

East Gude Drive Westbound Bridge No. M-131-4 -- No. 500901

Category	Transportation	Date Last Modified	May 21, 2010
Subcategory	Bridges	Required Adequate Public Facility	Yes
Administering Agency	Transportation	Relocation Impact	None.
Planning Area	Shady Grove Vicinity	Status	Under Construction

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY09	Est. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	937	6	286	645	281	364	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	110	0	32	78	33	45	0	0	0	0	0
Construction	1,936	0	415	1,521	558	963	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,983	6	733	2,244	872	1,372	0	0	0	0	0

FUNDING SCHEDULE (\$000)

Federal Aid	1,826	0	365	1,461	567	894	0	0	0	0	0
G.O. Bonds	1,157	6	368	783	305	478	0	0	0	0	0
Total	2,983	6	733	2,244	872	1,372	0	0	0	0	0

DESCRIPTION

This project provides for the rehabilitation of the existing East Gude Drive westbound bridge over CSX Railroad and Washington Metropolitan Area Transit Authority (WMATA) Metro Rail. The existing westbound bridge is a four - span structure including two eastern simple spans built in 1968 and two western continuous spans built in 1981. The proposed rehabilitation includes converting the two eastern simple spans to continuous, replacing the existing fixed bearings at the east abutment with expansion bearings, modifying the existing east abutment to a jointless semi-integral abutment, concrete deck replacement, replacing the existing chain link fences and standard concrete parapets on both sides of the bridge with ornamental fences and crash-tested concrete parapets with aesthetic finish, replacing the existing sidewalk and safety curb on the bridge in-kind, repairing cracks and spalls of the east pier, center pier and east abutment, and reconstructing the east roadway approach as required.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the East Gude Drive Westbound Bridge will remain at 20,600 vehicles per day.

ESTIMATED SCHEDULE

Design is estimated to be completed in Spring 2010, construction duration is estimated to be 16 months.

COST CHANGE

Increase in construction cost due to the addition of a full deck replacement scope change and the escalation of material costs and updated estimates.

JUSTIFICATION

The 2005 inspection revealed that the concrete decks and substructures of the two eastern spans, built in 1968 are in poor condition and require repairs. This bridge is considered to be structurally deficient. The proposed rehabilitation work is necessary to provide a safe roadway condition for the traveling public and prolong the service life of the structure. East Gude Drive is classified as Major Highway M-23 in the Shady Grove Sector Master Plan.

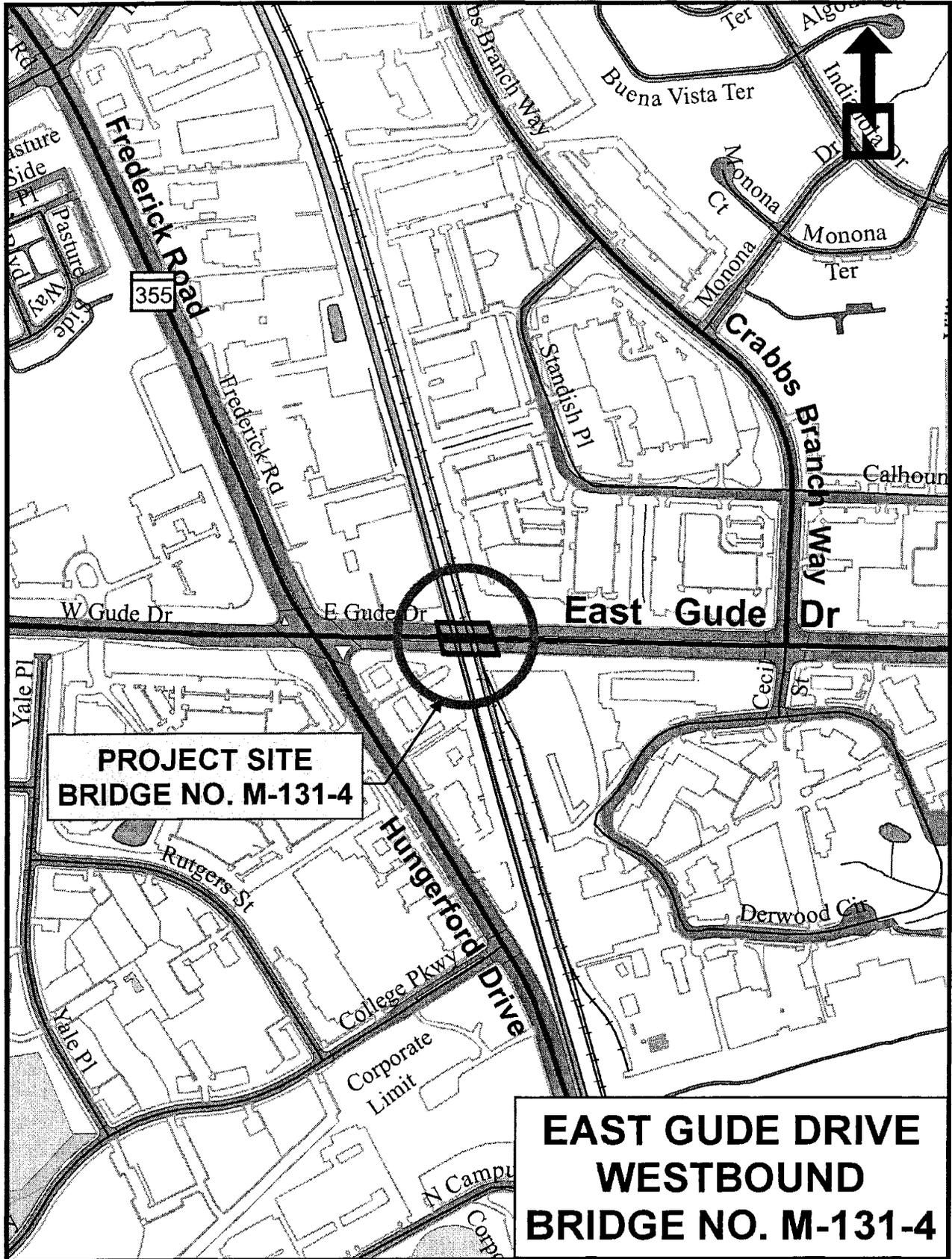
OTHER

The project scope has changed from partial deck replacement to complete deck replacement of all four spans. After further design review, it was determined that replacing the deck in all four spans now, will prevent the necessity of returning in ten years with another contract for deck rehabilitation. Maryland State Highway Administration (MSHA) agrees with the scope change. The design costs for this project are covered in the "Facility Planning: Bridges" project (C.I.P. No. 509132). The costs of construction and construction management for this project are eligible for up to 80 percent Federal aid.

OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
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**PROJECT SITE
BRIDGE NO. M-131-4**

**EAST GUDE DRIVE
WESTBOUND
BRIDGE NO. M-131-4**