



Beach Drive Bridge

(P501903)

Category	Transportation	Date Last Modified	10/01/18
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	375	-	-	375	-	190	185	-	-	-	-
Land	5	-	-	5	-	5	-	-	-	-	-
Construction	3,822	-	-	3,822	-	1,597	2,225	-	-	-	-
TOTAL EXPENDITURES	4,202	-	-	4,202	-	1,792	2,410	-	-	-	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY18	Rem FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Federal Aid	2,790	-	-	2,790	-	906	1,884	-	-	-	-
G.O. Bonds	1,412	-	-	1,412	-	886	526	-	-	-	-
TOTAL FUNDING SOURCES	4,202	-	-	4,202	-	1,792	2,410	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	4,202	Year First Appropriation	
Cumulative Appropriation	-	Last FY's Cost Estimate	4,202
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Beach Drive Bridge over Silver Creek. The existing bridge, built in 1964, consists of three steel plate arches. The bridge provides a 24'-0" wide clear roadway with a 7'-0" Rock Creek Trail on the north side and has two 1'-9" parapets. The proposed replacement bridge includes a single span prestressed concrete slab beam structure carrying a 22'-0" roadway and a 5'-4" shoulder on each side. This width will allow for the implementation of safe on-road bicycling in accordance with the Master Plan. The Rock Creek Trail will be relocated to cross Silver Creek approximately 90 feet north of the proposed Beach Drive Bridge. This will improve safety by separating the pedestrian and light-use bicycle traffic from the vehicular traffic. 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. In order to maintain pedestrian traffic on Rock Creek Trail during construction, the pedestrian bridge, and its approaches will be constructed prior to the removal of the existing Beach Drive Bridge. 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 100 feet east of the intersection of Beach Drive and Kensington Parkway within Rock Creek Park in Kensington, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 5,500 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 2018. Construction is scheduled to start in spring 2020 and be completed in fall of 2020. Bridge will be closed to traffic from June 2020 to August 2020. This is a summer only construction project.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2015 bridge inspection revealed that the steel arches are in poor condition. There is laminar corrosion on the arches above and below the waterline up to 3'-0" high above the footing. Arch 1 and Arch 3 have holes in the steel along the west side. Arch 2 has heavy corrosion with moderate to severe section loss at the waterline and at isolated locations on the arch walls. The holes in the arches can be probed up to 6" deep. The south parapet has been removed above Arches 2 and 3, as well as along the Southeast Wingwall. Temporary concrete traffic barrier sections have been placed along the south side of the bridge. The north spandrel wall has isolated areas of minor deterioration of the mortar joints. There is moderate efflorescence and corrosion staining between the north spandrel wall and the arches. The south spandrel wall is separated up to 3 inches from the edge of Arch 1. There is a concrete fascia repair from Arch 2 to the east side of Arch 3. Implementation of this project would allow the bridge to be restored to full capacity. The 1989 Kensington-Wheaton Master Plan designates Beach Drive as Park Road. The 2005 Countywide Bikeways Functional Master Plan calls for signed shared roadway (SR-16)

OTHER

Project design costs 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.

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 the Environment, Maryland National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, Bridge Design Project CIP (No. 509132).

