



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).

