



Bridge Design

(P509132)

Category	Transportation	Date Last Modified	11/09/20
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Planning, Design and Supervision	29,842	17,566	311	11,965	1,678	1,948	2,291	2,101	2,078	1,869	-
Land	444	444	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	103	103	-	-	-	-	-	-	-	-	-
Construction	103	103	-	-	-	-	-	-	-	-	-
Other	18	18	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	30,510	18,234	311	11,965	1,678	1,948	2,291	2,101	2,078	1,869	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY20	Rem FY20	Total 6 Years	FY 21	FY 22	FY 23	FY 24	FY 25	FY 26	Beyond 6 Years
Federal Aid	956	956	-	-	-	-	-	-	-	-	-
G.O. Bonds	27,130	14,854	311	11,965	1,678	1,948	2,291	2,101	2,078	1,869	-
Land Sale	15	15	-	-	-	-	-	-	-	-	-
PAYGO	340	340	-	-	-	-	-	-	-	-	-
State Aid	2,069	2,069	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	30,510	18,234	311	11,965	1,678	1,948	2,291	2,101	2,078	1,869	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 22 Request	1,711	Year First Appropriation	FY91
Cumulative Appropriation	21,629	Last FY's Cost Estimate	30,510
Expenditure / Encumbrances	19,443		
Unencumbered Balance	2,186		

PROJECT DESCRIPTION

This ongoing project provides studies for bridge projects under consideration for inclusion in the CIP. Bridge Design serves as a transition stage for a project between identification of need and its inclusion as a stand-alone construction project in the CIP. Prior to the establishment of a stand-alone project, the Department of Transportation will complete a design which outlines the general and specific features required on the project. Selected projects range in type, but typically consist of upgrading deficient bridges so that they can safely carry all legal loads which must be accommodated while providing a minimum of two travel lanes. Candidate projects currently included are listed below (Other).

COST CHANGE

Cost increase due to the addition of funds to design 21 bridges within the six-year period and the addition of FY25 and FY26 to this ongoing level-of-effort project.

PROJECT JUSTIFICATION

There is continuing need for the development of accurate cost estimates and an exploration of alternatives for proposed projects. Bridge Design costs for all projects which ultimately become stand-alone PDFs are included here. These costs will not be reflected in the resulting individual project. Future individual CIP projects, which result from Bridge Design, will each benefit from reduced planning and design costs. Biennial inspections performed since 1987 have consistently shown that the bridges currently included in the project for design studies are in need of major rehabilitation or replacement.

OTHER

Candidates for this program are identified through the County Biennial Bridge Inspection Program as being deficient, load restricted, or geometrically substandard. The Planning, Design, and Supervision (PD&S) costs for all bridge designs include all costs up to contract preparation. At that point, future costs and Federal aid will be included in stand-alone projects. Candidate Projects: Brink Road Bridge #M-0064, Garrett Park Road Bridge #M-0352, Beach Drive Bridge #MPK-24, Glen Road Bridge #M-0148, Glen Road Bridge #M-0015, and Mouth of Monocacy Bridge #M-0043, Zion Road Bridge #M-0121, Schaeffer Road Bridge #M-0137, Parklawn Entrance Bridge #MPK-17, Baltimore Road Bridge #M-0201, Brighton Dam Road Bridge #M-0108, Redland Road Bridge #M-0057, Brookeville Road Bridge #M-0083, Greentree Road Bridge #M-0180, Whites Ferry Road Bridge #M-0186, Glen Road Bridge #M-0013, Barnes Road Bridge #M-0008, Barnesville Road Bridge #M-0045, Randolph Road Bridge #M-0080-3, Shady Grove Road Bridge #M-0191-3, Beach Drive Bridge #MPK-05, Beach Drive Bridge #MPK-08, Bel Pre Road Bridge #M-0092, Little Falls Parkway Bridge #MPK-01-2, Cattail Road Bridge #M-0155, Harris Road Bridge #M-0046, Valleywood Drive Bridge #M-0254, and Midcounty Highway Bridge #M-0219.

DISCLOSURES

A pedestrian impact analysis has been completed for this project. Expenditures will continue indefinitely. The County Executive asserts that this project conforms to the requirement of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland Historic Trust, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, U.S. Army Corps of Engineers, CSX Transportation, Washington Metropolitan Area Transit Authority, and Rural/Rustic Roads Legislation.