

Piney Meetinghouse Road Bridge (P501522)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Potomac-Travilah	Status	Preliminary Design Stage

Total	Thru FY14	Rem 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)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Planning, Design and Supervision	512	0	0	512	0	0	254	258	0	0	0
Land	104	0	0	104	104	0	0	0	0	0	0
Site Improvements and Utilities	285	0	0	285	0	0	142	143	0	0	0
Construction	3,124	0	0	3,124	0	0	1,529	1,595	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	4,025	0	0	4,025	104	0	1,925	1,996	0	0	0

FUNDING SCHEDULE (\$000s)

	Total	Thru FY14	Rem FY14	Total 6 Years	FY 15	FY 16	FY 17	FY 18	FY 19	FY 20	Beyond 6 Yrs
Federal Aid	2,807	0	0	2,807	0	0	1,377	1,430	0	0	0
G.O. Bonds	1,218	0	0	1,218	104	0	548	566	0	0	0
Total	4,025	0	0	4,025	104	0	1,925	1,996	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		4,025
Expenditure / Encumbrances		0
Unencumbered Balance		4,025

Date First Appropriation	FY 15
First Cost Estimate	
Current Scope	FY 15 4,025
Last FY's Cost Estimate	4,025

Description

This project provides for the replacement of the existing Piney Meetinghouse Road Bridge over Watts Branch. The existing bridge, built in 1950, is a single span concrete T-Beam structure carrying a 24 foot roadway. The proposed replacement bridge includes a single span prestressed concrete New England Extreme Tee (NEXT) beam structure carrying a 24 foot roadway and a 4 foot shoulder on each side. This width will allow for the implementation of safe on-road bicycling, in accordance with the Master Plan. 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 traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

Location

The project site is located approximately 2600 feet north of the intersection of River Road and Piney Meetinghouse Road.

Capacity

The roadway Average Daily Traffic (ADT) is approximately 5,400 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 the winter of 2015. Land will be purchased in FY15. Construction is scheduled to start in spring 2017 and be completed in fall of 2017. Bridge will be closed to traffic from June 2017 to August 2017. The schedule is delayed due to lengthy environmental documentation process and additional out of scope work requested by Maryland State Highway Administration Office of Structures and District 3 Traffic Office, and additional stream work required for MNCPPC park permit.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2011 bridge inspection revealed that the concrete T-beams are in poor condition. All beams have several horizontal cracks with heavy efflorescence approximately 2" below the underside of the deck. The beams have several isolated spalls with exposed rebar. The undersides of the beams have moderate to severe scaling with exposed stirrups at several locations. All four wingwalls have a 1 foot 6 inch high band of minor scaling above the waterline. There are heavy efflorescence and spalls for both abutments. The bridge is considered structurally deficient. Implementation of this project would allow the bridge to be restored to full capacity.

The Potomac Subregion Master Plan designates Piney Meetinghouse Road as Arterial (A-34) with a minimum right-of-way of 80 feet. The Countywide Bikeways Functional Master Plan calls for dual bikeway – shared use path and signed shared roadway (DB-23). 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 the Environment

Maryland National Capital Park and Planning Commission

Montgomery County Department of Permitting Services

Utilities

Bridge Design Project CIP 509132