

# Bridge Design (P509132)

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

Date Last Modified 11/17/14  
 Required Adequate Public Facility No  
 Relocation Impact None  
 Status Ongoing

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	15,336	11,415	318	3,603	928	803	566	522	462	322	0
Land	420	420	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	78	78	0	0	0	0	0	0	0	0	0
Construction	92	92	0	0	0	0	0	0	0	0	0
Other	18	18	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>15,944</b>	<b>12,023</b>	<b>318</b>	<b>3,603</b>	<b>928</b>	<b>803</b>	<b>566</b>	<b>522</b>	<b>462</b>	<b>322</b>	<b>0</b>

### FUNDING SCHEDULE (\$000s)

Federal Aid	956	956	0	0	0	0	0	0	0	0	0
G.O. Bonds	13,202	10,260	0	2,942	267	803	566	522	462	322	0
Land Sale	15	15	0	0	0	0	0	0	0	0	0
PAYGO	340	340	0	0	0	0	0	0	0	0	0
State Aid	1,431	452	318	661	661	0	0	0	0	0	0
<b>Total</b>	<b>15,944</b>	<b>12,023</b>	<b>318</b>	<b>3,603</b>	<b>928</b>	<b>803</b>	<b>566</b>	<b>522</b>	<b>462</b>	<b>322</b>	<b>0</b>

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 16	599
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		13,779
Expenditure / Encumbrances		12,414
Unencumbered Balance		1,365

Date First Appropriation	FY 91
First Cost Estimate	
Current Scope	FY 16 15,944
Last FY's Cost Estimate	15,204
Partial Closeout Thru	0
New Partial Closeout	0
Total Partial Closeout	0

## Description

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Bridge Design serves as a transition stage for a project between identification of need and its inclusion as a stand-alone construction project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Candidate projects currently included are listed below (Other).

## Cost Change

Increase due to the addition of Glen Road Bridge #148.

## Justification

There is continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. Bridge design costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects which result from bridge design will each benefit from reduced planning and design costs. Biennial inspections performed since 1987 have consistently shown that the bridges currently included in the project for design studies are in need of major rehabilitation or replacement. Future individual CIP projects which result from bridge design will each benefit from reduced planning and design costs.

## Other

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone PDFs

Candidate Projects: Elmhirst Parkway Bridge #MPK-13; Park Valley Road Bridge #MPK-O3; Piney Meetinghouse Road Bridge #M-0021; Whites Ferry Road Bridge #M-0187; Whites Ferry Road Bridge #M-0189; Valley Road Bridge #M-0111; Gold Mine Road Bridge #M-0096; Brink Road Bridge #M-0064; Garrett Park Road Bridge #M-0352; Beach Drive Bridge #MPK-24. Glen Road Bridge #M-0148.

## Fiscal Note

A funding switch in FY16-20 moves \$127,000 in GO Bonds from the Bridge Renovation Project (#509753). State Aid replaced by GO Bonds which was shifted to the Bridge Renovation project to facilitate state reimbursement.

## Disclosures

A pedestrian impact analysis has been completed for this project.

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

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### **Coordination**

Maryland-Department of the Environment, Maryland-Department of Natural Resources, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, U.S. Army Corps of Engineers, Maryland State Highway Administration, Federal Highway Administration, Utility Companies, Maryland Historic Trust, CSX Transportation, Washington Metropolitan Area Transit Authority, Rural/Rustic Roads Legislation