

Pennyfield Lock Road Bridge (P501624)

Category	Transportation	Date Last Modified	8/19/16
Sub Category	Bridges	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Potomac-Travilah	Status	Final Design Stage

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	149	0	74	75	75	0	0	0	0	0	0
Land	34	0	34	0	0	0	0	0	0	0	0
Site Improvements and Utilities	50	0	25	25	25	0	0	0	0	0	0
Construction	877	0	302	575	575	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,110	0	435	675	675	0	0	0	0	0	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	1,110	0	435	675	675	0	0	0	0	0	0
Total	1,110	0	435	675	675	0	0	0	0	0	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		1,110
Expenditure / Encumbrances		0
Unencumbered Balance		1,110

Date First Appropriation	FY 16	
First Cost Estimate		
Current Scope	FY 16	1,110
Last FY's Cost Estimate		1,110

Description

This project provides for the replacement of the existing Pennyfield Lock Road Bridge over a tributary to Muddy Branch. The existing bridge, built in 1930, is a single concrete slab structure. The existing clear roadway width is 14'-3" with one lane on the bridge carrying two-way traffic. The proposed replacement bridge includes a single span prestressed concrete beam structure carrying a 12'-0" traffic lane and two 2'-6" shoulders for a total width of 17'-0". This width will allow for the implementation of safe on road bicycling, in accordance with the Master Plan. The replacement bridge will be on a new alignment to the west of the structure. Park access is maintained while the existing bridge remains open during construction of the proposed bridge. Accelerated bridge construction techniques will be utilized to minimize the disruption to the travelling public and local community.

Location

Southern end of Pennyfield Lock Road near the entrance to the National Park Service's C&O Canal Park

Estimated Schedule

The design of the project is expected to finish in the winter of 2015. The construction is scheduled to start in summer 2016 and be completed in fall of 2016.

Justification

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2011 bridge inspection revealed that there were several large spalls with exposed reinforcing on the underside of the slab. The height of the W-beam bridge railing does not meet the current standards. Efflorescence is present at the interface between the slab and the abutment at the northeast corner. The west end of the south abutment footing is partially exposed. The bridge is currently limited to a 12,000 lb single-unit truck and a 24,000 lb combination-unit truck. The bridge is considered functionally obsolete. Implementation of this project would allow the bridges to be restored to full capacity.

Other

The Potomac Subregion Master Plan designates Pennyfield Lock Road as Rustic (R-33) with a minimum right-of-way of 70 ft and two travel lanes. The Countywide Bikeways Functional Master Plan calls for shared roadway (PB-18).

Fiscal Note

The design costs for this project are covered in Bridge Renovation (#509753)

Disclosures

A pedestrian impact analysis has been completed for this project.

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

National Park Service Rustic Road Committee Maryland State Highway Administration Maryland Department of the Environment Maryland National Capital Park and Planning Commission Montgomery County Department of Permitting Services Utilities Bridge Renovation