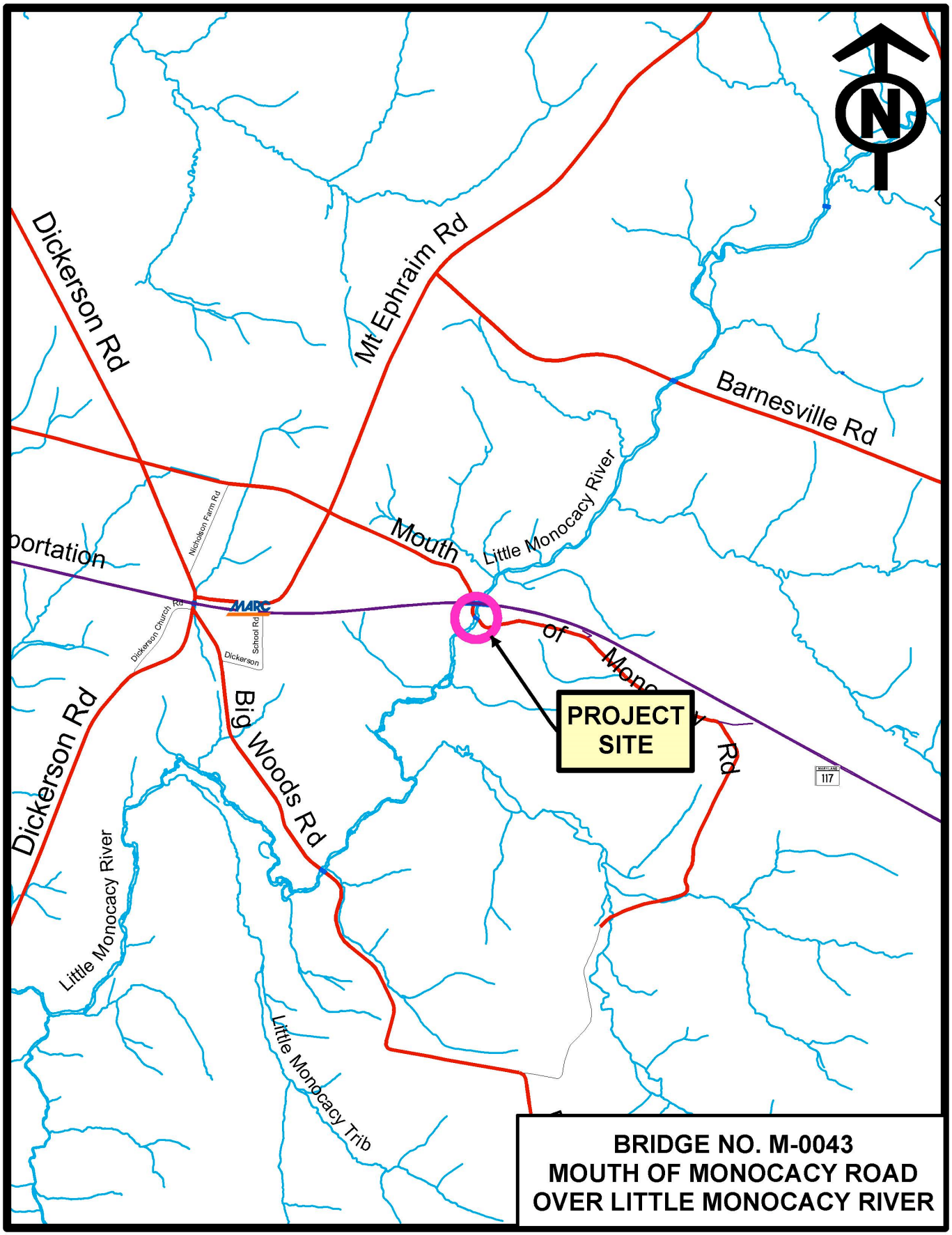
The costs of bridge construction and construction management costs for this project are eligible for up to 80 percent Federal Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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, and Bridge Design Project CIP 509132.


Dickerson Rd
Mt Ephraim Rd
Barnesville Rd
Little Monocacy River
Mouth
of
Mono
Rd
ortation
Nicholson Farm Rd
MARC
Dickerson Church Rd
School Rd
Dickerson
Big Woods Rd
Dickerson Rd
Little Monocacy River
Little Monocacy Trib
PROJECT SITE
MARYLAND
117
BRIDGE NO. M-0043
MOUTH OF MONOCACY ROAD
OVER LITTLE MONOCACY RIVER