

Nicholson Lane Bridge No. M-113 -- No. 500504

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
North Bethesda-Garrett Park
None.

Date Last Modified
Required Adequate Public Facility

January 6, 2006
NO

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	596	12	130	454	349	105	0	0	0	0	0
Land	127	0	127	0	0	0	0	0	0	0	0
Site Improvements and Utilities	66	0	0	66	0	66	0	0	0	0	0
Construction	2,956	0	514	2,442	1,961	481	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	3,745	12	771	2,962	2,310	652	0	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	1,478	12	502	964	791	173	0	0	0	0	0
Federal Aid	2,265	0	267	1,998	1,519	479	0	0	0	0	0
Intergovernmental	2	0	2	0	0	0	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for the replacement of the existing Nicholson Lane Bridge over the CSX railroad. The work will include the replacement of the existing bridge and construction of two new 25-foot long approach slabs plus approximately 65 feet of approach roadway work to tie the replacement bridge to the existing roadway. The replacement bridge will be a single span structure carrying four 10-foot travel lanes (two lanes in each direction) and one center 8-foot left-turn lane with a 13-foot-wide sidewalk on each side, for a total bridge width of 74 feet.

Service Area

Rockville/Garrett Park and vicinity area

Capacity

Upon completion, the Average Daily Traffic (ADT) on the Nicholson Lane Bridge will remain at 31,000 vehicles per day.

JUSTIFICATION

The existing bridge, built in 1964, is a three-span structure with spans of 45.2 feet, 53 feet and 33.5 feet. It has a clear roadway width of 48 feet with a 5-foot wide sidewalk on each side, for a total bridge width of 58 feet. The 1999 inspection and concrete core tests revealed that the concrete deck, pier caps and columns of the structure are in very poor condition. Cracks and a large area of spalling with exposed reinforcing steel are evident on the deck, pier caps and columns. Concrete core tests indicate high chloride concentrations in the deck and pier caps with isolated weak concrete. This bridge is considered structurally deficient.

Plans and Studies

Nicholson Lane is classified as arterial A-69 in the North Bethesda/Garrett Park Master Plan. The Master Plan calls for a Class II (5-foot on-road) bikeway on each side of the Nicholson Lane at the project site. A pedestrian impact analysis has been completed for this project. This bridge was identified for replacement through the County's 1999 Biennial Bridge Inspection Program.

Cost Change

Increase due to high escalation cost of steel and concrete materials.

STATUS

Final Design Stage

OTHER

The project schedule has been modified for FY07. The design costs for this project are covered in the Facility Planning: Bridges project. The construction will be implemented in two stages. Two-lane two-way traffic (one lane in each direction) and one sidewalk will be maintained during construction. The proposed 13-foot sidewalks will be designed to be removable with the intent that when the approaches are widened to implement the on-road bikeway accommodations in the local Master Plan and possible wider future traffic lanes, the removable sidewalks will be removed and a new 5-foot sidewalk will be constructed on each side to provide a wider clear roadway width. The existing profile grade of the roadway will remain. The costs of construction and construction management for this project are eligible for up to 80 percent Federal aid. The "Intergovernmental" revenue shown in the funding schedule is from WSSC as its share of utility relocation costs.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		3,252
First Cost Estimate		
Current Scope	FY07	3,745
Last FY's Cost Estimate		3,252
Present Cost Estimate		3,745
Appropriation Request	FY07	493
Appropriation Request Est.	FY08	0
Supplemental		
Appropriation Request	FY06	0
Transfer		0
Cumulative Appropriation		3,252
Expenditures/		
Encumbrances		12
Unencumbered Balance		3,240
Partial Closeout Thru	FY04	0
New Partial Closeout	FY05	0
Total Partial Closeout		0

COORDINATION

Federal Highway Administration - Federal Aid
Bridge Replacement/Rehabilitation Program
Maryland State Highway Administration
Maryland Department of the Environment
Maryland-National Capital Park and Planning
Commission
Department of Permitting Services
Utilities
CSX Transportation
Facility Planning: Bridges

MAP

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