



Montgomery County Department of Transportation  
Division of Transportation Engineering

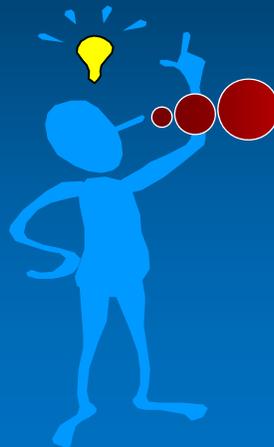
## Public Meeting

### Replacement of Park Valley Road Bridge No. MPK-03 over Sligo Creek



December 11, 2012

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**PLEASE HOLD  
YOUR QUESTIONS  
TILL  
THE END**

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## Purpose of the Meeting

- ◆ **Introduce Project Team**
- ◆ **Present Project Scope**
- ◆ **Present Preliminary Design Concepts**
- ◆ **Present Maintenance of Traffic During Construction**
- ◆ **Present Project Schedule**
- ◆ **Obtain Community Input**

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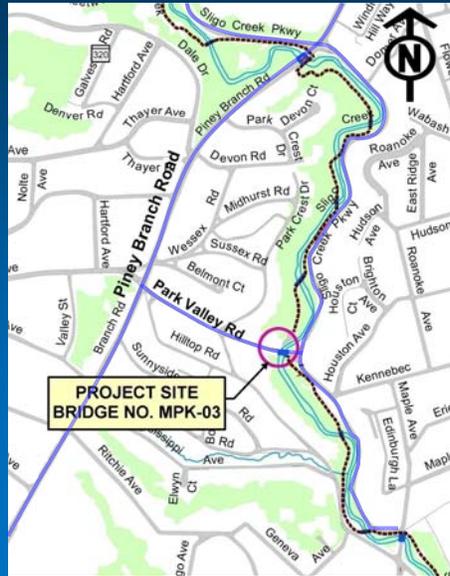
## Project Team

- ◆ **Montgomery County Department of Transportation (MCDOT)**
  - Barry Fuss *Bridge Program Manager*
  - Greg Hwang *Project Manager*
  - James Lutz *Construction Engineer*
  - Frances Amir *Property Acquisition Specialist*
  - Khursheed Bilgrami *Traffic Engineer*
  - Stella Igbinedion *Traffic Engineer*
- ◆ **Maryland – National Capital Park and Planning Commission (M-NCPPC)**
  - Douglas Burton *Project Manager*
  - Lucas Bonney *Landscape Architect*
- ◆ **Engineering Consultant: Nolan Associates, Inc. (NAI)**
  - Charles Nolan *President*
  - Nestor Cardona *Project Manager*

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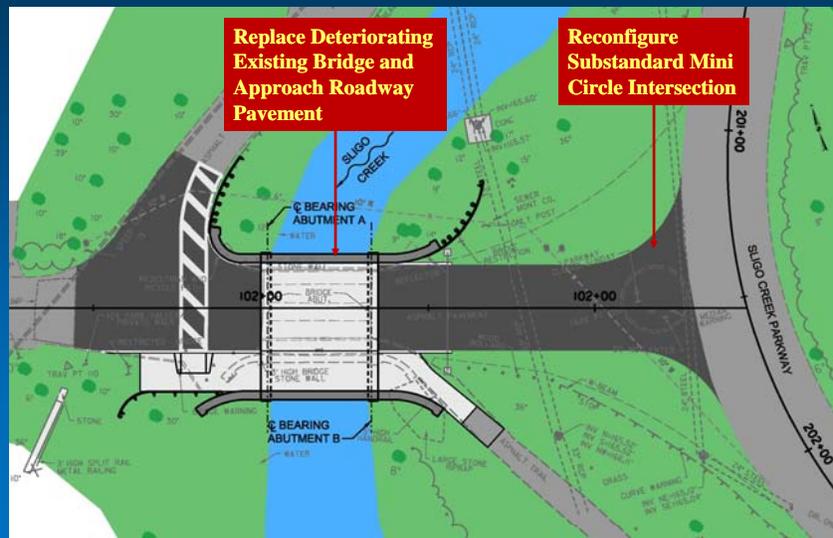
## Project Location



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## Project Scope



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## Existing Bridge



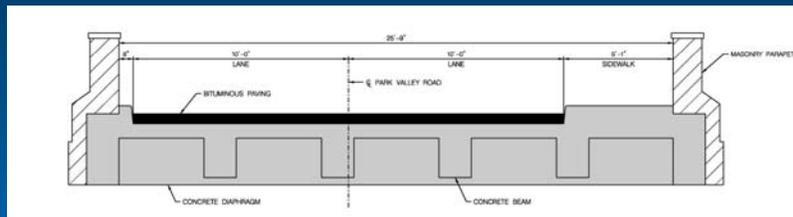
- Built in 1931 (81 years old)
- 30-foot Span
- Concrete Deck/Beams with Asphalt Surface
- Stone Masonry Bridge Barriers
- Concrete Abutments/Wingwalls with Stone Masonry Facade



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## Existing Bridge



- Lane Width = Two 10 feet Lanes
- Shoulder Width = 0 feet
- Clear Roadway Width = 20 feet
- Sidewalk Width = 5 feet 1 inch



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## Existing Bridge Condition

- ◆ **Structurally Deficient (Bridge inspections revealed that the existing bridge is in poor condition with advanced deterioration)** ▶
- ◆ **Substandard and Deteriorating Bridge Barriers** ▶
- ◆ **Scour Critical**
  - App. 5 feet Deep Scour along West Abutment
  - Exposed Footing at Both Abutments



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## Existing Bridge Condition

### ◆ Structural Deterioration



- Spalling Concrete Beams and Diaphragm with Exposed Reinforcement
- Cracking Concrete Beams with Efflorescence

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## Existing Bridge Condition

### ◆ Structural Deterioration



- Spalling Concrete Backwall with Leakage



- Spalling Concrete Curb with Settlement



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## Existing Bridge Condition

### ◆ Substandard and Deteriorating Bridge Barriers



- Does not conform to FHWA Safety Standards



- Cracking and Loose Stone Masonry



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## Proposed Bridge

### ◆ Factors Considered

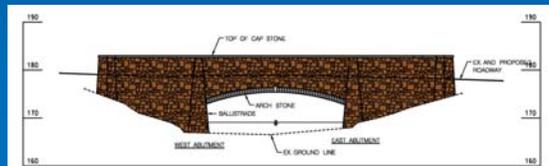
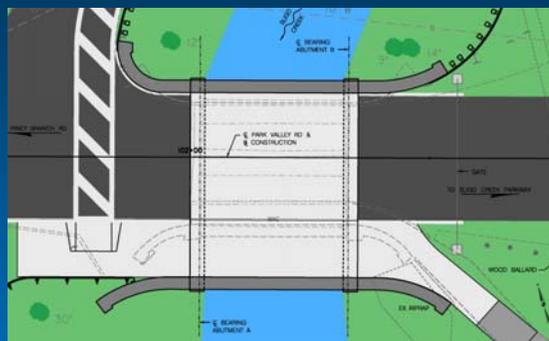
- Compliance of FHWA Standards
- Enhancement of Vehicle/Bicyclist/Pedestrian Safety
- Practical Constructibility
- Preservation of Existing Aesthetic Character
- No Weight Restriction
- Minimum Impact to Environment
- Minimum Impact to Community
- Reasonable Cost
- Longer Service Life
- Less Future Maintenance

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## Proposed Bridge

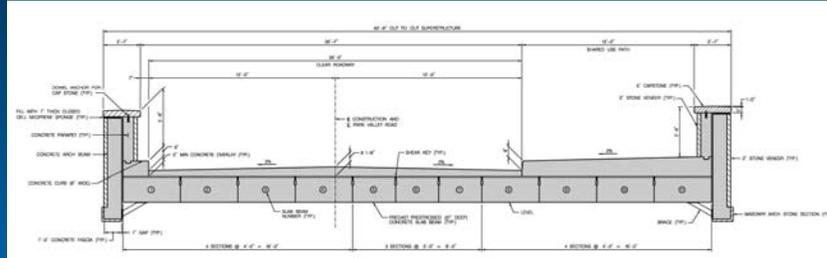
- Provide roadway and pedestrian/bicycle access meeting FHWA requirements
- Consist of concrete structure
- Provide crash tested bridge barriers meeting FHWA safety standards
- Provide new stone veneer
- Match existing bridge opening
- Install scour counter measures



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## Proposed Bridge



- Concrete Slab Beams with Concrete Overlay
- Concrete Bridge Barriers with Stone Veneer
- Concrete Abutments/Wingwalls with Stone Veneer
- Lane Width = Two 10 feet Lanes
- Shoulder Width = 3 feet
- Clear Roadway Width = 26 feet
- Shared Use Path Width = 12 feet

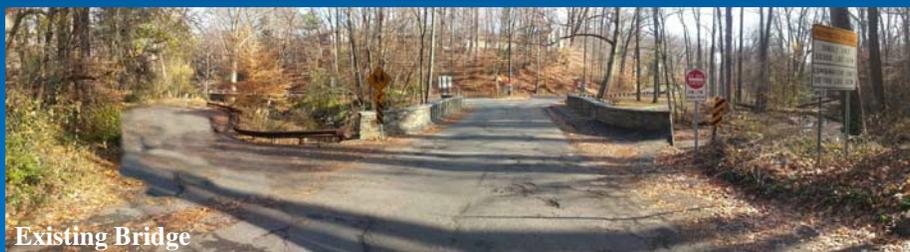
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## Bridge Plan View



Proposed Bridge



Existing Bridge

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## Bridge Elevation View



Proposed Bridge



Existing Bridge

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## Intersection Improvement

### ◆ Intersection at Sligo Creek Parkway



- Existing Intersection with Substandard Mini Circle



- Proposed Regular T-intersection

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## Minimize Community Disruption

- ◆ **Detour Traffic to Shorten Construction Duration (App. nine months closure)** ▶
- ◆ **Maintain Pedestrian and Bicycle Access with Temporary Pedestrian Bridge** ▶
- ◆ **Provide Incentive/Disincentive in the Contract**
- ◆ **Coordinate with Police, Fire and Rescue**
- ◆ **Coordinate with MCPS and Ride-On Service**



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## Traffic Detour

**1.2 Miles Detour Route**  
Park Valley Road – Piney Branch Road (MD 320) – Sligo Creek Parkway



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## Temporary Pedestrian/Bicycle Access

- Provide Safe Pedestrian and Bicyclist Access during Construction
- Minimize Impact to Trees
- Avoid Existing Underground Utilities



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## Project Cost

- ◆ **Bridge Replacement**
  - Current Estimated Total Cost = \$3.6M
  - 80% Funded by Federal Funds
  - 20% Funded by County Funds
- ◆ **Intersection Improvement**
  - Current Estimated Total Cost = \$100K
  - 100% Funded by County Funds

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## Project Schedule

- ◆ **Preliminary Design Complete**      Spring    2013
- ◆ **Final Design Complete**            Winter    2013/14
- ◆ **Advertise for Construction**       Summer   2014
- ◆ **Begin Construction**                Winter    2014/15
- ◆ **End Construction**                    Fall        2015

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## Next Step

- ◆ **Proceed with Final Design based on**
  - Comments from Agencies – FHWA, MSHA, MHT, MCDPS etc.
  - Feedback from Community – Comment Period thru January 8, 2013
    1. Tonight's Feedback
    2. By Postage Paid Public Comments Form
    3. By Mail or Email to MCDOT Project Manager

For project information, please contact

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**Division of Transportation Engineering Home Page:**  
<http://www.montgomerycountymd.gov/DOT-DTE/index.html>

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