Wayne Avenue Bridge No. M-162 -- No. 500202

Category	**Transportation**	Date Last Modified	**January 6, 2002**
Agency	**Public Works & Transportation**	Previous PDF Page Number	**7-17 (02 App)**
Planning Area	**Silver Spring**	Required Adequate Public Facility	**NO**
Relocation Impact	**None.**		

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY01	Estimate FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	328	0	70	258	258	0	0	0	0	0	0
Land	3	0	3	0	0	0	0	0	0	0	0
Site Improvements and Utilities	55	0	31	24	24	0	0	0	0	0	0
Construction	941	0	150	791	791	0	0	0	0	0	0
Other											
Total	1,327	0	254	1,073	1,073	0	0	0	0	0	0

FUNDING SCHEDULE ($000)

G.O. Bonds	375	0	25	350	350	0	0	0	0	0	0
Federal Aid	952	0	229	723	723	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT ($000)

DESCRIPTION

This project provides funding for the rehabilitation of the Wayne Avenue Bridge over Sligo Creek. The work includes the removal and replacement of the superstructure. The existing abutments and pier will be used with some modifications and repairs to these substructure units. The new deck will provide a 47-foot roadway, one 5-foot sidewalk on the south side, plus an 8-foot wide bike path on the north side. The additional 5-foot extension of the bike path on the north side will be constructed in the future to match the 13-foot wide Silver Spring Green Trail project. The superstructure construction will be done in phases to maintain two lanes of traffic open during the bridge rehabilitation.

Service Area

Silver Spring and vicinity area.

Capacity

The current Average Daily Traffic (ADT) is 17,200 with approximately 5 percent trucks and buses. Upon completion of this project, the existing posted weight restriction and lane closure will be removed.

JUSTIFICATION

The existing bridge, built in 1960, is a 74-foot 2-span structure carrying a 48-foot roadway. The bridge consists of an asphalt pavement on prestressed concrete beams supported on concrete abutments and a concrete pier. The 1997 Bridge Inspection Report describes large depressions and pavement failure between the two westbound lanes, indicating deterioration of the concrete deck beams. An inspection of the bridge superstructure in April of 1999 revealed that five of the prestressed concrete channel beams are in critical condition. In April 1999, the outside westbound lane of the bridge was closed to traffic. The number of lanes was reduced from four lanes to three lanes toward the center of the bridge to remove traffic from critical beams on each end of bridge. The bridge was posted for 20,000 lbs.

Plans and Studies

The M-NCCPC master plan designates Wayne Avenue as an arterial road.

Cost Change

Not Applicable

STATUS

Detailed Design Stage

OTHER

The scope and schedule has remained the same. Design costs for this project are included in the Facility Planning: Bridges project. The costs of the bridge construction and construction management for this project are eligible for up to 80 percent Federal aid.

APPROPRIATION AND EXPENDITURE DATA

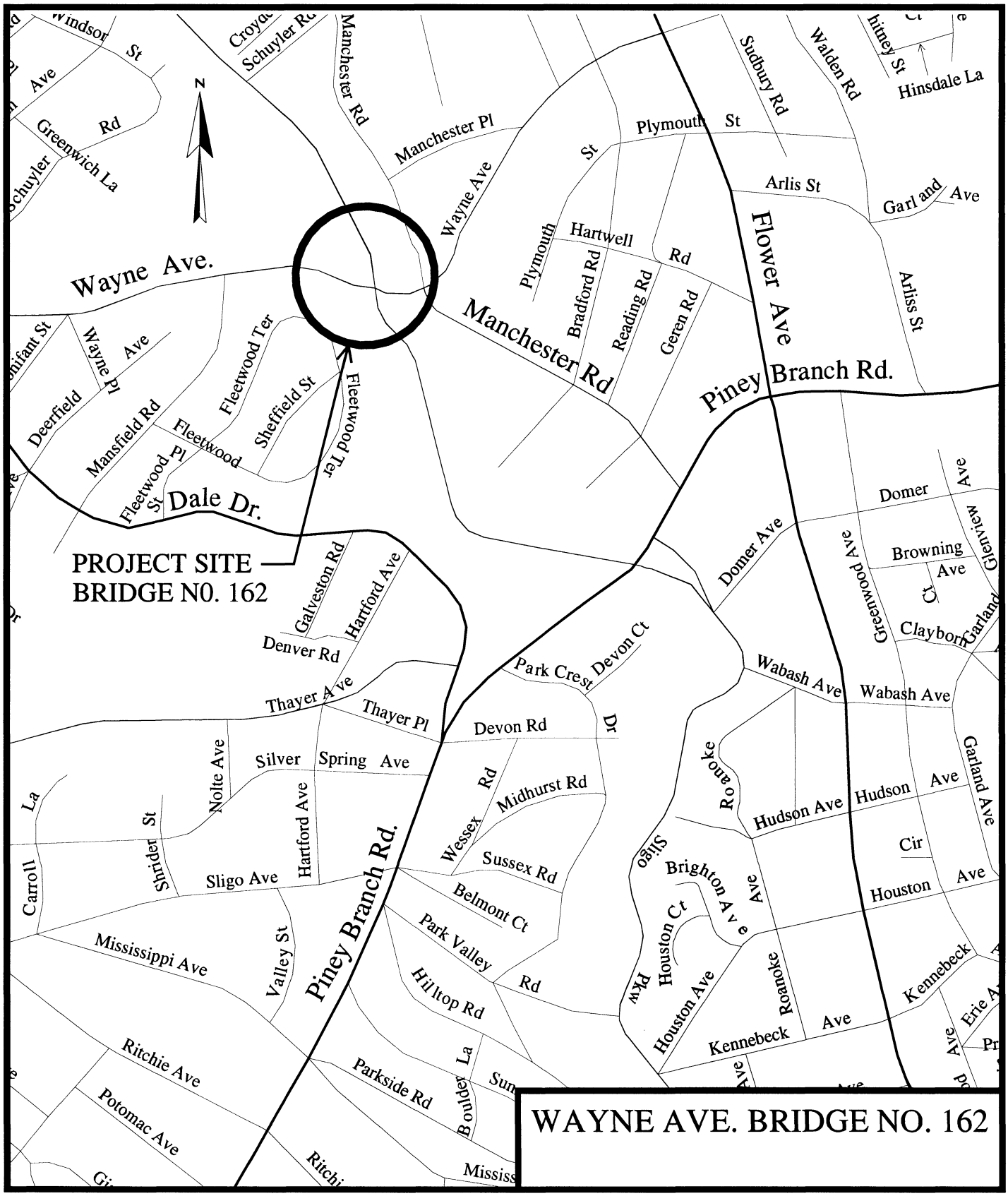
Date First Appropriation	FY02	($000)
Initial Cost Estimate		1,327
First Cost Estimate Current Scope	FY02	1,327
Last FY's Cost Estimate		1,327
Present Cost Estimate		1,327
Appropriation Request	FY03	0
Appropriation Request Est.	FY04	0
Supplemental Appropriation Request	FY02	0
Transfer		0
Cumulative Appropriation		1,327
Expenditures/ Encumbrances		0
Unencumbered Balance		1,327
Partial Closeout Thru	FY00	0
New Partial Closeout	FY01	0
Total Partial Closeout		0

COORDINATION

M-NCPPC
Department of Permitting Services
Maryland Department of the Environment
Federal Highway Administration
Maryland State Highway Administration
Maryland Historic Trust
U.S. Department of Interior
Verizon
Bell Atlantic

MAP

See Map on Next Page



WAYNE AVE. BRIDGE NO. 162