



Elmhirst Parkway Bridge (Bridge No. M-0353)

(P501420)

Category	Transportation	Date Last Modified	02/14/18
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	191	110	81	-	-	-	-	-	-	-	-
Land	13	-	13	-	-	-	-	-	-	-	-
Site Improvements and Utilities	4	4	-	-	-	-	-	-	-	-	-
Construction	2,043	2,020	23	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	2,251	2,134	117	-	-	-	-	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Federal Aid	1,277	1,277	-	-	-	-	-	-	-	-	-
G.O. Bonds	974	857	117	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	2,251	2,134	117	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY15
Appropriation FY 20 Request	-	Last FY's Cost Estimate	2,251
Cumulative Appropriation	2,251		
Expenditure / Encumbrances	2,221		
Unencumbered Balance	30		

PROJECT 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 2016 and be completed in Winter 2017.

PROJECT 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 (No. 509132).

FISCAL NOTE

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. \$57,000 transfer in FY16 from Father Hurley Boulevard project (No. 500516).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

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 (No. 509132)