Bridges

PROGRAM DESCRIPTION AND OBJECTIVES

Bridges are an integral part of the County's transportation infrastructure. Bridge projects are undertaken to address public safety issues and may also increase capacity of existing County roadway infrastructure.

The Department of Transportation (DOT) evaluates bridge rehabilitation and reconstruction needs in the context of maintaining safety while preserving the character of existing County roadways. Bridge reconstruction and rehabilitation requirements vary from year to year as assessments of bridge conditions change. The biennial bridge inspection program, which DOT undertakes using the County's Federal aid allocation, identifies bridges for repair, rehabilitation, or reconstruction. Actual construction work is undertaken through a combination of contract services and County work crews. Qualifying bridges receive Federal aid for construction.

HIGHLIGHTS

- New funding for Auth Lane Pedestrian Bridge, Brookville Road Bridge, Redland Road Bridge, and Schaeffer Road Bridge.
- Increase funding for Brighton Dam Road Bridge rehabilitation to reflect cost increases due to inflation and addition of a new turnaround site, relocation of the existing crosswalk, and installation of additional streetlights.
- Increase funding for Glen Road Bridge to provide for increased stream restoration on the upstream side of the bridge and cost increase due to inflation.
- Increase funding for Bridge Design Program, Bridge Preservation Program, Brink Road Bridge, and Dennis Avenue Bridge.
- Maintain funding for Garrett Park Road Bridge and Mouth of Monocacy Road Bridge.

PROGRAM CONTACTS

Contact Brady Goldsmith of the Department of Transportation at 240.777.2793 or Gary Nalven of the Office of Management and Budget at 240.777.2779 for more information regarding this department's capital budget.

CAPITAL PROGRAM REVIEW

The Recommended FY25-30 CIP includes 14 ongoing projects totaling $86.7 million. This represents a $2.0 million or 2.3 percent increase from the $84.7 million included in the FY23-28 amended program. This increase is due primarily to the addition of new bridge replacements or rehabilitations for Brookville Road Bridge, Redland Road Bridge, and Schaeffer Road Bridge, cost increases for existing projects, and the addition of the new Auth Lane Pedestrian Bridge project. Increases for these projects are offset by completion of previously approved projects no longer reflected in the CIP. Federal aid allocation of up to 80 percent of the eligible project construction cost will continue to be assumed for qualifying bridge projects.

Auth Lane Pedestrian Bridge
(P502505)

Category	Transportation	Date Last Modified	01/07/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kemp Mill-Four Corners and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	50	-	-	50	50	-	-	-	-	-	-
Construction	200	-	-	200	200	-	-	-	-	-	-
TOTAL EXPENDITURES	250	-	-	250	250	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	250	-	-	250	250	-	-	-	-	-	-
TOTAL FUNDING SOURCES	250	-	-	250	250	-	-	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type				Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30
Maintenance				25	-	5	5	5	5	5
NET IMPACT				25	-	5	5	5	5	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	250	Year First Appropriation	FY25
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project will provide a permanent stream crossing in the form of a pedestrian bridge to facilitate movement between Auth Lane and Kersey Road. In September of 2020, members of the Kemp Mill community requested a pedestrian bridge to increase safety and to facilitate the use of an existing natural path by any individuals who are unable to ford the stream. Community members currently use the natural path on a section of unimproved public right-of-way as a short cut between Auth Lane and Kersey Road. The path includes an "at grade" stream crossing which is hazardous due to the presence of rocks and steep slopes and cannot be crossed during high stream flow events.

LOCATION

The project will be located within existing County owned right-of-way between Auth Lane and Kersey Road.

ESTIMATED SCHEDULE

This project will be constructed in FY25.

PROJECT JUSTIFICATION

The objective of this project is to provide a pedestrian bridge over a stream which bisects an existing natural path currently used by the public. The pedestrian bridge will eliminate hazards typically associated with fording an active stream and will increase pedestrian safety. A feasibility study and associated engineering work for this project was initiated in Fiscal Year 2023 to determine the project scope, cost, as well as potential environmental and property impacts. The feasibility study concluded that construction of a pedestrian bridge to facilitate pedestrian movement between Auth Lane and Kersey Road is feasible.

OTHER

Feasibility study and engineering design for this project was completed in FY23 and FY24 under CIP No. 502303 (Transportation Feasibility Studies).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland-National Capital Park and Planning Commission, Montgomery County Department of Environmental Protection, Montgomery County Department of Permitting Services, Maryland Department of the Environment, Maryland Department of Natural Resources, United States Army Corps of Engineers

Bridge Design
(P509132)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	38,440	21,769	4,102	12,569	2,488	2,175	2,175	1,969	1,957	1,805	-
Land	463	463	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	107	107	-	-	-	-	-	-	-	-	-
Construction	104	104	-	-	-	-	-	-	-	-	-
Other	18	18	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	39,132	22,461	4,102	12,569	2,488	2,175	2,175	1,969	1,957	1,805	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	956	956	-	-	-	-	-	-	-	-	-
G.O. Bonds	35,752	19,081	4,102	12,569	2,488	2,175	2,175	1,969	1,957	1,805	-
Land Sale	15	15	-	-	-	-	-	-	-	-	-
PAYGO	340	340	-	-	-	-	-	-	-	-	-
State Aid	2,069	2,069	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	39,132	22,461	4,102	12,569	2,488	2,175	2,175	1,969	1,957	1,805	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	1,428	Year First Appropriation	FY91
Appropriation FY 26 Request	2,175	Last FY's Cost Estimate	34,018
Cumulative Appropriation	27,623		
Expenditure / Encumbrances	25,074		
Unencumbered Balance	2,549		

PROJECT DESCRIPTION

This ongoing project provides studies for bridge projects under consideration for inclusion in the capital improvements program (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 inflation and addition of FY29-30 to 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 CIP projects 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 Rd Bridge #M-0064, Garrett Pk Rd Bridge #M-0352, Dennis Avenue Bridge #M-0194, Glen Rd Bridge #M-0148, Glen Rd Bridge #M-0015, Mouth of Monocacy Rd Bridge #M-0043, Zion Rd Bridge #M-0121, Schaeffer Rd Bridge #M-0137, Parklawn Entr Bridge #MPK-17, Baltimore Rd Bridge #M-0201, Brighton Dam Rd Bridge #M-0108, Redland Rd Bridge #M-0057, Brookeville Rd Bridge #M-0083, Greentree Rd Bridge #M-0180, Whites Ferry Rd Bridge #M-0186, Glen Rd Bridge #M-0013, Barnes Rd Bridge #M-0008, Barnesville Rd Bridge #M-0045, Randolph Rd Bridge #M-0080-3, Shady Grove Rd Bridge #M-0191-3, Beach Dr Bridge #MPK-05, Beach Dr Bridge #MPK-08, Bel Pre Rd Bridge #M-0092, Little Falls Pkwy Bridge #MPK-01-2, Cattail Rd Bridge #M-0155, Harris Rd Bridge #M-0046, Valleywood Dr Bridge #M-0254, Hawkins Landing Dr Bridge #M-0317, Kensington Parkway Bridge #M-0073, Midcounty Hghwy Bridge #M-0219, Southlawn Rd Bridge #M-0050, Martinsburg Rd Bridge #M-0042, Burnt Hill Rd Bridge #M-0157, and Gregg Rd Bridge #M-0119.

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.

Bridge Preservation Program
(P500313)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	4,182	3,080	244	858	143	143	143	143	143	143	-
Land	41	15	14	12	2	2	2	2	2	2	-
Site Improvements and Utilities	8	8	-	-	-	-	-	-	-	-	-
Construction	10,966	6,602	1,898	2,466	411	411	411	411	411	411	-
Other	2	2	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	15,199	9,707	2,156	3,336	556	556	556	556	556	556	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	366	366	-	-	-	-	-	-	-	-	-
G.O. Bonds	14,793	9,301	2,156	3,336	556	556	556	556	556	556	-
Intergovernmental	40	40	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	15,199	9,707	2,156	3,336	556	556	556	556	556	556	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	1,112	Year First Appropriation	FY03
Appropriation FY 26 Request	-	Last FY's Cost Estimate	13,963
Cumulative Appropriation	11,863		
Expenditure / Encumbrances	10,580		
Unencumbered Balance	1,283		

PROJECT DESCRIPTION

This project includes actions or strategies that prevent, delay, or reduce deterioration of bridge elements, restore the function of existing bridges, keep bridges in good condition, and extend their useful life. Preservation actions may be preventive or condition driven. This project provides for removal of corrosion and installation of protective coatings on existing County steel bridges that have been identified as needing surface recoating through the Biennial Bridge Inspection Program. In addition, this project provides for the repair or replacement of leaking deck joints to minimize the deterioration and corrosion of bridge superstructure and substructure elements beneath the joints as identified through the Biennial Bridge Inspection Program. Bridge preservation field operations include removal of the existing coating system which may contain hazardous materials; containment of blast cleaning and waste paint particles; disposal of the hazardous materials at a pre-approved disposal site, as required by Maryland and Federal environmental regulations; installation of

a protective coating system; joint repair or replacement; and inspection to ensure compliance with environmental and contract requirements.

COST CHANGE

Cost increase due to inflation and the addition of FY29-30 to this level of effort project.

PROJECT JUSTIFICATION

The benefits of this program will include extending the useful service life of existing steel bridges, prevention of long-term structural deficiencies, decreases in vehicle load restrictions, and reduced potential road closures and public inconvenience. The long-term goal of this program will be to protect existing bridges and keep them in good condition to reduce bridge renovation/replacement costs. The expected life cycle of a coating system is 15 years. Candidate bridges for each year are identified based on the bridge coating evaluations under the Biennial Bridge Inspection Program and the availability of funding. The County currently has 113 Highway and 29 Pedestrian steel girder, beam, and truss structures in its bridge inventory. These numbers will change when steel highway or pedestrian bridges are added into or dropped from the County's bridge inventory. The degree of specialized work required to restore the protective coatings to in-service bridges is beyond the scope of routine operations. Proper protective coating systems are an essential component of bridge maintenance to prevent long-term structural steel deterioration. The County currently has 50 bridges with deck joints in its inventory. Damage both to the joint and to the portion of the bridge beneath the joint that is exposed to debris, water, and deicing salts must be addressed and prevented to prolong the life of the bridge. Many defects identified through the Biennial Bridge Inspection Program are the direct result of bridges not being properly protected to withstand chemical and environmental elements. These defects include frozen and deteriorated steel bearings, corroded structural steel, and steel beam section loss.

DISCLOSURES

Expenditures will continue indefinitely.

COORDINATION

Maryland Department of Natural Resources, Maryland State Highway Administration, Occupational Safety and Health Administration, Maryland-National Capital Park and Planning Commission, Utilities, CSX Transportation, Washington Metropolitan Area Transit Authority, Montgomery County Department of Permitting Services, and Bridge Renovation Program (500313).

Bridge Renovation
(P509753)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	24,008	17,423	965	5,620	1,520	270	700	970	1,365	795	-
Land	359	359	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	38	38	-	-	-	-	-	-	-	-	-
Construction	52,358	17,953	15,905	18,500	2,500	3,750	3,320	3,050	2,655	3,225	-
Other	98	98	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	76,861	35,871	16,870	24,120	4,020	4,020	4,020	4,020	4,020	4,020	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	800	-	800	-	-	-	-	-	-	-	-
G.O. Bonds	70,947	34,312	13,877	22,758	3,793	3,793	3,793	3,793	3,793	3,793	-
State Aid	4,114	559	2,193	1,362	227	227	227	227	227	227	-
Stormwater Management Waiver Fees	1,000	1,000	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	76,861	35,871	16,870	24,120	4,020	4,020	4,020	4,020	4,020	4,020	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	8,040	Year First Appropriation	FY97
Appropriation FY 26 Request	-	Last FY's Cost Estimate	69,488
Cumulative Appropriation	52,741		
Expenditure / Encumbrances	39,678		
Unencumbered Balance	13,063		

PROJECT 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

Cost increase due to addition of FY29 and FY30 to this level of effort project. Total funding in FY25-28 reduced for fiscal capacity.

PROJECT JUSTIFICATION

The Biennial Bridge Inspection Program, a Federally mandated program, provides specific information to identify deficient bridge elements. Bridge renovation also provides the ability for quick response and resolution to 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 the County's Division of Highway Services.

FISCAL NOTE

Federal aid includes American Rescue Plan Act State and Local Fiscal Recovery Funds.

DISCLOSURES

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

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

Brighton Dam Road Bridge No. M-0229
(P501907)

Category	Transportation	Date Last Modified	01/10/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	1,292	313	648	331	331	-	-	-	-	-	-
Construction	2,178	-	1,154	1,024	1,024	-	-	-	-	-	-
TOTAL EXPENDITURES	3,470	313	1,802	1,355	1,355	-	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	1,285	-	817	468	468	-	-	-	-	-	-
Intergovernmental	2,185	313	985	887	887	-	-	-	-	-	-
TOTAL FUNDING SOURCES	3,470	313	1,802	1,355	1,355	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	1,220	Year First Appropriation	FY19
Appropriation FY 26 Request	-	Last FY's Cost Estimate	2,250
Cumulative Appropriation	2,250		
Expenditure / Encumbrances	462		
Unencumbered Balance	1,788		

PROJECT DESCRIPTION

This project provides for the rehabilitation of the existing Brighton Dam Road Bridge No. M-0229 over Brighton Dam of Triadelphia Reservoir. This 602-foot long 15-span bridge, which is supported by Brighton Dam, is in need of repairs to the parapets, bridge deck joints, prestressed concrete beams, abutment backwalls, streetlights, and approach roadways and sidewalks to enhance the safety of the traveling public and the integrity of the dam. The existing storm inlets on the approach roadways at both ends of the bridge will be improved as needed. A new permanent turnaround site for fire trucks on the Howard County side will be constructed at the entrance to the existing WSSC Water maintenance yard, approximately 1,000 feet east of the bridge and next to the existing tanker fire truck water refill site. The existing diagonal crosswalk at the entrance of the Brighton Dam Azalea Garden on the Montgomery County side, approximately 320 feet west of the bridge, will be relocated to be perpendicular to Brighton Dam Road. An additional streetlight will be installed at each end of the relocated crosswalk.

LOCATION

The project site is located at the Montgomery/Howard County Line approximately 1.2 miles east of the intersection of Brighton Dam Road and New Hampshire Avenue (MD 650) in Brookeville.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the Brighton Dam Road Bridge will remain approximately 6,000 vehicles per day.

ESTIMATED SCHEDULE

Design was completed 2023. Construction is scheduled to start in the spring of 2024 and be completed in the fall of 2024.

COST CHANGE

Cost increase is due to inflation and additional tasks including construction of a new turnaround site, relocation of the existing diagonal crosswalk and installation of additional streetlights at the relocated crosswalk.

PROJECT JUSTIFICATION

This bridge, reconstructed in 1999, requires repairs to the 1,002-foot long west parapets, 642-foot long east parapets, sixteen bridge deck joints, prestressed concrete beams, abutment backwalls, street lights, and approach roadways and sidewalks. The parapets have severe concrete spalling at many parapet joints. Prestressed concrete beams and abutment backwalls have spalling and cracking. The approach roadways and sidewalks have settlement at both ends of the bridge. The bridge deck joints have failed, allowing water and deicing chemicals to flow through the bridge deck which resulted in corrosion and deterioration to the mechanized equipment for the dam operations. Some streetlights and pole supports are damaged. The bridge rehabilitation was requested by WSSC Water to protect the newly reconstructed dam operating equipment. The improvement of storm inlets was requested by WSSC Water to minimize storm runoff entering into the bridge deck surface from the approach roadways.

OTHER

The 2005 Olney Master Plan designates Brighton Dam Road as Arterial Road (A-15) with a minimum right-of-way of 80 feet. The December 2018 Montgomery County Bicycle Master Plan recommends bikeable shoulders. The deterioration of the bridge was identified through the County's 2021 biennial inspection program. The construction management and construction costs for the new fire truck turnaround site will be shared equally by Montgomery County and Howard County, and the remaining of the project costs will be shared equally by Montgomery County, Howard County and WSSC Water. WSSC Water will grant Howard County a perpetual maintenance easement for the new turnaround site at no cost. Streetlights, crosswalks, sidewalk ramps, bikeways, and other pertinent issues are included in the design of the project to ensure pedestrian safety.

FISCAL NOTE

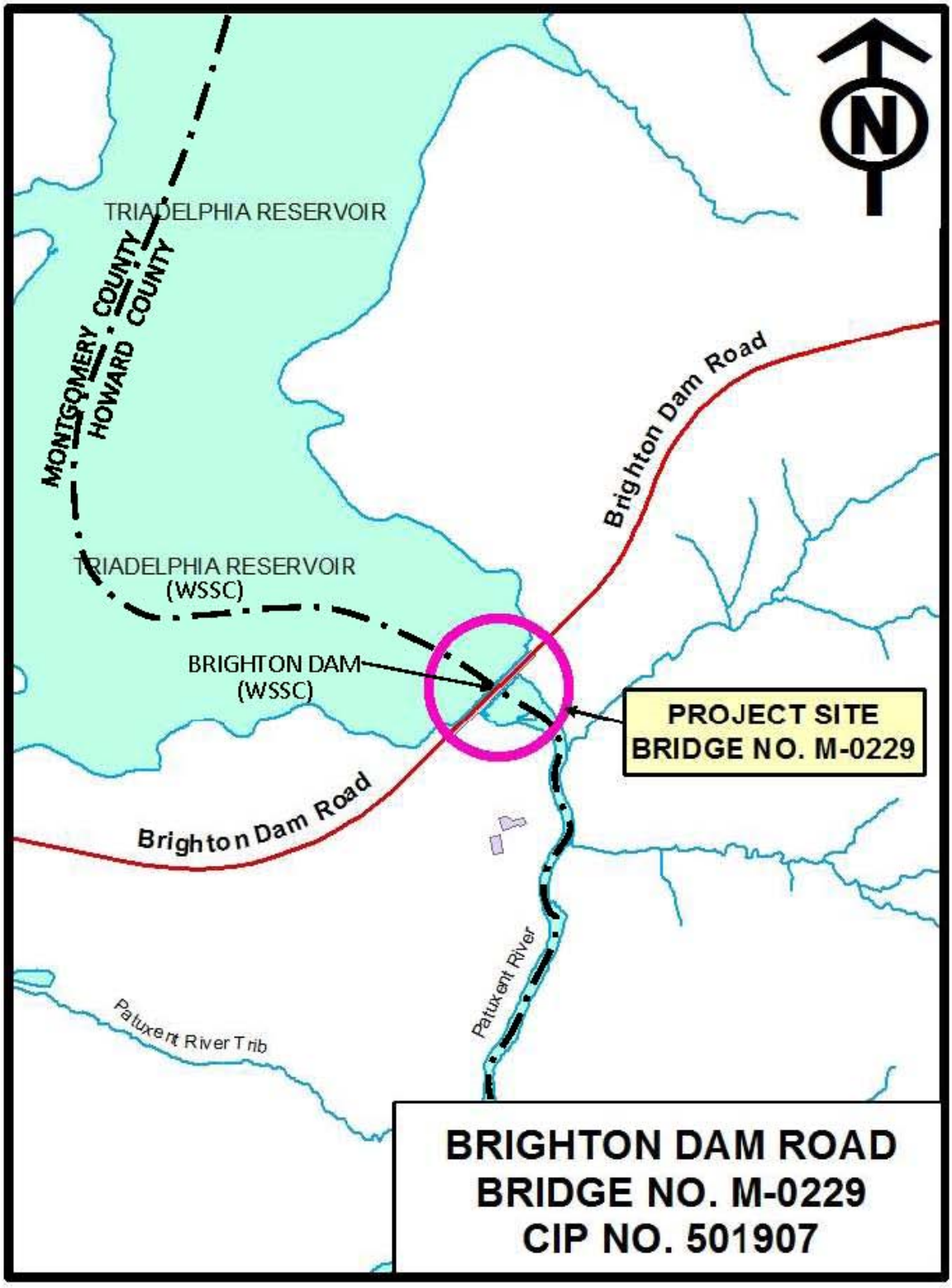
The funding shown as "Intergovernmental" is from Howard County and WSSC Water for their share of the project cost.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

WSSC Water, Howard County, Maryland Department of the Environment, Maryland Department of Natural Resources, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Fire and Rescue Services, Montgomery County Police Department, Montgomery County Public Schools, Montgomery County Ride On Bus, Howard County Fire and Rescue Services, Howard County Police Department, Howard County Public Schools, Baltimore Gas and Electric Company, and U.S. Army Corps of Engineers.


TRIADELPHIA RESERVOIR
MONTGOMERY COUNTY
HOWARD COUNTY
Brighton Dam Road
TRIADELPHIA RESERVOIR
(WSSC)
BRIGHTON DAM
(WSSC)
PROJECT SITE
BRIDGE NO. M-0229
Brighton Dam Road
Patuxent River
Patuxent River Trib
BRIGHTON DAM ROAD
BRIDGE NO. M-0229
CIP NO. 501907

Brink Road Bridge M-0064

(P502104)

Category	Transportation	Date Last Modified	01/09/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	897	-	-	897	-	582	315	-	-	-	-
Land	214	-	-	214	214	-	-	-	-	-	-
Site Improvements and Utilities	775	-	-	775	600	75	100	-	-	-	-
Construction	5,744	-	-	5,744	-	2,896	2,848	-	-	-	-
TOTAL EXPENDITURES	7,630	-	-	7,630	814	3,553	3,263	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	4,088	-	-	4,088	-	1,900	2,188	-	-	-	-
G.O. Bonds	3,542	-	-	3,542	814	1,653	1,075	-	-	-	-
TOTAL FUNDING SOURCES	7,630	-	-	7,630	814	3,553	3,263	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	814	Year First Appropriation	
Appropriation FY 26 Request	6,648	Last FY's Cost Estimate	5,551
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Brink Road Bridge over Great Seneca Creek. The existing bridge, built in 1972, is a one span 58'-3" steel beam with an asphalt filled corrugated metal deck structure carrying a 23'-6" clear roadway with W-beam guardrail on each side. The proposed replacement bridge includes a one span 58' prestressed NEXT beam structure with a 34'-0" clear roadway width. The project includes 400-feet of approach roadway work west of the bridge to reduce flooding frequency and improvements to the intersection with Wightman Road approximately 20' east of the bridge. In addition, the Maryland-National Capital Park and Planning Commission (M-NCPPC) Seneca Creek Green hiker-biker trail crossing will be improved at the intersection. The new bridge will carry two lanes of traffic with two 11' travel lanes and 6' wide shoulders for a clear roadway width of 34'. A traffic signal will be constructed at the intersection of Wightman Road and Brink Road. To meet Program Open Space (POS) land conversion requirements land needs to be purchased at the corner of Wightman Road and Brink Road and a parking lot constructed for trail users.

LOCATION

The project is located approximately 2.1 miles east of the intersection of Brink Road and Ridge Road (MD 27) in Germantown, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 12,000 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

Design is expected to be completed in summer 2025. Site improvements and utility work will begin in FY25. Construction is scheduled to begin in summer 2026 and be completed in the winter of 2026. The bridge will be closed to traffic from June 2026 to August 2026.

COST CHANGE

Costs increase due to rising construction costs caused by material and labor shortages, as well as scope increase to include a parking lot for trail users as required by the Program Open Space (POS) land conversion law and the need for a traffic signal at the intersection of Brink Road and Wightman Road.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2022 bridge inspection report for Bridge No. M-0064 indicates that the bridge steel beams are in poor condition with areas of 100 percent section loss. As a result, the bridge is inspected on a 12-month frequency. The bridge is functionally obsolete with a clear roadway width of 24' and carries approximately 12,000 vehicles per day. The bridge is closed two to three times a year due to flooding of the Great Seneca Creek. The project will reduce the flooding frequency to once every five years.

FISCAL NOTE

The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the Bridge Design project (CIP No. 509132).

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, and Bridge Design PDF (CIP 509132).

Brookville Road Bridge M-0083

(P502503)

Category	Transportation	Date Last Modified	01/09/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	1,180	-	-	1,180	-	611	384	185	-	-	-
Land	190	-	-	190	190	-	-	-	-	-	-
Site Improvements and Utilities	40	-	-	40	-	-	5	35	-	-	-
Construction	3,780	-	-	3,780	-	544	2,016	1,220	-	-	-
TOTAL EXPENDITURES	5,190	-	-	5,190	190	1,155	2,405	1,440	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	3,554	-	-	3,554	-	577	1,871	1,106	-	-	-
G.O. Bonds	1,636	-	-	1,636	190	578	534	334	-	-	-
TOTAL FUNDING SOURCES	5,190	-	-	5,190	190	1,155	2,405	1,440	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	5,190	Year First Appropriation	FY25
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the rehabilitation of the existing Brookville Road Bridge over CSX Railroad. The existing Brookville Road Bridge, built in 1976, is a 123'-6" long, three-span, four steel rigid frame concrete deck structure carrying a 50-foot clear roadway with one 19'-6" lane in each direction and one 11' center-left-turn lane, plus a 7' concrete sidewalk and a one-foot concrete parapet with anti-climb chain link on both sides, for a total out-to-out bridge width of 66'. The structure is supported by two concrete abutments and eight concrete pier pedestals. The existing concrete deck will be reconstructed. The new concrete deck will carry a 41' clear roadway with two 11' lanes, one 7' striped median and two 6' shoulders, plus a 9' concrete sidewalk on the north side and a 14' concrete shared use path on the south side and a 1'-2" concrete parapet with anti-climb chain link on both sides, for a total out-to-out bridge width of 66'-4". The existing concrete abutments and slope protections and steel frames and bearings will be repaired. A 14' asphalt shared use path on the south side and a 1'-2" concrete barrier with moment slab on both sides will be constructed along the approaches between Talbot Avenue and Warren Street. Approximately 875 feet of asphalt approach roadway will be repaved to tie the bridge into the

existing roadway.

LOCATION

The project site is located approximately 1,900 feet west of the intersection of Brookville Road and Linden Lane in Silver Spring.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 11,500 vehicles per day.

ESTIMATED SCHEDULE

Design of the project is scheduled to be completed in FY26. Construction is scheduled to start in FY26 and be completed in FY28.

PROJECT JUSTIFICATION

The 2021 inspection revealed spalls and cracks at the concrete deck, abutments and slope protections, and pack rust, corrosion and delamination at the steel frames and bearings. The 2022 corrosion and chloride testing revealed high chlorides within the top 2" of the deck. This bridge is not considered structurally deficient. The proposed bridge rehabilitation is necessary to enhance the safety of the public and reduce future maintenance costs. The 2017 Greater Lyttonsville Sector Plan designates Brookville Road from Lyttonsville Place to Warren Street as a minor arterial road (MA-3). The 2018 Montgomery County Bicycle Master Plan proposes a sidepath on the south side.

OTHER

The Brookville Road Bridge is listed in the Maryland Inventory of Historic Properties (MIHP) as No. M: 36-31 and is not eligible for the National Register of Historic Places. The reconstruction of the deck will be implemented in two phases and traffic will be maintained through construction. Temporary construction easements within adjacent properties are required for accessing the CSX Transportation right-of-way underneath the bridge. Streetlights, crosswalks, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

FISCAL NOTE

The construction and construction management costs are eligible for up to 80 percent Federal Aid. The design costs are covered in the Bridge Design project (C.I.P. No. 509132).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland Department of Transportation State Highway Administration, Maryland Department of the Environment, Maryland Historical Trust, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, CSX Transportation, Utilities, and Bridge Design PDF (CIP 509132).

Dennis Ave Bridge M-0194 Replacement
(P501701)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	1,900	313	126	1,461	910	551	-	-	-	-	-
Land	20	-	-	20	20	-	-	-	-	-	-
Site Improvements and Utilities	685	-	550	135	135	-	-	-	-	-	-
Construction	8,265	-	-	8,265	4,723	3,542	-	-	-	-	-
TOTAL EXPENDITURES	10,870	313	676	9,881	5,788	4,093	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	6,510	-	-	6,510	3,472	3,038	-	-	-	-	-
G.O. Bonds	4,060	313	676	3,071	2,016	1,055	-	-	-	-	-
Intergovernmental	300	-	-	300	300	-	-	-	-	-	-
TOTAL FUNDING SOURCES	10,870	313	676	9,881	5,788	4,093	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	1,500	Year First Appropriation	FY22
Appropriation FY 26 Request	-	Last FY's Cost Estimate	9,370
Cumulative Appropriation	9,370		
Expenditure / Encumbrances	335		
Unencumbered Balance	9,035		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Dennis Avenue Bridge M-0194 over a tributary to Sligo Creek. The existing bridge, built in 1961, is a single 30-foot span structure composed of prestressed concrete voided slab beams carrying a 24-foot roadway, two six-foot shoulders, and two 4'-8" sidewalks. The proposed replacement bridge will be a 80-foot overall span three-cell precast concrete arch culvert carrying a 22-foot roadway, two five-foot bicycle compatible shoulders, two two-foot striped buffers, a 13-foot shared-use path on the north side and a seven-foot sidewalk on the south side, for a total clear bridge width of 56 feet. The project includes utility relocations and approach roadway work at each end of the bridge as necessary to tie into the existing roadway and sidewalks. The bridge will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

The project is located on Dennis Avenue approximately 1,800 feet east of the intersection of Georgia Avenue and Dennis Avenue.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 14,000 vehicles per day.

ESTIMATED SCHEDULE

The design of the project is expected to finish in the summer of 2024. Land acquisition will be complete in FY25. The construction is scheduled to start in the spring of 2025 and be completed in the fall of 2025. The bridge will be closed to traffic during the school summer break of 2025.

COST CHANGE

Cost increase due to inflation, newly identified subsurface debris/trash landfill, additional utility coordination, and extra erosion and sediment control to fulfill new stormwater permitting requirements.

PROJECT JUSTIFICATION

The proposed replacement work will mitigate the frequent flooding of five residential properties and local streets upstream of the bridge; mitigate occasional roadway flooding on Dennis Avenue that causes significant traffic delays; and eliminate annual maintenance repairs required for this deteriorating structure. The existing bridge is rapidly deteriorating and is nearing the end of its estimated service life.

OTHER

The December 2018 Technical Update to the Master Plan of Highways and Transitways designates Dennis Avenue as Minor Arterial Road (MA-17) with a minimum right-of-way of 80 feet. The December 2018 Montgomery County Bicycle Master Plan recommends a sidepath (shared use path) on the north side. Streetlights, crosswalks, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety. The funding shown as "Intergovernmental" is from WSSC Water for its share of the project cost.

FISCAL NOTE

In FY23, this project received transfers totaling $438,000 from P502006 Davis Mill Road Emergency Stabilization ($7,000), P500717 Montrose Parkway East ($337,000), and P501200 Platt Ridge Drive Extended ($94,000).

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, Montgomery County Department of Environmental Protection, Montgomery County Department of Permitting Services, Montgomery County Public Schools, Montgomery County Department of Police, Montgomery County Fire and Rescue Service, Montgomery County Ride On Bus, Maryland-National Capital Park and Planning Commission, Utilities, and Wheaton Regional Dam Flooding Mitigation (CIP Project #801710).


Plyers Mill Rd
Glenhaven Dr
N
Inwood Ave
PROJECT SITE
BRIDGE NO. M-0194
97
Dayton St
Evans Pkwy
Glenhaven Dr
Grandin Rd
Hemley La
Huntley Ave
Hayes Ave
Amherst Ave
Barrie Ave
Clinton Ave
Georgia Avenue
Dennis Avenue
Green Holly Terr
Inwood Ave
Medical Park Dr
Dexter Ave
August Dr
Hildarose Dr
Belvedere Blvd
Belvedere Blvd
CIP NO. 501701
DENNIS AVENUE
BRIDGE NO. M-0194

Dorsey Mill Road Bridge
(P501906)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	4,300	-	-	-	-	-	-	-	-	-	4,300
Land	520	-	-	-	-	-	-	-	-	-	520
Site Improvements and Utilities	200	-	-	-	-	-	-	-	-	-	200
Construction	30,800	-	-	-	-	-	-	-	-	-	30,800
Other	35	-	-	35	-	-	-	-	-	35	-
TOTAL EXPENDITURES	35,855	-	-	35	-	-	-	-	-	35	35,820

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	35,855	-	-	35	-	-	-	-	-	35	35,820
TOTAL FUNDING SOURCES	35,855	-	-	35	-	-	-	-	-	35	35,820

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	-	Year First Appropriation	FY21
Appropriation FY 26 Request	-	Last FY's Cost Estimate	34,020
Cumulative Appropriation	35		
Expenditure / Encumbrances	-		
Unencumbered Balance	35		

PROJECT DESCRIPTION

This project provides for the extension of Dorsey Mill Road from Century Boulevard to Milestone Center Drive for approximately 1,500 feet including a bridge over I-270, the reconstruction of Dorsey Mill Road from Milestone Center Drive to Observation Drive for approximately 1,000 feet, and the widening of Village Green Circle at the east of the Dorsey Mill Road/Observation Drive/Village Green Circle intersection for approximately 160 feet to add a westbound left-turn lane. The improvements will provide a new four-lane divided roadway (one 11-foot outside lane and one 10.5-foot inside lane in each direction) along Dorsey Mill Road, a distance of approximately 0.5-miles, within a 150' minimum right-of-way. A ten-foot shared use path on the north side and an eight-foot two-way separated bike lane with a six-foot sidewalk on the south side along Dorsey Mill Road, in compliance with ADA requirements, will provide connectivity for the existing sidewalks and shared use paths along Century Boulevard, Milestone Center Drive, Observation Drive, Waters Hollow Road and Found Stone Road that intersect with Dorsey Mill Road. An eight-foot parking lane is proposed on both sides along the Dorsey Mill Road from Milestone Center Drive to Observation Drive to accommodate the existing condition that

outside lanes are being used for parking by the adjacent townhouse communities. Protected intersections will be provided as appropriate. Traffic signals will be installed at the intersection with Century Boulevard and the intersection with Observation Drive respectively. The scope also includes the reinterment for existing burials within the Dorsey Mill Road right-of-way.

LOCATION

Dorsey Mill Road from Century Boulevard to Observation Drive for approximately 2,500 feet and Village Green Circle east of Observation Drive for approximately 160 feet in Germantown.

ESTIMATED SCHEDULE

Most of the design including application for permits by Black Hills Germantown, LLLP (BHG), the developer of the Black Hills subdivision, under an agreement (MOU) with the County was completed in December 2018. Burial reinterment is projected for FY30. Design, land acquisition and construction will occur beyond FY30.

COST CHANGE

Cost increase due to inflation.

PROJECT JUSTIFICATION

The vision of the project is to provide multi-modal access, improve mobility and safety for local travel, and enhance pedestrian, bicycle, and vehicular access and connectivity to existing residential, commercial, parks, and recreational areas and planned mixed-use developments on both sides of I-270 in the vicinity of the Germantown Town Center urban area. This project is needed to provide the east-west transportation improvement completing the master planned Dorsey Mill Road that will connect Century Boulevard on the west side I-270 with Observation Drive on the east side of I-270. The latest planned mixed-use developments in the vicinity (the Black Hills subdivision, Poplar Grove subdivision, FFC at Cloverleaf Center subdivision and Century subdivision on the west side of I-270 and the Milestone subdivision on the east side of I-270) provide for a total of 364 units of single family dwellings, 1,435 units of multi-family dwellings, 1,374,182 square feet of commercial space, and 140 assisted living facility units.

OTHER

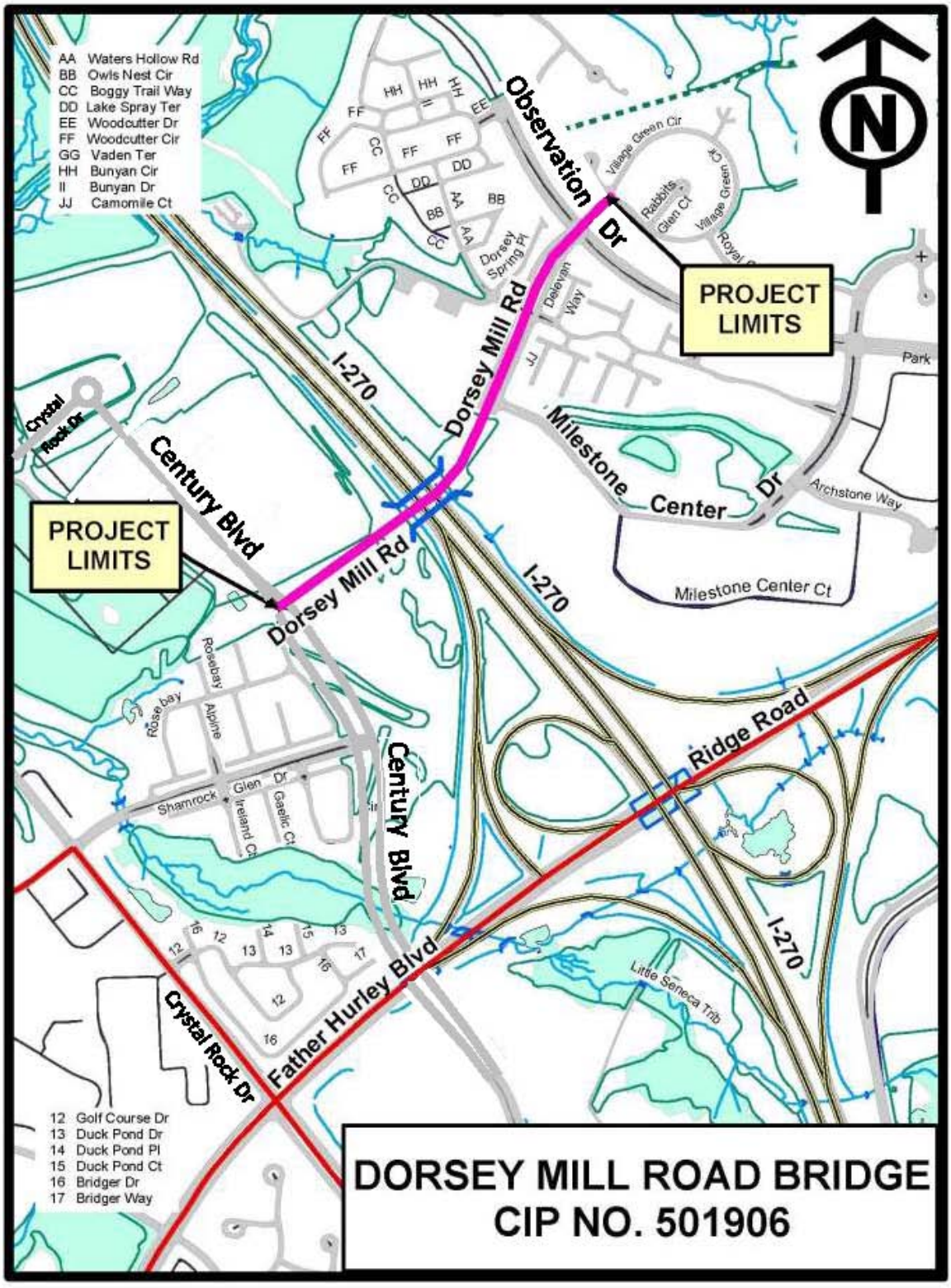
The 2009 Germantown Employment Area Sector Plan designates Dorsey Mill Road from Century Boulevard to Observation Drive as a 4-lane Business District Road B-14 and Corridor Cities Transitway with 150' right-of-way and shared use path SP-66. The December 2018 Montgomery County Bicycle Master Plan recommends a two-way separated bike lane on the south side of Dorsey Mill Road. Four potential existing burials within the Dorsey Mill Road right-of-way were identified by a field investigation in 2018. Corridor Cities Transitway proposes a station at the median of the Dorsey Mill Road between Milestone Center Drive and Observation Drive. BHG has completed design and permit applications at its expense under terms of an MOU. The County agreed to certify impact tax credits to BHG for all design and permit costs eligible for impact tax credits pursuant to Section 52-55 of the Montgomery County Code ("Impact Tax Credits"). The County is responsible for the design changes, permit revisions, land acquisition, construction, and burial reinterment.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland Transit Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities, Lerner (Managing Agent for BHG), Maryland Historical Trust, Maryland State's Attorney, Waters Family, Germantown Historical Society, and Symmetry at Cloverleaf, LLC. Special Capital Projects Legislation will be proposed by the County Executive.


AA Waters Hollow Rd
BB Owls Nest Cir
CC Boggy Trail Way
DD Lake Spray Ter
EE Woodcutter Dr
FF Woodcutter Cir
GG Vaden Ter
HH Bunyan Cir
II Bunyan Dr
JJ Camomile Ct
Observation Dr
Village Green Cir
Rabbits Glen Ct
Village Green Ct
Dorsey Spring Pl
Delevan Way
Dorsey Mill Rd
PROJECT LIMITS
I-270
Park
Crystal Rock Dr
Century Blvd
Milestone Center Dr
Archstone Way
Milestone Center Ct
PROJECT LIMITS
Dorsey Mill Rd
I-270
Rosebay
Rose bay
Alpine
Shamrock
Glen Dr
Ireland Ct
Gaelic Ct
Century Blvd
Ridge Road
I-270
Father Hurley Blvd
Little Seneca Trib
Crystal Rock Dr
12 Golf Course Dr
13 Duck Pond Dr
14 Duck Pond Pl
15 Duck Pond Ct
16 Bridger Dr
17 Bridger Way
DORSEY MILL ROAD BRIDGE
CIP NO. 501906

Garrett Park Road Bridge M-0352

(P502105)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	1,200	-	-	1,200	715	485	-	-	-	-	-
Land	62	-	-	62	62	-	-	-	-	-	-
Site Improvements and Utilities	1,000	-	-	1,000	1,000	-	-	-	-	-	-
Construction	6,144	-	-	6,144	2,000	4,144	-	-	-	-	-
TOTAL EXPENDITURES	8,406	-	-	8,406	3,777	4,629	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	5,444	-	-	5,444	1,828	3,616	-	-	-	-	-
G.O. Bonds	2,812	-	-	2,812	1,949	863	-	-	-	-	-
Intergovernmental	150	-	-	150	-	150	-	-	-	-	-
TOTAL FUNDING SOURCES	8,406	-	-	8,406	3,777	4,629	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	-	Year First Appropriation	
Appropriation FY 26 Request	-	Last FY's Cost Estimate	8,406
Cumulative Appropriation	8,406		
Expenditure / Encumbrances	-		
Unencumbered Balance	8,406		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Garrett Park Road Bridge over Rock Creek. The existing bridge, built in 1965, is a three span (39'-75.5'-34') steel beam with concrete deck structure carrying a 24'-0" clear roadway with a 5'-0" sidewalk. The proposed replacement includes the removal and replacement of the concrete piers, abutments, and the replacement of the superstructure with prestressed NEXT beams. The proposed work includes new street lighting along Garrett Park Road, new approach slabs, and less than 100 feet of approach roadway work at each end of the bridge with modifications made to the intersection with Beach Drive. The road and bridge will be completely closed to vehicular traffic during construction and a temporary pedestrian bridge will be constructed over Rock Creek to maintain the high volume of pedestrian/bicycle traffic that use the bridge.

LOCATION

The project is located approximately 1.0 miles south of the intersection of Dewey Road and Randolph Road in Garrett Park, Maryland.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 9,400 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

Project design has been delayed one year due to WSSC Water sewer variance and is expected to be complete in the spring of 2024. Construction is scheduled to begin in summer 2025 and be completed in the winter of 2025. The bridge will be closed to traffic from June 2025 to August 2025.

COST CHANGE

Cost increases due to rising construction costs caused by material and labor shortages. Also, utility costs have increased due to the addition of a recently identified task to relocate WSSC Water utilities.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2018 bridge inspection report indicates that the bridge concrete piers are in serious condition with large areas of cracked, spalled, and delaminated concrete. The bridge is considered structurally deficient and functionally obsolete. The bridge is currently posted for a 10,000 lb. limit for a single-unit truck and a 10,000 lb. limit for a combination unit truck. School buses and Ride-on bus #38 exceed the load posting, however MCDOT granted a waiver for school buses to cross the bridge. For safety reasons, MCDOT increased the frequency of inspection to three months instead of the Federal requirement of 24 months.

FISCAL NOTE

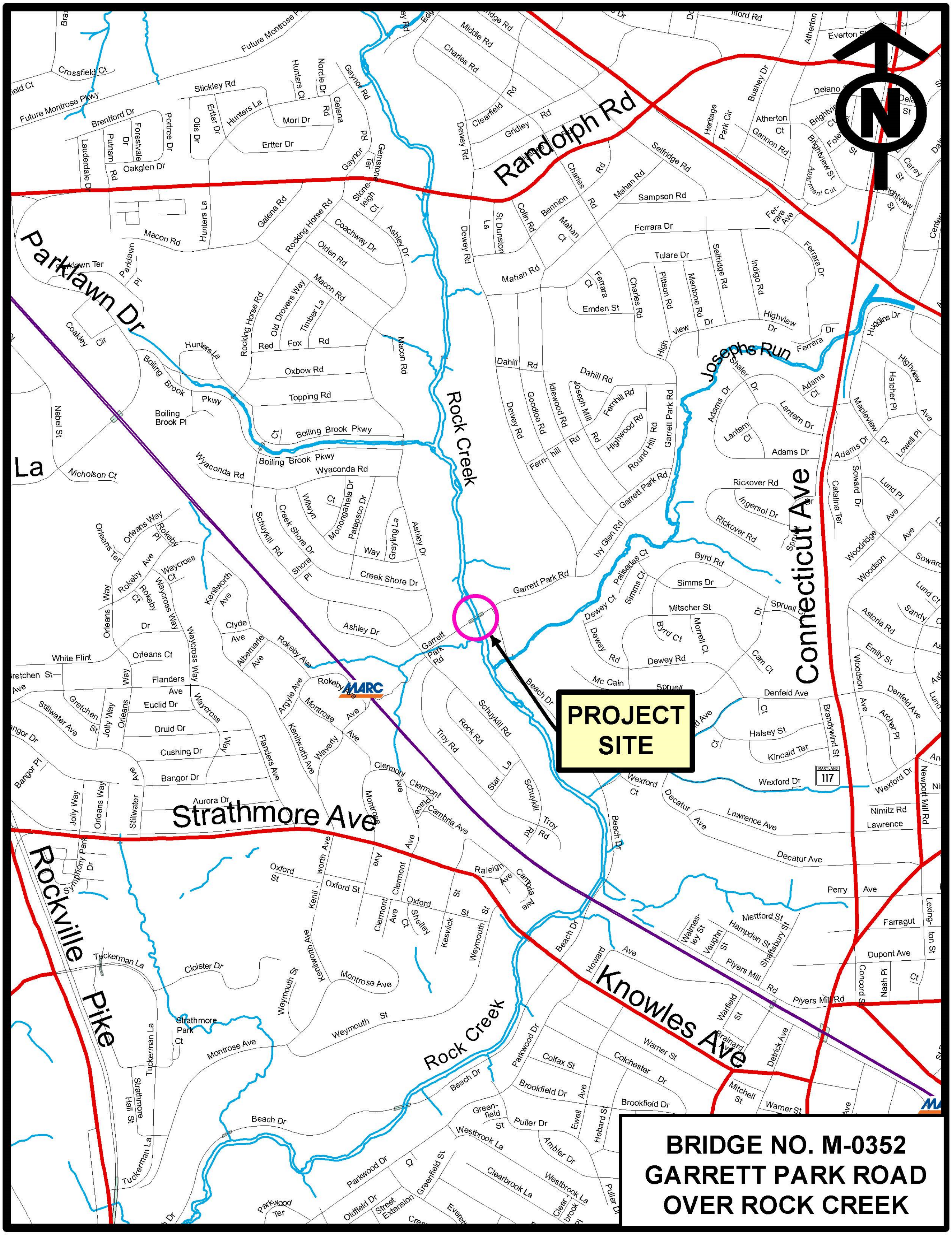
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the Bridge Design project (CIP No. 509132). Intergovernmental funding represents WSSC Water contributions for utility relocation.

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, and Bridge Design PDF (CIP 509132).



N
Randolph Rd
Parklawn Dr
Rock Creek
Joseph's Run
Connecticut Ave
Garrett Park Rd
PROJECT SITE
Strathmore Ave
Rockville Pike
Knowles Ave
Rock Creek
Beach Dr
MARC
117
BRIDGE NO. M-0352
GARRETT PARK ROAD
OVER ROCK CREEK

Glen Road Bridge
(P502102)

Category	Transportation	Date Last Modified	01/10/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	1,113	191	309	613	217	396	-	-	-	-	-
Land	158	-	68	90	90	-	-	-	-	-	-
Site Improvements and Utilities	985	-	-	985	485	500	-	-	-	-	-
Construction	2,604	-	-	2,604	500	2,104	-	-	-	-	-
TOTAL EXPENDITURES	4,860	191	377	4,292	1,292	3,000	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	4,860	191	377	4,292	1,292	3,000	-	-	-	-	-
TOTAL FUNDING SOURCES	4,860	191	377	4,292	1,292	3,000	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	275	Year First Appropriation	FY21
Appropriation FY 26 Request	-	Last FY's Cost Estimate	4,585
Cumulative Appropriation	4,585		
Expenditure / Encumbrances	586		
Unencumbered Balance	3,999		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Glen Road Bridge over Sandy Branch. The existing bridge, built in 1930 and repaired in 1992, is a 12-foot-long single-span concrete slab structure with concrete abutments and wingwalls. The bridge provides a 21'-7" wide clear roadway. The proposed replacement bridge includes a two-cell 10'x10' box culvert carrying an 18'-0" roadway and a 2'-0" shoulder on each side. The project includes approach roadway work at each end of the bridge to tie into the existing roadway. The project also includes 360 feet of stream restoration. The area of stream restoration on the upstream side is increased, thus increasing the limit of disturbance of the project. The bridge and road will be closed to 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 0.5 miles east of the intersection of Glen Road and Travilah Road in Potomac, Maryland. It is

immediately adjacent to land owned by The Glenstone Foundation.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 3,846.

ESTIMATED SCHEDULE

Design is expected to be completed in the summer of 2024. Construction is scheduled to begin in the summer of 2025 and complete in the fall of 2025. The bridge will be closed to traffic during the school summer break of 2025.

COST CHANGE

Cost increases due to increased stream restoration on the upstream side of the bridge requested by The Glenstone Foundation, plus inflation, and escalation of bid prices.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The 2015 bridge inspection report for Bridge No. M-0148X01 indicates that there are concrete spalls on the north fascia, and at the northeast corner of the soffit. There is a 6" diameter x 2" deep spall with exposed reinforcement adjacent to the west abutment. There is a 3'-0" long hairline crack with minor spalling up to 2" high and delamination in the northwest wing wall interface with the north fascia. There is a 2.5" deep spall and full height vertical fracture in the southeast wing wall interface with the east abutment. The bridge is currently posted for a 26,000 lbs. limit for a single-unit truck and a 26,000 lbs. limit for a combination-unit truck. Implementation of this project would allow the bridge to be restored to full capacity. The 2002 Potomac Subregion Master Plan designates Glen Road as Rustic Road (R-2) from Query Mill Rd to Piney Meetinghouse Rd with two travel lanes and minimum right-of-way width 70 of feet.

OTHER

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

FISCAL NOTE

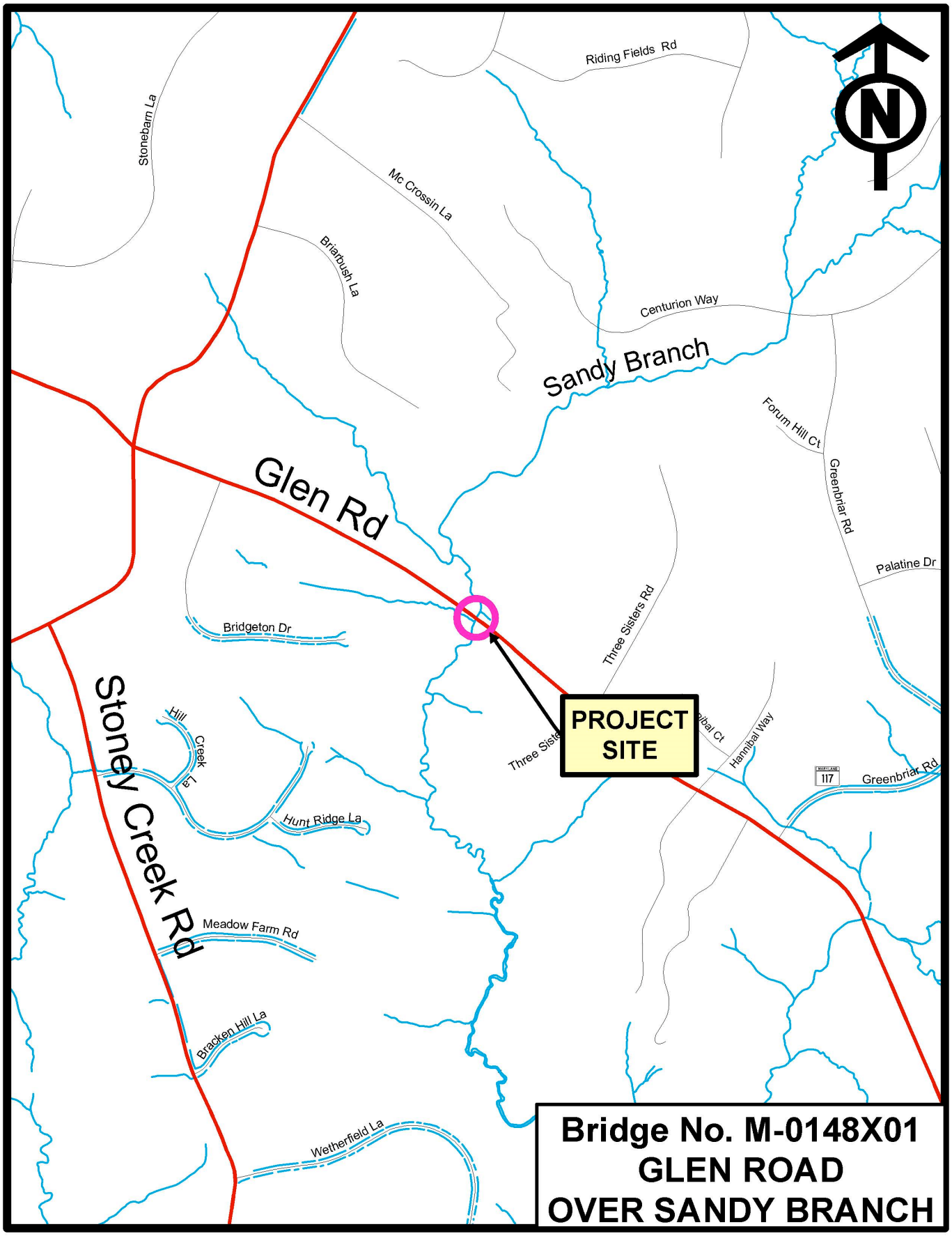
Since the existing bridge is less than 20 feet long, construction and construction management costs for this project are not eligible for Federal Aid.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Utilities, and Bridge Design Project CIP 509132.


Riding Fields Rd
Stonebarn La
Mc Crossin La
Briarbush La
Centurion Way
Sandy Branch
Forum Hill Ct
Greenbriar Rd
Palatine Dr
Glen Rd
Bridgeton Dr
Three Sisters Rd
PROJECT SITE
Hannibal Way
Greenbriar Rd
117
Stoney Creek Rd
Hill Creek La
Hunt Ridge La
Meadow Farm Rd
Bracken Hill La
Wetherfield La
Bridge No. M-0148X01
GLEN ROAD
OVER SANDY BRANCH

Mouth of Monocacy Road Bridge
(P502103)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Little Monacacy Basin Dickerson-Barnesville	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	770	-	-	770	-	100	670	-	-	-	-
Land	100	-	-	100	100	-	-	-	-	-	-
Construction	2,290	-	-	2,290	-	500	1,790	-	-	-	-
TOTAL EXPENDITURES	3,160	-	-	3,160	100	600	2,460	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	2,317	-	-	2,317	-	463	1,854	-	-	-	-
G.O. Bonds	843	-	-	843	100	137	606	-	-	-	-
TOTAL FUNDING SOURCES	3,160	-	-	3,160	100	600	2,460	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	100	Year First Appropriation	
Appropriation FY 26 Request	3,060	Last FY's Cost Estimate	3,160
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Mouth of Monocacy Road Bridge over Little Monocacy River. The existing bridge, built in 1971, is a 49-foot long single span structure with steel beams and corrugated metal deck. The existing clear roadway width is 14'-9" with one lane on the bridge carrying two-way traffic. The proposed replacement bridge includes a single span steel beam structure carrying a 14'-9" roadway. The Scope of Work is being revised to a full structure replacement rather than a superstructure replacement due to the existing abutments are not founded on rock and have experienced undermining and re-sedimentation during the life of the bridge. The proposed structure will utilize drilled shaft supported abutments behind the existing cantilever abutments to support a slightly longer steel superstructure. The project includes approach roadway work at each end of the bridge to tie into the existing roadway. The bridge and road will be closed to 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 0.5 miles east of Mt. Ephraim Road in Dickerson, Maryland. This bridge is along a single point of access to the community.

CAPACITY

The Average Daily Traffic (ADT) is approximately 75 and the roadway capacity will not change as a result of this project.

ESTIMATED SCHEDULE

The design is expected to be completed in the winter of 2025. Construction is scheduled to begin in summer of 2026 and be complete in winter of 2026. The bridge will be closed to traffic from September 2026 to December 2026.

PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. Mouth of Monocacy Road Bridge M-0043 is defined as structurally deficient due to the condition of the superstructure. Recent inspections revealed that the steel beams and bearings are in poor condition. The top and bottom flange of the exterior beam have severe pitting with up to 33 percent section loss over most of the length. The bottom flanges of exterior beams have up to 66 percent section loss at both abutments up to 1'-0" from the bearing locations. The bottom flanges and the full-height of the web at each end of the interior beams have severe section loss with pitting up to 2.5" in diameter at the beam ends. The bearings have over 50 percent section loss to the bearing plates. The bridge has posted load limits of 56,000 Gross Vehicle Weight (GVW) and 66,000 Gross Combined Weight (GCW). Implementation of this project would allow the bridge to be restored to full capacity. The 1996 approved and adopted Rustic Roads Functional Master Plan designates Mouth of Monocacy Road as Exceptional Rustic Road (E-6) from Mt. Ephraim Road to the bridge over Little Monocacy River with minimum right-of-way width of 80 feet. The bridge provides the only means of access to about ten homes.

OTHER

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

FISCAL NOTE

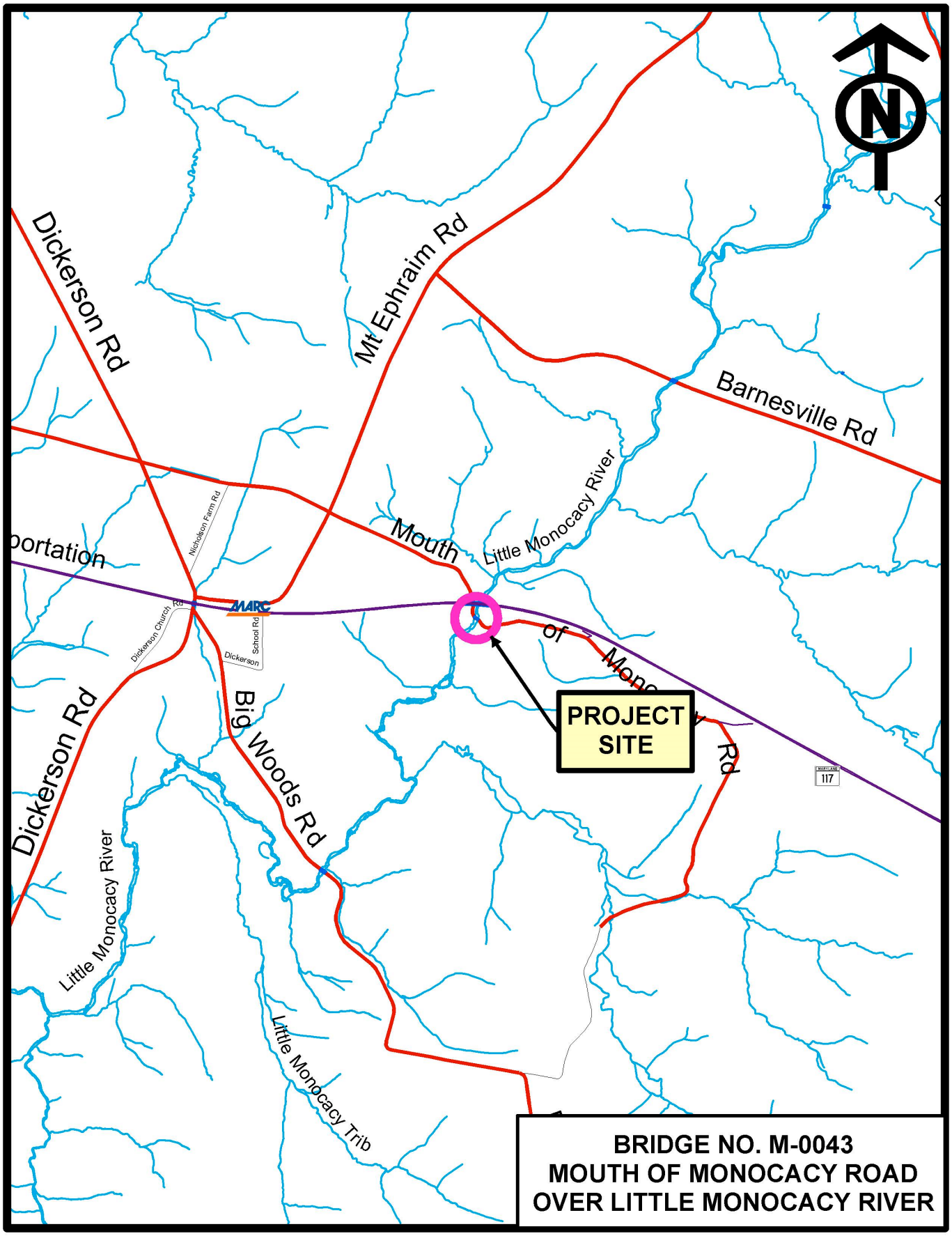
The costs of bridge construction and construction management costs for this project are eligible for up to 80 percent Federal Aid.

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, Rustic Road Advisory Committee, CSX Transportation, Utilities, and Bridge Design Project CIP 509132.


Dickerson Rd
Mt Ephraim Rd
Barnesville Rd
Nicholson Farm Rd
Mouth
Little Monocacy River
MARC
Dickerson Church Rd
School Rd
Dickerson
Big Woods Rd
Dickerson Rd
Little Monocacy River
Little Monocacy Trib
PROJECT SITE
117
BRIDGE NO. M-0043
MOUTH OF MONOCACY ROAD
OVER LITTLE MONOCACY RIVER

Redland Road Bridge No. M-0056
(P502507)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Upper Rock Creek Watershed	Status	Final Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	851	-	-	851	139	712	-	-	-	-	-
Land	83	-	-	83	83	-	-	-	-	-	-
Site Improvements and Utilities	300	-	-	300	300	-	-	-	-	-	-
Construction	2,766	-	-	2,766	691	2,075	-	-	-	-	-
TOTAL EXPENDITURES	4,000	-	-	4,000	1,213	2,787	-	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	3,850	-	-	3,850	1,063	2,787	-	-	-	-	-
Intergovernmental	150	-	-	150	150	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,000	-	-	4,000	1,213	2,787	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	4,000	Year First Appropriation	FY25
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing bridge (M-0056) on Redland Road over Mill Creek. The existing single-span concrete slab bridge will be removed and replaced with a new prestressed concrete box beam superstructure and precast concrete abutments and wing walls. The new superstructure will be constructed in the same location. The project also includes approach roadway work at each end of the bridge as necessary to tie into the existing roadway. The bridge and road will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community.

LOCATION

This project is located on Redland Road over Mill Creek, approximately 900 feet north of the intersection of Redland Road and

Briardale Road.

ESTIMATED SCHEDULE

The design of the project is expected to be completed in 2024. The construction is scheduled to start in the spring of 2025 and be completed in the fall of 2025. The bridge and road will be closed to traffic from June 2025 to August 2025 during construction while schools are out of session.

PROJECT JUSTIFICATION

The existing concrete deck is in need of reconstruction and the existing concrete abutments and slope protections and steel frames and bearings are in need of repairs. The 2019 inspection revealed spalls and cracks at the concrete deck, abutments and slope protections, and pack rust, corrosion, and delamination at the steel frames and bearings. The proposed bridge replacement is necessary to provide a safe roadway condition for the traveling public.

OTHER

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

FISCAL NOTE

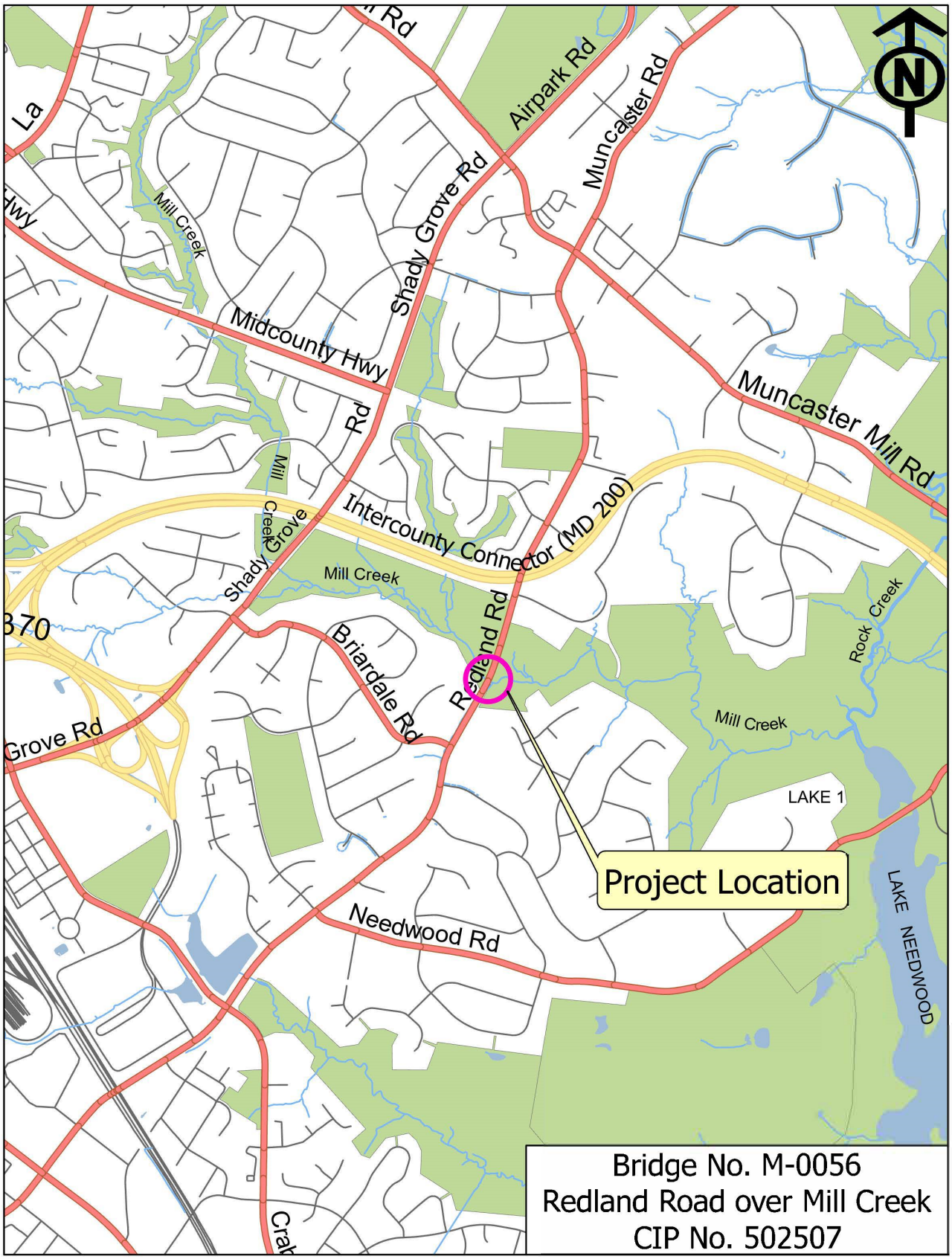
Intergovernmental funding contribution from WSSC Water for water line relocation is anticipated. Relocation cost and contribution amount will be updated during the final design phase.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Maryland Department of Transportation State Highway Administration, Maryland Department of the Environment, Maryland Historical Trust, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, and Utility Companies.


Airpark Rd
Muncaster Rd
Shady Grove Rd
Midcounty Hwy
Muncaster Mill Rd
Intercounty Connector (MD 200)
Mill Creek
Rock Creek
Redland Rd
Briardale Rd
Needwood Rd
LAKE 1
LAKE NEEDWOOD
Project Location
Bridge No. M-0056
Redland Road over Mill Creek
CIP No. 502507

Schaeffer Road Bridge M-0137

(P502504)

Category	Transportation	Date Last Modified	01/08/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Poolesville and Vicinity	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	853	-	-	853	-	600	253	-	-	-	-
Land	20	-	-	20	20	-	-	-	-	-	-
Site Improvements and Utilities	10	-	-	10	-	-	10	-	-	-	-
Construction	1,557	-	-	1,557	-	768	789	-	-	-	-
TOTAL EXPENDITURES	2,440	-	-	2,440	20	1,368	1,052	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Federal Aid	1,497	-	-	1,497	-	740	757	-	-	-	-
G.O. Bonds	943	-	-	943	20	628	295	-	-	-	-
TOTAL FUNDING SOURCES	2,440	-	-	2,440	20	1,368	1,052	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 25 Request	2,440	Year First Appropriation	FY25
Appropriation FY 26 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Schaeffer Road Bridge over Little Seneca Creek. The existing Schaeffer Road Bridge, constructed in 1925, is a 44 feet 8 inches long single span steel beam with concrete deck structure carrying a 16-foot clear roadway and a one-foot 3-inch combined W-beam railing and two-strand-steel-pipe-rail concrete post barriers on both sides for a total out-to-out bridge width of 18 feet 6 inches. The structure is supported by two stone masonry abutments encased in concrete. The replacement Schaeffer Road Bridge will be an approximately 42 feet 6 inches long single span simply supported prestressed concrete slab beam structure carrying a 16-foot clear roadway and one 2 feet 6 inches wide, 3 feet 6 inches high CalTrans Type 85 concrete parapet with two steel pipe rails on both sides, for a total out-to-out bridge width of 21 feet. The proposed bridge will be supported by two concrete abutments with concrete footing and drilled shaft foundations. Approximately 194 feet long asphalt approach roadway will be repaved to tie the bridge to the existing roadway. The existing gravel parking area at the southeast corner of the bridge will be reconstructed to be an asphalt parking area.

LOCATION

The project site is located approximately 2,100 feet east of the intersection of Schaeffer Road and White Ground Road in Boyds.

CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 420 vehicles per day on weekdays and approximately 500 vehicles per day on weekends.

ESTIMATED SCHEDULE

Design of the project is expected to be completed in FY25. Construction is scheduled to start in FY26 and be completed in FY27. The bridge will be closed to traffic during the school summer break of 2026.

PROJECT JUSTIFICATION

The 2021 inspection revealed that the stone masonry abutments encased in concrete are in poor condition. This bridge is considered structurally deficient. The bridge is posted for a weight restriction of 50,000 lbs. for single unit trucks and 64,000 lbs. for combination unit trucks due to the live load rating analysis for the bridge. The proposed bridge replacement is necessary to continue to ensure a safe roadway condition for the traveling public.

OTHER

The 2023 Rustic Roads Functional Master Plan designates Schaeffer Road from White Ground Road to Burdette Lane as a rustic Road. The 2018 Montgomery County Bicycle Master Plan does not recommend a bicycle facility. The Schaeffer Road Bridge is listed in the Maryland Inventory of Historic Properties as MIHP No. M: 18-47 and is eligible for the National Register of Historic Places. Accelerated bridge construction techniques will be utilized to minimize the disruption to the traveling public and local community. Right-of-way acquisition is not required. Streetlights, crosswalks, sidewalk ramps, bikeways, and other pertinent issues are being considered in the design of the project to ensure pedestrian safety.

FISCAL NOTE

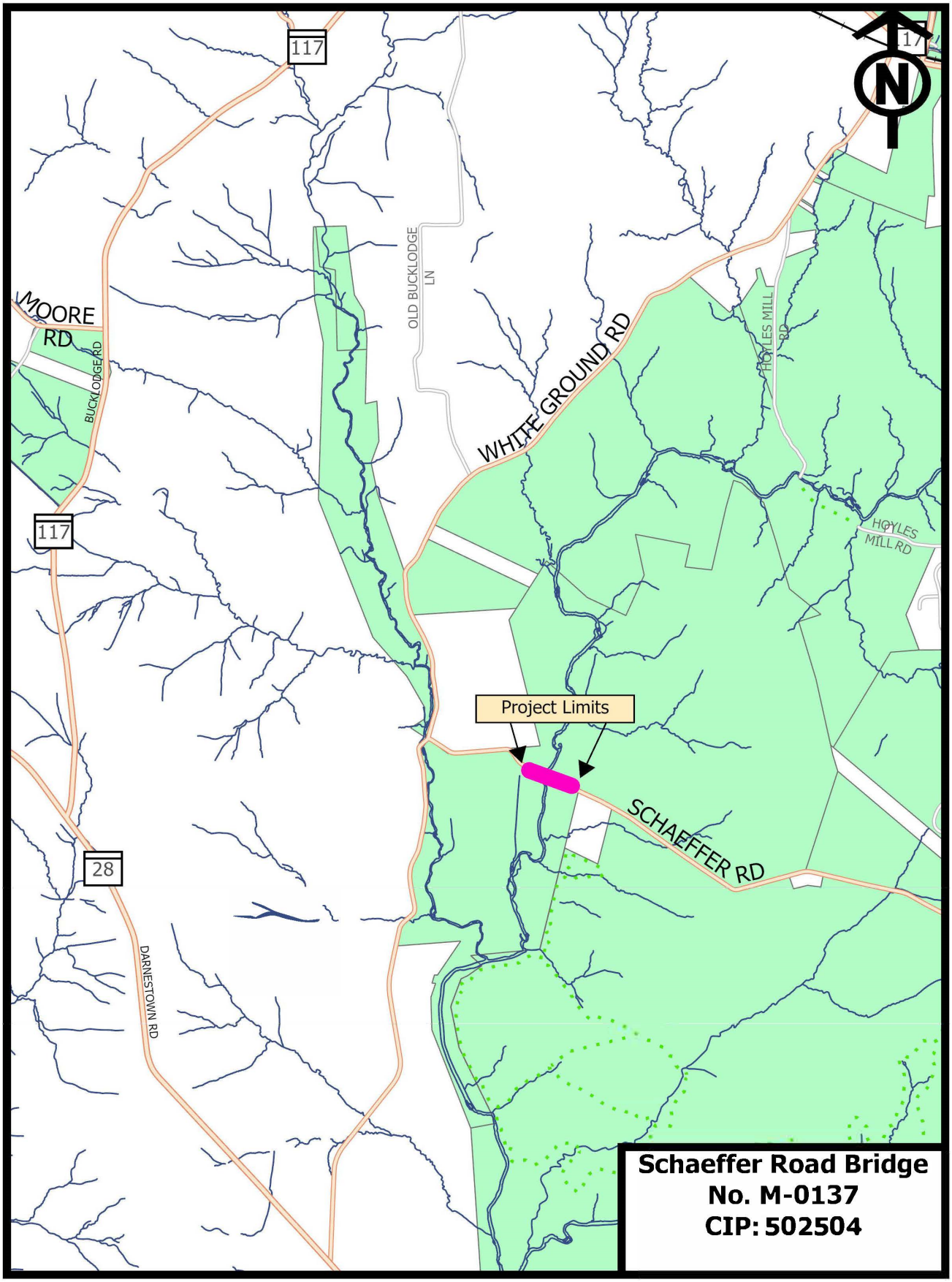
The construction and construction management costs are eligible for up to 80 percent Federal Aid. The design costs are covered in the Bridge Design project (CIP No. 509132).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement/Rehabilitation Program, Maryland Department of Transportation State Highway Administration, Maryland Department of the Environment, Maryland Historical Trust, Maryland-National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Fire and Rescue Service, Montgomery County Department of Police, Montgomery County Public Schools, Montgomery County Ride On Bus, Utilities, and Bridge Design PDF (CIP 509132).


117
117
28
MOORE RD
BUCKLODGE RD
OLD BUCKLODGE LN
WHITE GROUND RD
HOYLES MILL RD
HOYLES MILL RD
Project Limits
SCHAEFFER RD
DARNESTOWN RD
N
Schaeffer Road Bridge
No. M-0137
CIP: 502504