



Committee: T&E

Staff: Glenn Orlin, Senior Analyst

Purpose: Final action – vote expected

Keywords: #bridge

AGENDA ITEM #5J

April 26, 2022

Action

SUBJECT

Supplemental Appropriation to the FY21 Capital Budget and Amendment to the FY21-26 Capital Improvements Program, Montgomery County Government, Department of Transportation: Bridge Renovation - \$3,500,000 (source: G.O. Bonds)

EXPECTED ATTENDEES

None

BACKGROUND

This increase is requested to address deterioration in the existing culvert located on Amaranth Drive near Middlebrook Road west of I-270, which was discovered during a regular inspection. While currently there is no apparent roadway settlement nor sinkholes, it is apparent from the condition of the culvert that there is significant loss of roadway fill during every rain event. Time is of the essence to address the problem before a sinkhole develops and access to businesses served by this road is cut off.

A public hearing was held on April 19, 2022, but there were no speakers. The Transportation and Environment Committee recommended approval on April 21, 2022.

This report contains:

Executive's transmittal memorandum	©1
Draft adoption resolution, with project description form	©2-4

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OFFICE OF THE COUNTY EXECUTIVE

Marc Elrich
County Executive

M E M O R A N D U M

March 15, 2022

TO: Gabe Albornoz, President
County Council

FROM: Marc Elrich, County Executive 

SUBJECT: Amendment to the FY21-26 Capital Improvements Program and
Supplemental Appropriation #22-71 to the FY22 Capital Budget
Montgomery County Government
Department of Transportation
Bridge Renovation (No. 509753), \$3,500,000

I am recommending a Supplemental Appropriation to the FY22 Capital Budget and amendment to the FY21-26 Capital Improvements Program in the amount of \$3,500,000 for Bridge Renovation (No. 509753). Appropriation for this project will fund emergency repairs to the Amaranth Drive culvert to support safe transportation and stormwater management in the Germantown area.

This increase is needed to address deterioration in the existing culvert located on Amaranth Drive near Middlebrook Road west of I-270, which was discovered during a regular inspection. The recommended amendment is consistent with the criteria for amending the CIP due to the urgent nature of the repairs. While at this time there is no apparent roadway settlement nor sinkholes, it is apparent from the condition of the culvert that there is significant loss of roadway fill during every rain event. Time is of the essence to address the problem before a sinkhole develops and access to businesses served by this road is cut off.

I recommend that the County Council approve this Supplemental Appropriation and Amendment to the FY21-26 Capital Improvements Program in the amount of \$3,500,000 and specify the source of funds General Obligation Bonds.

I appreciate your prompt consideration of this action.

Attachment: Amendment to the FY21-26 Capital Improvements Program and Supplemental Appropriation #22-71

c: Jennifer R. Bryant, Director, Office of Management and Budget
Christopher Conklin, Director, Department of Transportation

Resolution: _____
Introduced: _____
Adopted: _____

**COUNTY COUNCIL
FOR MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: Council President at the Request of the County Executive

SUBJECT: Amendment to the FY21-26 Capital Improvements Program and
Supplemental Appropriation #22-71 to the FY22 Capital Budget
Montgomery County Government
Department of Transportation
Bridge Renovation (No. 509753), \$3,500,000

Background

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed Supplemental Appropriation after at least one week's notice. A Supplemental Appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A Supplemental Appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one Supplemental Appropriation. The County Executive may disapprove or reduce a Supplemental Appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

Project Name	Project Number	Cost Element	Amount	Source of Funds
Bridge Renovation	509753	Construction	\$3,500,000	G.O Bonds

Amendment to the FY21-26 Capital Improvements Program and
Supplemental Appropriation #22-71
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4. This increase is needed to address deterioration in the existing culvert located on Amaranth Drive near Middlebrook Road west of I-270, which was discovered during a regular inspection. The recommended amendment is consistent with the criteria for amending the CIP due to the urgent nature of the repairs. While at this time there is no apparent roadway settlement nor sinkholes, it is apparent from the condition of the culvert that there is significant loss of roadway fill during every rain event. Time is of the essence to address the problem before a sinkhole develops and access to businesses served by this road is cut off.
5. The County Executive recommends an amendment to the FY21-26 Capital Improvements Program and a Supplemental Appropriation in the amount of \$3,500,000 for Bridge Renovation (No. 509753) and specifies that the source of funds will be General Obligation Bonds.
6. Notice of public hearing was given and a public hearing was held.

Action

The County Council for Montgomery County, Maryland, approves the following action:

The FY21-26 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

Project Name	Project Number	Cost Element	Source of Funds
Bridge Renovation	509753	Construction	\$3,500,000 G.O Bonds

This is a correct copy of Council action.

Selena Mandy Singleton, Esq.
Clerk of the Council



Bridge Renovation

(P509753)

Category	Transportation	Date Last Modified						12/20/20			
SubCategory	Bridges	Administering Agency						Transportation			
Planning Area	Countywide	Status						Ongoing			
	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years

EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	17,373	11,436	607	5,330	700	1,000	880	1,000	1,500	250	-
Land	162	162	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	21	21	-	-	-	-	-	-	-	-	-
Construction	37,702	10,813	1,959	24,930	2,800	3,030	7,850	4,300	3,400	3,550	-
Other	83	83	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	55,341	22,515		30,260	3,500	4,030	8,730	5,300	4,900	3,800	

FUNDING SCHEDULE (\$000s)

G.O. Bonds	51,135	20,671	2,566	27,898	3,273	2,803	8,503	5,073	4,673	3,573	-
State Aid	3,206	1,844	-	1,362	227	227	227	227	227	227	-
Stormwater Management Waiver Fees	1,000	-	-	1,000	-	1,000	-	-	-	-	-
TOTAL FUNDING SOURCES	55,341	22,515		30,260	3,500	4,030	8,730	5,300	4,900	3,800	

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	-	Year First Appropriation	FY97
Supplemental Appropriation Request	3,500	Last FY's Cost Estimate	51,841
Cumulative Appropriation	32,261		
Expenditure / Encumbrances	24,759		
Unencumbered Balance	7,502		

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, 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 emergency repairs for the Amaranth Drive culvert.

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.

FISCAL NOTE

Funding switch of \$1M from GO Bonds to Stormwater Management Waiver Fees in FY22. FY22 supplemental in G.O. Bonds for the amount of \$3,500,000.

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, and U.S. Fish and