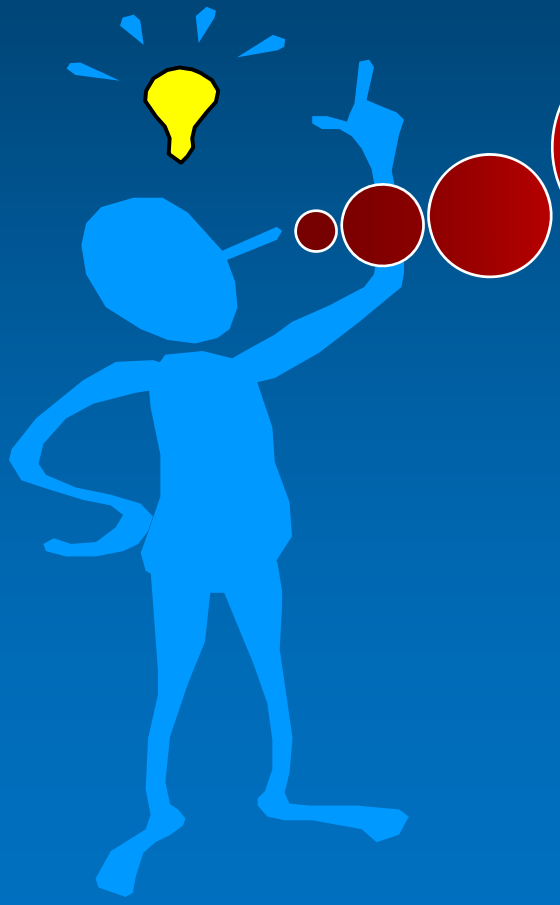
Montgomery County Department of Transportation
Division of Transportation Engineering

Public Meeting

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

December 11, 2012



PLEASE HOLD YOUR QUESTIONS TILL THE END

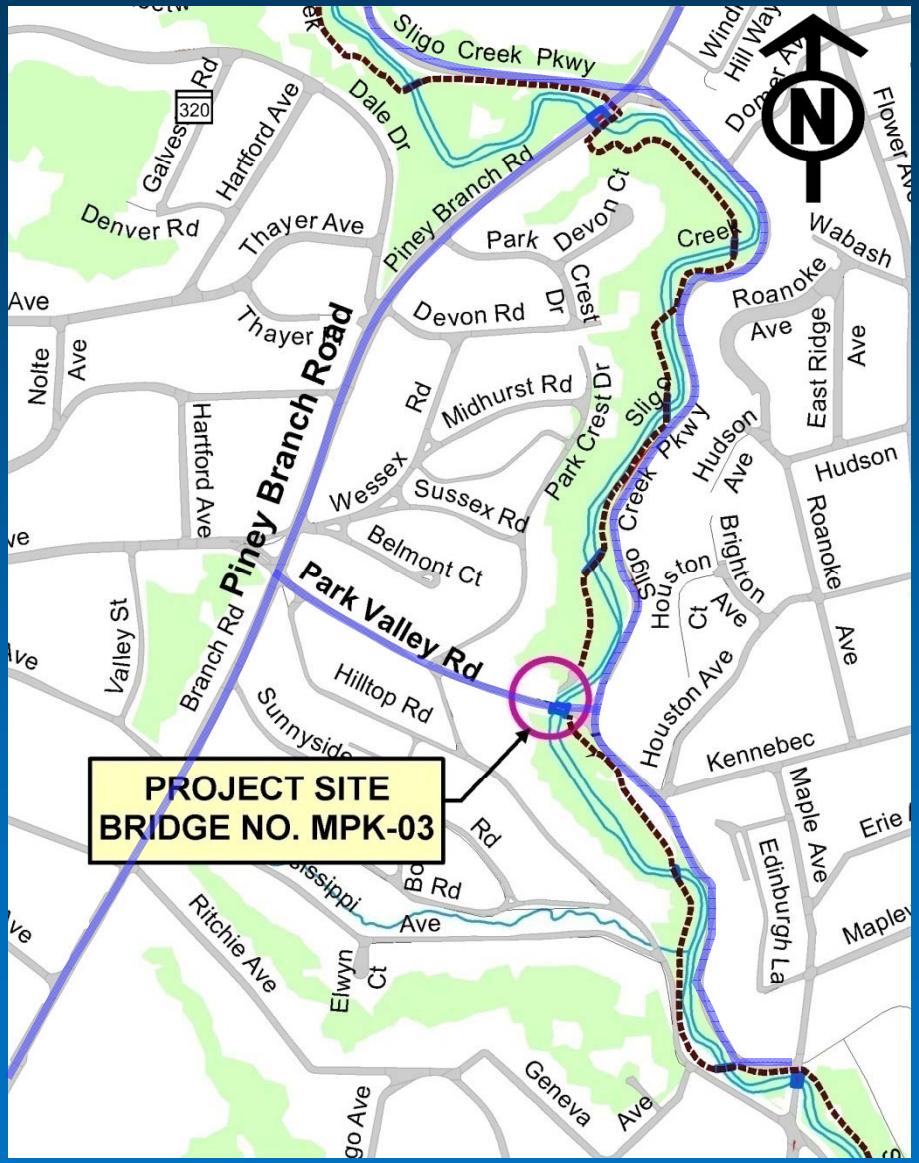
Purpose of the Meeting

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

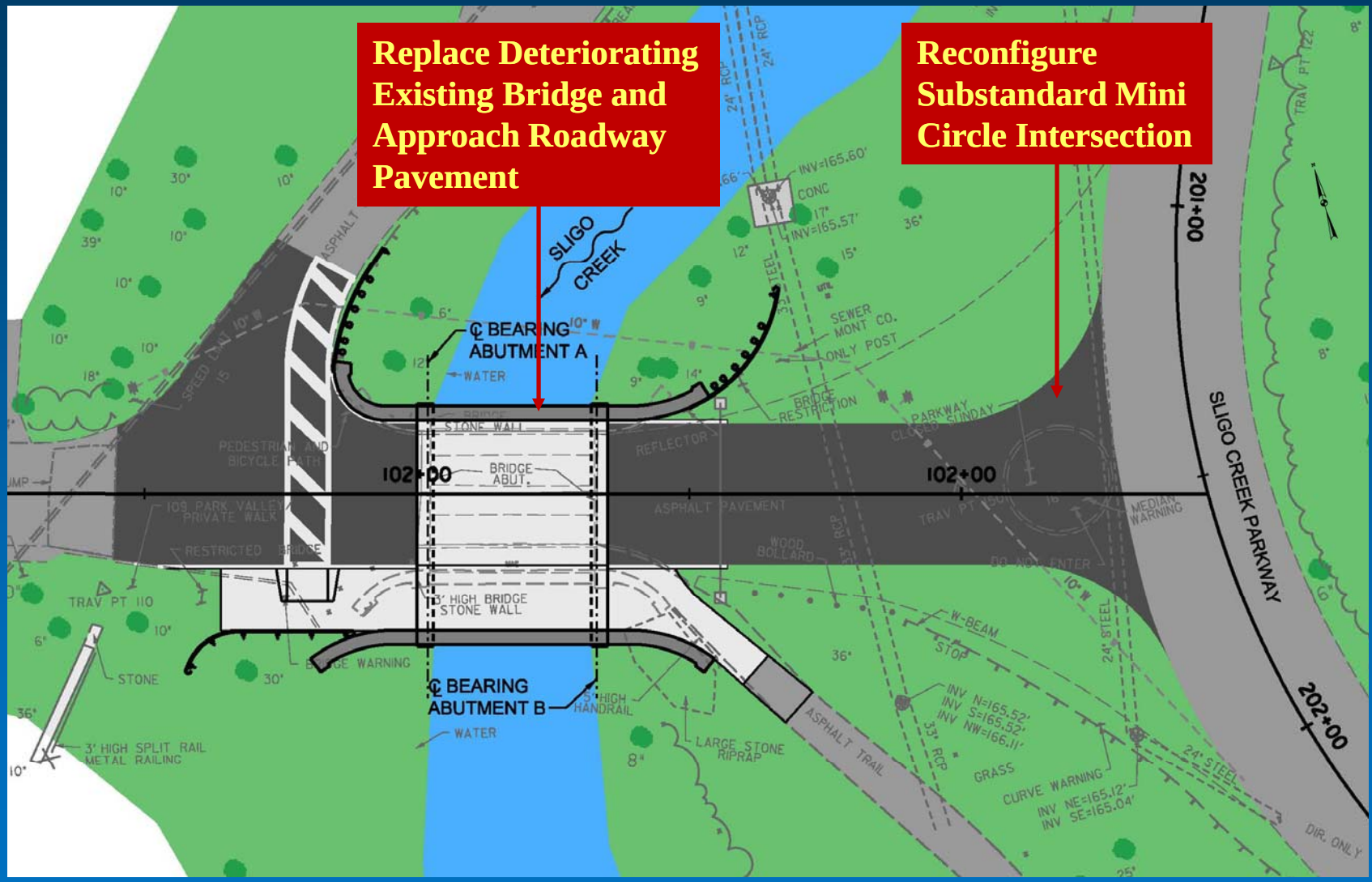
Project Team

- **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*

Project Location



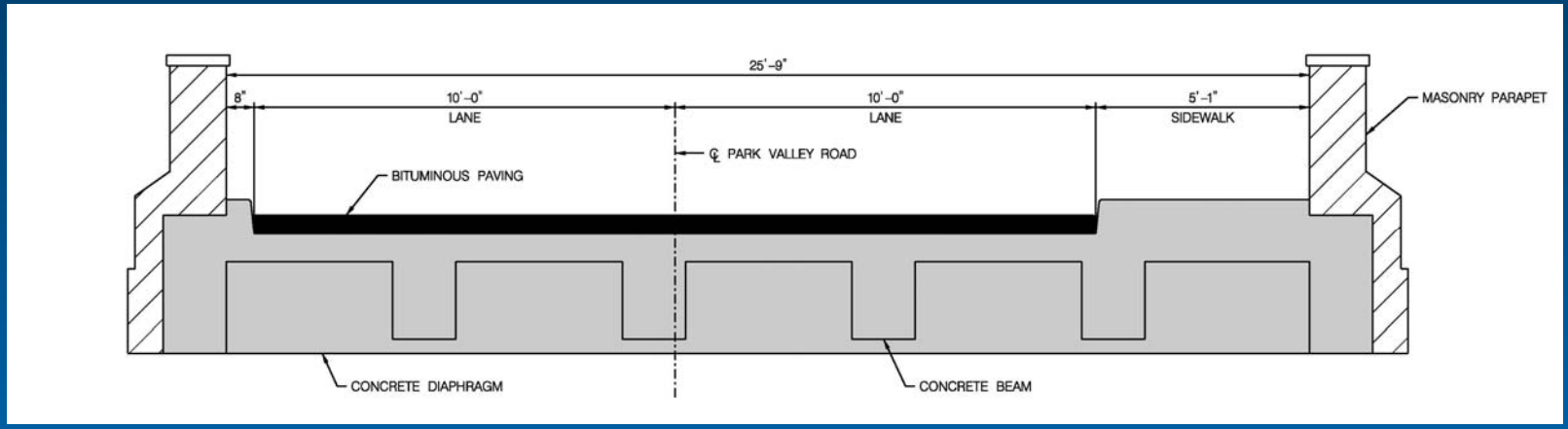
Project Scope



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

Existing Bridge



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

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**

Existing Bridge Condition

- **Structural Deterioration**

- Spalling Concrete Beams and Diaphragm with Exposed Reinforcement

- Cracking Concrete Beams with Efflorescence

Existing Bridge Condition

- **Structural Deterioration**

- Spalling Concrete Backwall with Leakage

- Spalling Concrete Curb with Settlement

Existing Bridge Condition

- **Substandard and Deteriorating Bridge Barriers**

- **Does not conform to FHWA Safety Standards**

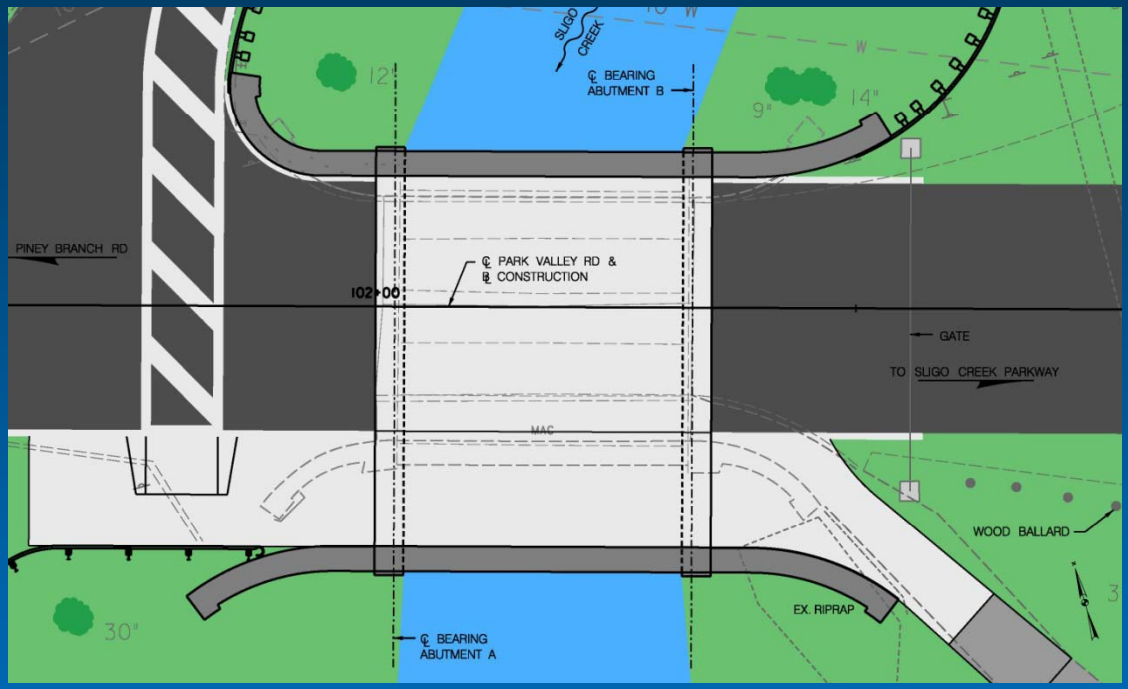
- **Cracking and Loose Stone Masonry**

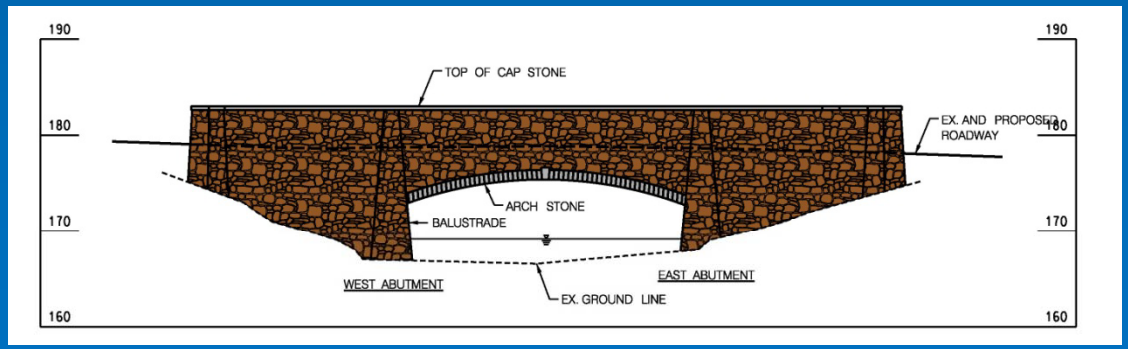
Proposed Bridge

- **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

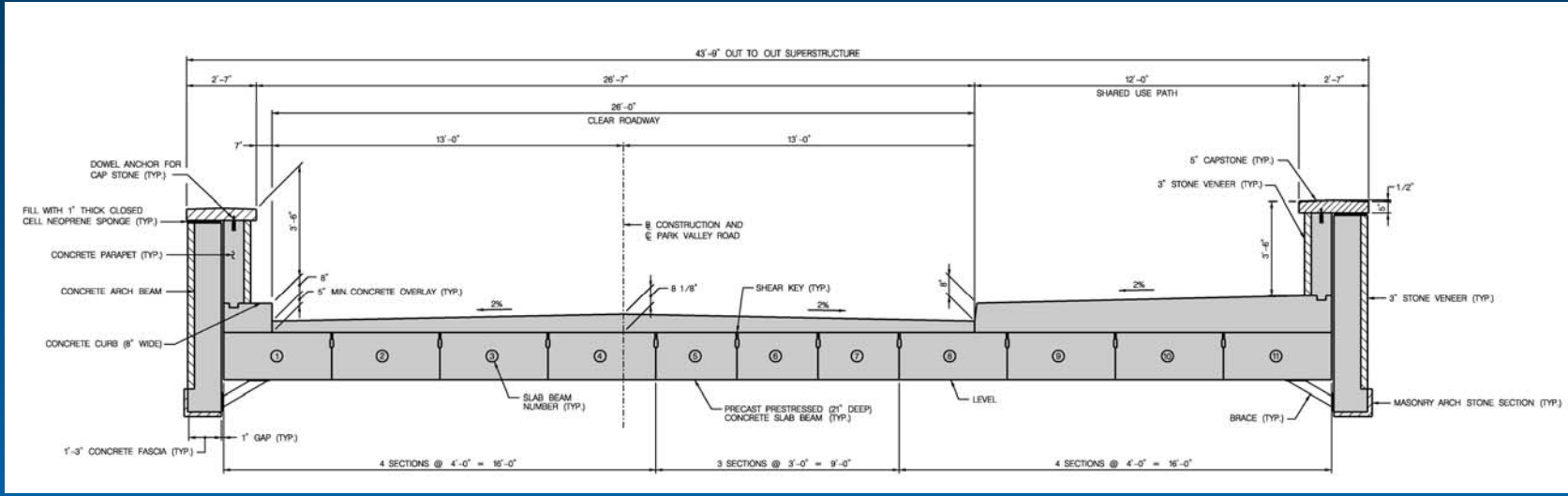
Proposed Bridge

- 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





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

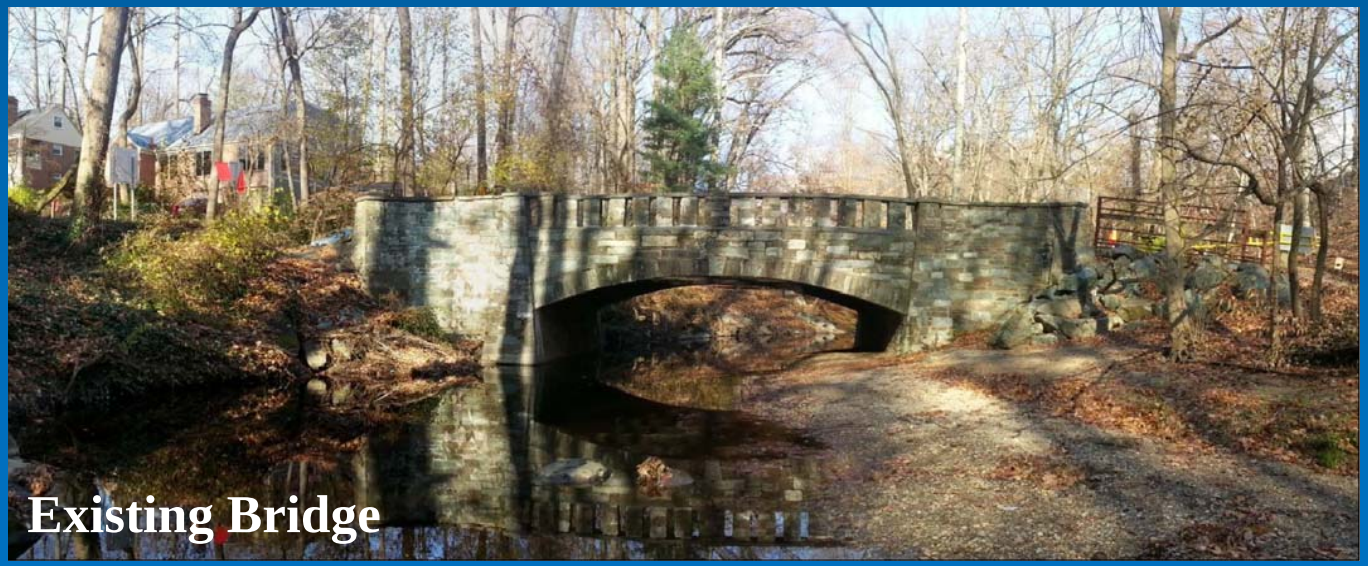
Bridge Plan View

Proposed Bridge

Existing Bridge

Bridge Elevation View

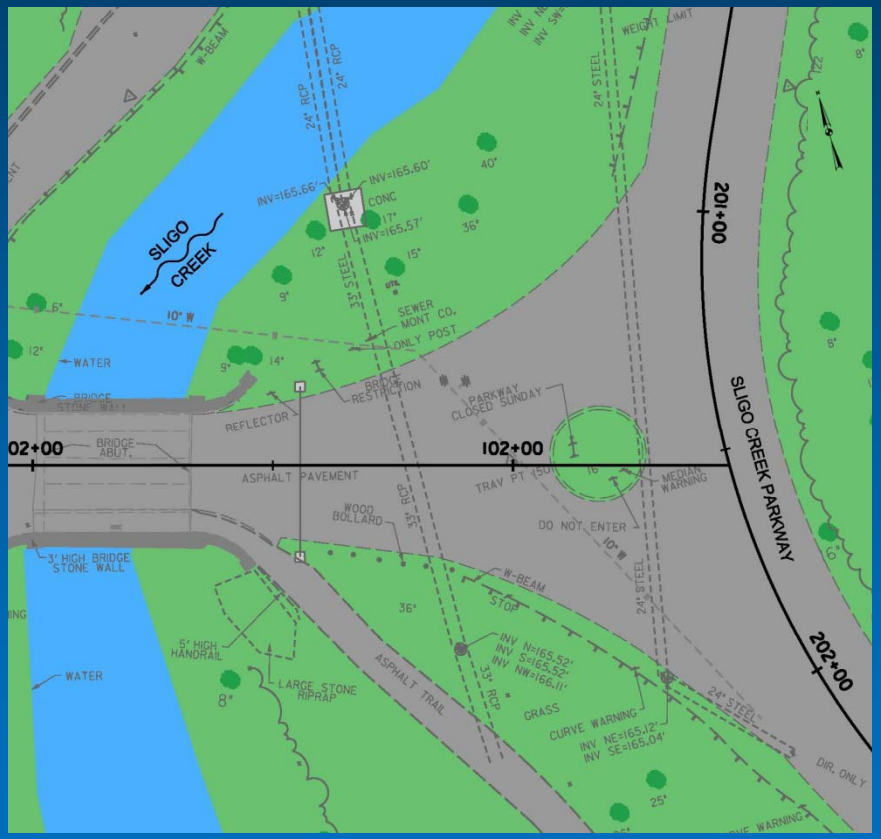
Proposed Bridge



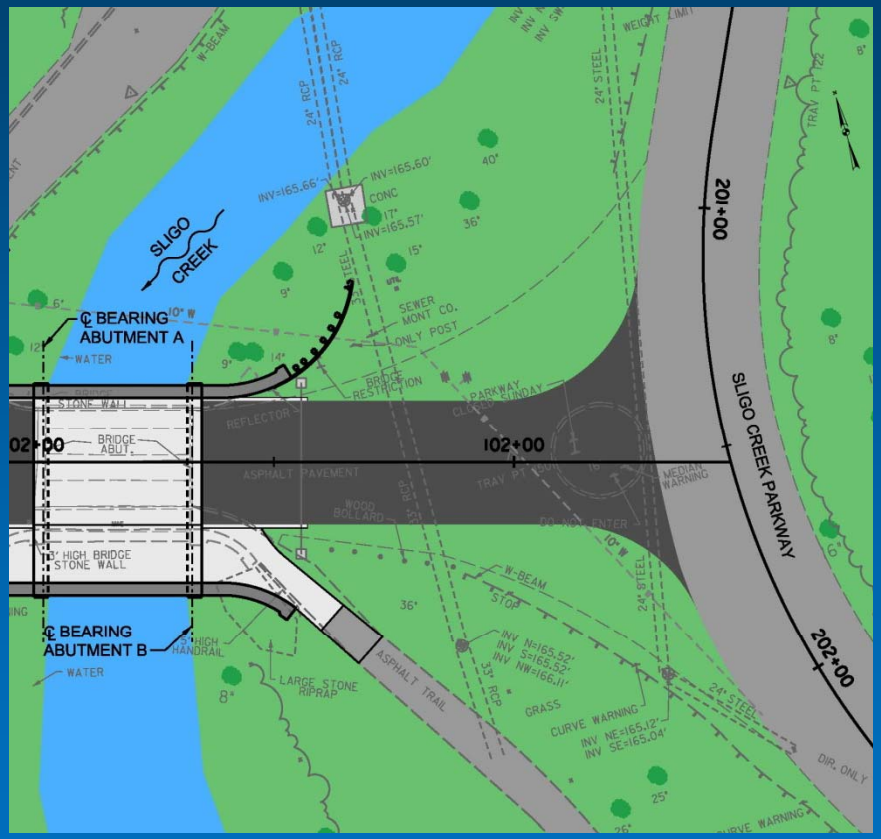
Existing Bridge

Intersection Improvement

- **Intersection at Sligo Creek Parkway**



- **Existing Intersection with Substandard Mini Circle**



- **Proposed Regular T-intersection**

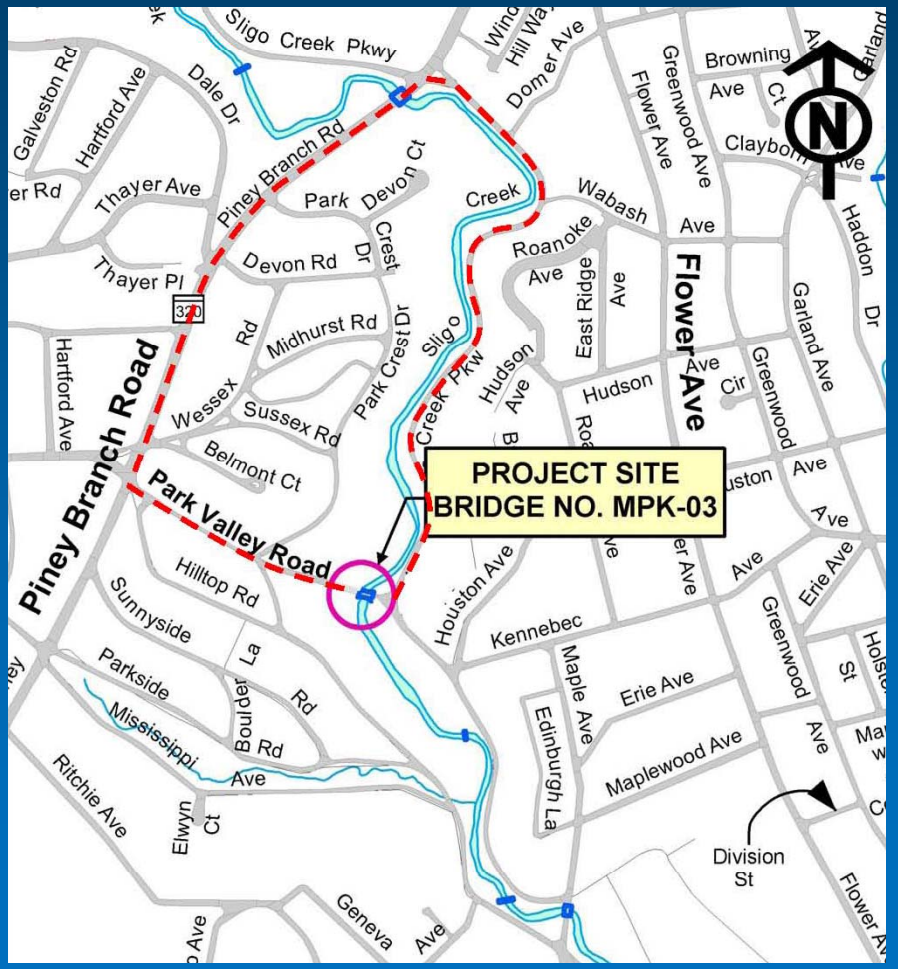
Minimize Community Disruption

- 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

Traffic Detour

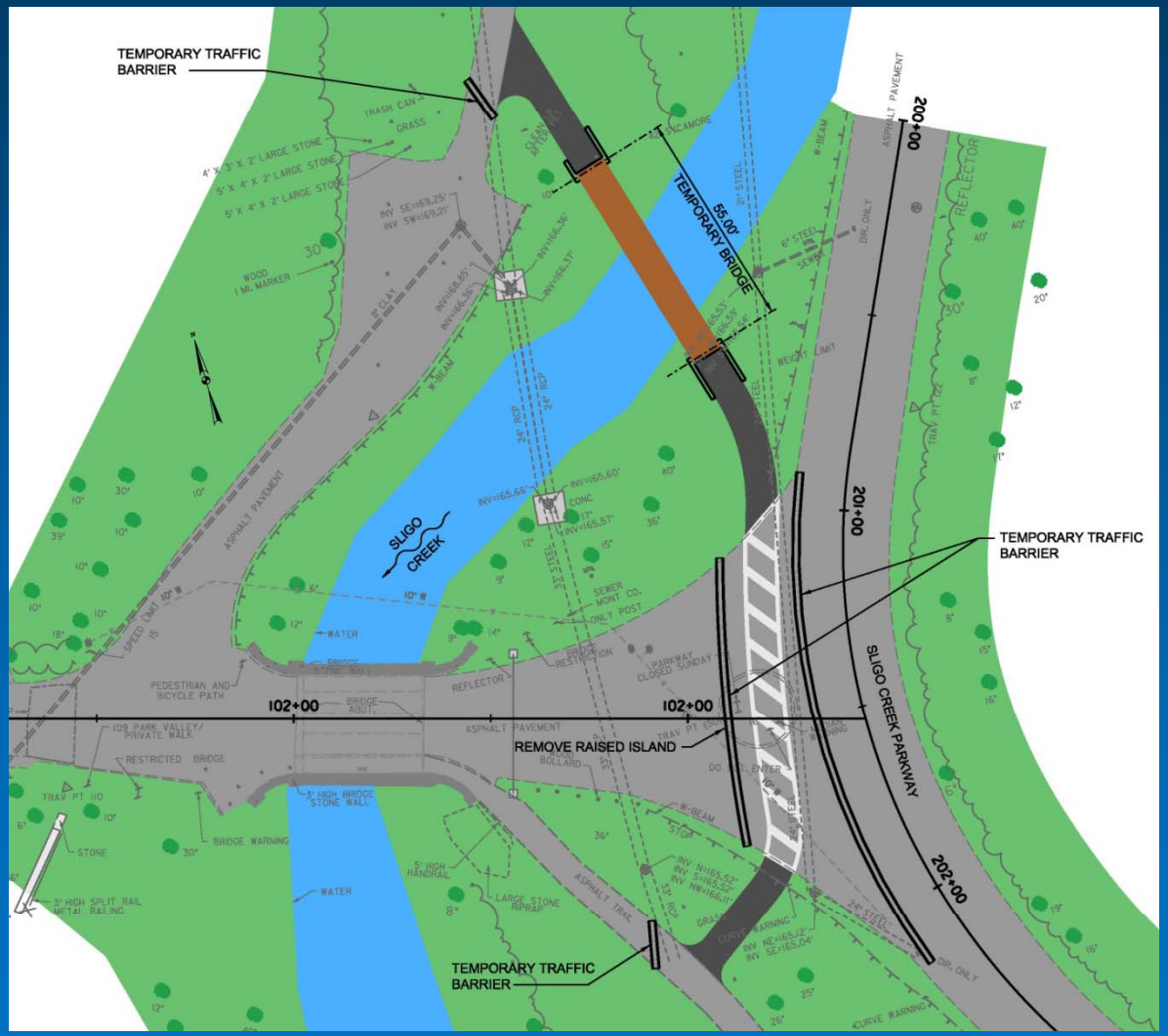
1.2 Miles Detour Route

Park Valley Road – Piney Branch Road (MD 320) – Sligo Creek Parkway



Temporary Pedestrian/Bicycle Access

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



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

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

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://www2.montgomerycountymd.gov/DOT-DTE/Common/home.aspx

QUESTIONS?

Thank You!