MARC ELRICH
County Executive

MCDOT
Montgomery County Department of Transportation
CHRIS CONKLIN, Director

Rehabilitation of Brookville Road Bridge No. M-0083 over CSXT Railroad

PUBLIC MEETING

September 7, 2022


South Elevation (looking north)


West Approach (looking east)

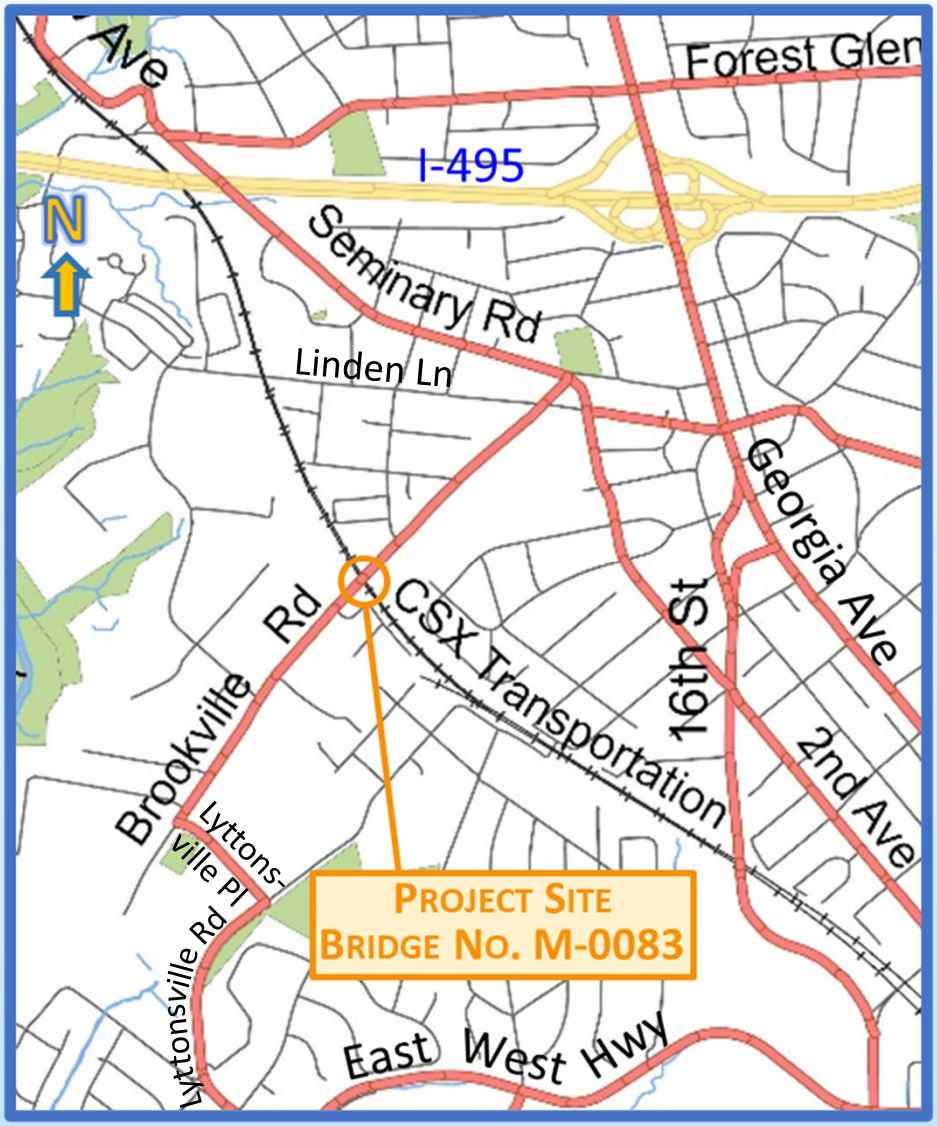
PURPOSE OF THE MEETING

- Introduce project team
- Present the existing bridge and conditions
- Present project scope and property impacts
- Present maintenance of traffic during construction
- Present current project cost estimates, funding and schedule
- Obtain community input

PROJECT TEAM

- **Montgomery County Department of Transportation (MCDOT)**
  - Barry Fuss — Bridge Design Chief
  - Greg Hwang — Project Manager
  - Brian Copley — Construction Section Contract Unit Acting Chief
  - Eric Willis — Property Acquisition Section Chief
  - Matt Johnson — Bike Specialist
  - Doug Baker — Utility Coordinator
  - Stella Igbinedion — Work Zone Program Manager
- **M-NCPPC Montgomery County Planning Department (MCPD)**
  - Stephen Aldrich — Master Planner - Transportation
- **Jacobs Engineering Group Inc.:**
  - John Truscello — Project Manager
  - Mohamed Ahmed — Project Engineer
  - Eric Gonizke — Civil Engineer
  - Todd Eckhart — Structural Engineer
  - Suhasini Kilim — Traffic Engineer

PROJECT LOCATION

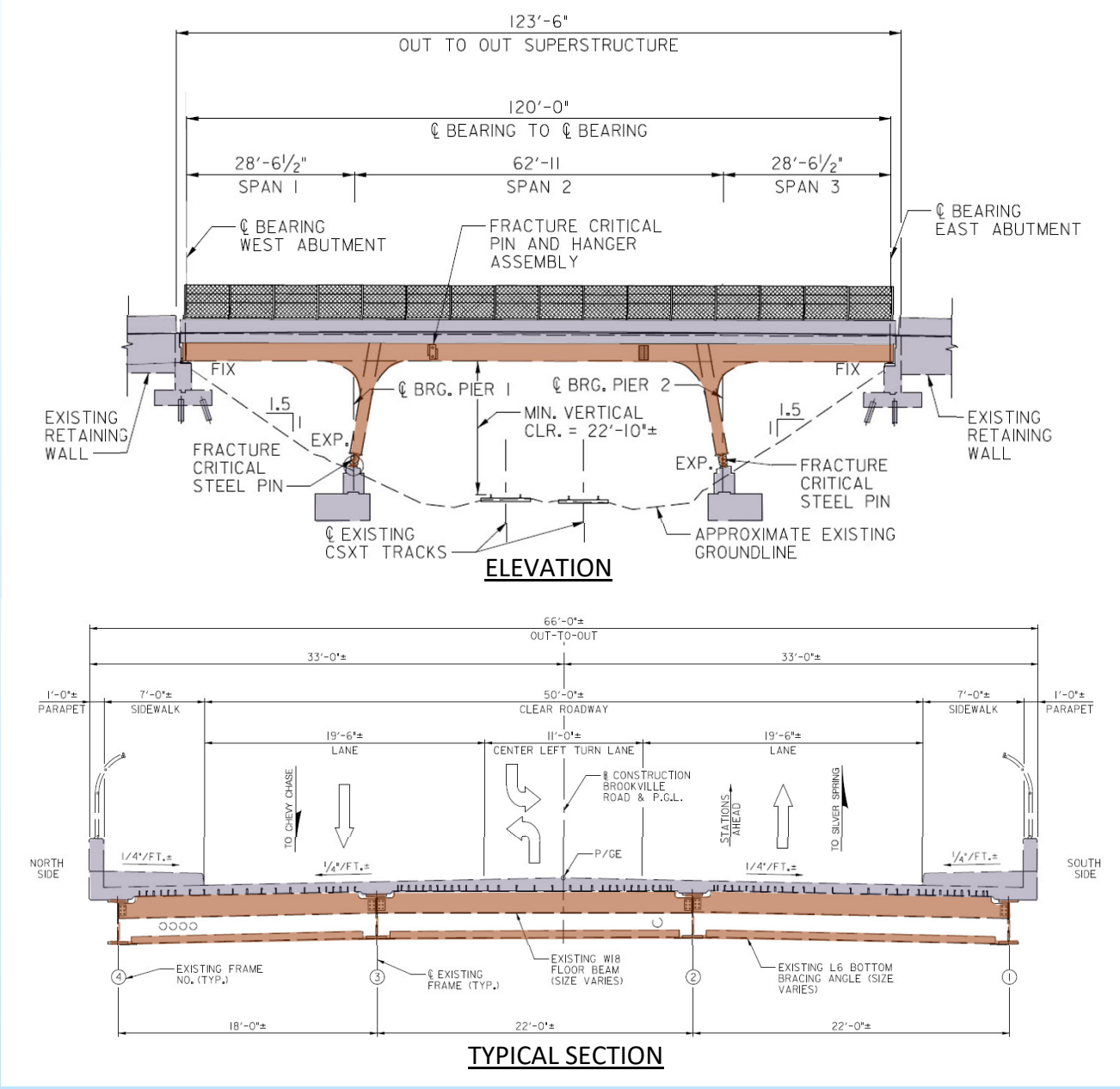


LOCAL MASTER PLANS, SPEED LIMIT, TRAFFIC DATA

- **2017 Greater Lyttonsville Sector:**
  - 2-Lane Minor Arterial Road MA-3 with 80' Minimum Right-of-Way
- **2018 Montgomery County Bicycle Master Plan:**
  - Shared use path (SUP) on the south side
- **Posted Speed Limit:**
  - 25 MPH
- **Wednesday, November 3, 2021 Traffic Data:**
  - 11,500 vehicles/day Average Daily Traffic (ADT)
  - Heavy Vehicles: 2,366 (1,080 during 6-9 AM and 1,286 during 4-7 PM)
  - Pedestrians: 26 during 6-9 AM and 21 during 4-7 PM
  - Bicycles: 1 during 6-9 AM and 2 during 4-7 PM

EXISTING BRIDGE

- Built in 1976
- 123’-6” long 3-span steel rigid frame concrete deck structure
- 50-foot clear roadway with two 19’-6” travel lanes and one 11’-0” center left-turn lane
- A 7’-0” concrete sidewalk and a 1’-0” concrete parapet on both sides
- 66’-0” out-to-out bridge width
- Supported by concrete abutments and pier pedestals.



EXISTING BRIDGE AND APPROACHES

Looking North – Bird's Eye View

DETERIORATION OF EXISTING BRIDGE

1. **Concrete Deck**
   - Minor edge spalling along deck joints
   - Failed patch on concrete deck surface
   - Torn compression joint seals with lost adhesion and depressed
   - High chlorides within top 2” detected by corrosion and chloride testing

DETERIORATION OF EXISTING BRIDGE

2. **Steel Frames and Bearings**
   - Pack rust, minor-to-moderate corrosion, delamination and local distortion at girders, piers, floor beams and bearings
   - Non-discernable cracking detected by ultrasonic examination at girder pin-and-hanger connections and pinned pier bearings assemblies

DETERIORATION OF EXISTING BRIDGE

3. Concrete Abutments
   - Delamination, spalling and minor honeycombing and cracking at the bearing pedestals
   - Spall along top of abutment backwalls

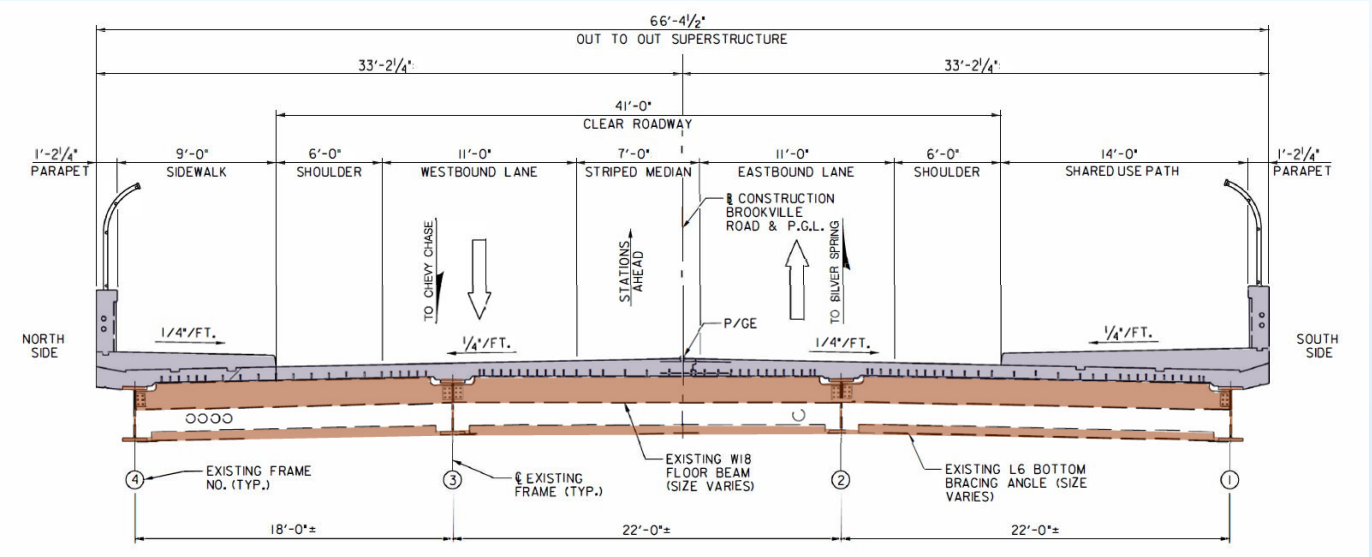
DETERIORATION OF EXISTING BRIDGE

4. **Concrete Slope Protection**
   - Cracks, spalls and delamination at the top of slope protection
   - Slightly sliding and local undermining

5. **Approach Roadway Asphalt Pavement**
   - Moderate-to-severe cracking

PROJECT SCOPE

- **Bridge Rehabilitation**
  - Reconstruct concrete deck to accommodate the Bicycle Master Plan
    - 41’ clear roadway w/ Two 11’ travel lanes, Two 6’ shoulders & 7’ striped median
    - 9’ sidewalk on north side
    - 14’ shared use path on south side
    - 1’-2 ¼” parapet on both sides
    - 66’-4 ½” out-to-out superstructure



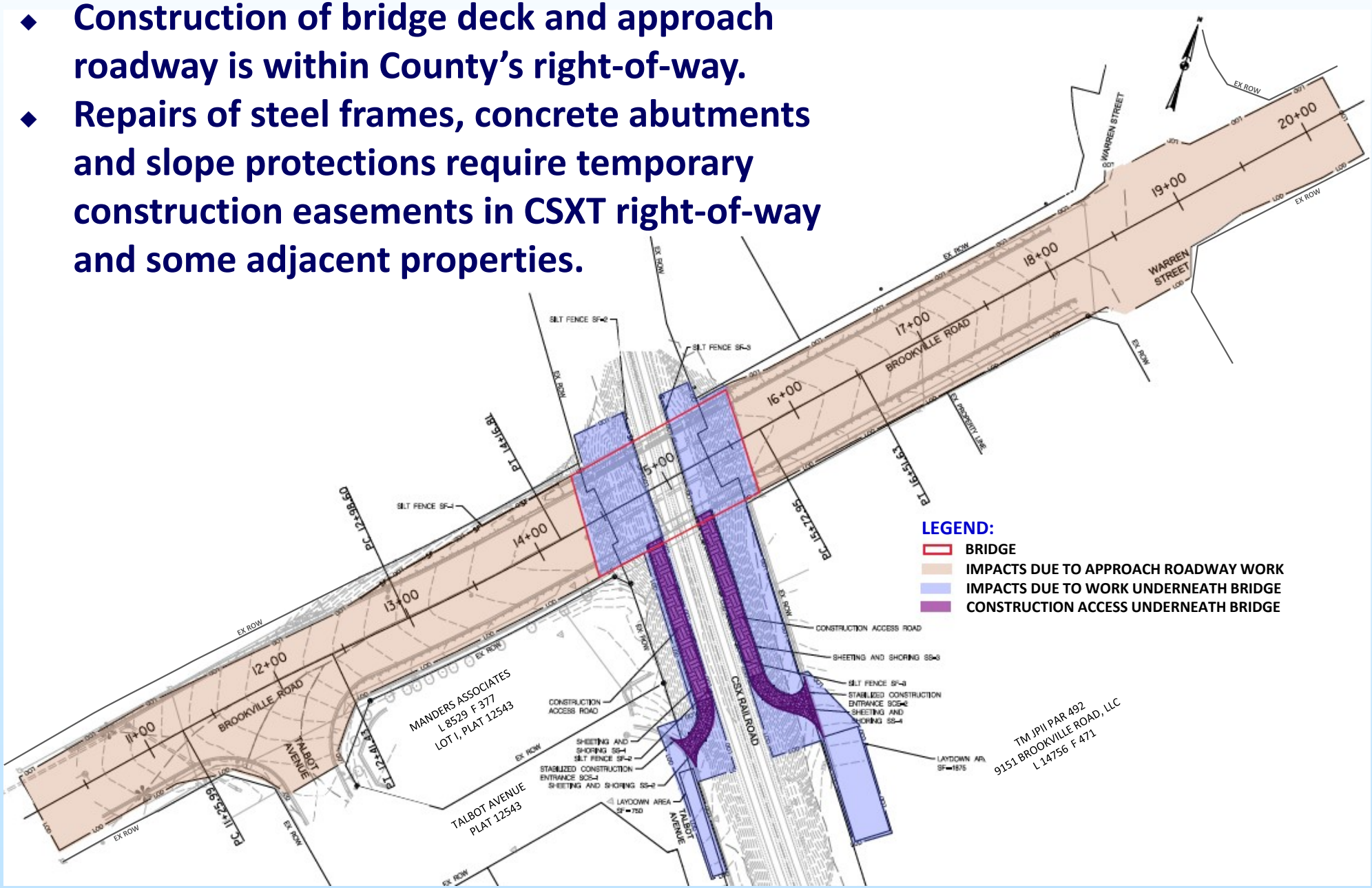
  - Repair steel frames and bearings and remove pack rust
  - Repair concrete abutments and slope protections
- **Approach Roadway Work between Talbot Avenue and Warren Street**
  - Construct asphalt new pavement or resurfacing for roadways
  - Construct new concrete curb and gutter, and asphalt shared use path
  - Construct new W-beam or concrete barriers

REHABILITATED BRIDGE AND APPROACHES

Looking North – Bird's Eye View

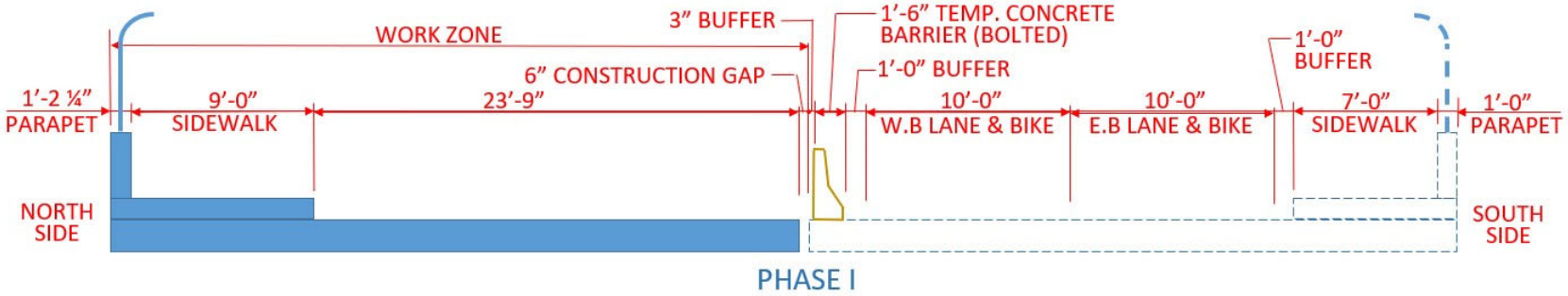
PROPERTY IMPACTS

- Construction of bridge deck and approach roadway is within County's right-of-way.
- Repairs of steel frames, concrete abutments and slope protections require temporary construction easements in CSXT right-of-way and some adjacent properties.



MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

- **All Traffic Maintained thru the Bridge without Detour**
  - **Construction Phases:** Two Stages
  - **Construction Duration:** 15-18 Months
  - **Vehicular Traffic:** Two-way Two-lane (10’ Lanes, 1’ Buffers)
  - **Bicycle Traffic:** Shared Road via Travel Lanes
  - **Pedestrian Traffic:** Separated Walkway



CURRENT PROJECT COST ESTIMATES, FUNDING AND SCHEDULE

- **Project Status:**
  - Preliminary Design Stage (30% Level of Completion)
- **Project Funding**
  - Federal Funds 80%
  - Montgomery County 20%
- **Project Cost Estimates**
  - $800,000 Engineering Cost (Funded)
  - $1.8M Construction and Construction Management Cost (Not Funded)
- **Project Schedule**
  - Design Complete Fall 2025
  - Begin Construction Spring 2026
  - End Construction Summer 2027

Next Step and Community Input

- **Proceed with Final Design based on**
  - **Comments from permitting agencies:**
    - MDOT State Highway Administration
    - M-NCPPC Montgomery County Planning Department
    - Montgomery County Department of Transportation
    - Montgomery County Department of Permitting Services
    - CSX Transportation
  - **Feedback from the community thru October 7, 2022, by:**
    - Tonight's feedback
    - Online comment form: https://forms.office.com/g/sqGUBVNk7q
    - Email to Greg.Hwang@montgomerycountymd.gov
- **For Project Information**
  - **Contact MCDOT's project manager:**

    Greg Hwang, P.E.

    Phone: 240-777-7279

    Email: Greg.Hwang@montgomerycountymd.gov
  - **Access MCDOT's project webpage:**

    https://www.montgomerycountymd.gov/dot-dte/projects/brookvilleroad/index.html


QUESTIONS?
Thank You