

Bridge Renovation (P509753)

Category Transportation
 Sub Category Bridges
 Administering Agency Transportation (AAGE30)
 Planning Area Countywide

Date Last Modified 12/16/16
 Required Adequate Public Facility No
 Relocation Impact None
 Status Ongoing

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	5,597	1,817	0	3,780	505	2,295	245	245	245	245	0
Land	13	13	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	171	21	0	150	0	150	0	0	0	0	0
Construction	13,125	817	3,238	9,070	1,530	4,520	755	755	755	755	0
Other	75	75	0	0	0	0	0	0	0	0	0
Total	18,981	2,743	3,238	13,000	2,035	6,965	1,000	1,000	1,000	1,000	0

FUNDING SCHEDULE (\$000s)

G.O. Bonds	16,683	2,652	2,393	11,638	1,808	6,738	773	773	773	773	0
State Aid	2,298	91	845	1,362	227	227	227	227	227	227	0
Total	18,981	2,743	3,238	13,000	2,035	6,965	1,000	1,000	1,000	1,000	0

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	5,965
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,660
Expenditure / Encumbrances		3,134
Unencumbered Balance		6,526

Date First Appropriation	FY 97
First Cost Estimate	
Current Scope	FY 18 18,981
Last FY's Cost Estimate	11,981

Description

This project provides for the renovation of County roadway and pedestrian bridges that have been identified as needing repair work beyond routine maintenance levels to assure continued safe functioning. Renovation work involves planning, preliminary engineering, project management, inspection, and construction. Construction is performed on various components of the bridge structures. Superstructure repair or replacement items include decking, support beams, bearing assemblies, and expansion joints. Substructure repair or replacement items include concrete abutments, backwalls, and wingwalls. Culvert repairs include concrete headwalls, structural steel plate pipe arch replacements, installation of concrete inverts, and placement of stream scour protection. Other renovation work includes paving of bridge deck surfaces, bolted connection replacements, stone slope protection, reconstruction of approach roadways, concrete crack injection, deck joint material replacement, scour protection, and installation of traffic safety barriers. The community outreach program informs the public when road closures or major lane shifts are necessary. Projects are reviewed and scheduled to reduce community impacts as much as possible, especially to school bus routes.

Cost Change

Increase due to the addition of four emergency projects: Montevideo Road Historic Truss Bridge No. 30, Kinster Drive Culvert, Quince Mill Drive Culvert, and the design of ten steel culvert repairs to prevent imminent failure.

Justification

The Biennial Bridge Inspection Program, a Federally mandated program, provides specific information to identify deficient bridge elements. The bridge renovation program also provides the ability for quick response and resolution to citizen public concerns for highway and pedestrian bridges throughout the County.

Other

The objective of this program is to identify bridges requiring extensive structural repairs and perform the work in a timely manner to avoid emergency situations and major public inconvenience. Construction work under this project is typically performed by County Division of Highway Services.

Fiscal Note

FY16 transfer of \$1.2M in GO Bonds from Glenmont Metro Parking Expansion (#500552); \$503K in GO Bonds from Cedar Lane Road Bridge (#501105); \$32K in GO Bonds from Whites Ferry Road Bridges (#501301); and \$730K in GO Bonds from Nebel Street Extended (#500401); FY17 transfer of \$35K in GO Bonds from Valley Road Bridge (#501521), \$500K in GO Bonds from Father Hurley Blvd (#500516) and \$500K in GO Bonds from BRAC Bicycle and Pedestrian Facilities (#501000); FY18 reallocation of \$1.4M in GO Bonds from Century Blvd (#501115)

Disclosures

Expenditures will continue indefinitely.

The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

Coordination

Department of Transportation, Maryland State Highway Administration, Maryland Department of Natural Resources, Maryland Historic Trust, U.S. Fish and Wildlife Service