

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 FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
-------	-----------	----------	---------------	-------	-------	-------	-------	-------	-------	--------------

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	18,262	12,296	1,882	4,084	1,022	873	694	605	492	398	0
Land	425	425	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
Total	18,875	12,909	1,882	4,084	1,022	873	694	605	492	398	0

FUNDING SCHEDULE (\$000s)

Federal Aid	956	956	0	0	0	0	0	0	0	0	0
G.O. Bonds	16,133	10,960	1,089	4,084	1,022	873	694	605	492	398	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	638	793	0	0	0	0	0	0	0	0
Total	18,875	12,909	1,882	4,084	1,022	873	694	605	492	398	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	1,226
Appropriation Request Est.	FY 18	669
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		15,097
Expenditure / Encumbrances		13,456
Unencumbered Balance		1,641

Date First Appropriation	FY 91
First Cost Estimate	
Current Scope	FY 17 18,875
Last FY's Cost Estimate	15,204

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 #15, Mouth of Monocacy Bridge #43, and the addition of FY21 and FY22.

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.

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 (PD&S) 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 projects. Candidate Projects: Elmhirst Parkway Bridge #MPK-13, Park Valley Road Bridge #MPK-03, Piney Meetinghouse Bridge #M-0021, Cedar Lane Bridge #M-0074, 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, Glen Road Bridge #M-0015, and Mouth of Monocacy Bridge #M-0043.

Fiscal Note

FY16 transfer of \$299K from Glenmont Metro Parking Expansion (#500552); \$202K from Century Boulevard (#501115) and \$218K from Whites Ferry Road Bridges (#501301).

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.

Coordination

Bridge Design (P509132)

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