



Glen Road Bridge

(P502102)

Category	Transportation	Date Last Modified	12/26/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Final Design Stage

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	1,113	316	184	613	217	396	-	-	-	-	-
Land	158	3	65	90	90	-	-	-	-	-	-
Site Improvements and Utilities	985	-	-	985	485	500	-	-	-	-	-
Construction	2,604	-	-	2,604	500	2,104	-	-	-	-	-
TOTAL EXPENDITURES	4,860	319	249	4,292	1,292	3,000	-	-	-	-	-

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
Current Revenue: Water Quality Protection	350	-	-	350	-	350	-	-	-	-	-
G.O. Bonds	4,510	319	249	3,942	1,292	2,650	-	-	-	-	-
TOTAL FUNDING SOURCES	4,860	319	249	4,292	1,292	3,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	-	Year First Appropriation	FY21
Cumulative Appropriation	4,860	Last FY's Cost Estimate	4,860
Expenditure / Encumbrances	591		
Unencumbered Balance	4,269		

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' 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 two-cell 10'x10' 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 project also includes 360' of stream restoration. The area of stream restoration on the upstream side is increased, thus increasing the limit of disturbance of the project. 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. It is immediately adjacent to land owned by The Glenstone Foundation.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 3,846 vehicles.

ESTIMATED SCHEDULE

Design is expected to be completed in the summer of 2024. Construction is scheduled to begin in the summer of 2025 and complete in the fall of 2025. The bridge will be closed to traffic during the school summer break of 2025.

COST CHANGE

Cost increases due to increased stream restoration on the upstream side of the bridge requested by The Glenstone Foundation, plus inflation, and escalation of bid prices.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling 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 of 70'.

OTHER

The design costs for this project are partially covered in the Bridge Design project (CIP No. 509132).

FISCAL NOTE

Since the existing bridge is less than 20' long, construction and construction management costs for this project are not eligible for Federal Aid. Stream restoration work in this project is partially funded with Water Quality Protection Fund revenues.

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.