



Bridge Preservation Program

(P500313)

Category	Transportation	Date Last Modified	12/26/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	4,221	3,363	-	858	143	143	143	143	143	143	-
Land	41	15	14	12	2	2	2	2	2	2	-
Site Improvements and Utilities	8	8	-	-	-	-	-	-	-	-	-
Construction	10,927	6,601	1,860	2,466	411	411	411	411	411	411	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	15,199	9,989	1,874	3,336	556	556	556	556	556	556	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	366	366	-	-	-	-	-	-	-	-	-
G.O. Bonds	14,793	9,583	1,874	3,336	556	556	556	556	556	556	-
Intergovernmental	40	40	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	15,199	9,989	1,874	3,336	556	556	556	556	556	556	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	-	Year First Appropriation	FY03
Cumulative Appropriation	12,975	Last FY's Cost Estimate	15,199
Expenditure / Encumbrances	10,708		
Unencumbered Balance	2,267		

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 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 State and Federal environmental regulations; installation of a protective coating system; joint repair or replacement; and inspection to ensure compliance with environmental and contract

requirements.

COST CHANGE

Cost increase due to inflation and the addition of FY29-30 to this 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 availability of funding. 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.

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).