

# White Ground Road Bridge No. M-138 -- No. 500505

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Bridges  
Transportation  
Germantown

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 09, 2010  
No  
None.  
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	393	184	66	143	143	0	0	0	0	0	0
Land	17	10	7	0	0	0	0	0	0	0	0
Site Improvements and Utilities	7	0	0	7	7	0	0	0	0	0	0
Construction	1,139	0	339	800	615	185	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,556</b>	<b>194</b>	<b>412</b>	<b>950</b>	<b>765</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	1,556	194	412	950	765	185	0	0	0	0	0
<b>Total</b>	<b>1,556</b>	<b>194</b>	<b>412</b>	<b>950</b>	<b>765</b>	<b>185</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### DESCRIPTION

This project provides for replacement of the White Ground Road Bridge over Buck Lodge Branch and approximately 1000 feet of approach roadway work (500 feet each to the north and south). The replacement bridge will be approximately 50-feet long and 18-feet wide (16 feet clear roadway width). The approach roadway work is necessary to transition the new bridge into the existing roadway alignment. The bridge and road will be closed to vehicular and pedestrian traffic during construction. Stream bank stabilization and realignment of the stream channel will be required to prevent further stream degradation and erosion of the existing stream banks.

#### CAPACITY

Upon completion, the Average Daily Traffic (ADT) on White Ground Road will remain at 650 vehicles per day, and the posted load restriction will be eliminated.

#### ESTIMATED SCHEDULE

Design is estimated to finish in the summer of 2010, followed by a construction period of approximately 9 months.

#### JUSTIFICATION

The existing structure, built around 1950, is a 28-foot long single span steel beam bridge with an asphalt filled corrugated metal deck. The clear roadway width of 15 feet 7 inches supports alternating two-way traffic. The 2001, 2005, and 2007 bridge inspection reports revealed that the concrete substructure is in serious condition. This bridge was identified for replacement through the County's Biennial bridge inspection program. The abutments and wingwalls exhibit deterioration in the form of cracking and spalling concrete. Each abutment has been undermined by the stream current. Concrete aprons and rip-rap have been placed as temporary measures to preventive scour. The steel beams are heavily corroded with section loss in part due to moisture migrating through the joints in the corrugated metal decking. The bridge is structurally deficient. It is currently posted for both a Single Unit Vehicle Weight and Combination Uni Vehicle Weight of 34,000 lbs. White Ground Road is designated as an exceptional rustic road in the functional master plan for rustic roads.

#### OTHER

The construction will start in FY10 and be completed in FY11. The narrow bridge makes the project ineligible for Federal funding. The design costs for this project are included in Facility Planning: Bridges. Federal aid received for design was reimbursed to the State Highway Administration. After completion, the bridge will be rated as functionally obsolete, under Federal guidelines because of its width.

#### FISCAL NOTE

Expenditures adjusted to reflect project delay due to recent environmental requirements, resulting in some redesign and additional permitting requirements.

#### OTHER DISCLOSURES

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

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP																																																			
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>Date First Appropriation</td> <td style="text-align: center;">FY05</td> <td style="text-align: right;">(\$000)</td> </tr> <tr> <td>First Cost Estimate</td> <td style="text-align: center;">FY10</td> <td style="text-align: right;">1,556</td> </tr> <tr> <td>Current Scope</td> <td></td> <td style="text-align: right;">1,556</td> </tr> <tr> <td>Last FY's Cost Estimate</td> <td></td> <td style="text-align: right;">1,556</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Appropriation Request</td> <td style="text-align: center;">FY11</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Appropriation Request Est.</td> <td style="text-align: center;">FY12</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Supplemental Appropriation Request</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td>Transfer</td> <td></td> <td style="text-align: right;">0</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Cumulative Appropriation</td> <td></td> <td style="text-align: right;">1,556</td> </tr> <tr> <td>Expenditures / Encumbrances</td> <td></td> <td style="text-align: right;">1,406</td> </tr> <tr> <td>Unencumbered Balance</td> <td></td> <td style="text-align: right;">150</td> </tr> <tr> <td colspan="3"> </td> </tr> <tr> <td>Partial Closeout Thru</td> <td style="text-align: center;">FY08</td> <td style="text-align: right;">0</td> </tr> <tr> <td>New Partial Closeout</td> <td style="text-align: center;">FY09</td> <td style="text-align: right;">0</td> </tr> <tr> <td>Total Partial Closeout</td> <td></td> <td style="text-align: right;">0</td> </tr> </table>	Date First Appropriation	FY05	(\$000)	First Cost Estimate	FY10	1,556	Current Scope		1,556	Last FY's Cost Estimate		1,556				Appropriation Request	FY11	0	Appropriation Request Est.	FY12	0	Supplemental Appropriation Request		0	Transfer		0				Cumulative Appropriation		1,556	Expenditures / Encumbrances		1,406	Unencumbered Balance		150				Partial Closeout Thru	FY08	0	New Partial Closeout	FY09	0	Total Partial Closeout		0	<p><b>COORDINATION</b></p> <ul style="list-style-type: none"> <li>Maryland State Highway Administration</li> <li>Maryland-National Capital Park and Planning Commission</li> <li>Maryland Historical Trust</li> <li>Maryland Department of Natural Resources</li> <li>Maryland Department of the Environment</li> <li>U. S. Army Corps of Engineers</li> <li>Department of Permitting Services</li> <li>Utility Companies</li> <li>Facility Planning: Bridges</li> <li>Federal Highway Administration</li> <li>Rural/Rustic Roads Legislation</li> <li>U.S Fish and Wildlife Service</li> </ul>	<p>See Map on Next Page</p>
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