Montgomery County Department of Transportation
Division of Transportation Engineering

Public Meeting

Replacement of Gold Mine Road Bridge

No. M-0096 Over Hawlings River

May 15, 2012

Design Team

- **Montgomery County Department of Transportation**

Barry Fuss	*Bridge Program Manager*	240-777-7261
Brian Copley	*Project Manager*	240-777-7227
Vincent Subramaniam	*Traffic Engineering and Operations Section*	240-777-2196

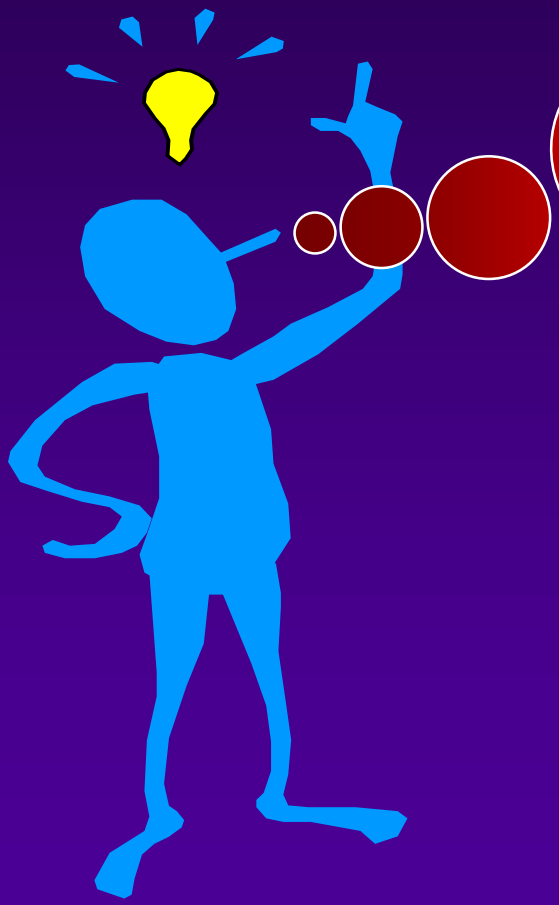
- **Design Consultant: Brudis & Associates**

Greg Giering	*Project Manager*
Tim McShane	*Structural Engineer*

Purpose of the Meeting

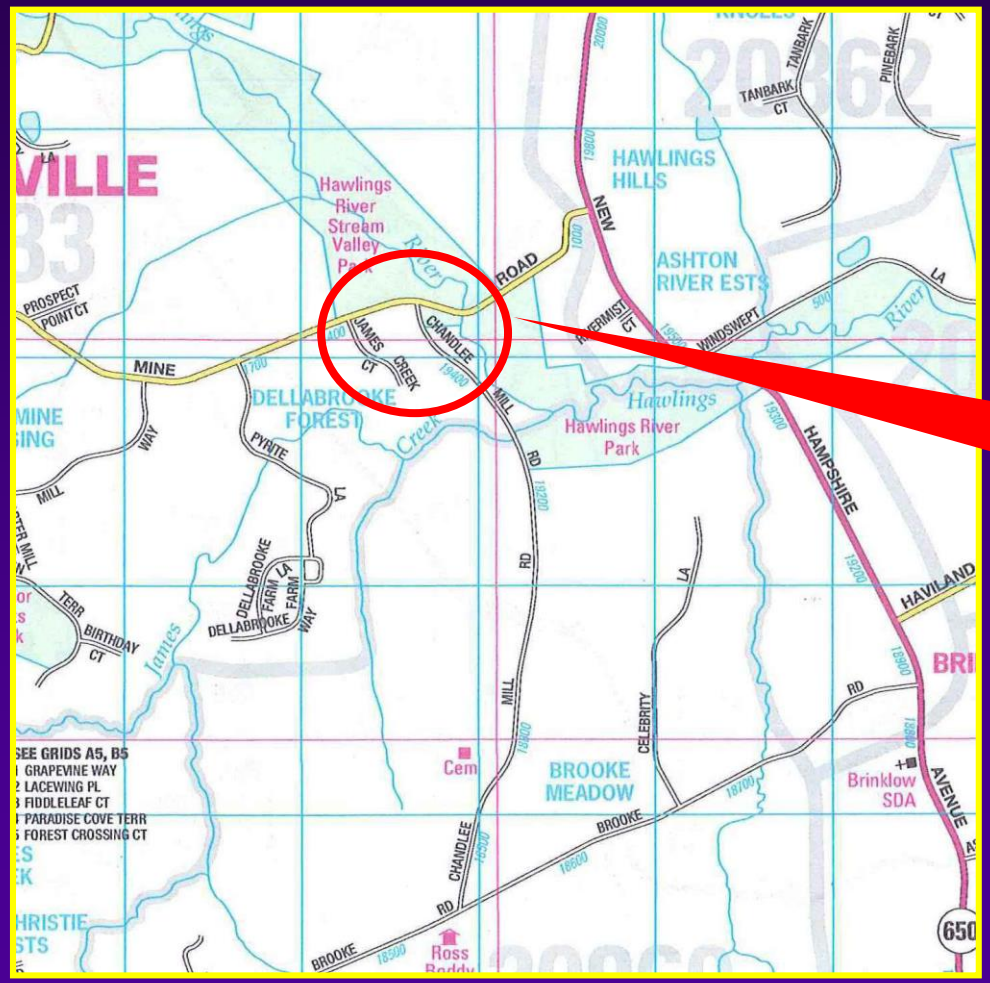
Obtain community input on:

- **Proposed Preliminary Engineering Concept**
  - **Bridge Replacement**
  - **Bike Path Extension**
- **Proposed Project Schedule**



PLEASE HOLD YOUR QUESTIONS UNTIL THE END

Project Location



Existing Gold Mine Road Bridge

- **History**
  - Built 1958
  - Deck Replaced 2010
  - Currently posted for :
    - 22,000lbs GVW
    - 34,000lbs GCW
  - School Bus Waiver
  - Frequent Flooding

Existing Gold Mine Road Bridge

- **Bridge Condition**
  - **Bridge is Safe**
  - **Structural Deterioration**
  - **Narrow Bridge**
  - **Frequent Flooding**

Existing Gold Mine Road Bridge

- **Structural Deterioration (Substructure)**
  - Cracks and spalls in concrete wing walls

Existing Gold Mine Road Bridge

Structural Deterioration (Superstructure)

- Rusting and section loss along beam flanges

- Cracked railing post bracket welds

Existing Gold Mine Road Bridge

- **Narrow Bridge**

- 20’ wide approach roadway
- 15’-6” bridge clear roadway width
- Inadequate sight distance

Existing Gold Mine Road Bridge

- **Frequent Flooding**

- Floods two to three times a year

Existing Gold Mine Road Bridge

- **Full Bridge Replacement Proposed**

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

    Gold Mine Road Bridge
    BSR: 40.3

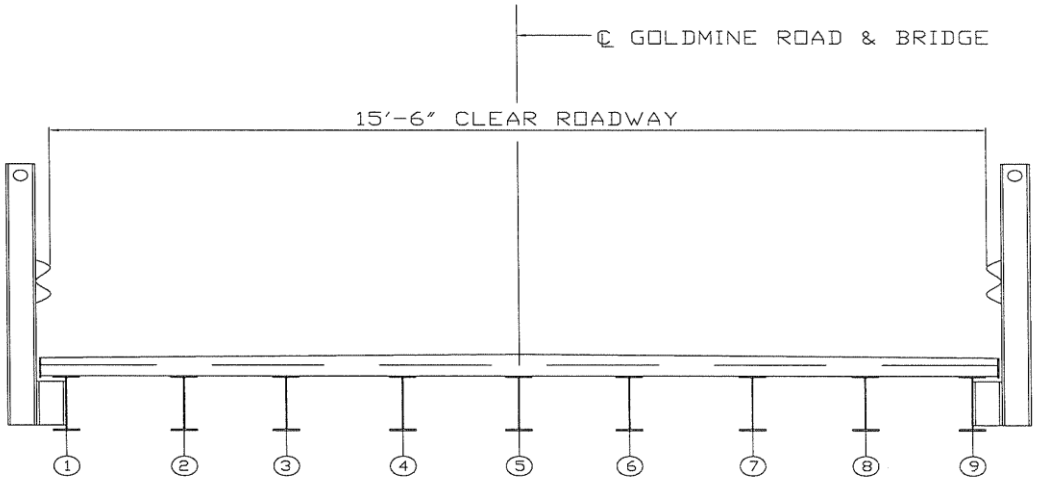
  - Based on the observed condition of the bridge, load posting, and the age of the bridge, a total bridge replacement is proposed.

Existing vs. Proposed Bridge Design

Existing Typical Section

EXISTING BRIDGE

- Clear Width = 15 feet 6 inches
- No Sidewalk

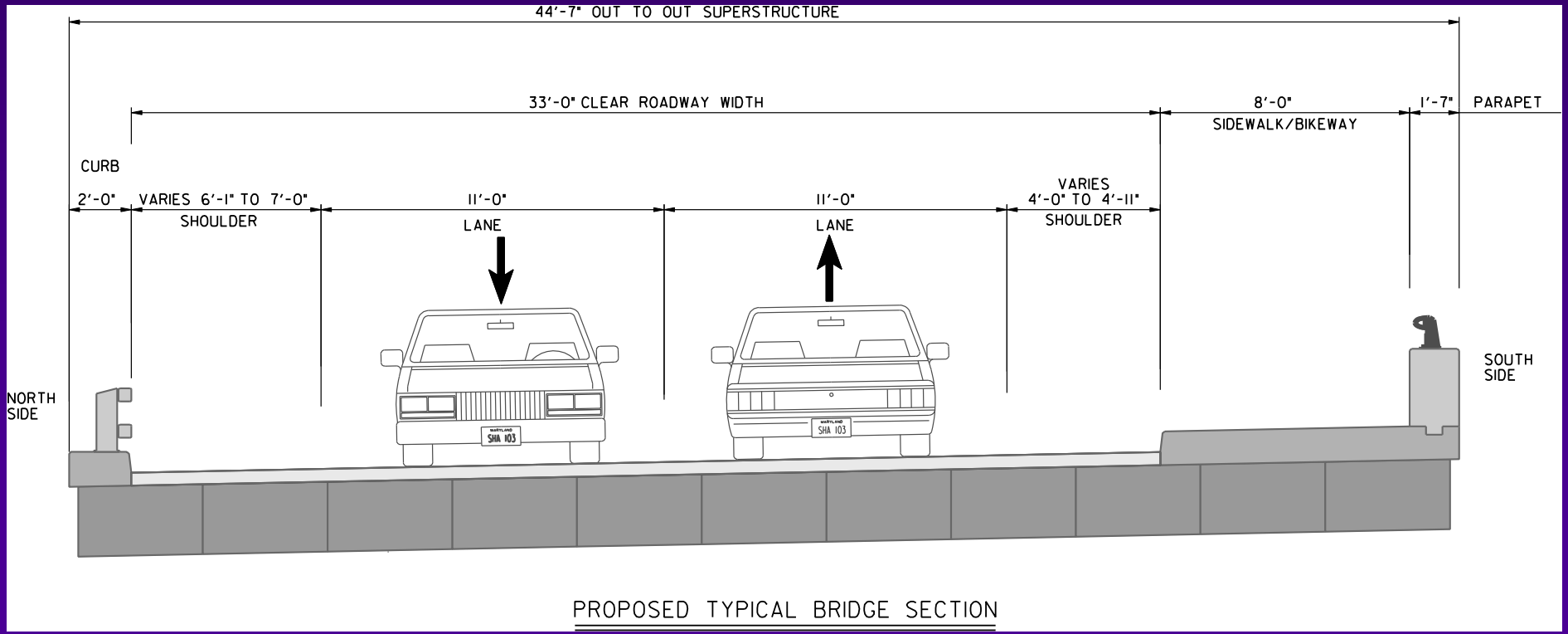


Existing vs. Proposed Bridge Design

Proposed Typical Section

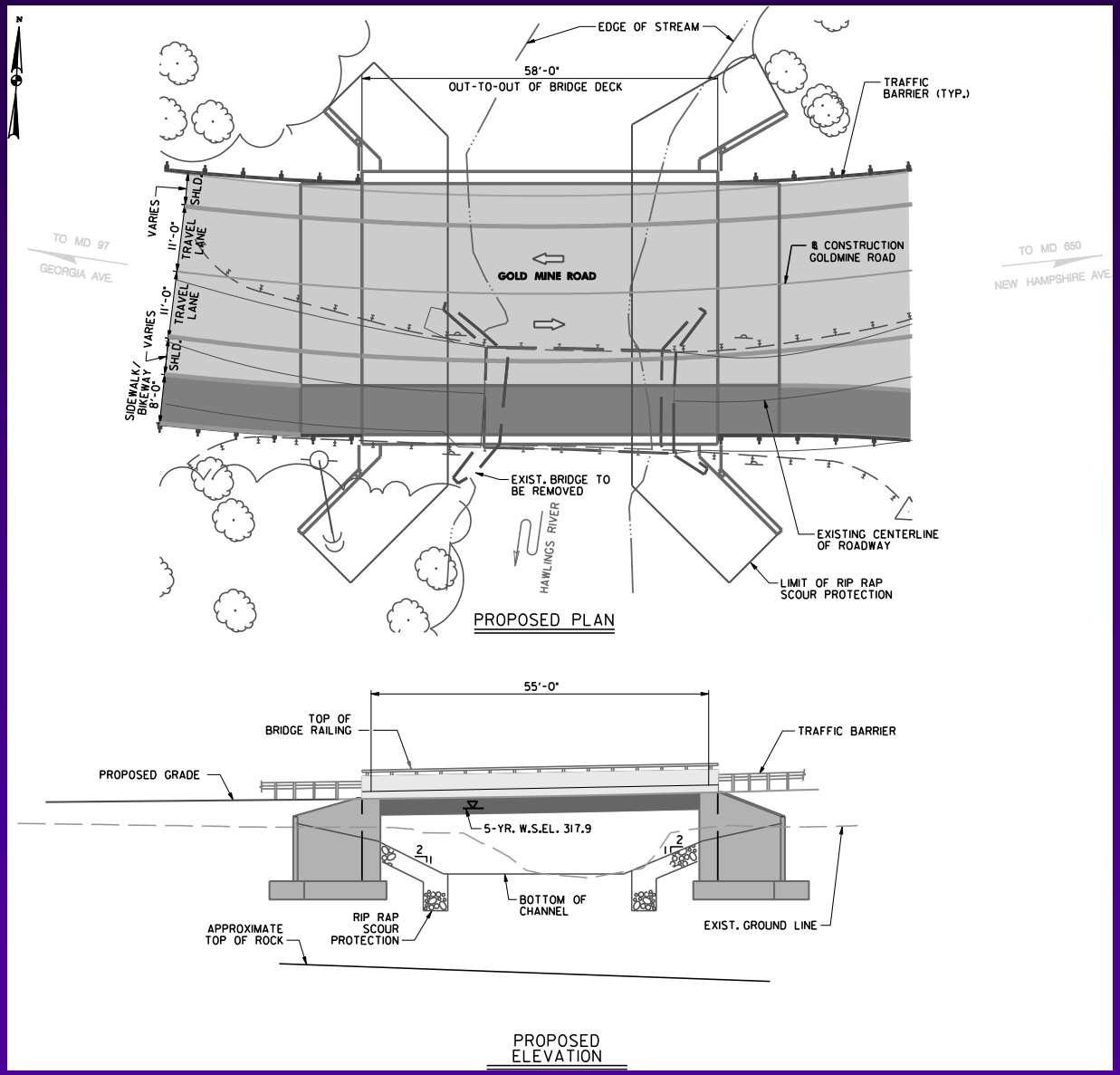
PROPOSED BRIDGE

- Lane Width = 11 feet
- Clear Width = 33 feet
- Sidewalk Width = 8 feet

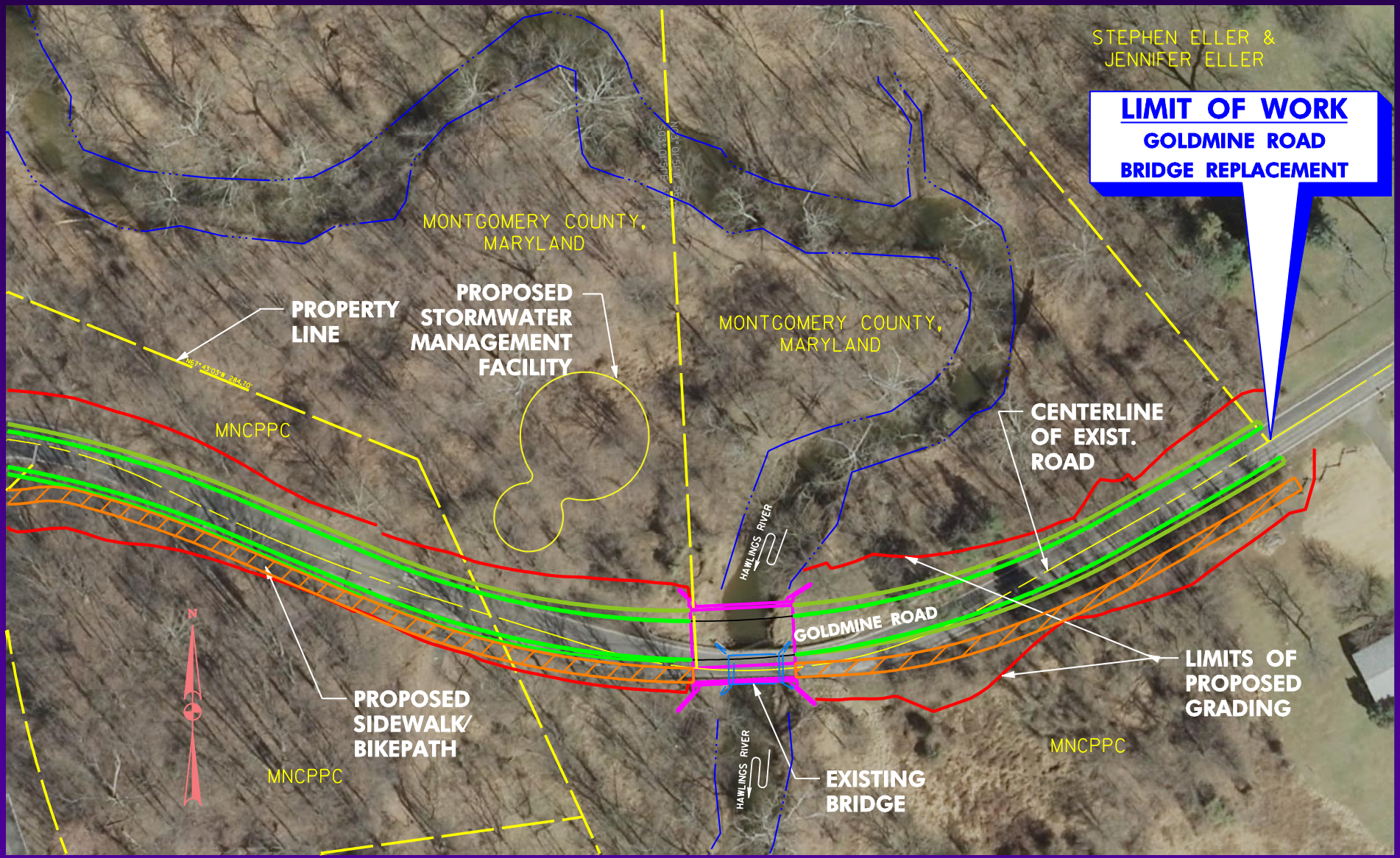


PROPOSED TYPICAL BRIDGE SECTION

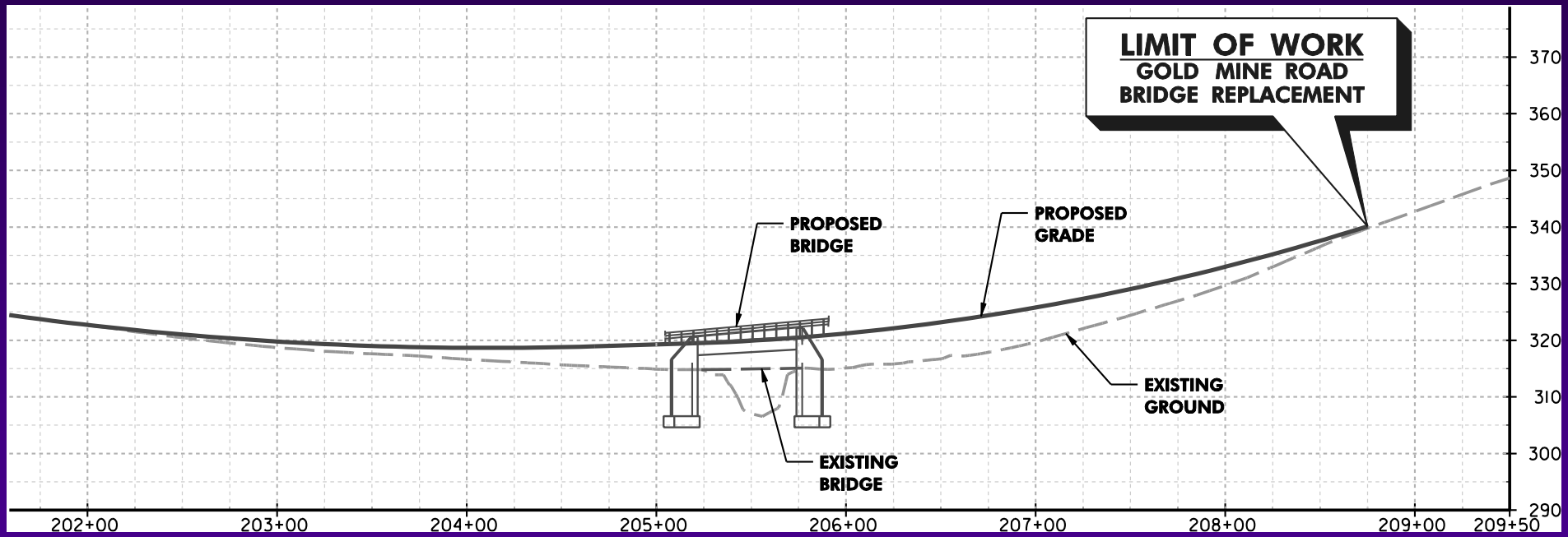
Proposed Bridge



Proposed Vs. Existing Road Alignment



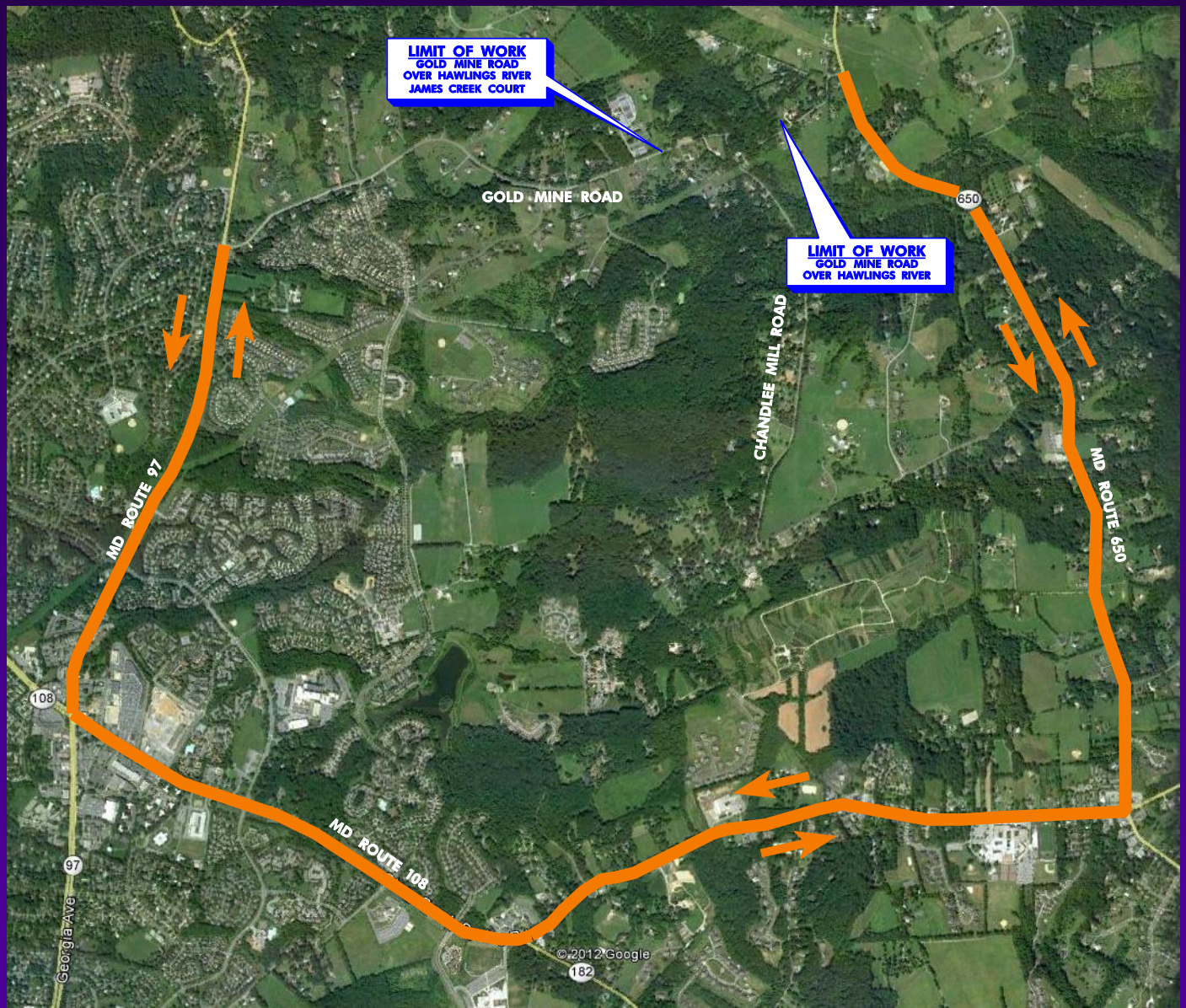
Proposed Vs. Existing Road Profile



Method of Bridge Replacement

- **Close the road and detour traffic**
  - Reduced constructability & safety concerns
  - Shorter construction time
  - Decreased construction cost
  - Decreased environmental impacts
- **Use precast construction to shorten construction duration**

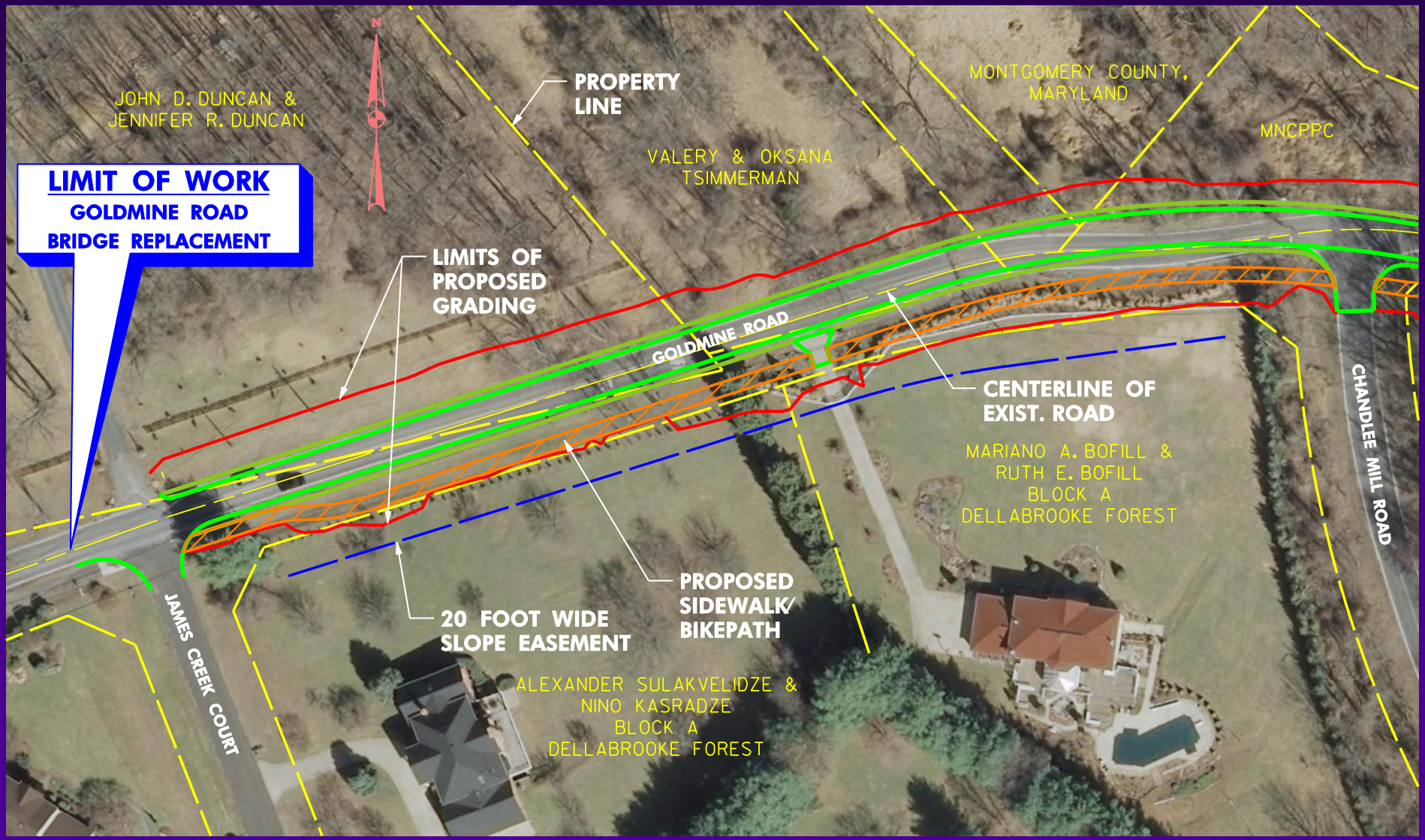
Proposed Detour Route



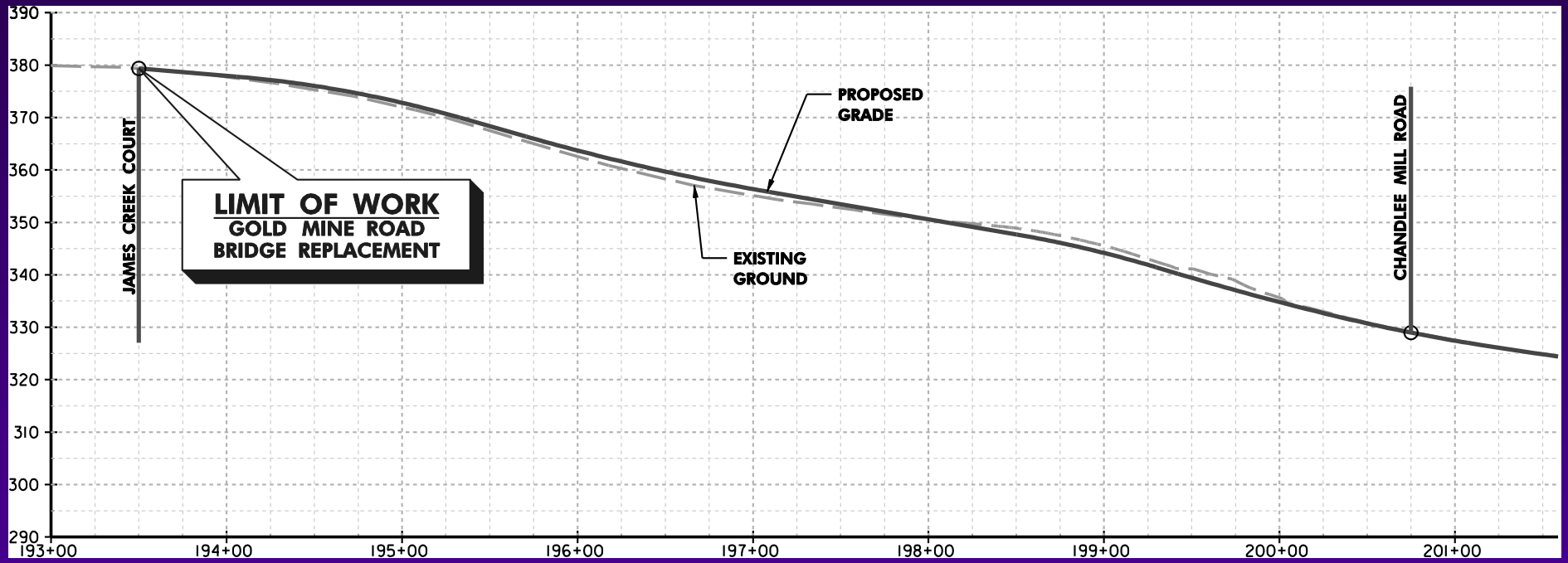
Gold mine Road Proposed Bike Path Extension

- **Existing intersection at James Creek Court**
- **Existing intersection at Chandlee Mill Road**

Bike Path Proposed Vs. Existing Road Alignment



Bike Path Proposed Vs. Existing Road Profile



Gold Mine Road Proposed Bike Path Extension

- **Improves pedestrian safety**
- **Continued all the way to New Hampshire Ave**
- **Provides access to the Hawlings River Greenway Trail**

Gold Mine Road Proposed Bike Path Extension

Bike path extension & roadway improvements construction between Chandlee Mill Rd and James Creek Ct.

- **Completed concurrently with road closure**
- **Completed prior to or after road closure**

Minimize Community Disruption

- **Detour Traffic to Shorten Construction Duration**
- **Coordinate with Montgomery County Public Schools**
- **Coordinate with Police, Fire and Rescue**
- **Minimize Environmental Impacts**

Proposed Project Schedule

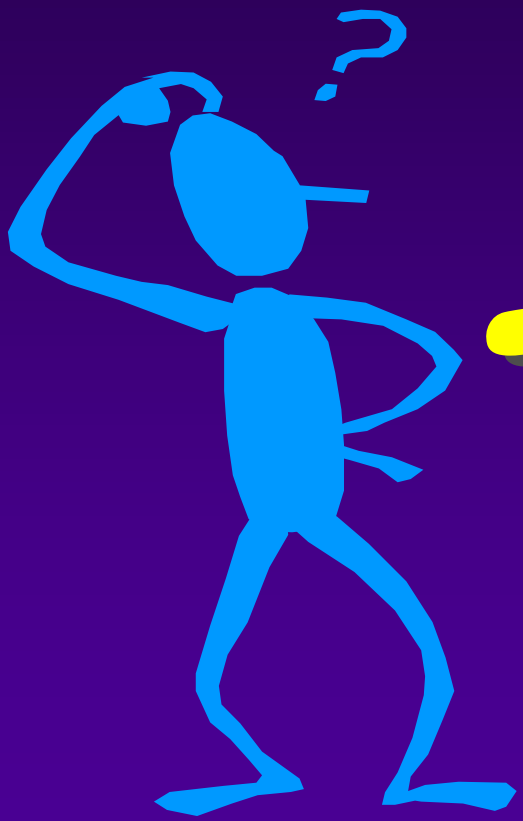
- **Final Design Complete - Fall 2012**
- **Advertise for Construction - Spring 2013**
- **Begin Construction – Summer 2013**
- **End Construction – Spring 2014**

Proposed Project Cost

- **Total Cost ≈ $3.5 Million Including Design, Construction, Utilities and Site Improvement**
- **Construction Cost Will Be Funded By County/ Federal Funds**
- **No Right-of-Way Acquisition Required**

Next Step

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



QUESTIONS?

Thank You!