



# Bridges

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## PROGRAM DESCRIPTION AND OBJECTIVES

Bridges are an integral part of the County's transportation infrastructure. Bridge projects are undertaken to address public safety issues and may also increase capacity of existing County roadway infrastructure.

The Department of Transportation (DOT) evaluates bridge rehabilitation and reconstruction needs in the context of maintaining safety while preserving the character of existing County roadways. Bridge reconstruction and rehabilitation requirements vary from year to year as assessments of bridge conditions change. The biennial bridge inspection program, which DOT undertakes using the County's Federal aid allocation, identifies bridges for repair, rehabilitation, or reconstruction. Actual construction work is undertaken through a combination of contract services and County work crews. Qualifying bridges receive Federal aid for construction.

## HIGHLIGHTS

- Maintain funding for previously approved Bridge Design Program, Bridge Preservation Program, Brighton Dam Road Bridge, Brink Road Bridge, Dorsey Mill Road Bridge, Garrett Park Road Bridge, and Mouth of Monocacy Road Bridge.
- Increase funding in the Bridge Renovation program to fund deck replacement of Mouth of Monocacy Road Bridge over CSX tracks, as well as rehabilitate and replace failing culverts in the County.
- Increase funding for Dennis Avenue Bridge replacement to reflect updated cost estimates.
- Increase funding for Glen Road Bridge replacement to provide for stream restoration and reduce flooding on Glen Road.

## PROGRAM CONTACTS

Contact Brady Goldsmith of the Department of Transportation at 240.777.2793 or Gary Nalven of the Office of Management and Budget at 240.777.2779 for more information regarding this department's capital budget.

**CAPITAL PROGRAM REVIEW** The Recommended FY23-28 CIP includes ten ongoing projects totaling \$74.2 million. This represents a \$0.8 million or one percent increase from the \$73.4 million included in the FY21-26 amended program. This increase is due primarily to significant increases in the Bridge Renovation Program and Dennis Avenue and Glen Road bridge replacements, offset by completion of previously approved projects no longer reflected in the CIP. Federal aid allocation of up to 80 percent of the project construction cost will continue to be assumed for qualifying bridge projects.



# Bridge Design

(P509132)

|               |                |                      |                |
|---------------|----------------|----------------------|----------------|
| Category      | Transportation | Date Last Modified   | 09/03/21       |
| SubCategory   | Bridges        | Administering Agency | Transportation |
| Planning Area | Countywide     | Status               | Ongoing        |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total  | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|----------------------------------|--------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Planning, Design and Supervision | 33,348 | 18,585    | 2,916    | 11,847        | 2,291 | 2,101 | 2,078 | 1,869 | 1,898 | 1,610 | -              |
| Land                             | 445    | 445       | -        | -             | -     | -     | -     | -     | -     | -     | -              |
| Site Improvements and Utilities  | 103    | 103       | -        | -             | -     | -     | -     | -     | -     | -     | -              |
| Construction                     | 104    | 104       | -        | -             | -     | -     | -     | -     | -     | -     | -              |
| Other                            | 18     | 18        | -        | -             | -     | -     | -     | -     | -     | -     | -              |
| TOTAL EXPENDITURES               | 34,018 | 19,255    | 2,916    | 11,847        | 2,291 | 2,101 | 2,078 | 1,869 | 1,898 | 1,610 | -              |

## FUNDING SCHEDULE (\$000s)

| Funding Source        | Total  | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|-----------------------|--------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Federal Aid           | 956    | 956       | -        | -             | -     | -     | -     | -     | -     | -     | -              |
| G.O. Bonds            | 30,638 | 15,875    | 2,916    | 11,847        | 2,291 | 2,101 | 2,078 | 1,869 | 1,898 | 1,610 | -              |
| Land Sale             | 15     | 15        | -        | -             | -     | -     | -     | -     | -     | -     | -              |
| PAYGO                 | 340    | 340       | -        | -             | -     | -     | -     | -     | -     | -     | -              |
| State Aid             | 2,069  | 2,069     | -        | -             | -     | -     | -     | -     | -     | -     | -              |
| TOTAL FUNDING SOURCES | 34,018 | 19,255    | 2,916    | 11,847        | 2,291 | 2,101 | 2,078 | 1,869 | 1,898 | 1,610 | -              |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |        |                          |        |
|-----------------------------|--------|--------------------------|--------|
| Appropriation FY 23 Request | 2,178  | Year First Appropriation | FY91   |
| Appropriation FY 24 Request | 2,105  | Last FY's Cost Estimate  | 30,510 |
| Cumulative Appropriation    | 23,340 |                          |        |
| Expenditure / Encumbrances  | 20,717 |                          |        |
| Unencumbered Balance        | 2,623  |                          |        |

## PROJECT 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).

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## COST CHANGE

Cost increase due to the addition of Southlawn Rd Bridge #M-0050, Martinsburg Rd Bridge #M-0042, Burnt Hill Rd Bridge #M-0157, and Gregg Rd Bridge #M-0119, and the addition of FY27 and FY28 to this ongoing level-of-effort project.

## PROJECT 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: Brink Rd Bridge #M-0064, Garrett Pk Rd Bridge #M-0352, Beach Dr Bridge #MPK-24, Glen Rd Bridge #M-0148, Glen Rd Bridge #M-0015, and Mouth of Monocacy Rd Bridge #M-0043, Zion Rd Bridge #M-0121, Schaeffer Rd Bridge #M-0137, Parklawn Entr Bridge #MPK-17, Baltimore Rd Bridge #M-0201, Brighton Dam Rd Bridge #M-0108, Redland Rd Bridge #M-0057, Brookeville Rd Bridge #M-0083, Greentree Rd Bridge #M-0180, Whites Ferry Rd Bridge #M-0186, Glen Rd Bridge #M-0013, Barnes Rd Bridge #M-0008, Barnesville Rd Bridge #M-0045, Randolph Rd Bridge #M-0080-3, Shady Grove Rd Bridge #M-0191-3, Beach Dr Bridge #MPK-05, Beach Dr Bridge #MPK-08, Bel Pre Rd Bridge #M-0092, Little Falls Pkwy Bridge #MPK-01-2, Cattail Rd Bridge #M-0155, Harris Rd Bridge #M-0046, Valleywood Dr Bridge #M-0254, and Midcounty Hghwy Bridge #M-0219, Southlawn Rd Bridge #M-0050, Martinsburg Rd Bridge #M-0042, Burnt Hill Rd Bridge #M-0157, and Gregg Rd Bridge #M-0119.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

## COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland Historic Trust, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, U.S. Army Corps of Engineers, CSX Transportation, Washington Metropolitan Area Transit Authority, and Rural/Rustic Roads Legislation.



# Bridge Preservation Program

(P500313)

|               |                |                      |                |
|---------------|----------------|----------------------|----------------|
| Category      | Transportation | Date Last Modified   | 01/13/22       |
| SubCategory   | Bridges        | Administering Agency | Transportation |
| Planning Area | Countywide     | Status               | Ongoing        |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total         | Thru FY21    | Est FY22     | Total<br>6 Years | FY 23      | FY 24      | FY 25      | FY 26      | FY 27      | FY 28      | Beyond<br>6 Years |
|----------------------------------|---------------|--------------|--------------|------------------|------------|------------|------------|------------|------------|------------|-------------------|
| Planning, Design and Supervision | 3,783         | 2,763        | 162          | 858              | 143        | 143        | 143        | 143        | 143        | 143        | -                 |
| Land                             | 37            | 15           | 10           | 12               | 2          | 2          | 2          | 2          | 2          | 2          | -                 |
| Site Improvements and Utilities  | 8             | 8            | -            | -                | -          | -          | -          | -          | -          | -          | -                 |
| Construction                     | 10,133        | 5,896        | 1,979        | 2,258            | 369        | 369        | 380        | 380        | 380        | 380        | -                 |
| Other                            | 2             | 2            | -            | -                | -          | -          | -          | -          | -          | -          | -                 |
| <b>TOTAL EXPENDITURES</b>        | <b>13,963</b> | <b>8,684</b> | <b>2,151</b> | <b>3,128</b>     | <b>514</b> | <b>514</b> | <b>525</b> | <b>525</b> | <b>525</b> | <b>525</b> | <b>-</b>          |

## FUNDING SCHEDULE (\$000s)

| Funding Source               | Total         | Thru FY21    | Est FY22     | Total<br>6 Years | FY 23      | FY 24      | FY 25      | FY 26      | FY 27      | FY 28      | Beyond<br>6 Years |
|------------------------------|---------------|--------------|--------------|------------------|------------|------------|------------|------------|------------|------------|-------------------|
| Federal Aid                  | 366           | 366          | -            | -                | -          | -          | -          | -          | -          | -          | -                 |
| G.O. Bonds                   | 13,557        | 8,278        | 2,151        | 3,128            | 514        | 514        | 525        | 525        | 525        | 525        | -                 |
| Intergovernmental            | 40            | 40           | -            | -                | -          | -          | -          | -          | -          | -          | -                 |
| <b>TOTAL FUNDING SOURCES</b> | <b>13,963</b> | <b>8,684</b> | <b>2,151</b> | <b>3,128</b>     | <b>514</b> | <b>514</b> | <b>525</b> | <b>525</b> | <b>525</b> | <b>525</b> | <b>-</b>          |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |        |                          |        |
|-----------------------------|--------|--------------------------|--------|
| Appropriation FY 23 Request | 1,028  | Year First Appropriation | FY03   |
| Appropriation FY 24 Request | -      | Last FY's Cost Estimate  | 12,913 |
| Cumulative Appropriation    | 10,835 |                          |        |
| Expenditure / Encumbrances  | 10,451 |                          |        |
| Unencumbered Balance        | 384    |                          |        |

## PROJECT DESCRIPTION

This project includes actions or strategies that prevent, delay, or reduce deterioration of bridge elements, restore the function of existing bridges, keep bridges in good condition, and extend their useful life. Preservation actions may be preventive or condition driven. This project provides for removal of corrosion and installation of protective coatings on existing County steel bridges that have been identified as needing surface recoating through the Biennial Bridge Inspection Program. In addition, this project provides for the repair or replacement of leaking deck joints to minimize the deterioration and corrosion of bridge superstructure and substructure elements beneath the joints as identified through the Biennial Bridge Inspection Program. Bridge preservation field operations include the removal of the existing coating system which may contain hazardous materials; containment of blast cleaning and waste paint particles; disposal of the hazardous materials at a pre-approved disposal site, as required by Maryland and Federal environmental regulations; installation



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of protective coating system; joint repair or replacement, and inspection to ensure compliance with environmental and contract requirements.

## COST CHANGE

Increase due to addition of FY 27-28 to this on-going level of effort project.

## PROJECT JUSTIFICATION

The benefits of this program will include extending the useful service life of existing steel bridges, prevention of long-term structural deficiencies, decreases in vehicle load restrictions, and reduced potential road closures and public inconvenience. The long-term goal of this program will be to protect existing bridges and keep them in good condition to reduce bridge renovation/replacement costs. The expected life cycle of a coating system is 15 years. Candidate bridges for each year are identified based on the bridge coating evaluations under the Biennial Bridge Inspection Program and the available funds under the bridge preservation program. The County currently has 113 Highway and 29 Pedestrian steel girder, beam and truss structures in its bridge inventory. These numbers will change when steel highway or pedestrian bridges are added into or dropped from the County's bridge inventory. The degree of specialized work required to restore the protective coatings to in-service bridges is beyond the scope of routine operations. Proper protective coating systems are an essential component of bridge maintenance to prevent long-term structural steel deterioration. The County currently has 50 bridges with deck joints in its inventory. Damage both to the joint and to the portion of the bridge beneath the joint that is exposed to debris, water, and deicing salts must be addressed and prevented to prolong the life of the bridge. Many defects identified through the Biennial Bridge Inspection Program are the direct result of bridges not being properly protected to withstand chemical and environmental elements. These defects include frozen and deteriorated steel bearings, corroded structural steel, and steel beam section loss.

## OTHER

The "Intergovernmental" revenue shown in the funding schedule is from Howard County for its share of painting costs for two bridges that Montgomery County and Howard County share.

## DISCLOSURES

Expenditures will continue indefinitely.

## COORDINATION

Maryland Department of Natural Resources, Maryland State Highway Administration, Occupational Safety and Health Administration, Maryland-National Capital Park and Planning Commission, Utilities, CSX Transportation, Washington Metropolitan Area Transit Authority, Montgomery County Department of Permitting Services, and Bridge Renovation Program (500313).



# Bridge Renovation

(P509753)

|               |                |                      |                |
|---------------|----------------|----------------------|----------------|
| Category      | Transportation | Date Last Modified   | 12/22/21       |
| SubCategory   | Bridges        | Administering Agency | Transportation |
| Planning Area | Countywide     | Status               | Ongoing        |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total  | Thru FY21 | Est FY22 | Total<br>6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond<br>6 Years |
|----------------------------------|--------|-----------|----------|------------------|-------|-------|-------|-------|-------|-------|-------------------|
| Planning, Design and Supervision | 20,068 | 13,757    | 424      | 5,887            | 1,180 | 1,000 | 1,500 | 250   | 1,133 | 824   | -                 |
| Land                             | 209    | 209       | -        | -                | -     | -     | -     | -     | -     | -     | -                 |
| Site Improvements and Utilities  | 21     | 21        | -        | -                | -     | -     | -     | -     | -     | -     | -                 |
| Construction                     | 41,807 | 11,840    | 5,927    | 24,040           | 5,700 | 5,300 | 2,400 | 3,550 | 3,264 | 3,826 | -                 |
| Other                            | 83     | 83        | -        | -                | -     | -     | -     | -     | -     | -     | -                 |
| TOTAL EXPENDITURES               | 62,188 | 25,910    | 6,351    | 29,927           | 6,880 | 6,300 | 3,900 | 3,800 | 4,397 | 4,650 | -                 |

## FUNDING SCHEDULE (\$000s)

| Funding Source                    | Total  | Thru FY21 | Est FY22 | Total<br>6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond<br>6 Years |
|-----------------------------------|--------|-----------|----------|------------------|-------|-------|-------|-------|-------|-------|-------------------|
| G.O. Bonds                        | 57,528 | 23,615    | 5,348    | 28,565           | 6,653 | 6,073 | 3,673 | 3,573 | 4,170 | 4,423 | -                 |
| State Aid                         | 3,660  | 2,295     | 3        | 1,362            | 227   | 227   | 227   | 227   | 227   | 227   | -                 |
| Stormwater Management Waiver Fees | 1,000  | -         | 1,000    | -                | -     | -     | -     | -     | -     | -     | -                 |
| TOTAL FUNDING SOURCES             | 62,188 | 25,910    | 6,351    | 29,927           | 6,880 | 6,300 | 3,900 | 3,800 | 4,397 | 4,650 | -                 |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |        |                          |        |
|-----------------------------|--------|--------------------------|--------|
| Appropriation FY 23 Request | 13,180 | Year First Appropriation | FY97   |
| Appropriation FY 24 Request | -      | Last FY's Cost Estimate  | 51,841 |
| Cumulative Appropriation    | 32,261 |                          |        |
| Expenditure / Encumbrances  | 28,852 |                          |        |
| Unencumbered Balance        | 3,409  |                          |        |

## PROJECT DESCRIPTION

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning. Renovation work involves planning, preliminary engineering, project management, inspection, and construction. Construction is performed on various components of the bridge structures. Superstructure repair or replacement items include decking, support beams, bearing assemblies, and expansion joints. Substructure repair or replacement items include concrete abutments, backwalls, and wingwalls. Culvert repairs include concrete headwalls, structural steel plate pipe arch replacements, installation of concrete inverts, and placement of stream scour protection. Other renovation work includes paving of bridge deck surfaces, bolted connection replacements, stone slope protection, reconstruction of approach roadways,

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concrete crack injection, deck joint material replacement, scour protection, and installation of traffic safety barriers. The community outreach program informs the public when road closures or major lane shifts are necessary. Projects are reviewed and scheduled to reduce community impacts as much as possible, especially to school bus routes.

## COST CHANGE

Cost increase due to the addition of Mouth of Monocacy Road Bridge Deck Replacement, Hidden Valley emergency culvert repair, and the addition of FY27 and FY28 to this ongoing level of effort project.

## PROJECT JUSTIFICATION

The Biennial Bridge Inspection Program, a Federally mandated program, provides specific information to identify deficient bridge elements. The bridge renovation program also provides the ability for quick response and resolution to citizen public concerns for highway and pedestrian bridges throughout the County.

## OTHER

The objective of this program is to identify bridges requiring extensive structural repairs and perform the work in a timely manner to avoid emergency situations and major public inconvenience. Construction work under this project is typically performed by the County's Division of Highway Services.

## DISCLOSURES

Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

## COORDINATION

Department of Transportation, Maryland State Highway Administration, Maryland Department of Natural Resources, Maryland Historic Trust, U.S. Fish and Wildlife Service, and CSXT.



# Brighton Dam Road Bridge No. M-0229

(P501907)

|               |                    |                      |                          |
|---------------|--------------------|----------------------|--------------------------|
| Category      | Transportation     | Date Last Modified   | 11/29/21                 |
| SubCategory   | Bridges            | Administering Agency | Transportation           |
| Planning Area | Olney and Vicinity | Status               | Preliminary Design Stage |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|----------------------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Planning, Design and Supervision | 890   | 43        | 629      | 218           | 178   | 40    | -     | -     | -     | -     | -              |
| Construction                     | 1,360 | -         | -        | 1,360         | 1,289 | 71    | -     | -     | -     | -     | -              |
| TOTAL EXPENDITURES               | 2,250 | 43        | 629      | 1,578         | 1,467 | 111   | -     | -     | -     | -     | -              |

## FUNDING SCHEDULE (\$000s)

| Funding Source        | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|-----------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| G.O. Bonds            | 750   | -         | 224      | 526           | 489   | 37    | -     | -     | -     | -     | -              |
| Intergovernmental     | 1,500 | 43        | 405      | 1,052         | 978   | 74    | -     | -     | -     | -     | -              |
| TOTAL FUNDING SOURCES | 2,250 | 43        | 629      | 1,578         | 1,467 | 111   | -     | -     | -     | -     | -              |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |       |                          |       |
|-----------------------------|-------|--------------------------|-------|
| Appropriation FY 23 Request | -     | Year First Appropriation | FY19  |
| Appropriation FY 24 Request | -     | Last FY's Cost Estimate  | 2,250 |
| Cumulative Appropriation    | 2,250 |                          |       |
| Expenditure / Encumbrances  | 344   |                          |       |
| Unencumbered Balance        | 1,906 |                          |       |

## 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, bridge deck joints, prestressed concrete beams, abutment backwalls, street lights, and approach roadways and sidewalks to enhance the safety of the traveling public and the integrity of the dam. The existing storm inlets on the approach roadways at both ends of the bridge will be improved as needed.

## 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.

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## 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 summer of 2022. Construction is scheduled to start in the spring of 2023 and be completed in the summer of 2023.

## PROJECT JUSTIFICATION

This bridge, reconstructed in 1999, requires repairs to the 1,002-foot long west parapets, 642-foot long east parapets, sixteen bridge deck joints, prestressed concrete beams, abutment backwalls, street lights, and approach roadways and sidewalks. The parapets have severe concrete spalling at many parapet joints. Prestressed concrete beams and abutment backwalls have spalling and cracking. The approach roadways and sidewalks have settlement at both ends of the bridge. The bridge 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. Some street lights and pole supports are damaged. The improvement of storm inlets was requested by WSSC to minimize storm runoff entering into the bridge deck surface from the approach roadways.

## OTHER

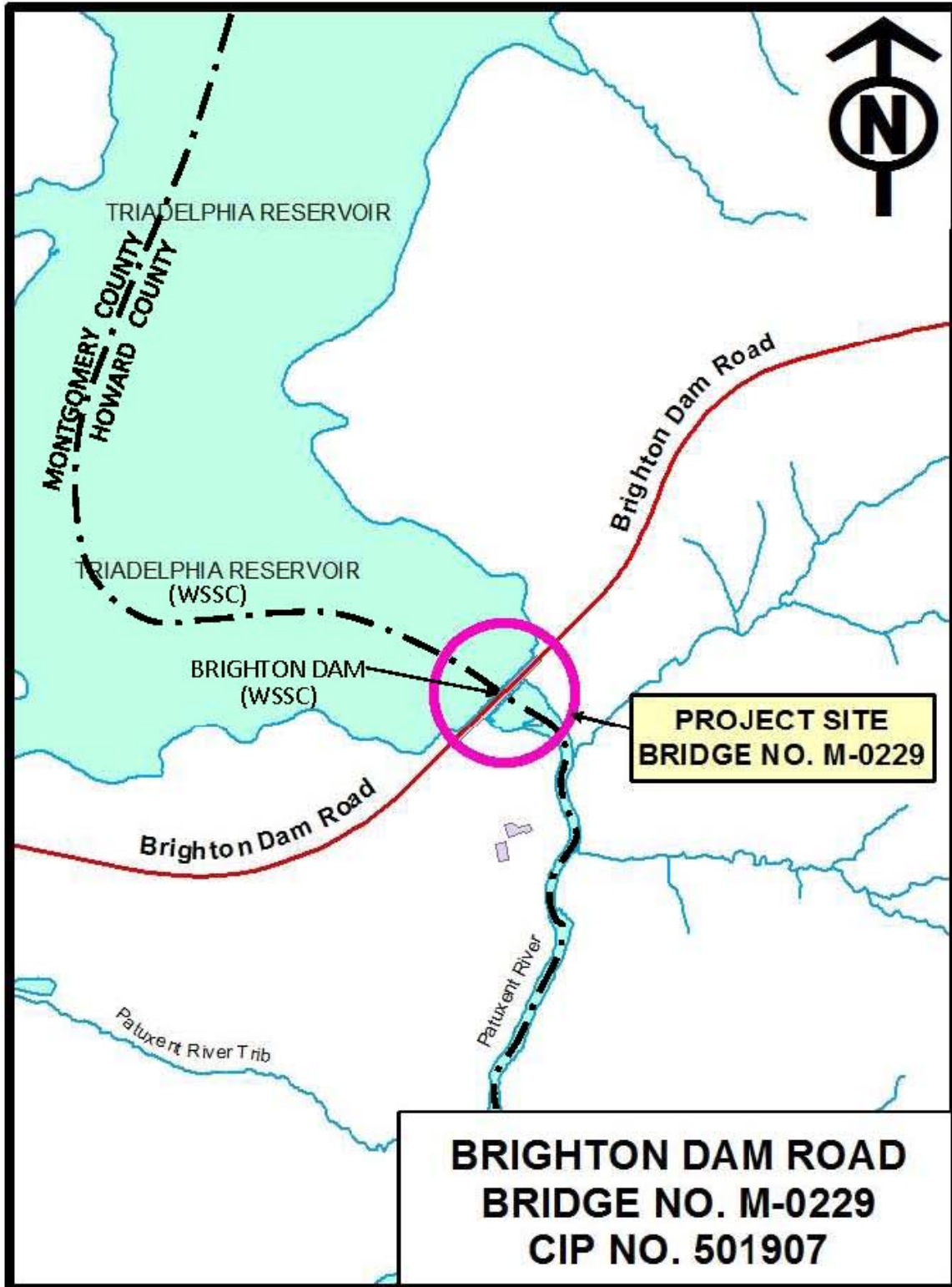
The 2005 Olney Master Plan designates Brighton Dam Road as Arterial Road (A-15) with a minimum right-of-way of 80 feet. The December 2018 Montgomery County Bicycle Master Plan recommends bikeable shoulders. The deterioration of the bridge was identified through the County's 2019 biennial inspection program. The bridge rehabilitation was requested by WSSC to protect the newly reconstructed dam operation equipment. Funding for this project will be shared equally between Montgomery County, Howard County and WSSC in accordance with the February 16, 2021 Design and Construction Agreement. 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 Capital Park and Planning Commission, Montgomery County Department of Permitting Services, and U.S. Army Corps of Engineers.





# Brink Road Bridge M-0064

(P502104)

|               |                         |                      |                          |
|---------------|-------------------------|----------------------|--------------------------|
| Category      | Transportation          | Date Last Modified   | 01/14/22                 |
| SubCategory   | Bridges                 | Administering Agency | Transportation           |
| Planning Area | Germantown and Vicinity | Status               | Preliminary Design Stage |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|----------------------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Planning, Design and Supervision | 883   | -         | -        | 883           | -     | -     | 581   | 302   | -     | -     | -              |
| Land                             | 214   | -         | -        | 214           | -     | -     | 214   | -     | -     | -     | -              |
| Site Improvements and Utilities  | 750   | -         | -        | 750           | -     | -     | 675   | 75    | -     | -     | -              |
| Construction                     | 3,704 | -         | -        | 3,704         | -     | -     | 909   | 2,795 | -     | -     | -              |
| TOTAL EXPENDITURES               | 5,551 | -         | -        | 5,551         | -     | -     | 2,379 | 3,172 | -     | -     | -              |

## FUNDING SCHEDULE (\$000s)

| Funding Source        | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|-----------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Federal Aid           | 3,308 | -         | -        | 3,308         | -     | -     | 831   | 2,477 | -     | -     | -              |
| G.O. Bonds            | 2,243 | -         | -        | 2,243         | -     | -     | 1,548 | 695   | -     | -     | -              |
| TOTAL FUNDING SOURCES | 5,551 | -         | -        | 5,551         | -     | -     | 2,379 | 3,172 | -     | -     | -              |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |   |                          |       |
|-----------------------------|---|--------------------------|-------|
| Appropriation FY 23 Request | - | Year First Appropriation |       |
| Appropriation FY 24 Request | - | Last FY's Cost Estimate  | 5,551 |
| Cumulative Appropriation    | - |                          |       |
| Expenditure / Encumbrances  | - |                          |       |
| Unencumbered Balance        | - |                          |       |

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Brink Road Bridge over Great Seneca Creek. The existing bridge, built in 1972, is a one span 58'-3" steel beam with an asphalt filled corrugated metal deck structure carrying a 23'-6" clear roadway with W-beam guardrail on each side. The proposed replacement bridge includes a one span 58' prestressed NEXT beam structure with a 34'-0" clear roadway width. The project includes 400-feet of approach roadway work west of the bridge to reduce flooding frequency and improvements to the intersection with Wightman Road approximately 20' east of the bridge. In addition, the Maryland-National Capital Park and Planning Commission (M-NCPPC) Seneca Creek Green hiker-biker trail crossing will be improved at the intersection. The new bridge will carry two lanes of traffic with two 11' travel lanes and 6' wide shoulders for a clear roadway width of 34'.

## LOCATION

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The project is located approximately 2.1 miles east of the intersection of Brink Road and Ridge Road (MD 27) in Germantown, Maryland.

## CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 12,000 and the roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

The design of the project is expected to be completed in Spring 2024. Construction is scheduled to begin in summer 2025 and be completed in the winter of 2025. The bridge will be closed to traffic from June 2025 to August 2025.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2020 bridge inspection report for Bridge No. M-0064 indicates that the bridge steel beams are in poor condition with areas of 100 percent section loss. As a result, the bridge is inspected on a 12-month frequency. The bridge is functionally obsolete with a clear roadway width of 24' and carries approximately 12,000 vehicles per day. The bridge is closed two to three times a year due to flooding of the Great Seneca Creek. The project will reduce the flooding frequency to once every five years.

## FISCAL NOTE

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

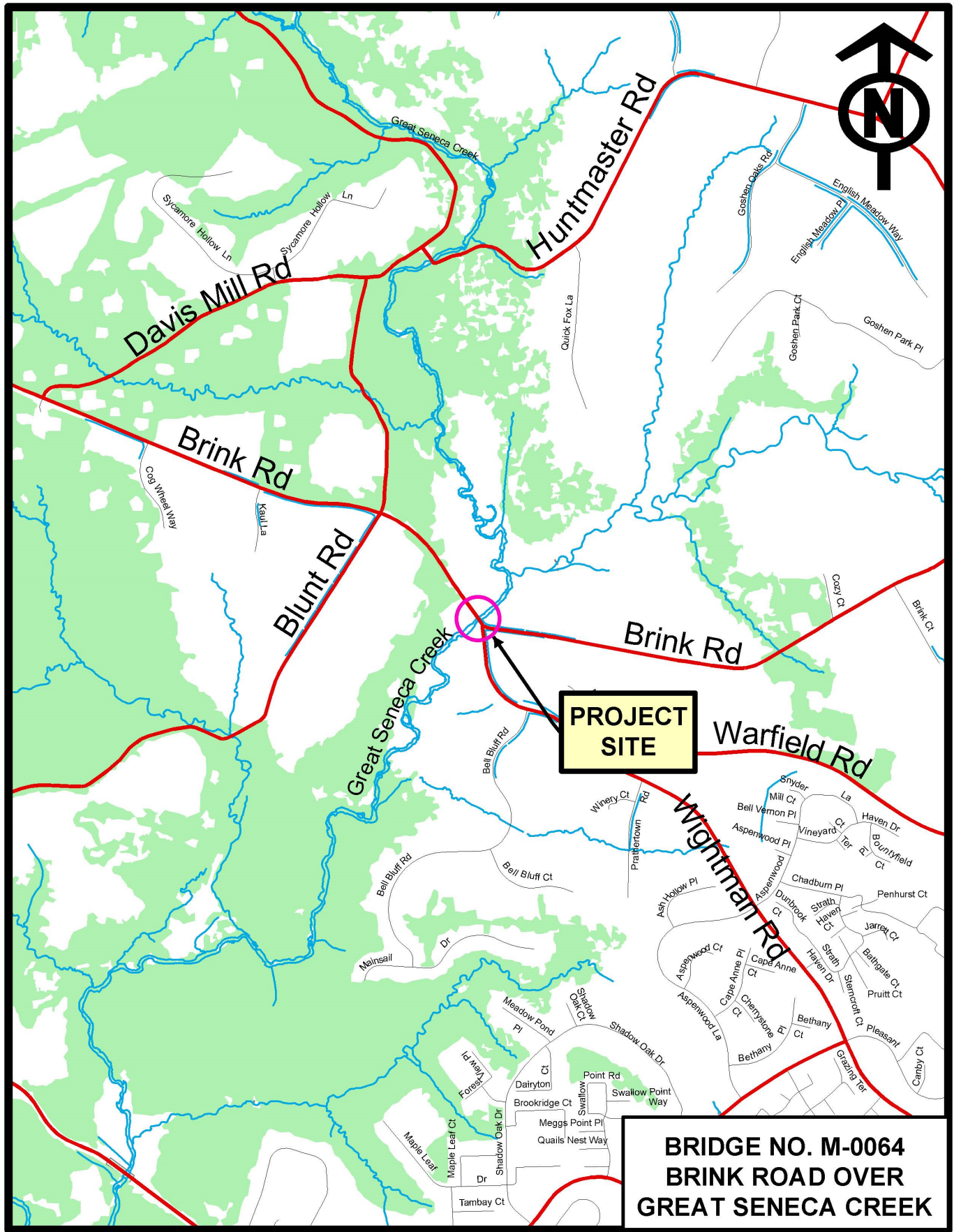
## DISCLOSURES

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, and Bridge Design PDF (CIP 509132).







# Dennis Ave Bridge M-0194 Replacement (P501701)

|               |                    |                      |                    |
|---------------|--------------------|----------------------|--------------------|
| Category      | Transportation     | Date Last Modified   | 01/14/22           |
| SubCategory   | Bridges            | Administering Agency | Transportation     |
| Planning Area | Kensington-Wheaton | Status               | Final Design Stage |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|----------------------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Planning, Design and Supervision | 1,435 | 189       | 345      | 901           | 510   | 391   | -     | -     | -     | -     | -              |
| Land                             | 100   | -         | 100      | -             | -     | -     | -     | -     | -     | -     | -              |
| Site Improvements and Utilities  | 290   | -         | -        | 290           | 15    | 275   | -     | -     | -     | -     | -              |
| Construction                     | 6,025 | -         | -        | 6,025         | 3,980 | 2,045 | -     | -     | -     | -     | -              |
| TOTAL EXPENDITURES               | 7,850 | 189       | 445      | 7,216         | 4,505 | 2,711 | -     | -     | -     | -     | -              |

## FUNDING SCHEDULE (\$000s)

| Funding Source        | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|-----------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Federal Aid           | 4,735 | -         | -        | 4,735         | 2,917 | 1,818 | -     | -     | -     | -     | -              |
| G.O. Bonds            | 2,835 | 189       | 445      | 2,201         | 1,308 | 893   | -     | -     | -     | -     | -              |
| Intergovernmental     | 280   | -         | -        | 280           | 280   | -     | -     | -     | -     | -     | -              |
| TOTAL FUNDING SOURCES | 7,850 | 189       | 445      | 7,216         | 4,505 | 2,711 | -     | -     | -     | -     | -              |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |       |                          |       |
|-----------------------------|-------|--------------------------|-------|
| Appropriation FY 23 Request | 2,240 | Year First Appropriation | FY22  |
| Appropriation FY 24 Request | -     | Last FY's Cost Estimate  | 5,610 |
| Cumulative Appropriation    | 5,610 |                          |       |
| Expenditure / Encumbrances  | 289   |                          |       |
| Unencumbered Balance        | 5,321 |                          |       |

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Dennis Avenue Bridge M-0194 over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure composed of pre-stressed concrete voided slab beams carrying a 24-foot roadway, two six-foot shoulders, and two 4'-8" sidewalks. The proposed replacement bridge will be a 80-foot overall span three-cell precast concrete arch culvert carrying a 22-foot roadway, two five-foot bicycle compatible shoulders, two two-foot striped buffers, a 13-foot shared-use path on the north side and a seven-foot sidewalk on the south side, for a total clear bridge width of 56 feet. The project includes approach roadway work at each end of the bridge as necessary to tie into the existing roadway and sidewalks. The bridge will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

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## LOCATION

The project is located on Dennis Avenue approximately 1,800 feet east of the intersection of Georgia Avenue and Dennis Avenue.

## CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 14,000 and the roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

The design of the project is expected to be completed in the spring of 2022. The land acquisition is projected in FY22. The construction is scheduled to begin in the spring of 2023 and be completed in the fall of 2023. The bridge will be closed to traffic during the school summer break of 2023.

## COST CHANGE

Cost increase due to updated construction costs reflecting final design and estimates of utility relocation costs that were not previously known.

## PROJECT JUSTIFICATION

The proposed replacement work will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure. The existing bridge is rapidly deteriorating and is nearing the end of its estimated service life.

## OTHER

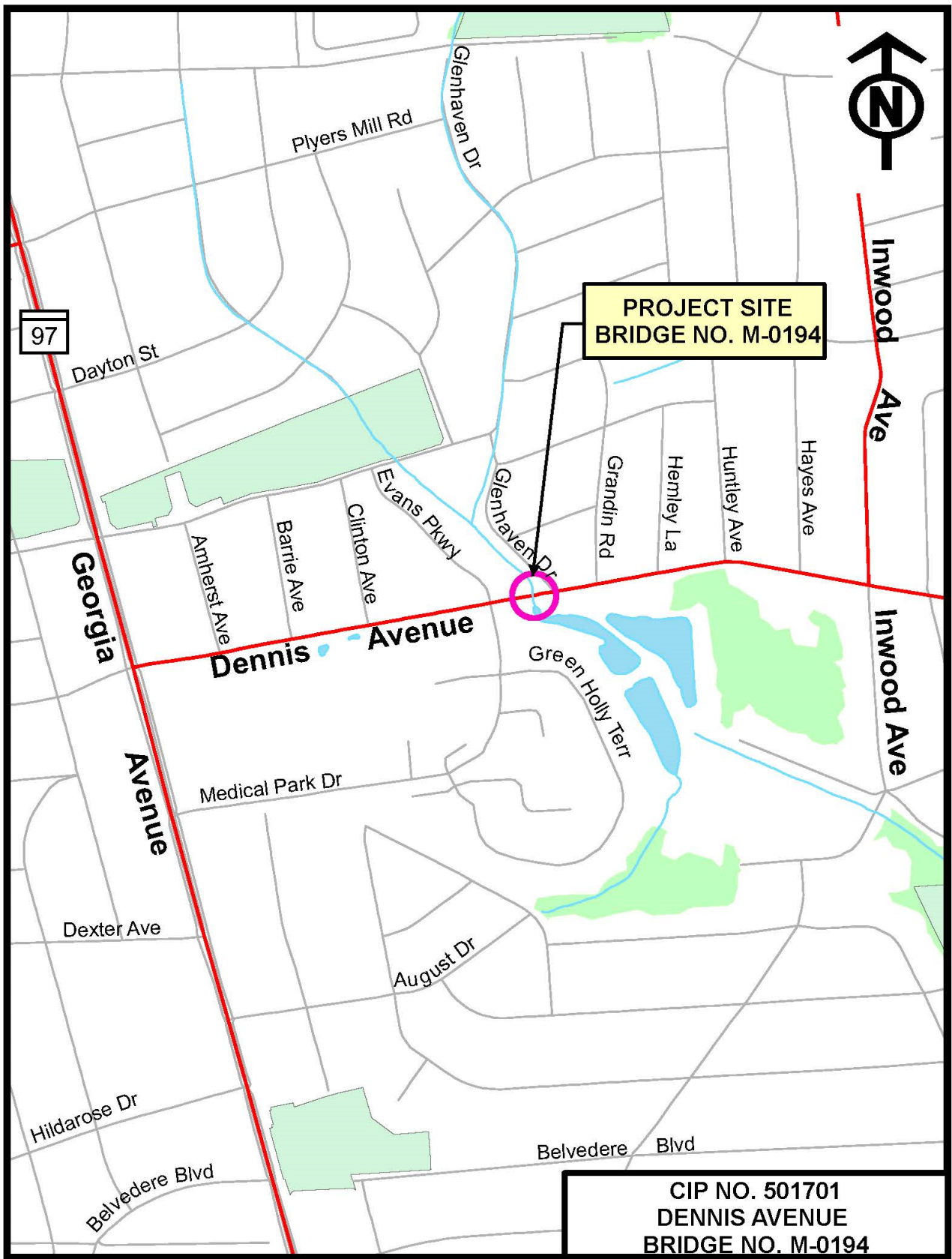
The December 2018 Technical Update to the Master Plan of Highways and Transitways designates Dennis Avenue as Minor Arterial Road (MA-17) with a minimum right-of-way of 80 feet. The December 2018 Montgomery County Bicycle Master Plan recommends a sidepath (shared use path) on the north side. Streetlights, crosswalks, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety. The funding shown as "Intergovernmental" is from WSSC for its share of the project cost.

## 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, Montgomery County Department of Environmental Protection, Montgomery County Department of Permitting Services, Montgomery County Public School, Montgomery County Police Department, Montgomery County Fire and Rescue Services, Montgomery County Ride On Bus, Maryland-National Capital Park and Planning Commission, Utilities, and Wheaton Regional Dam Flooding Mitigation (CIP Project #801710).







# Dorsey Mill Road Bridge

(P501906)

|               |                         |                      |                    |
|---------------|-------------------------|----------------------|--------------------|
| Category      | Transportation          | Date Last Modified   | 01/05/22           |
| SubCategory   | Bridges                 | Administering Agency | Transportation     |
| Planning Area | Germantown and Vicinity | Status               | Final Design Stage |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total  | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|----------------------------------|--------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Planning, Design and Supervision | 4,190  | -         | -        | 590           | -     | -     | -     | -     | -     | 590   | 3,600          |
| Land                             | 320    | -         | -        | -             | -     | -     | -     | -     | -     | -     | 320            |
| Site Improvements and Utilities  | 170    | -         | -        | -             | -     | -     | -     | -     | -     | -     | 170            |
| Construction                     | 29,305 | -         | -        | -             | -     | -     | -     | -     | -     | -     | 29,305         |
| Other                            | 35     | -         | -        | 35            | 35    | -     | -     | -     | -     | -     | -              |
| TOTAL EXPENDITURES               | 34,020 | -         | -        | 625           | 35    | -     | -     | -     | -     | 590   | 33,395         |

## FUNDING SCHEDULE (\$000s)

| Funding Source        | Total  | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|-----------------------|--------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| G.O. Bonds            | 34,020 | -         | -        | 625           | 35    | -     | -     | -     | -     | 590   | 33,395         |
| TOTAL FUNDING SOURCES | 34,020 | -         | -        | 625           | 35    | -     | -     | -     | -     | 590   | 33,395         |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |    |                          |        |
|-----------------------------|----|--------------------------|--------|
| Appropriation FY 23 Request | -  | Year First Appropriation | FY21   |
| Appropriation FY 24 Request | -  | Last FY's Cost Estimate  | 34,020 |
| Cumulative Appropriation    | 35 |                          |        |
| Expenditure / Encumbrances  | -  |                          |        |
| Unencumbered Balance        | 35 |                          |        |

## PROJECT DESCRIPTION

This project provides for the extension of Dorsey Mill Road from Century Boulevard to Milestone Center Drive for approximately 1,500 feet including a bridge over I-270, the reconstruction of Dorsey Mill Road from Milestone Center Drive to Observation Drive for approximately 1,000 feet, and the widening of Village Green Circle at the east of the Dorsey Mill Road/Observation Drive/Village Green Circle intersection for approximately 160 feet to add a westbound left-turn lane. The improvements will provide a new four-lane divided roadway (one 11-foot outside lane and one 10.5-foot inside lane in each direction) along Dorsey Mill Road, a distance of approximately 0.5-miles, within a 150' minimum right-of-way. A ten-foot shared use path on the north side and an eight-foot two-way separated bike lane with a six-foot sidewalk on the south side along Dorsey Mill Road, in compliance with ADA requirements, will provide connectivity for the existing sidewalks and shared use paths along Century Boulevard, Milestone Center Drive, Observation Drive, Waters Hollow Road and Found Stone Road that intersect with Dorsey Mill Road. An eight-foot parking lane is proposed on both sides along the Dorsey Mill Road from Milestone Center Drive to Observation Drive to accommodate the existing condition that

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outside lanes are being used for parking by the adjacent townhouse communities. Protected intersections will be provided as appropriate. Traffic signals will be installed at the intersection with Century Boulevard and the intersection with Observation Drive respectively. The proposed roadway bridge over I-270 will be a dual bridge with a 42'-0" wide longitudinal opening to accommodate the future Corridor City Transitway (CCT) bridge. The footings and a portion of the abutments and pier of the CCT bridge will be constructed under this project to minimize impacts to the I-270 traffic during the future construction of the CCT bridge. The scope also includes the reinterment for existing burials within the Dorsey Mill Road right-of-way.

## LOCATION

Dorsey Mill Road from Century Boulevard to Observation Drive for approximately 2,500 feet and Village Green Circle east of Observation Drive for approximately 160 feet in Germantown.

## ESTIMATED SCHEDULE

Most of the design including application for permits by Black Hills Germantown, LLLP (BHG), the developer of the Black Hills subdivision, under an agreement (MOU) with the County was completed in December 2018. The County will start remaining design work in FY28. Burial reinterment is projected for FY23. Land acquisition and construction will begin after FY28.

## PROJECT JUSTIFICATION

The vision of the project is to provide multi-modal access, improve mobility and safety for local travel, and enhance pedestrian, bicycle, and vehicular access and connectivity to existing residential, commercial, parks, and recreational area and planned mixed-use developments on both sides of I-270 in the vicinity of the Germantown Town Center urban area. This project is needed to provide the east-west transportation improvement completing the master planned Dorsey Mill Road that will connect Century Boulevard on the west side I-270 with Observation Drive on the east side of I-270. The latest planned mixed-use developments in the vicinity (the Black Hills subdivision, Poplar Grove subdivision, FFC at Cloverleaf Center subdivision and Century subdivision on the west side of I-270 and the Milestone subdivision on the east side of I-270) provides for a total of 364 units of single family dwellings, 1,435 units of multi-family dwellings, 1,374,182 square feet of commercial space, and 140 assisted living facility units.

## OTHER

The 2009 Germantown Employment Area Sector Plan designates Dorsey Mill Road from Century Boulevard to Observation Drive as a 4-lane Business District Road B-14 and Corridor Cities Transitway with 150' right-of-way and shared use path SP-66. The December 2018 Montgomery County Bicycle Master Plan recommends a two-way separated bike lane on the south side of Dorsey Mill Road. Four potential existing burials within the Dorsey Mill Road right-of-way were identified by a field investigation in 2018. Corridor Cities Transitway proposes a station at the median of the Dorsey Mill Road between Milestone Center Drive and Observation Drive. BHG has completed design and permit applications at its expense under terms of an MOU. The County agreed to certify impact tax credits to BHG for all design and permit costs eligible for impact tax credits pursuant to Section 52-55 of the Montgomery County Code ("Impact Tax Credits"). The County is responsible for the design changes, permit revisions, land acquisition, construction, and burial reinterment.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

Maryland State Highway Administration, Maryland Transit Administration, Maryland Department of the Environment, Maryland-

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National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities, Lerner (Managing Agent for BHG), Maryland Historical Trust, Maryland State's Attorney, Waters Family, Germantown Historical Society, and Symmetry at Cloverleaf, LLC. Special Capital Projects Legislation will be proposed by the County Executive.







# Garrett Park Road Bridge M-0352

(P502105)

|               |                             |                      |                          |
|---------------|-----------------------------|----------------------|--------------------------|
| Category      | Transportation              | Date Last Modified   | 01/14/22                 |
| SubCategory   | Bridges                     | Administering Agency | Transportation           |
| Planning Area | North Bethesda-Garrett Park | Status               | Preliminary Design Stage |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|----------------------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Planning, Design and Supervision | 1,009 | -         | -        | 1,009         | -     | -     | 715   | 294   | -     | -     | -              |
| Land                             | 62    | -         | -        | 62            | -     | -     | 62    | -     | -     | -     | -              |
| Site Improvements and Utilities  | 200   | -         | -        | 200           | -     | -     | 100   | 100   | -     | -     | -              |
| Construction                     | 5,475 | -         | -        | 5,475         | -     | -     | 2,529 | 2,946 | -     | -     | -              |
| TOTAL EXPENDITURES               | 6,746 | -         | -        | 6,746         | -     | -     | 3,406 | 3,340 | -     | -     | -              |

## FUNDING SCHEDULE (\$000s)

| Funding Source        | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|-----------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Federal Aid           | 4,706 | -         | -        | 4,706         | -     | -     | 2,185 | 2,521 | -     | -     | -              |
| G.O. Bonds            | 2,040 | -         | -        | 2,040         | -     | -     | 1,221 | 819   | -     | -     | -              |
| TOTAL FUNDING SOURCES | 6,746 | -         | -        | 6,746         | -     | -     | 3,406 | 3,340 | -     | -     | -              |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |   |                          |       |
|-----------------------------|---|--------------------------|-------|
| Appropriation FY 23 Request | - | Year First Appropriation |       |
| Appropriation FY 24 Request | - | Last FY's Cost Estimate  | 6,746 |
| Cumulative Appropriation    | - |                          |       |
| Expenditure / Encumbrances  | - |                          |       |
| Unencumbered Balance        | - |                          |       |

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Garrett Park Road Bridge over Rock Creek. The existing bridge, built in 1965, is a three span (39'-75.5'-34') steel beam with concrete deck structure carrying a 24'-0" clear roadway with a 5'-0" sidewalk. The proposed replacement includes the removal and replacement of the concrete piers, abutments, and the replacement of the superstructure with prestressed NEXT beams. The proposed work includes new street lighting along Garrett Park Road, new approach slabs, and less than 100 feet of approach roadway work at each end of the bridge with modifications made to the intersection with Beach Drive. The road and bridge will be completely closed to vehicular traffic during construction and a temporary pedestrian bridge will be constructed over Rock Creek to maintain the high volume of pedestrian/bicycle traffic that use the bridge.

## LOCATION

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The project is located approximately 1.0 miles south of the intersection of Dewey Road and Randolph Road in Garrett Park, Maryland.

## CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 9,400 and the roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

Project design is expected to be complete in the Spring of 2024. Construction is scheduled to begin in summer 2025 and be completed in the winter of 2025. The bridge will be closed to traffic from June 2025 to August 2025.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2018 bridge inspection report indicates that the bridge concrete piers are in serious condition with large areas of cracked, spalled, and delaminated concrete. The bridge is considered structurally deficient and functionally obsolete. The bridge is currently posted for a 10,000 lb. limit for a single-unit truck and a 10,000 lb. limit for a combination unit truck. School buses and Ride-on bus #38 exceed the load posting, however MCDOT granted a waiver for school buses to cross the bridge. For safety reasons, MCDOT increased the frequency of inspection to three months instead of the Federal requirements of 24 months.

## FISCAL NOTE

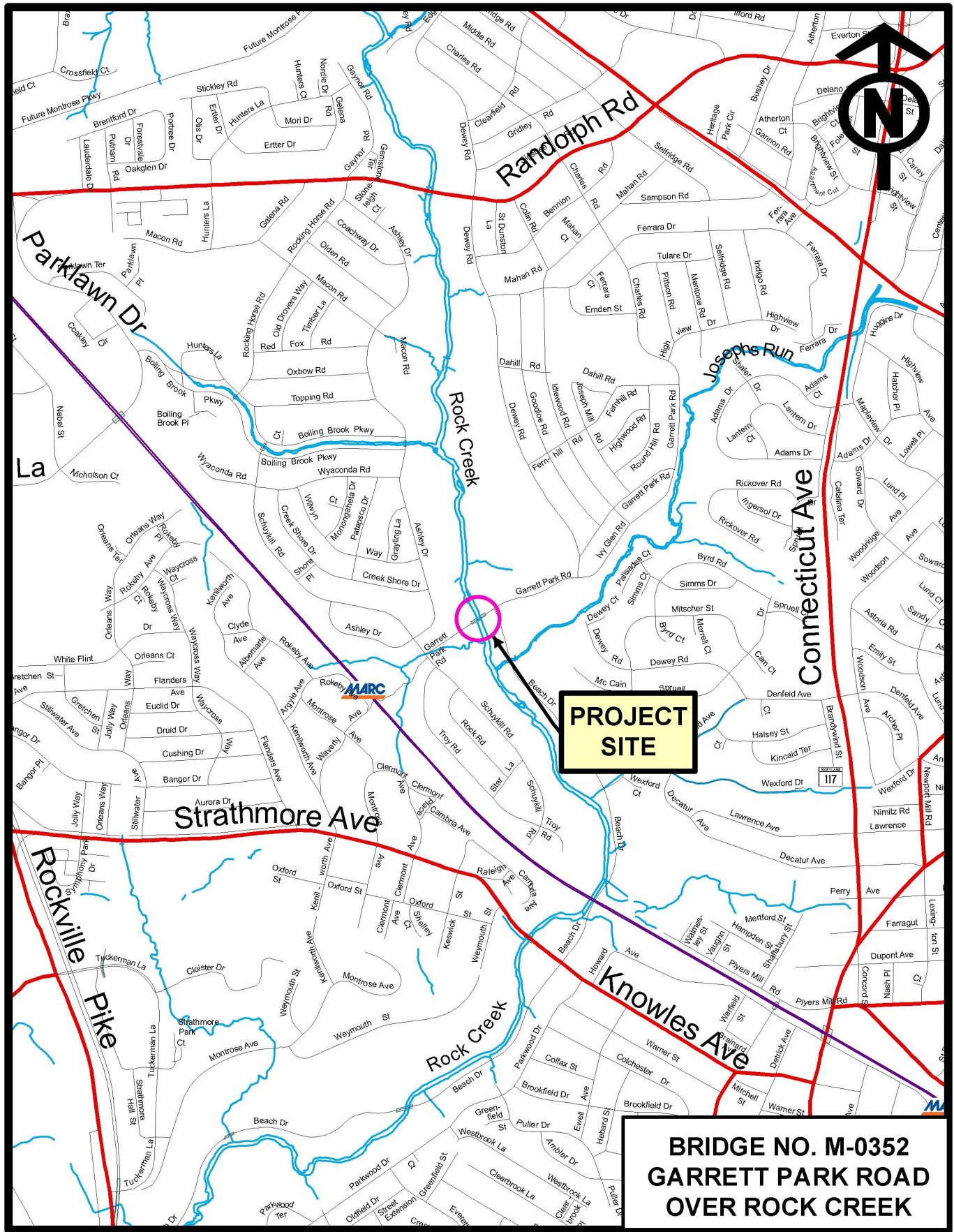
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the Bridge Design project (CIP No. 509132).

## 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, and Bridge Design PDF (CIP 509132).





# Glen Road Bridge

(P502102)

|               |                       |                      |                          |
|---------------|-----------------------|----------------------|--------------------------|
| Category      | Transportation        | Date Last Modified   | 01/14/22                 |
| SubCategory   | Bridges               | Administering Agency | Transportation           |
| Planning Area | Travilah and Vicinity | Status               | Preliminary Design Stage |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|----------------------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Planning, Design and Supervision | 1,150 | -         | 200      | 950           | 300   | 200   | 450   | -     | -     | -     | -              |
| Land                             | 50    | -         | -        | 50            | 10    | 40    | -     | -     | -     | -     | -              |
| Site Improvements and Utilities  | 985   | -         | -        | 985           | -     | 485   | 500   | -     | -     | -     | -              |
| Construction                     | 2,400 | -         | -        | 2,400         | -     | 1,000 | 1,400 | -     | -     | -     | -              |
| TOTAL EXPENDITURES               | 4,585 | -         | 200      | 4,385         | 310   | 1,725 | 2,350 | -     | -     | -     | -              |

## FUNDING SCHEDULE (\$000s)

| Funding Source        | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|-----------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| G.O. Bonds            | 4,585 | -         | 200      | 4,385         | 310   | 1,725 | 2,350 | -     | -     | -     | -              |
| TOTAL FUNDING SOURCES | 4,585 | -         | 200      | 4,385         | 310   | 1,725 | 2,350 | -     | -     | -     | -              |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |       |                          |       |
|-----------------------------|-------|--------------------------|-------|
| Appropriation FY 23 Request | -     | Year First Appropriation | FY21  |
| Appropriation FY 24 Request | 1,045 | Last FY's Cost Estimate  | 3,540 |
| Cumulative Appropriation    | 3,540 |                          |       |
| Expenditure / Encumbrances  | -     |                          |       |
| Unencumbered Balance        | 3,540 |                          |       |

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Glen Road Bridge over Sandy Branch. The existing bridge, built in 1930 and repaired in 1992, is a 12-foot long single span concrete slab structure with concrete abutments and wingwalls. The bridge provides a 21'-7" wide clear roadway. The proposed replacement bridge includes a two cell box culvert with a total span of 21'-0" carrying an 18'-0" roadway and a 2'-0" shoulder on each side. The project includes approach roadway work at each end of the bridge to tie into the existing roadway. The project also includes 200ft of stream restoration. The bridge and road will be closed to traffic during construction. 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 0.5 miles east of the intersection of Glen Road and Travilah Road in Potomac, Maryland.

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## CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 3,846 and the roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

Design is expected to be completed in the summer of 2023. Construction is scheduled to begin in summer 2024 and complete in fall of 2024. The bridge will be closed to traffic from June 2024 to August 2024 for construction.

## COST CHANGE

Cost increase due to additional design and construction required to reduce frequency of flooding of Glen Road.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2015 bridge inspection report for Bridge No. M-0148X01 indicates that there are concrete spalls on the north fascia, and at the northeast corner of the soffit. There is a 6" diameter x 2" deep spall with exposed reinforcement adjacent to the west abutment. There is a 3'-0" long hairline crack with minor spalling up to 2" high and delamination in the northwest wing wall interface with the north fascia. There is a 2.5" deep spall and full height vertical fracture in the southeast wing wall interface with the east abutment. The bridge is currently posted for a 26,000 lbs. limit for a single-unit truck and a 26,000 lbs. limit for a combination-unit truck. Implementation of this project would allow the bridge to be restored to full capacity. The 2002 Potomac Subregion Master Plan designates Glen Road as Rustic Road (R-2) from Query Mill Rd to Piney Meetinghouse Rd with two travel lanes and minimum right-of-way width 70 feet.

## OTHER

The design costs for this project are partially covered in the "Bridge Design" project (C.I.P. No. 509132).

## FISCAL NOTE

Since the existing bridge is less than 20-foot long, construction and construction management costs for this project are not eligible for Federal Aid.

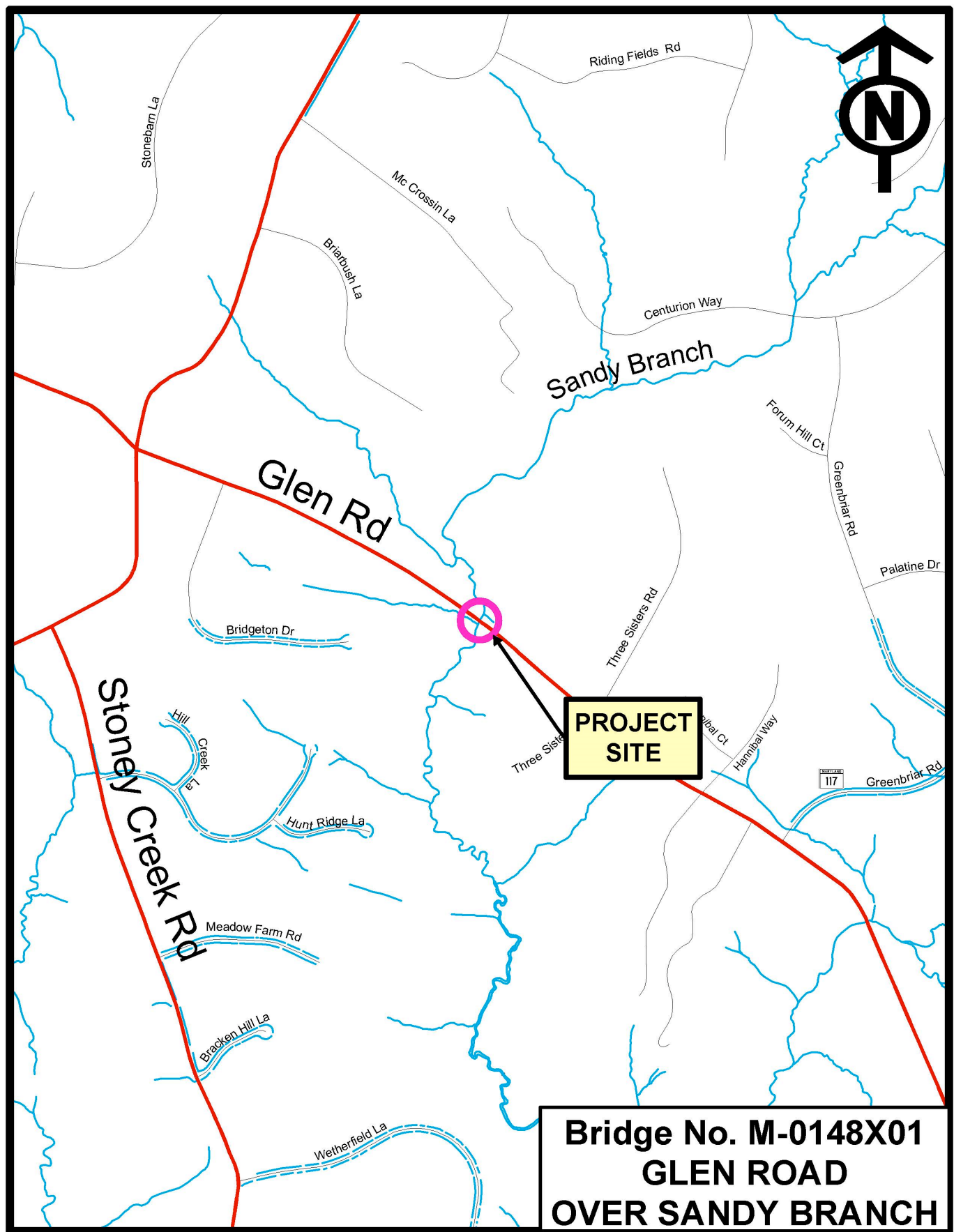
## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

Maryland State Highway Administration, Maryland Department of the Environment, Maryland National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, and Bridge Design Project CIP 509132.







# Mouth of Monocacy Road Bridge

(P502103)

|               |   |                      |                          |
|---------------|---|----------------------|--------------------------|
| Category      | Transportation                              | Date Last Modified   | 01/14/22                 |
| SubCategory   | Bridges                                     | Administering Agency | Transportation           |
| Planning Area | Little Monocacy Basin Dickerson-Barnesville | Status               | Preliminary Design Stage |

## EXPENDITURE SCHEDULE (\$000s)

| Cost Elements                    | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|----------------------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Planning, Design and Supervision | 770   | -         | -        | 770           | -     | -     | -     | 230   | 540   | -     | -              |
| Land                             | 100   | -         | -        | 100           | -     | -     | 100   | -     | -     | -     | -              |
| Construction                     | 2,290 | -         | -        | 2,290         | -     | -     | -     | 745   | 1,545 | -     | -              |
| TOTAL EXPENDITURES               | 3,160 | -         | -        | 3,160         | -     | -     | 100   | 975   | 2,085 | -     | -              |

## FUNDING SCHEDULE (\$000s)

| Funding Source        | Total | Thru FY21 | Est FY22 | Total 6 Years | FY 23 | FY 24 | FY 25 | FY 26 | FY 27 | FY 28 | Beyond 6 Years |
|-----------------------|-------|-----------|----------|---------------|-------|-------|-------|-------|-------|-------|----------------|
| Federal Aid           | 2,317 | -         | -        | 2,317         | -     | -     | -     | 725   | 1,592 | -     | -              |
| G.O. Bonds            | 843   | -         | -        | 843           | -     | -     | 100   | 250   | 493   | -     | -              |
| TOTAL FUNDING SOURCES | 3,160 | -         | -        | 3,160         | -     | -     | 100   | 975   | 2,085 | -     | -              |

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

|                             |   |                          |       |
|-----------------------------|---|--------------------------|-------|
| Appropriation FY 23 Request | - | Year First Appropriation |       |
| Appropriation FY 24 Request | - | Last FY's Cost Estimate  | 3,160 |
| Cumulative Appropriation    | - |                          |       |
| Expenditure / Encumbrances  | - |                          |       |
| Unencumbered Balance        | - |                          |       |

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Mouth of Monocacy Road Bridge over Little Monocacy River. The existing bridge, built in 1971, is a 49-foot long single span structure with steel beams and corrugated metal deck. The existing clear roadway width is 14'-9" with one lane on the bridge carrying two-way traffic. The proposed replacement bridge includes a single span steel beam structure carrying a 14'-9" roadway. The Scope of Work is being revised to a full structure replacement rather than a superstructure replacement due to the existing abutments are not founded on rock and have experienced undermining and re-sedimentation during the life of the bridge. The proposed structure will utilize drilled shaft supported abutments behind the existing cantilever abutments to support a slightly longer steel superstructure. The project includes approach roadway work at each end of the bridge to tie-in to the existing roadway. The bridge and road will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

## LOCATION

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The project site is located approximately 0.5 mile east of Mt. Ephraim Road in Dickerson, Maryland. This bridge is along a single point of access to the community.

## CAPACITY

The Average Daily Traffic (ADT) is approximately 75 and the roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

Design is expected to be completed in the spring of 2025. Construction is scheduled to begin in summer 2026 and complete in fall of 2026. The bridge will be closed to traffic from June 2026 to August 2026.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. Mouth of Monocacy Road Bridge M-0043 is defined as structurally deficient due to the condition of the superstructure. Recent inspections revealed that the steel beams and bearings are in poor condition. The top and bottom flange of the exterior beam have severe pitting with up to 33 percent section loss over most of the length. The bottom flanges of exterior beams have up to 66 percent section loss at both abutments up to 1'-0" from the bearing locations. The bottom flanges and the full-height of the web at each end of the interior beams have severe section loss with pitting up to 2.5" in diameter at the beam ends. The bearings have over 50 percent section loss to the bearing plates. The bridge has posted load limits of 56,000 Gross Vehicle Weight (GVW) and 66,000 Gross Combined Weight (GCW). Implementation of this project would allow the bridge to be restored to full capacity. The 1996 approved and adopted Rustic Roads Functional Master Plan designates Mouth of Monocacy Road as Exceptional Rustic Road (E-6) from Mt. Ephraim Road to the bridge over Little Monocacy River with minimum right-of-way width 80 feet.

## OTHER

The design costs for this project are covered in the "Bridge Design" project (C.I.P. No. 509132).

## FISCAL NOTE

The costs of bridge construction and construction management costs 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, Rustic Road Advisory Committee, CSX, Utilities, and Bridge Design Project CIP 509132.



