



# Garrett Park Road Bridge M-0352

## (P502105)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	1,200	-	-	1,200	715	485	-	-	-	-	-
Land	62	-	-	62	62	-	-	-	-	-	-
Site Improvements and Utilities	1,000	-	-	1,000	1,000	-	-	-	-	-	-
Construction	6,144	-	-	6,144	2,000	4,144	-	-	-	-	-
TOTAL EXPENDITURES	8,406	-	-	8,406	3,777	4,629	-	-	-	-	-

### FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	5,444	-	-	5,444	1,828	3,616	-	-	-	-	-
G.O. Bonds	2,812	-	-	2,812	1,949	863	-	-	-	-	-
Intergovernmental	150	-	-	150	-	150	-	-	-	-	-
TOTAL FUNDING SOURCES	8,406	-	-	8,406	3,777	4,629	-	-	-	-	-

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

Appropriation FY 25 Request	-	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	8,406
Cumulative Appropriation	8,406		
Expenditure / Encumbrances	-		
Unencumbered Balance	8,406		

## 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.

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## 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

Project design has been delayed one year due to WSSC Water sewer variance and is expected to be complete in the spring of 2024. Construction is scheduled to begin in summer 2025 and be completed in the winter of 2025. The bridge will be closed to traffic from June 2025 to August 2025.

## COST CHANGE

Cost increases due to rising construction costs caused by material and labor shortages. Also, utility costs have increased due to the addition of a recently identified task to relocate WSSC Water utilities.

## 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 buses and Ride-on bus #38 exceed the load posting, however MCDOT granted a waiver for school buses to cross the bridge. For safety reasons, MCDOT increased the frequency of inspection to three months instead of the Federal requirement of 24 months.

## 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). Intergovernmental funding represents WSSC Water contributions for utility relocation.

## 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).

