

# Elmhirst Parkway Bridge (Bridge No. M-0353) (P501420)

Category                      Transportation  
 Sub Category                Bridges  
 Administering Agency      Transportation (AAGE30)  
 Planning Area                Bethesda-Chevy Chase

Date Last Modified            4/21/14  
 Required Adequate Public Facility    No  
 Relocation Impact            None  
 Status                            Preliminary Design Stage

	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	644	0	282	362	200	162	0	0	0	0	0
Land	43	0	0	43	43	0	0	0	0	0	0
Site Improvements and Utilities	325	0	0	325	175	150	0	0	0	0	0
Construction	953	0	235	718	400	318	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,965</b>	<b>0</b>	<b>517</b>	<b>1,448</b>	<b>818</b>	<b>630</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

Federal Aid	1,048	0	311	737	416	321	0	0	0	0	0
G.O. Bonds	917	0	206	711	402	309	0	0	0	0	0
<b>Total</b>	<b>1,965</b>	<b>0</b>	<b>517</b>	<b>1,448</b>	<b>818</b>	<b>630</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 15	0
Appropriation Request Est.	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,965
Expenditure / Encumbrances		0
Unencumbered Balance		1,965

Date First Appropriation	FY 15	
First Cost Estimate		
Current Scope	FY 14	1,965
Last FY's Cost Estimate		0

## Description

This project provides for the replacement of the existing Elmhirst Parkway Bridge over Tributary to Rock Creek. The existing bridge, built in 1940, is a single span structural plate arch under fill carrying a 19'-0" roadway and 10'-0" grass shoulders on each side. The proposed replacement bridge includes a single span precast concrete arch structure under fill with a 22'-0" roadway and 8'-6" grass shoulders on each side. The project includes approach roadway work at each end of the bridge as necessary to tie-in to the existing roadway. The bridge and road will be closed to vehicular and pedestrian traffic during construction. The existing Elmhirst Bike path will remain open during the construction.

## Location

The project site is located approximately 400 feet north of the intersection of Elmhirst Parkway with Cedar Lane in Bethesda

## Capacity

The roadway Average Daily Traffic (ADT) is 600 and the roadway capacity will not change as a result of this project.

## Estimated Schedule

The design of the project is expected to finish in Summer 2014. The construction is scheduled to start in Spring 2015 and be completed in Fall 2015.

## Justification

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2011 bridge inspection revealed that there is severe steel corrosion with areas of 100 percent section loss along the arch springlines. The steel structural plate arch is rated in poor condition and the bridge is considered structurally deficient. The bridge is weight restricted and school buses are denied a waiver to cross the bridge due to safety concerns. Based on experiences with similar type structures in this condition the structure needs to be replaced as soon as possible or the roadway may be closed.

Elmhirst Parkway is located in the Bethesda-Chevy Chase Master Plan area. Elmhirst Parkway is the main entrance that extends north from Cedar Lane at the Locust Hill Estates neighborhood. Elmhirst Parkway Bridge is not considered historic but is located on the boundary of Maryland Inventory of Historic Properties Survey No. M:35-120. A review of impacts to pedestrians, bicyclists and the requirements of the ADA (American with Disabilities Act of 1991) has been performed and addressed by this project. Streetlights, crosswalks, sidewalk ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

## Other

The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

## Fiscal Note

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid.

## Disclosures

A pedestrian impact analysis has been completed for this project.

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## **Coordination**

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program

Maryland State Highway Administration

Maryland Department of Environment

Maryland Historical Trust

Maryland National Capital Park and Planning Commission

Montgomery County Department of Permitting Services

Utilities

Bridge Design PDF (CIP 509132)