



Bridge Design

(P509132)

Category	Transportation	Date Last Modified	12/27/24
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY24	Rem FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	38,424	23,208	2,572	12,644	2,488	2,250	2,175	1,969	1,957	1,805	-
Land	522	522	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	107	107	-	-	-	-	-	-	-	-	-
Construction	136	136	-	-	-	-	-	-	-	-	-
Other	18	18	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	39,207	23,991	2,572	12,644	2,488	2,250	2,175	1,969	1,957	1,805	-

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY24	Rem 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	20,611	2,572	12,569	2,488	2,175	2,175	1,969	1,957	1,805	-
Land Sale	15	15	-	-	-	-	-	-	-	-	-
PAYGO	340	340	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	75	-	-	75	-	75	-	-	-	-	-
State Aid	2,069	2,069	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	39,207	23,991	2,572	12,644	2,488	2,250	2,175	1,969	1,957	1,805	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 26 Request	2,250	Year First Appropriation	FY91
Cumulative Appropriation	29,051	Last FY's Cost Estimate	39,132
Expenditure / Encumbrances	26,444		
Unencumbered Balance	2,607		

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 supports staffing costs to conduct an alternative analysis for grade separation of Randolph Road and the CSX Railroad tracks.

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 Hwy 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.