



# Valley Road Bridge

(P501521)

Category	Transportation	Date Last Modified	12/04/17
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	345	345	-	-	-	-	-	-	-	-	-
Land	12	12	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	81	2	79	-	-	-	-	-	-	-	-
Construction	702	501	201	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>1,140</b>	<b>860</b>	<b>280</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Federal Aid	812	536	276	-	-	-	-	-	-	-	-
G.O. Bonds	328	324	4	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>1,140</b>	<b>860</b>	<b>280</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY15
Appropriation FY 20 Request	-	Last FY's Cost Estimate	1,140
Cumulative Appropriation	1,140		
Expenditure / Encumbrances	860		
Unencumbered Balance	280		

## Project Description

This project provides for superstructure replacement of the existing Valley Road Bridge over Booze Creek. The existing bridge, built in 1964, is a single span prestressed concrete voided beam structure carrying a 26 foot roadway and two 5-foot sidewalks. The proposed replacement superstructure will provide two 11 foot travel lanes, two 2 foot shoulders and two 5 foot sidewalks. The existing bridge abutments will be reused with minor modifications to support the new superstructure. Repairs to the concrete abutments will be made as necessary to renew the integrity of the concrete surface. The project includes approach roadway work at each end of the bridge as necessary to tie-in to the existing roadway. The bridge and road will be closed to vehicular and pedestrian traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

## Location

---

The Project site is located approximately 60 feet east of the intersection of Valley Road and Fallen Oak Drive in Bethesda.

## Capacity

---

The roadway Average Daily Traffic (ADT) is under 500 and the roadway capacity will not change as a result of this project

## Estimated Schedule

---

The design of the project is expected to finish in the winter of 2013. The construction is scheduled to start in summer 2015 and be completed in fall of 2015.

## Project Justification

---

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2011 bridge inspection revealed that the prestressed concrete voided beams are in poor condition. All beams have horizontal cracks and longitudinal cracks with heavy efflorescence. There are several epoxy coated patches throughout the underside of all the beams with cracks up to 1/16 inch wide reappearing in a few of the patches. There are cracks and spalls in the wingwall and in both abutments. The bridge is considered structurally deficient. The bridge is currently posted for a 46,000 lb. limit for a single-unit truck and a 70,000 lb. limit for a combination-unit truck. Implementation of this project would allow the bridge to be restored to full capacity. Valley Road is considered a secondary residential road, and it does not have a master plan designation in the 1990 Approved Bethesda/Chevy Chase Master Plan, nor does it have a master plan designation in the 2005 adopted Countywide Bikeways Functional Master Plan. A review of impacts to pedestrians, bicyclists and the requirements of the ADA (American with Disabilities Act of 1991) has been performed and addressed by this project. Streetlights, crosswalks, sidewalk ramps, bikeways and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

## Other

---

The design costs for this project are covered in the Bridge Design CIP Project (No. 509132).

## Fiscal Note

---

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. In FY17, \$35K in GO Bonds transferred to Bridge Renovation (No. 509753)

## Disclosures

---

A pedestrian impact analysis has been completed for this project.

## Coordination

---

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program; Maryland State Highway Administration; Maryland Department of the Environment; Maryland-National Capital Park and Planning Commission; Montgomery County Department of Permitting Services; Utilities; Bridge Design CIP Project (No. 509132).