# Mouth of the Monocacy Road Bridge No. M-135 -- No. 500106

| | | | |
|---|---|---|---|
| Category | **Transportation** | Date Last Modified | **January 6, 2006** |
| Agency | **Public Works & Transportation** | Required Adequate Public Facility | **NO** |
| Planning Area | **Dickerson-Barnesville** | | |
| Relocation Impact | **None.** | | |

## EXPENDITURE SCHEDULE ($000)

| Cost Element | Total | Thru FY05 | Est. FY06 | Total 6 Years | FY07 | FY08 | FY09 | FY10 | FY11 | FY12 | Beyond 6 Years |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Planning, Design and Supervision | 578 | 45 | 293 | 240 | 240 | 0 | 0 | 0 | 0 | 0 | 0 |
| Land | 19 | 8 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site Improvements and Utilities | 4 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 |
| Construction | 1,695 | 0 | 685 | 1,010 | 1,010 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other | | | | | | | | | | | |
| Total | 2,296 | 53 | 989 | 1,254 | 1,254 | 0 | 0 | 0 | 0 | 0 | 0 |

## FUNDING SCHEDULE ($000)

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| G.O. Bonds | 2,126 | 45 | 827 | 1,254 | 1,254 | 0 | 0 | 0 | 0 | 0 | 0 |
| Contributions | 170 | 8 | 162 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## ANNUAL OPERATING BUDGET IMPACT ($000)

**DESCRIPTION**

This project provides for a replacement of the existing Mouth of Monocacy Road Bridge over the CSX railroad. The replacement bridge will be a single span structure carrying a single 16-foot travel lane with no sidewalk. Approximately 360 feet of roadway construction is needed to transition the new bridge to the existing roadway.

**Service Area**

Dickerson vicinity and Chesapeake and Ohio Canal National Historical Park.

**Capacity**

Upon completion, the posted load restriction will be removed.

**JUSTIFICATION**

The existing bridge, built in 1927, is a three-span structure with spans of 22.5 feet, 40.5 feet, and 22.5 feet. It has a clear roadway width of 14 feet with no sidewalk. The inspection in 1997 and concrete core tests in 1998 revealed that the structure is in very poor condition. Cracks and large areas of spalling with exposed reinforcing steel are evident on the deck, beams, piers, abutments, and wingwalls. Steel railings on the deck are heavily rusted with section loss, broken connections, and loosened supports. Concrete core tests indicate excessively high chloride concentrations in the deck with isolated weak concrete. The bridge is structurally deficient and functionally obsolete. It is currently posted for a single unit vehicle weight of 42,000 lbs. and a combination unit vehicle weight of 62,000 lbs.

**Plans and Studies**

Mouth of Monocacy Road is designated as an "exceptional rustic road" in the Functional Master Plan for Rustic Roads. This bridge was identified for superstructure replacement through the County's 1997 biennial inspection program. The existing bridge is a frame-type structure, meaning the existing abutments cannot stand after the existing superstructure is removed. The bridge needs to be replaced completely. A pedestrian impact analysis has been completed for this project.

**Cost Change**

Increase due to significant cost increase in steel and concrete; and scope change including addition of slope stabilization, pier footing removal, and drainage ditches.

**STATUS**

Final design stage

**OTHER**

The schedule and scope have been modified. Design costs for this project are included in the Facility Planning: Bridges project. CSX Transportation has agreed to contribute an amount of $170,000 toward the project. The Mouth of Monocacy Bridge is the only access to the properties to the west of the bridge. To maintain pedestrian and vehicular traffic while the demolition of the existing bridge and the construction of the proposed substructures are in progress, the new bridge will first be installed at a temporary location, south of the existing bridge. Approximately 250 feet of temporary roadway pavement will be installed for the detour access. Following the completion of the proposed substructure work, the bridge will be relocated to the permanent (same as current) position and secured as the permanent structure in one day. The temporary detour structures and roadway will be removed at the end of the construction.

## APPROPRIATION AND EXPENDITURE DATA

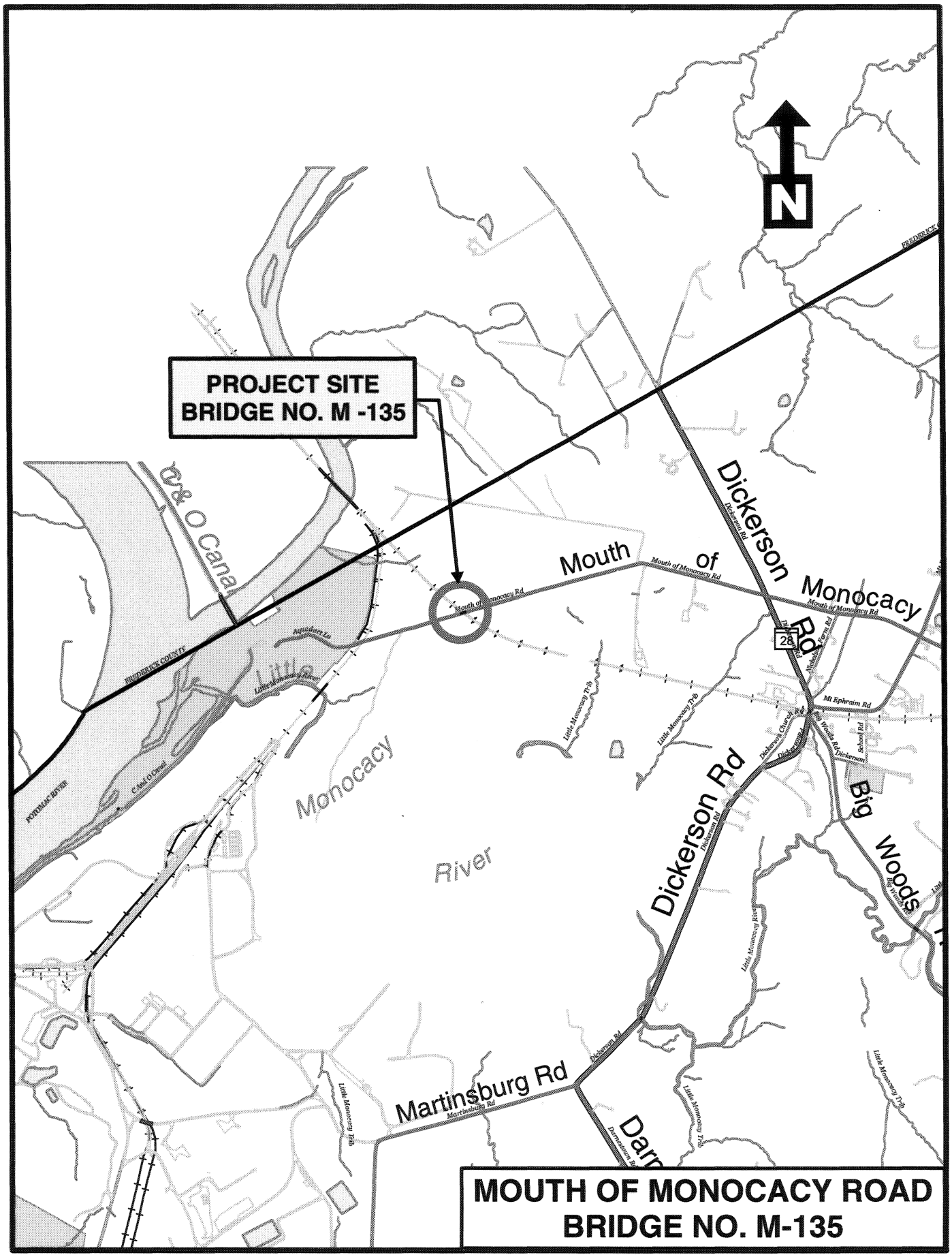
| | | |
|---|---|---|
| Date First Appropriation | FY01 | ($000) |
| Initial Cost Estimate | | 1,097 |
| First Cost Estimate Current Scope | FY07 | 2,296 |
| Last FY's Cost Estimate | | 1,793 |
| Present Cost Estimate | | 2,296 |
| Appropriation Request | FY07 | 503 |
| Appropriation Request Est. | FY08 | 0 |
| Supplemental Appropriation Request | FY06 | 0 |
| Transfer | | 0 |
| Cumulative Appropriation | | 1,793 |
| Expenditures/ Encumbrances | | 59 |
| Unencumbered Balance | | 1,734 |
| Partial Closeout Thru | FY04 | 0 |
| New Partial Closeout | FY05 | 0 |
| Total Partial Closeout | | 0 |

## COORDINATION

Maryland Department of Natural Resources
Montgomery County Department of Permitting Services
Rustic Roads Advisory Committee
CSX Transportation
C and O Canal National Historical Park
Utilities
Facility Planning: Bridges

## MAP

See Map on Next Page




MOUTH OF MONOCACY ROAD
BRIDGE NO. M-135