

PUBLIC HEARING
BEACH DRIVE BRIDGE REPLACEMENT
Capital Improvement Project No. 501903
January 22, 2019 7:00 p.m.
Oakland Terrace Elementary School, All Purpose Room
2720 Plyers Mill Road
Silver Spring, Maryland 20902

Testimony of
Tim Cupples, Chief
Division of Transportation Engineering
Department of Transportation:

GREETING

Thank you, Mr. Erenrich. Good evening ladies and gentlemen. My name is Tim Cupples. I am the Chief of the Division of Transportation Engineering for the Montgomery County Department of Transportation.

The purpose of this evening's public hearing is to present to you a proposal for the replacement of Bridge No. M-PK24 on Beach Drive over Silver Creek in the Thirteenth Election District of Montgomery County.

PURPOSE AND NEED

This project to replace Bridge No. M-PK24 is needed due to its age and condition. Built in 1964, the existing bridge consists of three steel plate arches, each approximately 9 feet wide and 46 feet long, with masonry headwalls and parapets carrying a 24-foot clear roadway. The 2017 Biennial Bridge Inspection Report states that the arches are in poor condition with a bridge sufficiency rating of 48.3 out of 100. Preliminary engineering studies have substantiated the need for a full bridge replacement. Furthermore, one existing bridge railing is in poor condition, and neither railing conforms to current American Association of State Highway and Transportation Officials (AASHTO) standards for vehicle crash safety. It is not currently posted for any of the Maryland

State Legal Load Trucks.

PROJECT ELEMENTS

For orientation purposes, please refer to the Display labeled “Vicinity Map”. The existing crossing of Bridge No. M-PK24 over Silver Creek is located approximately 100 feet east of the intersection of Beach Drive with Kensington Parkway. The 1989 Kensington-Wheaton Master Plan designates Beach Drive as a park road. Beach Drive is also classified as sidepath in the 2018 Bicycle Master Plan. Trucks are prohibited from using Beach Drive. Gates are located along Beach Drive east of Kensington Parkway but are only used for special events and flood conditions. The proposed project involves replacing the existing deteriorated bridge and reconstructing approximately 300 feet of approach roadway to tie the proposed bridge into the existing road. The roadway and bridge will be closed during construction and vehicular traffic will be maintained with a detour. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

For Bridge No. M-PK24, the existing vertical profile and horizontal alignment will be maintained. Some aspects of the project are highlighted below:

- Please see the Display labeled “Proposed Roadway Bridge”. The existing steel plate arches are severely deteriorated, and the existing masonry headwall has failed on the south side of the roadway. Therefore, the entire bridge will be replaced by a new 47-foot-span bridge, consisting of precast, prestressed concrete beams with a reinforced concrete overlay. The beams will be supported on new reinforced concrete abutments with drilled shaft foundations set in rock. The new bridge roadway will be widened from the existing 24-foot clear roadway to provide a 32-foot 8-inch clear roadway that will accommodate two 11-foot travel lanes and two 5-foot 4-inch shoulders. This width will also provide space for on-road bicycling.

- The bridge railing system will be upgraded by replacing the existing substandard traffic barriers with AASHTO complaint traffic barriers and bridge railings.
- The proposed removal of the existing triple-cell arch culvert and the proposed construction of a single span bridge replacement will provide a larger hydraulic opening for an increase in flow capacity and prevent sediment accumulation which can lead to obstructing flow through the hydraulic opening.
- Please see the Display labeled “Proposed Stream Restoration Plan”. The proposed stream channel improvements will provide minor channel realignment for an optimized flow path through the bridge opening. Two riffle grade controls and pools have been incorporated within the stream reach to provide the necessary channel and streambank stability required as a result of the removal of the existing triple cell culvert. The pools, one upstream and one downstream of the riffle will provide zones for energy dissipation.
- Although the proposed bridge opening will improve the hydraulic performance of the crossing, flooding will still occur due to the fact the stream’s confluence with Rock Creek, the primary source of flooding in this area, is only 600 feet downstream of the bridge.
- Streambanks will be re-graded and vegetated.
- Please see the Display labeled “Proposed Roadway Plan”. An intersection improvement study was conducted for the Beach Drive and Kensington Parkway intersection. That study showed that the removal of the dedicated right turn lane on Kensington Parkway southbound will improve vehicular and pedestrian safety. Traffic study data indicates that the existing level of service for vehicular traffic will be maintained with the removal of this lane. Therefore, Kensington Parkway north of the intersection with Beach Drive will be reduced in width to 30 feet. The areas previously consisting of pavement will be converted to turf grass except that the existing driveway and front walk accesses to Kensington

Parkway will be maintained. The intersection will remain a four-way stop-controlled intersection.

The project will meet all applicable federal, state, and local regulations to ensure the project minimizes impacts on adjacent environmental and community resources. For example:

- Storm water management and sediment control measures meeting the requirements of the Montgomery County Department of Permitting Services will be provided.
- Sediment control practices will be implemented during construction to ensure sediment laden water does not enter the local waterway.
- A Non-Tidal Wetland and Waterway permit from Maryland Department of the Environment will be obtained prior to construction.
- As the project is located within Maryland National Capital Park and Planning Commission right-of-way, a Park Construction Permit will be obtained prior to construction.

Please refer to the Display labeled “**Proposed Detour Route**”. To minimize the construction duration and associated traffic disruption to the traveling public, the bridge will be constructed in one summer. Beach Drive will be closed between Kensington Parkway and Old Spring Road. Traffic will be detoured through MD185 to MD192 to Stoneybrook Drive and Beach Drive. This detour route is selected to comply with County policy to only use similar or higher level classified roads as suitable detour roads. During construction, pedestrian traffic will be maintained using a permanent pedestrian bridge that will be constructed on a new trail alignment prior to beginning the roadway bridge construction.

All work required for this project is in M-NCPPC and MCDOT right of way, and all existing rights-of-way will be maintained. No land acquisition is required for this project. No displacements are required.

COST

The total cost of this project is currently estimated at four million two hundred and two thousand dollars (\$4,202,000) including engineering, site improvements, construction, and construction inspection. This project will be partially funded by the County with the remaining funding coming from the Federal Highway Administration.

EXHIBITS

Several exhibits are incorporated into the public record for your information and consideration.

These include:

1. The mailing list of adjacent property owners
2. Copies of the newspaper publication of the hearing notice
 - (a) The Washington Post
 - (b) The Montgomery County Website:
<http://www.montgomerycountymd.gov/dot-dte/index.html>
3. Copy of the Capital Improvement Program "Project Description Form CIP No. 501903", as approved by County Council for Fiscal Year 19-24
4. Copy of the latest project construction drawings for advertisement
5. Copy of the 2017 Montgomery County Biennial Bridge Inspection Report

As stated, the plans showing the proposed work are available for examination in the offices of the Montgomery County Department of Transportation on the fourth floor of the Public Safety Headquarters at 100 Edison Park Drive, Gaithersburg, Maryland.

So in conclusion, if the Director of the Department of Transportation authorizes the project construction following this Public Hearing, the County will advertise for bids and recommend award of the contract for construction by the lowest responsive and responsible bidder. The

current project schedule anticipates that the construction will start and be completed in the summer of 2020.

The following County representatives are here with us this afternoon: Mr. Barry Fuss, Ms. Hai-Yan Zhang, Ms. Stella Igbinedion, and also Mr. Scott Kirwin from Whitman, Requardt & Associates. They will be available to answer any questions relating to the engineering, construction, and maintenance of traffic during construction after this hearing.

This concludes the presentation of the project description by the Department of Transportation. I will now turn the Hearing back to you Mr. Erenrich, thank you.