

Brink Road Bridge (M-63) over Goshen Branch -- No. 500503

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Goshen-Woodfield & Vicinity
None.

Date Last Modified
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Required Adequate Public Facility

May 23, 2005
NONE
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY04	Remain. FY04	Total 6 Years	FY05	FY06	FY07	FY08	FY09	FY10	Beyond 6 Years
Planning, Design and Supervision	322	0	0	322	0	290	32	0	0	0	0
Land	94	0	0	94	0	94	0	0	0	0	0
Site Improvements and Utilities	20	0	0	20	0	20	0	0	0	0	0
Construction	1,253	0	0	1,253	0	888	365	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	1,689	0	0	1,689	0	1,292	397	0	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	598	0	0	598	0	510	88	0	0	0	0
Federal Aid	1,091	0	0	1,091	0	782	309	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project replaces the existing Brink Road Bridge over Goshen Branch and reconstructs the approach roadways (approximately 850 feet) to accommodate the new bridge construction. The new bridge will provide two 11-foot travel lanes with two 4-foot shoulders on each side, for a total bridge width of 30 feet. The approach roadway work is needed to transition the new structure into the existing roadway. The road will remain open to traffic during construction. The proposed bridge alignment will be offset 15-20 foot to the east to avoid grading impacts to the adjacent Goshen Branch Stream Valley Park and, to accommodate the wider bridge and a slight increase in the vertical profile elevation. The foundation will require drilled piles due to the layered rock at the site.

Service Area

Goshen, Woodfield and Cedar Grove area.

Capacity

The current average daily traffic (ADT) is 8,200 with approximately 1 percent trucks.

JUSTIFICATION

The existing bridge, built in 1930, is a 38-foot long single-span structure carrying a 27 foot 4 inch clear roadway. The existing structure consists of ten steel I-beams with a bituminous filled corrugated metal deck, supported on concrete abutments. The bridge is currently posted for a 60,000 lb. limit for a single unit truck and an 80,000 lb. for a combination unit truck. The 2001 Bridge Inspection Report indicates that steel beams exhibit moderate to severe section loss in the bottom flanges. The abutments have moderate spall and hollow sounding concrete and the railings are in poor condition. This bridge is considered structurally deficient.

Plans and Studies

The segment of Brink Road between Wightman Road and Relocated Goshen Road does not have a master plan designation and is considered a Secondary Residential Road. A review of impacts to pedestrians, bicyclists, and the requirements of the ADA (Americans with Disabilities Act of 1991) is being performed and addressed by this project. Traffic signals, streetlights, crosswalks, bus stops, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to endure pedestrian safety. This bridge was identified for replacement through the County's 1999 biennial bridge inspection program.

Cost Change

Not applicable

STATUS

Final design

OTHER

The scope of work and schedule are new for FY05. Design costs for this project are included in the Facility Planning: Bridges project. The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The construction will be implemented in three phases. Two-lane two-way traffic (one lane in each direction) will be maintained during construction.

APPROPRIATION AND EXPENDITURE DATA

Date First Appropriation	FY05	(\$000)
Initial Cost Estimate		1,689
First Cost Estimate		
Current Scope	FY05	1,689
Last FY's Cost Estimate		1,689
Present Cost Estimate		1,689
Appropriation Request	FY06	0
Supplemental Appropriation Request	FY05	0
Transfer		0
Cumulative Appropriation		1,689
Expenditures/Encumbrances		0
Unencumbered Balance		1,689
Partial Closeout Thru	FY03	0
New Partial Closeout	FY04	0
Total Partial Closeout		0

COORDINATION

Maryland-National Capital Park and Planning Commission
Department of Permitting Services
Maryland Department of the Environment
PEPCO
Bell Atlantic
Maryland State Highway Administration
Federal Highway Administration

MAP

