



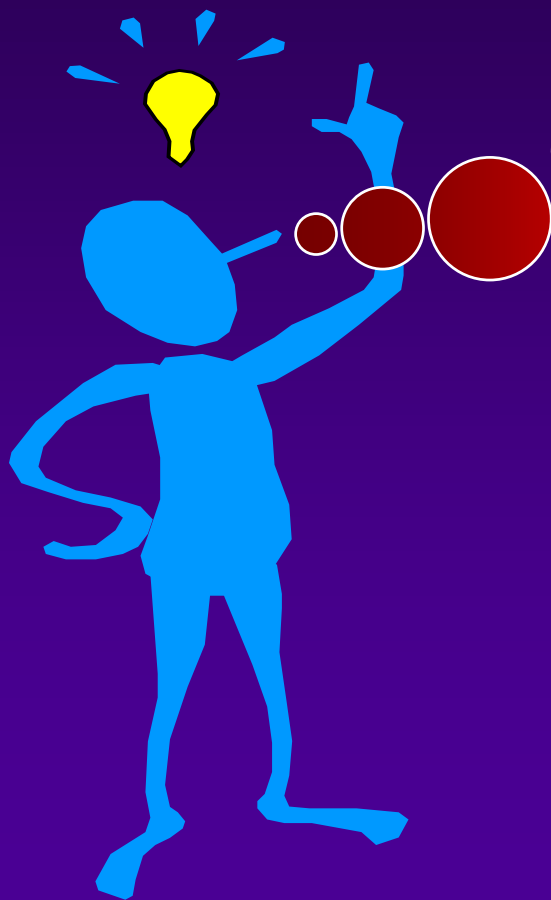
Montgomery County Department of Transportation
Division of Transportation Engineering

Public Meeting

Replacement of Garrett Park Road Bridge *No. M-0352 Over Rock Creek*



February 26, 2019



***PLEASE HOLD
YOUR QUESTIONS
UNTIL
THE END***



Purpose of the Meeting

Obtain community input on:

- ◆ **Proposed Preliminary Engineering Concept**
- ◆ **Proposed Project Schedule**



Design Team

◆ **Montgomery County Department of Transportation**

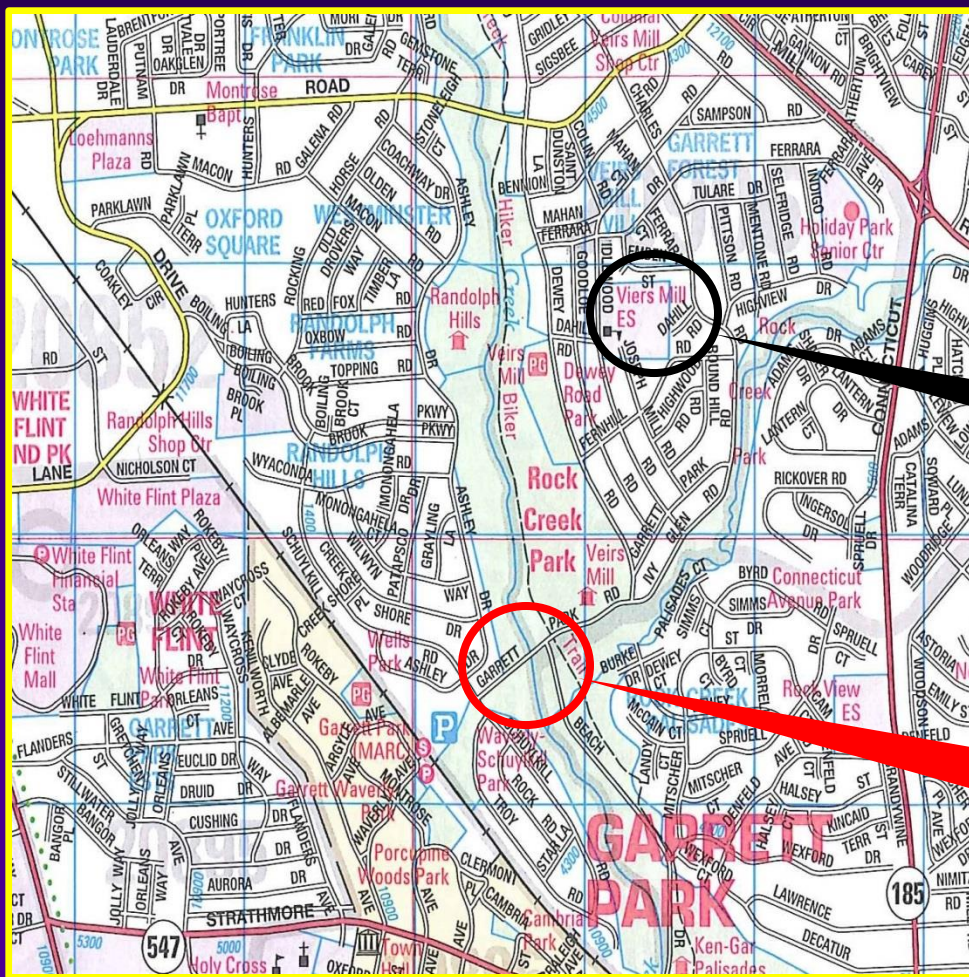
- | | | |
|---------------------|------------------------------------------------------|--------------|
| ■ Timothy Cupples | <i>Chief, Division of Transportation Engineering</i> | |
| ■ Barry Fuss | <i>Chief, Bridge Design</i> | 240-777-7261 |
| ■ Brian Copley | <i>Project Manager</i> | 240-777-7227 |
| ■ Dan Sanayi | <i>Traffic Engineering</i> | |
| ■ Kutty Menon | <i>Traffic Engineering</i> | |
| ■ Stella Igbinedion | <i>Traffic Engineering</i> | |
| ■ Marcelo Cortez | <i>Chief, Construction Section</i> | |

◆ **Design Consultant: The Wilson T. Ballard Company**

- | | | |
|----------------|------------------------|--|
| ■ Mark Chaplik | <i>Project Manager</i> | |
| ■ Glenn Detter | <i>Vice President</i> | |



Project Location



N

You Are Here

Project
Location



Existing Garrett Park Road Bridge

◆ History

- Built 1965
- 2000 steel painted
- Currently posted for :
 - 10,000lbs GVW
 - 10,000lbs GCW
- School Bus Waiver
- Ride-On Bus #38





Existing Garrett Park Road Bridge

◆ Bridge Condition

- Bridge is Safe
- Structurally Deficient
- Extensive Structural Deterioration



Existing Garrett Park Road Bridge

◆ Structural Deterioration (Substructure)

- Pier bearing pedestals spalls
- Timber blocking repairs





Existing Garrett Park Road Bridge

◆ Structural Deterioration (Substructure)

- Pier column spalling and cracking





Existing Garrett Park Road Bridge

◆ Structural Deterioration (Superstructure)

- Wearing surface spalls and patching
- Steel corrosion and delamination





Existing Garrett Park Road Bridge

◆ Full Bridge Replacement Proposed

- FHWA guidelines recommend to replace a bridge when the Bridge Sufficiency Rating (BSR) is less than 50

Garrett Park Road Bridge

BSR: 7.0

- Based on the observed condition of the bridge, load posting, and the age of the bridge, a total bridge replacement is proposed.

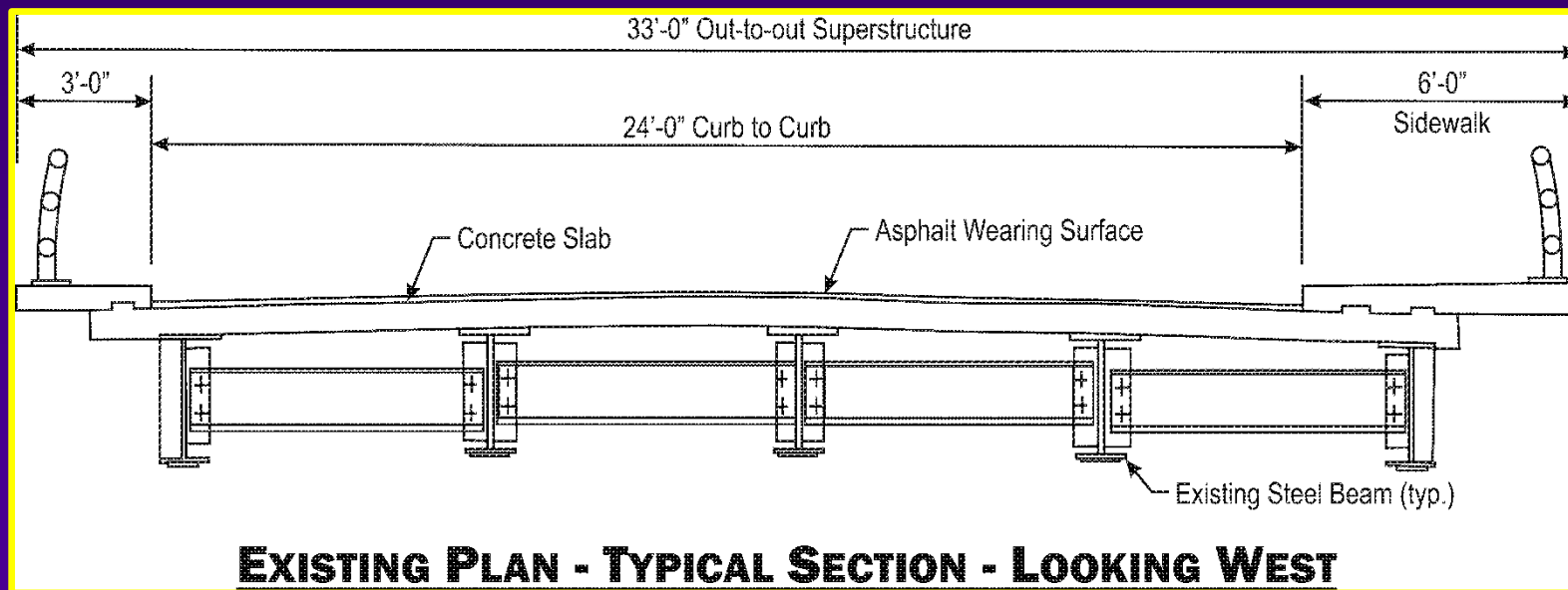


Existing vs. Proposed Bridge Design

Existing Typical Section

EXISTING BRIDGE

- Clear Width = 24 feet
- Sidewalk Width = 5 feet



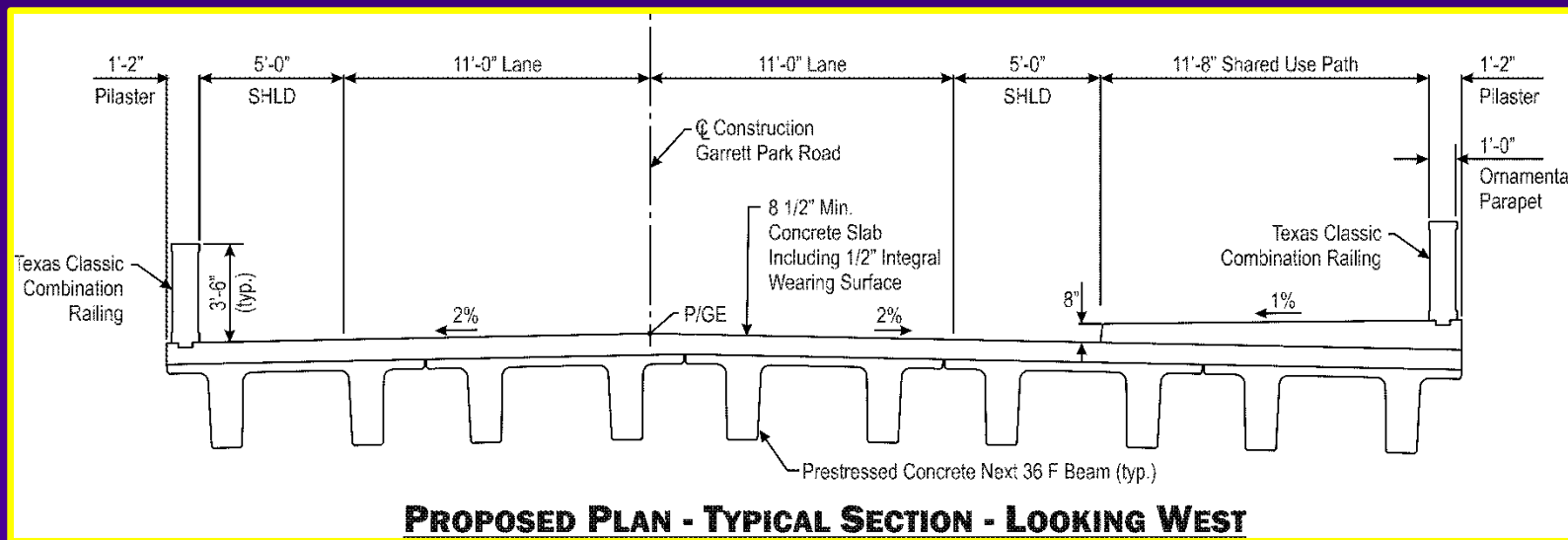


Existing vs. Proposed Bridge Design

Proposed Typical Section

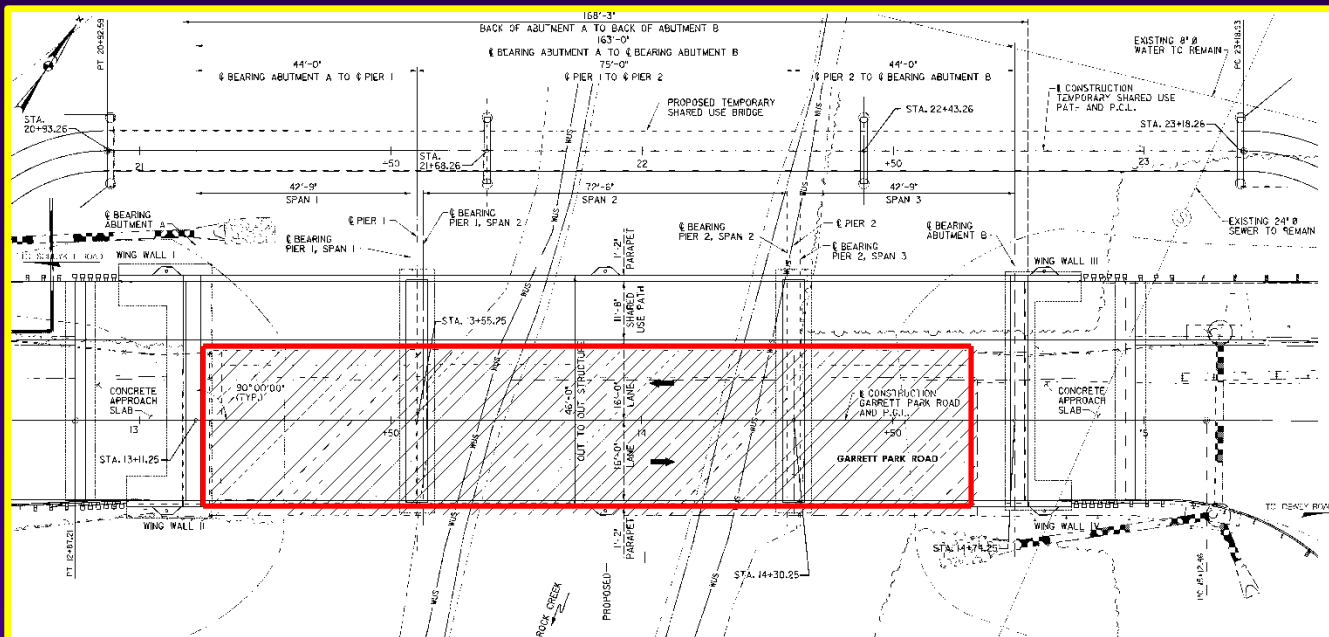
PROPOSED BRIDGE

- Lane Width = 11 feet
- Shoulder width = 5 feet
- Clear Width = 32 feet
- Sidewalk Width = 11 feet 8 inches

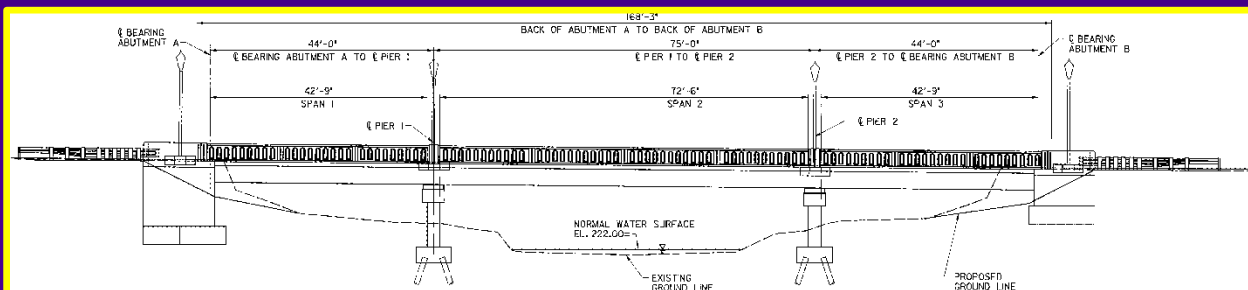




Proposed Bridge



PROPOSED PLAN



PROPOSED ELEVATION



Proposed Bridge



Existing Elevation



Proposed Elevation

Artistic Rendering, May Not Represent Final Design



Proposed Bridge



Existing Approach



Proposed Approach

Artistic Rendering, May Not Represent Final Design



Cedar Lane over Rock Creek



Approach



Elevation



Method of Bridge Replacement

- ◆ **Close the road and detour traffic**
 - ◆ Reduced constructability & safety concerns
 - ◆ Shorter construction time
 - ◆ Decreased construction cost
 - ◆ Decreased environmental impacts
- ◆ **Pedestrian traffic will be maintained during construction**
- ◆ **Accelerated bridge construction techniques will be utilized**
- ◆ **Monetary incentives/disincentives to shorten construction duration**

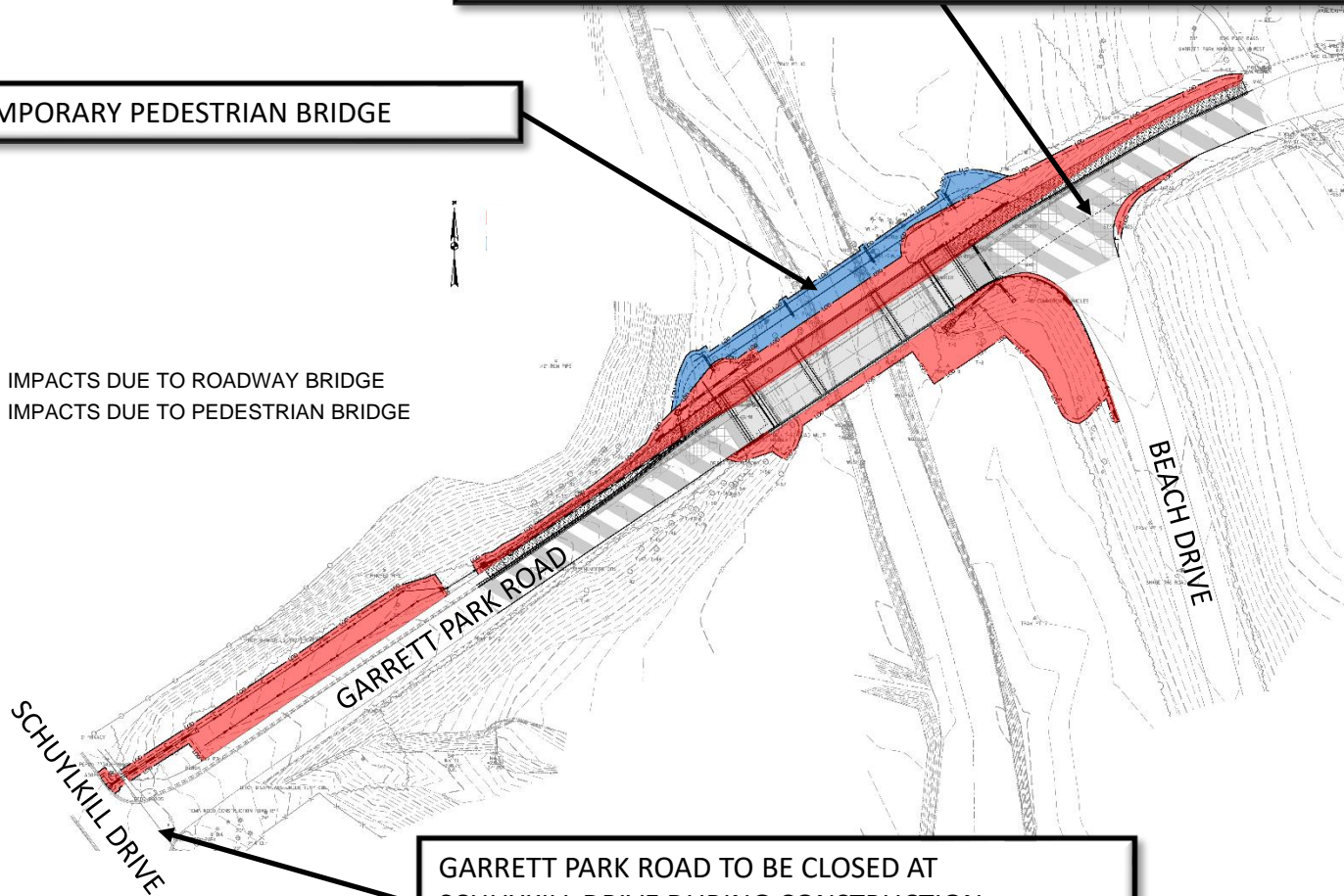


Construction Impacts

GARRETT PARK ROAD TO BE CLOSED AT BEACH DRIVE INTERSECTION TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION

TEMPORARY PEDESTRIAN BRIDGE

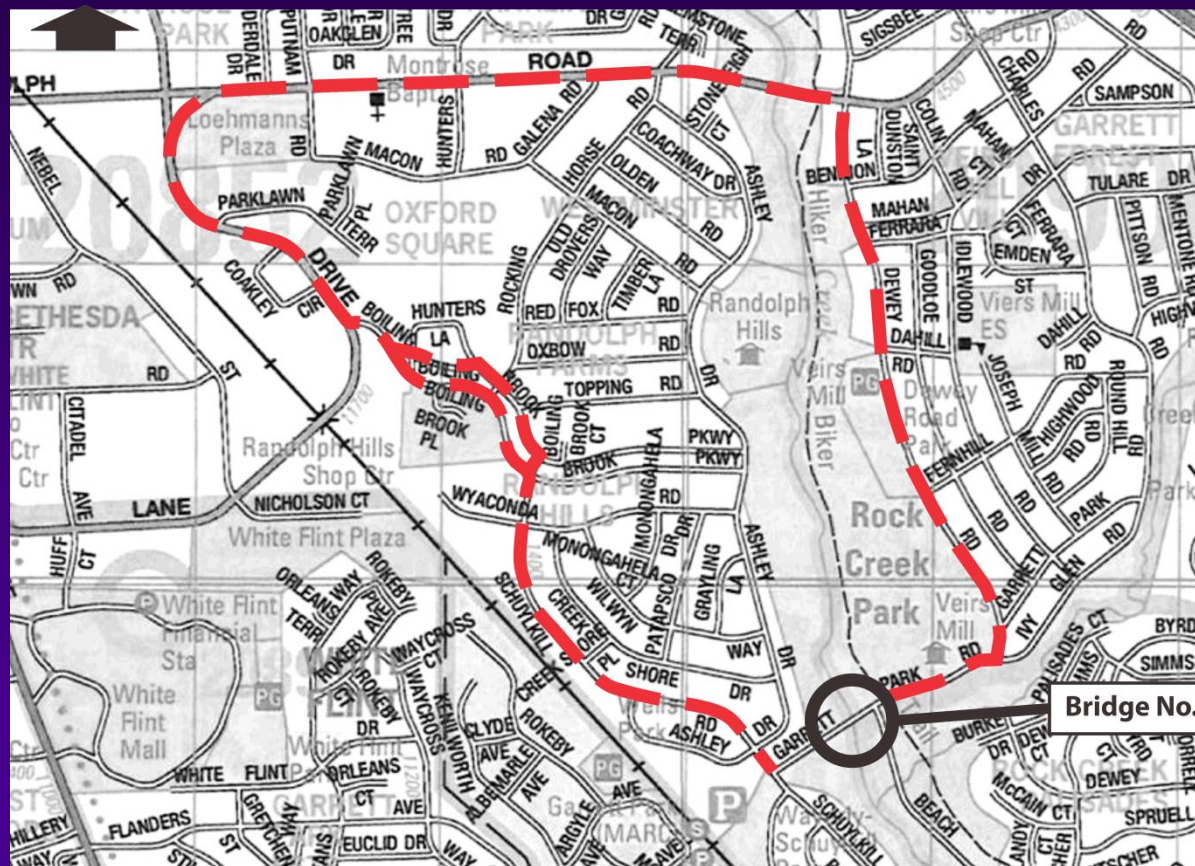
IMPACTS DUE TO ROADWAY BRIDGE
IMPACTS DUE TO PEDESTRIAN BRIDGE



GARRETT PARK ROAD TO BE CLOSED AT SCHUYLKILL DRIVE DURING CONSTRUCTION (PEDESTRIAN ACCESS TO REMAIN OPEN)



Proposed Detour Route



Bridge No. M-0352

LEGEND:

  Possible Detour Route

ADC Street Location: 5285-F-4
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Minimize Community Disruption

- ◆ **Detour traffic to shorten construction duration**
- ◆ **Maintain pedestrian and bicycle access with temporary pedestrian bridge**
- ◆ **Coordinate with Montgomery County Public Schools**
- ◆ **Coordinate with Police, Fire and Rescue**
- ◆ **Coordinate with Ride-On Services**
- ◆ **Minimize environmental impacts**



Proposed Project Schedule

- ◆ **Final Design Complete - Summer 2021**
- ◆ **Advertise for Construction - Fall 2021**
- ◆ **Begin Construction – Summer 2022**
- ◆ **End Construction – Fall 2022**



Proposed Project Cost

- ◆ **Total Cost ≈ \$4.5 Million Including Design, Construction, Utilities and Site Improvement**
- ◆ **Bridge Construction Cost Will Be Funded By County/ Federal Funds**
- ◆ **No Private Property Right-of-Way Acquisition Required**



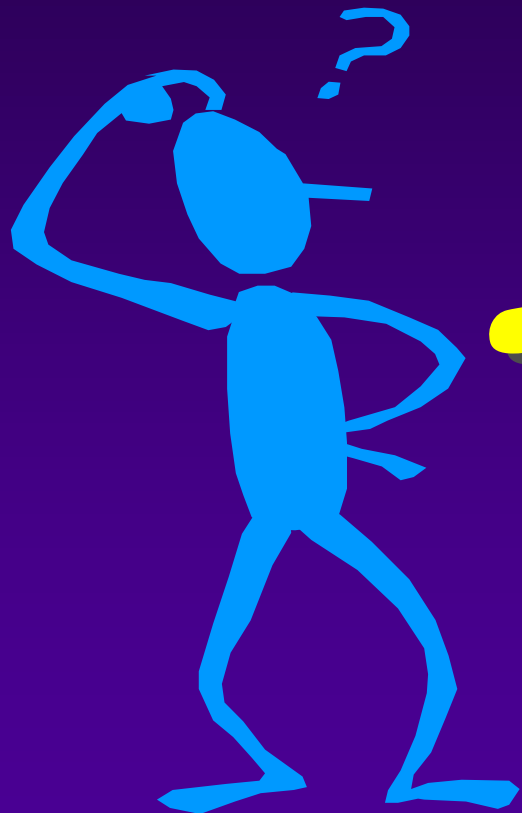
- ◆ **Proceed with Final Design based on**
 - **Tonight's Feedback**
 - **Comments from Environmental Agencies**
 - **Comments from Coordinating Agencies**

Division of Transportation Engineering Home Page:

<https://www.montgomerycountymd.gov/dot-dte/index.html>



QUESTIONS?



**Thank
You!**