



Brighton Dam Road Bridge No. M-0229

(P501907)

Category	Transportation	Date Last Modified	02/12/18
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Planning 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	860	-	-	860	636	111	113	-	-	-	-
Construction	1,000	-	-	1,000	-	510	490	-	-	-	-
TOTAL EXPENDITURES	1,860	-	-	1,860	636	621	603	-	-	-	-

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
Intergovernmental	1,240	-	-	1,240	424	414	402	-	-	-	-
G.O. Bonds	620	-	-	620	212	207	201	-	-	-	-
TOTAL FUNDING SOURCES	1,860	-	-	1,860	636	621	603	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 20 Approp. Request	-	Year First Appropriation	FY19
Cumulative Appropriation	1,860	Last FY's Cost Estimate	1,860
Expenditure / Encumbrances	-		
Unencumbered Balance	1,860		

PROJECT DESCRIPTION

This project provides for the rehabilitation of the existing Brighton Dam Road Bridge No. M-0229 over Brighton Dam of Triadelphia Reservoir. This 602-foot long 15-span bridge, which is supported by Brighton Dam, is in need of repairs to the parapets and bridge roadway deck joints to enhance the safety of the traveling public and the integrity of the dam.

LOCATION

The project site is located at the Montgomery/Howard County Line approximately 1.2 miles east of the intersection of Brighton Dam Road and New Hampshire Avenue (MD 650) in Brookeville.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the Brighton Dam Road Bridge will remain approximately 6,000 vehicles per

day.

ESTIMATED SCHEDULE

The design is expected to be completed in the spring of 2019. Construction is scheduled to start in June 2020 and be completed in August 2020.

PROJECT JUSTIFICATION

This bridge, reconstructed in 1999, requires repairs to the 1,002-foot long west parapets, 642-foot long east parapets and sixteen bridge roadway deck joints. The parapets have severe concrete spalling at many parapet joints. The bridge roadway deck joints have failed, allowing water and deicing chemicals to flow through the bridge deck which resulted in corrosion and deterioration to the mechanized equipment for the dam operations. Brighton Dam Road is classified as an arterial road in the 2005 Olney Master Plan. The deterioration of the parapets and bridge roadway deck joints was identified through the County's 2015 biennial inspection program. The bridge rehabilitation was requested by WSSC to protect the newly reconstructed dam operating equipment. Funding for this project will be shared equally between Montgomery County, Howard County and WSSC in accordance with the August 28, 1996, Agreement. A Memorandum of Understanding (MOU) between Montgomery County, Howard County, and WSSC is required for this project. The funding shown as "Intergovernmental" is from Howard County, and WSSC for their share of the project cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Washington Suburban Sanitary Commission, Howard County, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland-National Capitol Park and Planning Commission, Montgomery County Department of Permitting Services, U.S. Army Corps of Engineers

