MARC ELRICH
County Executive

MCDOT
Montgomery County Department of Transportation
CHRIS CONKLIN, Director

Replacement of Schaeffer Road Bridge No. M-0137 over Little Seneca Creek

PUBLIC INFORMATION MEETING

September 6, 2023

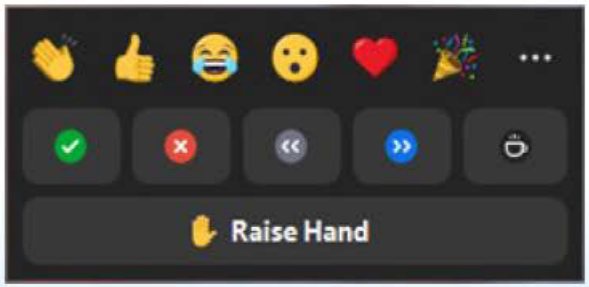

West Approach (looking east)


South Elevation (looking north)

We will begin shortly. The Public Meeting will be recorded.

Zoom Meeting Controls

- All microphones have been muted and cameras turned off.
- To reduce the bandwidth of tonight's meeting, please do not turn on your video camera.
- Following tonight's presentation, there will be a Question-and-Answer session if time allows. Please wait until the presentation ends to raise your hand to ask a question. Alternatively, you may type your question into the chat box throughout tonight's presentation.



- To raise your hand following the presentation, please click on the "Reactions" icon at the bottom of your screen, and then click "Raise Hand."
- If you called into tonight's meeting via telephone, press *9 to raise your hand and *6 to unmute yourself.

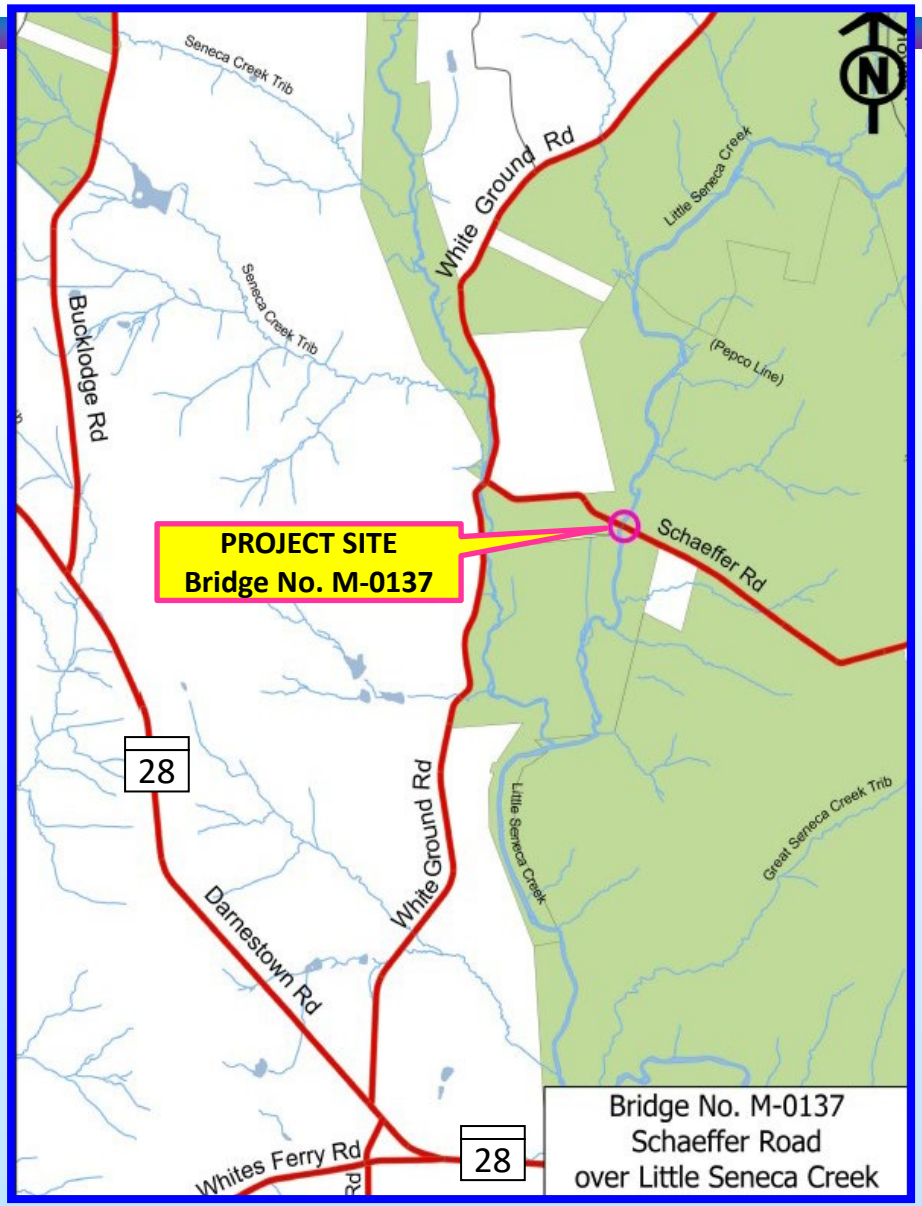
Purpose of the Meeting

- Introduce project team
- Present the existing bridge and conditions
- Present the project scope and proposed bridge
- 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)**
  - Brian Copley — Acting Bridge Unit Manager
  - Greg Hwang — Project Manager
  - Gizachew Tiruneh — Acting Contract Unit Chief
  - Demetries Oberc — Real Estate Specialist
  - Matt Johnson — Bikeways Coordinator
  - Doug Baker — Utility Coordinator
  - Stella Igbinedion — Work Zone Program Manager
- **M-NCPPC Montgomery Planning and Montgomery Parks**
  - Stephen Aldrich — Transportation Master Planner
  - Jacqueline Hoban — Senior Natural Resources Specialist
- **Johnson, Mirmiran & Thompson, Inc. (JMT) – Prime Consultant**
  RJM Engineering, Inc. (RJM) – Sub-consultant
  - John H. Seifert — Project Manager (JMT)
  - Xin Yi — Project Manager (RJM)

PROJECT LOCATION



LOCAL MASTER PLANS, SPEED LIMIT, TRAFFIC DATA

- **2023 Rustic Roads Functional Master Plan:**
  - Rustic Road
- **2018 Montgomery County Bicycle Master Plan:**
  - No existing or planned bike facility
- **Historic Property:**
  - Maryland Inventory Historic Properties (MIHP) No. M:18-47
  - Eligible for the National Register of Historic Places
- **Posted Speed Limit:**
  - 30 MPH
- **Summer 2021 Traffic Counts:**
  - Approximately 420 vehicles/day and 65 bicycles/day during weekdays
  - Approximately 500 vehicles/day and 170 bicycles/day during weekends

EXISTING BRIDGE

- Built in 1925
- 44’-8” long single span steel beam concrete deck structure
- 16-foot clear roadway for two ways one lane
- W-beam railing and two-strand-steel-pipe-rail concrete-post barrier on both sides
- 18’-6” out-to-out bridge width
- Supported by stone masonry abutments encased in concrete
- Posted for a weight restriction of 50,000 lbs. for single unit truck and 64,000 lbs. for combination unit truck

South Elevation (downstream)

Barrier

Topside Superstructure (looking east)

Weight Restriction

East Abutment and Underside Superstructure

West Abutment and Underside Superstructure

DETERIORATION OF EXISTING BRIDGE

1. Concrete Deck

- Failing asphalt patches
- Spall underneath concrete deck and at deck fascia faces
- Exposed top or bottom flanges of steel beams
- Spall at concrete curbs

Failing Asphalt Patches

Spall underneath Deck

Spall underneath Deck

Spall at Fascia Face of Deck and Exposed at Top Flange of Beam

Spall at Fascia Face of Deck and Exposed at Bottom Flange of Beam

Spall at Curb

DETERIORATION OF EXISTING BRIDGE

2. Steel Beams and Bearings

- Peeling paint, rust staining and heavy corrosion at beams
- Rust and heavy corrosion at bearings
- Flood debris caught between beams

Peeling Paint, Rust Staining and Heavy Corrision at Beams

Rust and Heavy Corrosion at Bearings

Flood Debris Caught between Beams

DETERIORATION OF EXISTING BRIDGE

3. Masonry Abutment Encased in Concrete

- Heavy efflorescence and Spall at concrete backwall
- Spall at stone beam seat
- Spall and crack at abutment concrete encasement

Heavy Efflorescence at Concrete Backwall of West Abutment

Spall at Top of East Abutment Concrete Encasement

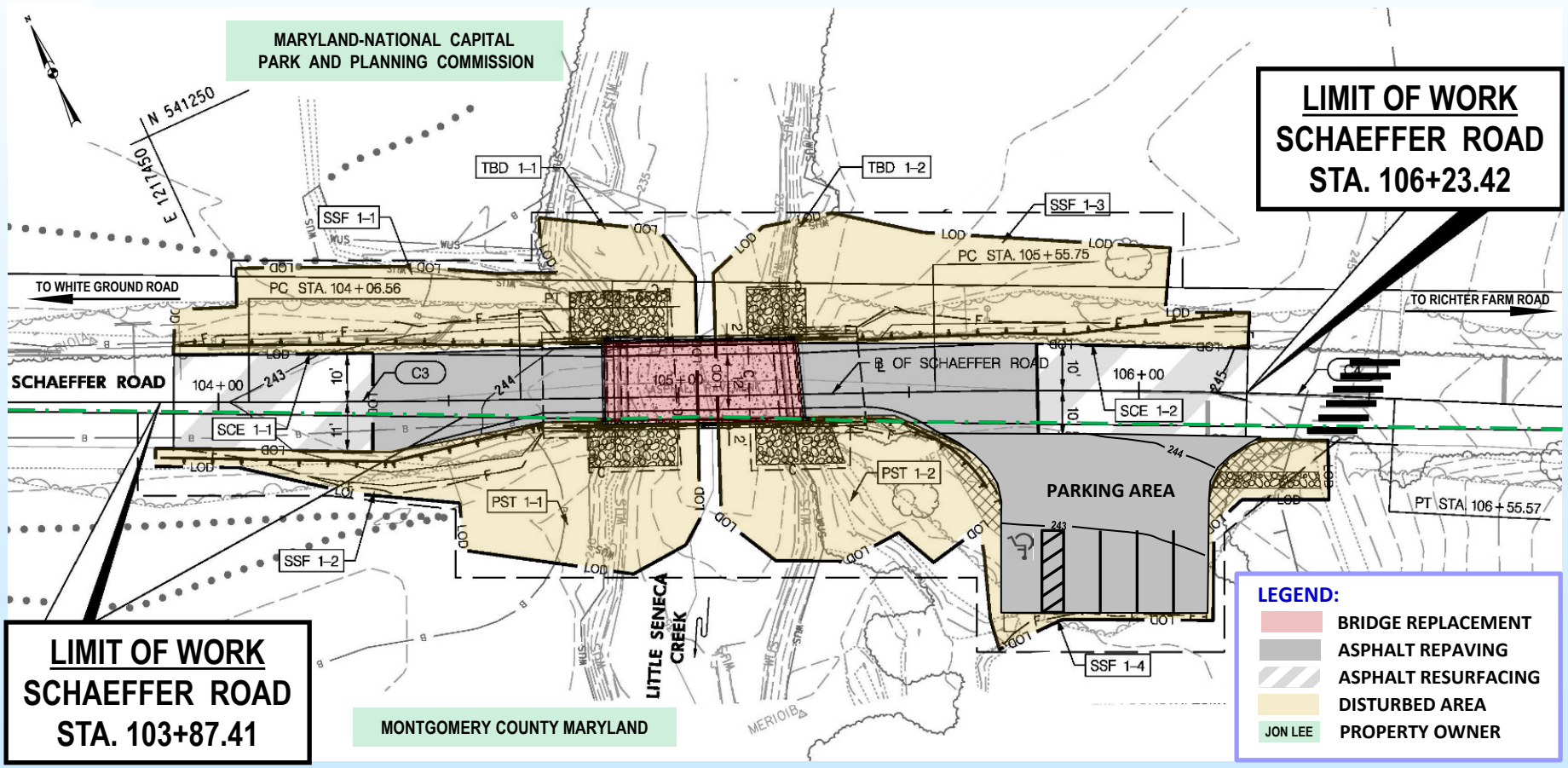
Crack at Top of East Abutment Concrete Encasement

Spall at Concrete Backwall and Stone Beam Seat of East Abutment

Full Height Vertical Crack at West Abutment Concrete Encasement

Hole at Backwall of East Abutment

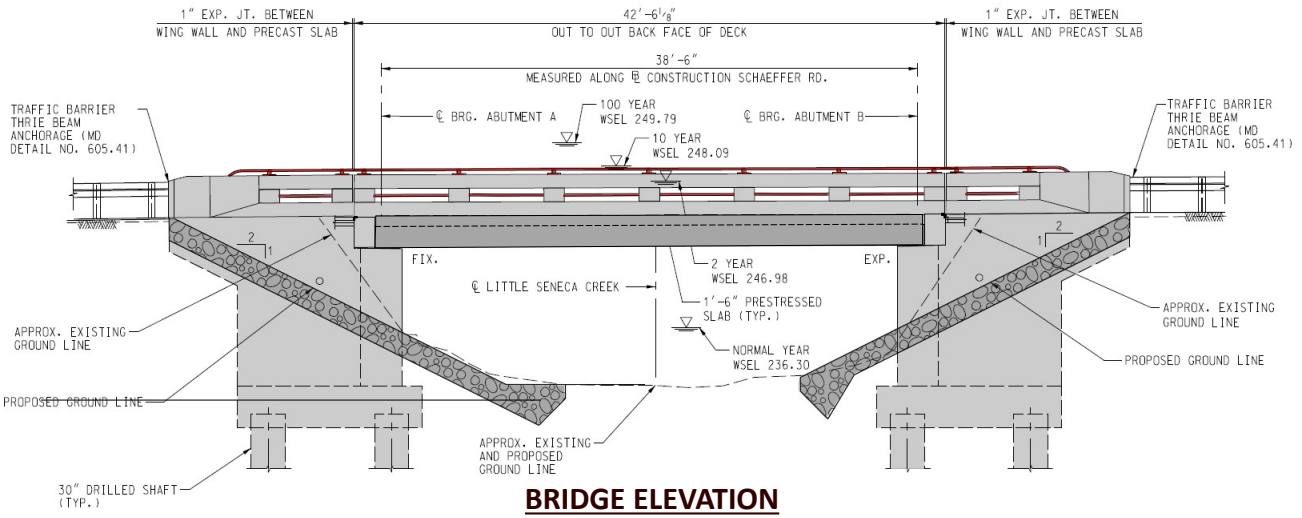
PROJECT SCOPE



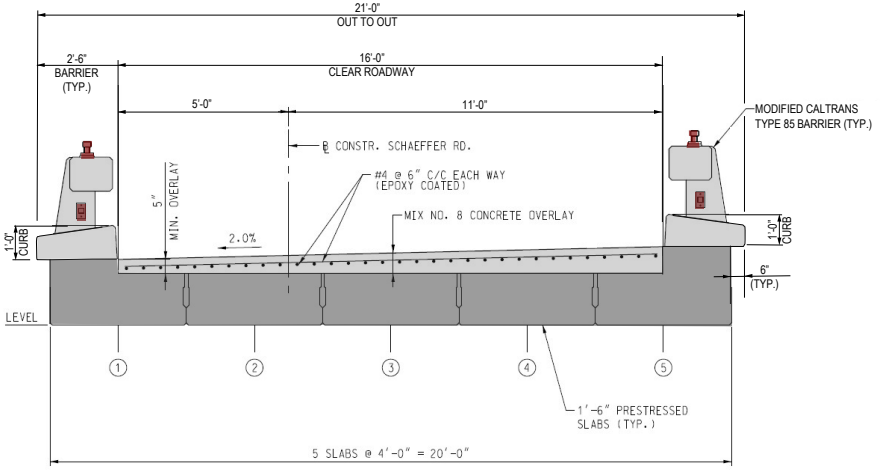
- Replacement of Existing Bridge and Stabilization of Stream
- Repaving of Existing Approach Roadway
- Reconstruction of Existing Parking Area

PROPOSED BRIDGE

- Approx. 42’– 6” Long Single Span
- Five 1’-6” Wide x 4’ High Prestressed Concrete Solid Slab Beams
- 5” Min. Concrete Overlay
- 16’ Wide Clear Roadway for two ways one lane
- 2’-6” Wide 3’-6” High modified Caltrans Type 85 Barrier on Both Sides
- 21’ out-to-out Structure



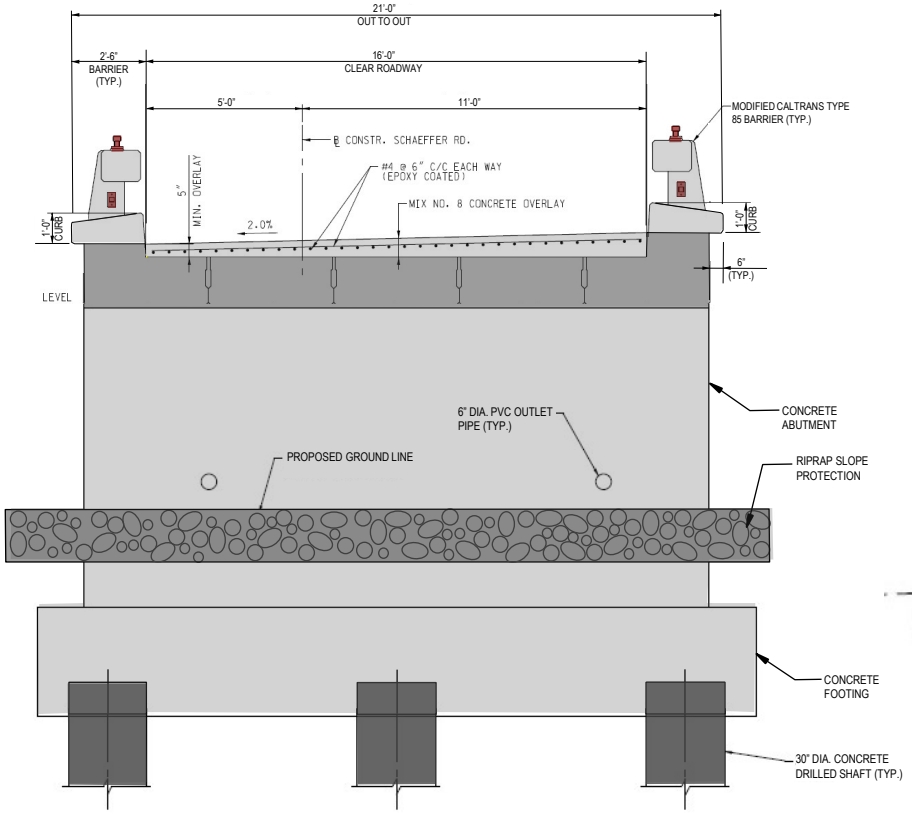
BRIDGE ELEVATION



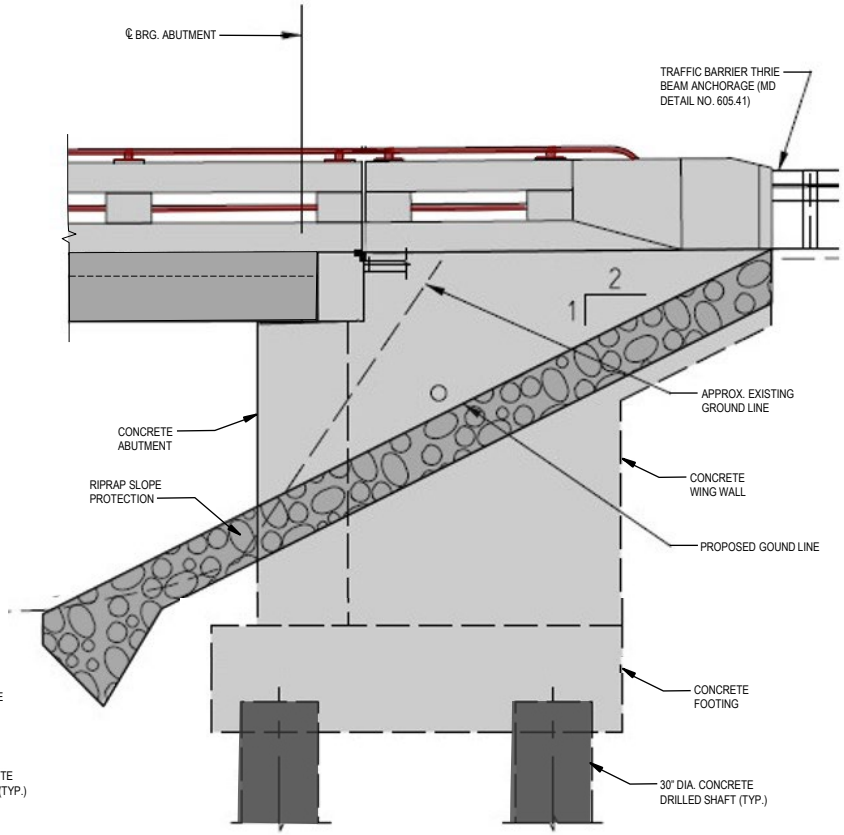
BRIDGE TYPICAL SECTION

PROPOSED BRIDGE

- Concrete Abutments and Wing Walls
- Concrete Footing and 30” Dia. Drilled Shift Concrete Foundation
- Riprap Slope Protection



ABUTMENT ELEVATION



WING WALL ELEVATION

EXISTING BRIDGE AND APPROACHES

Looking South – Bird's Eye View

PROPOSED BRIDGE AND APPROACHES

Looking South – Bird's Eye View

EXISTING ROADWAY ON BRIDGE

Looking West

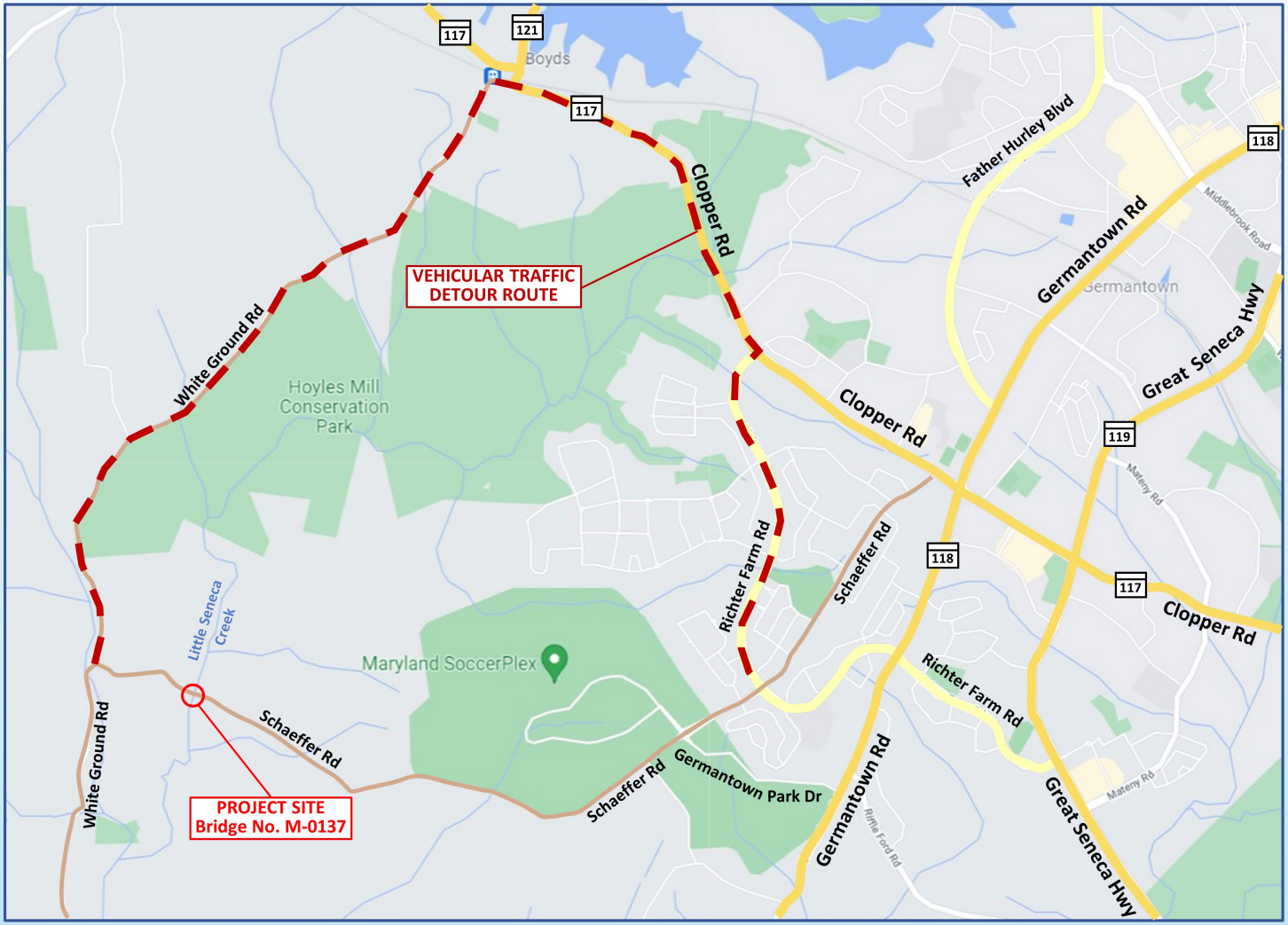
PROPOSED ROADWAY ON BRIDGE

Looking West

MAINTENANCE OF TRAFFIC DURING CONSTRUCTION

Vehicular Traffic Detour Route (5.6 miles) – – – – – – –

Schaeffer Road – White Ground Road – Clopper Road (MD 117) – Richter Farm Road – Schaeffer Road



CURRENT PROJECT COST ESTIMATES, FUNDING AND SCHEDULE

- **Project Status:**
  - Preliminary Design Stage (30% Level of Completion)
- **Project Funding**
  - Federal Funds (up to 80%)
  - Montgomery County
- **Project Cost Estimates**
  - $800,000 Engineering Cost (Funded)
  - $2.44M Construction and Construction Management Cost (Not Funded)
- **Project Schedule**
  - Design Complete Summer 2025
  - Begin Construction Spring 2026
  - End Construction Fall 2026

Next Step and Community Input

- **Proceed with Final Design based on**
  - **Comments from permitting agencies:**
    - Maryland Department of Transportation State Highway Administration
    - Maryland Department of Environment and U.S. Army Corps of Engineers
    - Maryland-National Capital Park and Planning Commission
    - Montgomery County Department of Permitting Services
    - Montgomery County Department of Transportation
  - **Feedback from the community thru *Friday, October 6, 2023,* by:**
    - Tonight's feedback
    - Online comment form: https://forms.office.com/g/279nkzw74V
    - 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/Schaeffer-Rd-Bridge/index.html

QUESTIONS?

Thank You