

Gold Mine Road Bridge M-0096 (P501302)

Category Transportation
 Sub Category Bridges
 Administering Agency Transportation (AAGE30)
 Planning Area Olney

Date Last Modified 12/23/13
 Required Adequate Public Facility No
 Relocation Impact None
 Status Under Construction

	Total	Thru FY13	Est FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,030	0	0	1,030	395	635	0	0	0	0	0
Land	315	0	246	69	69	0	0	0	0	0	0
Site Improvements and Utilities	390	0	0	390	238	152	0	0	0	0	0
Construction	2,698	0	0	2,698	827	1,871	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,433	0	246	4,187	1,529	2,658	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

Federal Aid	1,730	0	0	1,730	604	1,126	0	0	0	0	0
G.O. Bonds	2,703	0	246	2,457	925	1,532	0	0	0	0	0
Total	4,433	0	246	4,187	1,529	2,658	0	0	0	0	0

OPERATING BUDGET IMPACT (\$000s)

Energy				12	2	2	2	2	2	2	2
Net Impact				12	2	2	2	2	2	2	2

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,433
Expenditure / Encumbrances		0
Unencumbered Balance		4,433

Date First Appropriation	FY 13	
First Cost Estimate		
Current Scope	FY 13	4,433
Last FY's Cost Estimate		4,433

Description

This project provides for the replacement of the existing Gold Mine Road Bridge over Hawlings River and the construction of 8'-0" bike path from James Creek Court to New Hampshire Avenue. The existing bridge, built in 1958, is a one (1) span 30' steel beam with an asphalt filled corrugated metal deck structure carrying a 15'-8" clear roadway with W-beam guardrail on each side, for a total deck width of 16'-7". The proposed replacement bridge includes a one (1) span 53' prestressed concrete slab beam structure with a 33'-0" clear roadway width. The project includes 250-feet of approach roadway work at each end of the bridge that consists of widening and raising the roadway profile by 5' at the bridge. The new bridge will carry two lanes of traffic, improve sight distances at the bridge, raise the bridge elevation to reduce flooding at the roadway, carry all legal vehicles, and provide pedestrian facilities across the river. The bridge will be closed for four months in the summer and fall of 2015.

Estimated Schedule

The design of the project is expected to finish in the summer of 2014. The construction is scheduled to start in fall 2014 and be completed in the fall of 2015.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2009 bridge inspection revealed that the concrete abutments and wing walls are in fair condition and the bridge has a weight restriction which is controlled by the undersized steel beams. The bridge is currently on a 12-month inspection cycle to allow some school buses to exceed the inventory rating values of the beams. The bridge is functionally obsolete, carries two lanes of traffic on a single lane bridge with no sidewalks and has inadequate sight distance approaching the bridge. The bridge is closed two to three times a year due to flooding of the Hawlings River.

Fiscal Note

The costs of bridge construction and construction management in this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

Disclosures

A pedestrian impact analysis has been completed for this project.

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, Montgomery County Department of Permitting Services, Utilities, Bridge Design PDF (CIP 509132)