



# 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

- Add funding for new bridge projects including Burnt Hill Road, Greentree Road, Parklawn Entrance, Valleywood Drive, and Zion Road bridge projects.
- The budget includes a new project to support work on Park Bridge Improvements realigning work previously completed in the Resurfacing Park Roads and Bridges (P55720) project.
- Increase funding for the Bridge Design and Bridge Preservation programs, as well as the Brink Road, Brookeville Road, Dorsey Mill Road, Garrett Park Road, Redland Road, and Schaeffer Road bridge projects.

## PROGRAM CONTACTS

Contact Brady Goldsmith of the Department of Transportation at 240-777-2793 or Derrick D. Harrigan 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 FY27-32 Capital Improvements Program (CIP) includes 21 ongoing projects totaling \$113.5 million. This represents a \$21.0 million or 22.7 percent increase from the \$92.5 million included in the FY25-30 Amended Capital Improvements Program. This increase is due primarily to the addition of new bridge replacements or rehabilitations for Burnt Hill Road, Greentree Road, Parklawn Entrance, Valleywood Drive, and Zion Road Bridges; and cost increases for existing projects. 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.

# Bridge Design

(P509132)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	43,073	24,877	5,596	12,600	2,100	2,100	2,100	2,100	2,100	2,100	-
Land	549	549	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	107	107	-	-	-	-	-	-	-	-	-
Construction	154	154	-	-	-	-	-	-	-	-	-
Other	18	18	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>43,901</b>	<b>25,705</b>	<b>5,596</b>	<b>12,600</b>	<b>2,100</b>	<b>2,100</b>	<b>2,100</b>	<b>2,100</b>	<b>2,100</b>	<b>2,100</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	956	956	-	-	-	-	-	-	-	-	-
G.O. Bonds	40,446	22,325	5,521	12,600	2,100	2,100	2,100	2,100	2,100	2,100	-
Land Sale	15	15	-	-	-	-	-	-	-	-	-
PAYGO	340	340	-	-	-	-	-	-	-	-	-
Recordation Tax Premium (MCG)	75	-	75	-	-	-	-	-	-	-	-
State Aid	2,069	2,069	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>43,901</b>	<b>25,705</b>	<b>5,596</b>	<b>12,600</b>	<b>2,100</b>	<b>2,100</b>	<b>2,100</b>	<b>2,100</b>	<b>2,100</b>	<b>2,100</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	4,200	Year First Appropriation	FY91
Appropriation FY 28 Request	-	Last FY's Cost Estimate	39,207
Cumulative Appropriation	31,301		
Expenditure / Encumbrances	28,637		
Unencumbered Balance	2,664		

## 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

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lanes. Candidate projects currently included are listed in the Other section below.

## COST CHANGE

Cost increase due to the addition of funds to complete design of four bridges within the six-year period and the addition of FY31 and FY32 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 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, 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, 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, Wynnfield Dr Bridge #M-0529, Wynnfield Dr Bridge #M-0530, and Quince Orchard Rd Bridge #M-0023.

## 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 and 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	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	6,115	3,563	86	2,466	411	411	411	411	411	411	-
Land	45	15	18	12	2	2	2	2	2	2	-
Site Improvements and Utilities	8	8	-	-	-	-	-	-	-	-	-
Construction	12,805	8,381	902	3,522	587	587	587	587	587	587	-
Other	2	2	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>18,975</b>	<b>11,969</b>	<b>1,006</b>	<b>6,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	366	366	-	-	-	-	-	-	-	-	-
G.O. Bonds	18,569	11,563	1,006	6,000	1,000	1,000	1,000	1,000	1,000	1,000	-
Intergovernmental	40	40	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>18,975</b>	<b>11,969</b>	<b>1,006</b>	<b>6,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>1,000</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	2,000	Year First Appropriation	FY03
Appropriation FY 28 Request	-	Last FY's Cost Estimate	15,199
Cumulative Appropriation	12,975		
Expenditure / Encumbrances	12,935		
Unencumbered Balance	40		

## 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 the 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 State and Federal environmental regulations; installation of

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

## COST CHANGE

Increase due to construction cost inflation and the addition of FY 31-32 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 funds under the Bridge Preservation Program.

The County currently has 116 highway and 31 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 maintenance. 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.

## OTHER

Since the first contract in FY03, 100 bridges have been repainted, and deck joints have been replaced on 11 bridges. Bridge painting is no longer eligible for Federal Aid; therefore, Federal Aid is no longer reflected in the funding schedule.

## 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 (No. 500313)



# Bridge Renovation

(P509753)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	31,048	22,048	-	9,000	1,500	1,500	1,500	1,500	1,500	1,500	-
Land	537	537	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	38	38	-	-	-	-	-	-	-	-	-
Construction	51,380	28,262	7,998	15,120	2,520	2,520	2,520	2,520	2,520	2,520	-
Other	98	98	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>83,101</b>	<b>50,983</b>	<b>7,998</b>	<b>24,120</b>	<b>4,020</b>	<b>4,020</b>	<b>4,020</b>	<b>4,020</b>	<b>4,020</b>	<b>4,020</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	800	800	-	-	-	-	-	-	-	-	-
G.O. Bonds	76,733	46,204	7,771	22,758	3,793	3,793	3,793	3,793	3,793	3,793	-
State Aid	4,568	2,979	227	1,362	227	227	227	227	227	227	-
Stormwater Management Waiver Fees	1,000	1,000	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>83,101</b>	<b>50,983</b>	<b>7,998</b>	<b>24,120</b>	<b>4,020</b>	<b>4,020</b>	<b>4,020</b>	<b>4,020</b>	<b>4,020</b>	<b>4,020</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	8,040	Year First Appropriation	FY97
Appropriation FY 28 Request	-	Last FY's Cost Estimate	75,061
Cumulative Appropriation	58,981		
Expenditure / Encumbrances	56,132		
Unencumbered Balance	2,849		

## 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

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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 the addition of FY31 and FY32 to this ongoing level-of-effort project.

## PROJECT JUSTIFICATION

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 MCDOT's Division of Highway Services. 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.

## 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

Montgomery County Department of Transportation (MCDOT), 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	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,292	601	312	379	379	-	-	-	-	-	-
Construction	2,178	-	1,388	790	790	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>3,470</b>	<b>601</b>	<b>1,700</b>	<b>1,169</b>	<b>1,169</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	1,285	-	1,285	-	-	-	-	-	-	-	-
Intergovernmental	2,185	601	415	1,169	1,169	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>3,470</b>	<b>601</b>	<b>1,700</b>	<b>1,169</b>	<b>1,169</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY19
Appropriation FY 28 Request	-	Last FY's Cost Estimate	3,470
Cumulative Appropriation	3,470		
Expenditure / Encumbrances	748		
Unencumbered Balance	2,722		

## 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 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. 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.

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## 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 and construction delay due to scope changes for additional tasks. The design was completed fourth quarter of FY25. Construction is scheduled to start in the spring 2026, and be completed in fall 2026.

## PROJECT JUSTIFICATION

This bridge, reconstructed in 1999, requires repairs to the 1,002' long west parapets, 642' long east parapets, 16 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'. 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 remainder 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

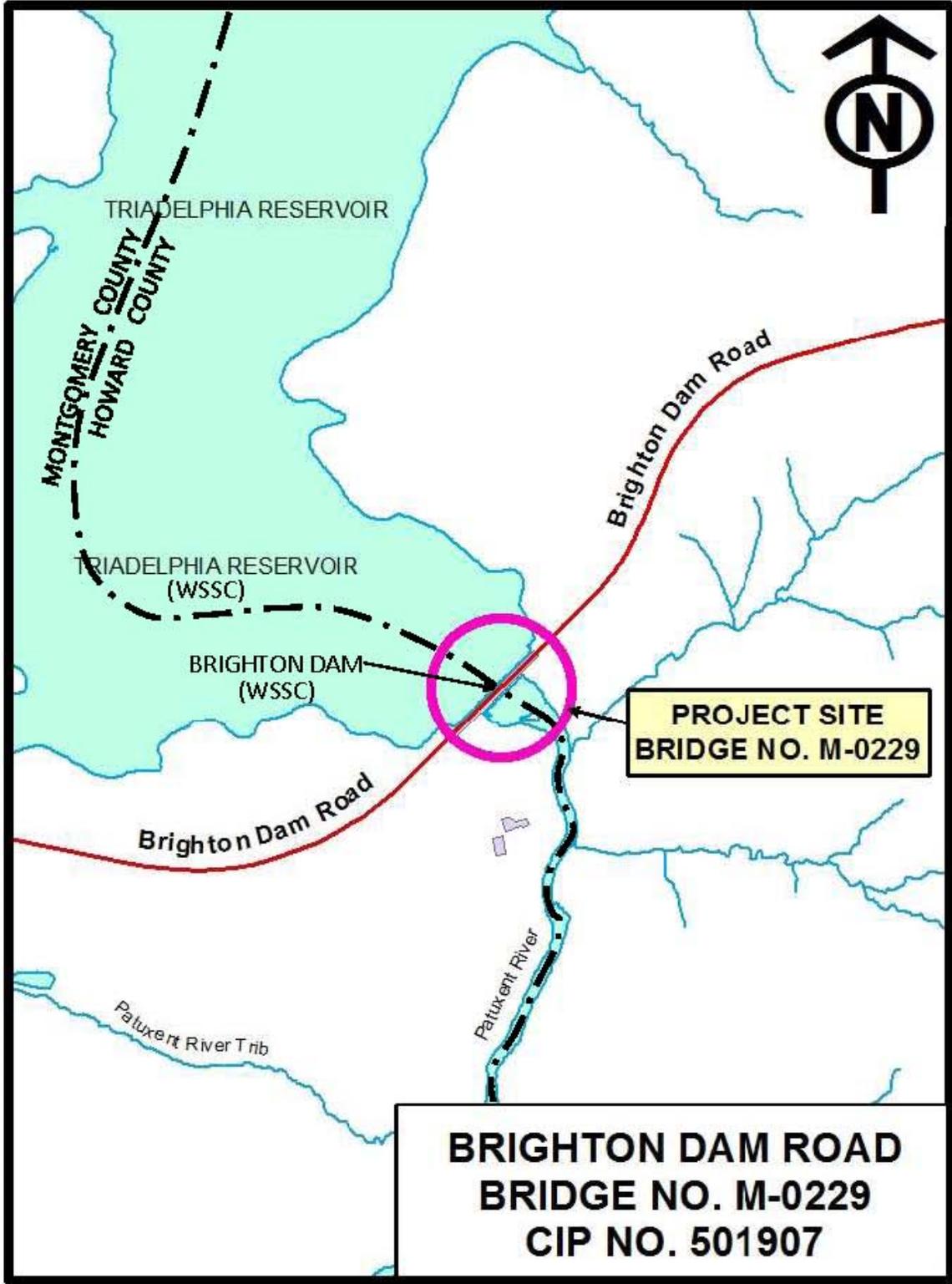
The funding shown as "Intergovernmental" is from Howard County and WSSC Water for their share of the project cost.

## 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 Service, Montgomery County Fire and Rescue Service, Montgomery County Police Department, Montgomery County Public Schools, Montgomery County Ride On, 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





# Brink Road Bridge M-0064

(P502104)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,430	3	-	1,427	401	1,026	-	-	-	-	-
Land	55	-	55	-	-	-	-	-	-	-	-
Site Improvements and Utilities	600	-	-	600	600	-	-	-	-	-	-
Construction	6,810	-	-	6,810	1,294	5,516	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>8,895</b>	<b>3</b>	<b>55</b>	<b>8,837</b>	<b>2,295</b>	<b>6,542</b>	-	-	-	-	-

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	5,078	-	-	5,078	523	4,555	-	-	-	-	-
G.O. Bonds	3,817	3	55	3,759	1,772	1,987	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>8,895</b>	<b>3</b>	<b>55</b>	<b>8,837</b>	<b>2,295</b>	<b>6,542</b>	-	-	-	-	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	1,099	Year First Appropriation	FY25
Appropriation FY 28 Request	1,987	Last FY's Cost Estimate	7,630
Cumulative Appropriation	5,809		
Expenditure / Encumbrances	3		
Unencumbered Balance	5,806		

## 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 single (1) 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 (1) span 58' prestressed NEXT beam structure with a 34'-0" clear roadway width. The project includes 400-foot 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 M-NCPPC Seneca Creek Green hiker-biker trail crossing will be improved, and a traffic signal will be constructed at the intersection with 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. 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'.

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## 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 vehicles. The roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

The design of the project is expected to finish in FY27. Bridge will be closed to traffic from June to August 2028 for construction. Project slippage is due to Program Open Space negotiations with M-NCPPC, the addition of a parking lot, and traffic safety improvements.

## COST CHANGE

Cost increase due to inflation and scope change to add roadway safety improvements along Wightman Road for parking lot users.

## 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 (No. 509132).

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement and 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 Project (CIP 509132).





# Brookville Road Bridge M-0083

(P502503)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Silver Spring and Vicinity	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,916	-	190	1,726	-	436	910	380	-	-	-
Land	159	-	-	159	-	159	-	-	-	-	-
Site Improvements and Utilities	996	-	-	996	-	996	-	-	-	-	-
Construction	5,129	-	-	5,129	-	-	4,039	1,090	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>8,200</b>	<b>-</b>	<b>190</b>	<b>8,010</b>	<b>-</b>	<b>1,591</b>	<b>4,949</b>	<b>1,470</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	4,991	-	-	4,991	-	148	3,723	1,120	-	-	-
G.O. Bonds	3,209	-	190	3,019	-	1,443	1,226	350	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>8,200</b>	<b>-</b>	<b>190</b>	<b>8,010</b>	<b>-</b>	<b>1,591</b>	<b>4,949</b>	<b>1,470</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY25
Appropriation FY 28 Request	3,010	Last FY's Cost Estimate	5,190
Cumulative Appropriation	5,190		
Expenditure / Encumbrances	-		
Unencumbered Balance	5,190		

## PROJECT DESCRIPTION

This project provides for the replacement 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 proposed bridge will be a single-span bridge up to 130 feet long. The proposed bridge will have 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 1/4" concrete parapet with anti-climb chain link on both sides, for a total out-to-out bridge width of 66'-4 1/2". New abutments will be constructed for the new bridge and the existing slope protection at the abutments will be removed per CSX requirements. A 14' asphalt shared use path on the south side and a 1'-2 1/4" concrete barrier with moment slab on both sides will be constructed along the approaches between Talbot Avenue and Warren Street. Approximately 875' of

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asphalt approach roadway will be repaved to transition the bridge to the existing roadway.

## LOCATION

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

## CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 11,750 vehicles per day.

## ESTIMATED SCHEDULE

The design of the project is scheduled to be completed in FY28. The construction is scheduled to start in FY28 and be completed in FY30. Schedule slippage due to State Highway Administration (SHA) recommendation for a complete replacement instead of a deck replacement and rehabilitation.

## COST CHANGE

Cost increase due to scope change to reflect complete bridge replacement instead of rehabilitation.

## 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 replacement will eliminate a fracture critical bridge over CSX, move bridge supports away from the railroad tracks (which are not currently protected by crashwalls), 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 (CIP No. 509132).

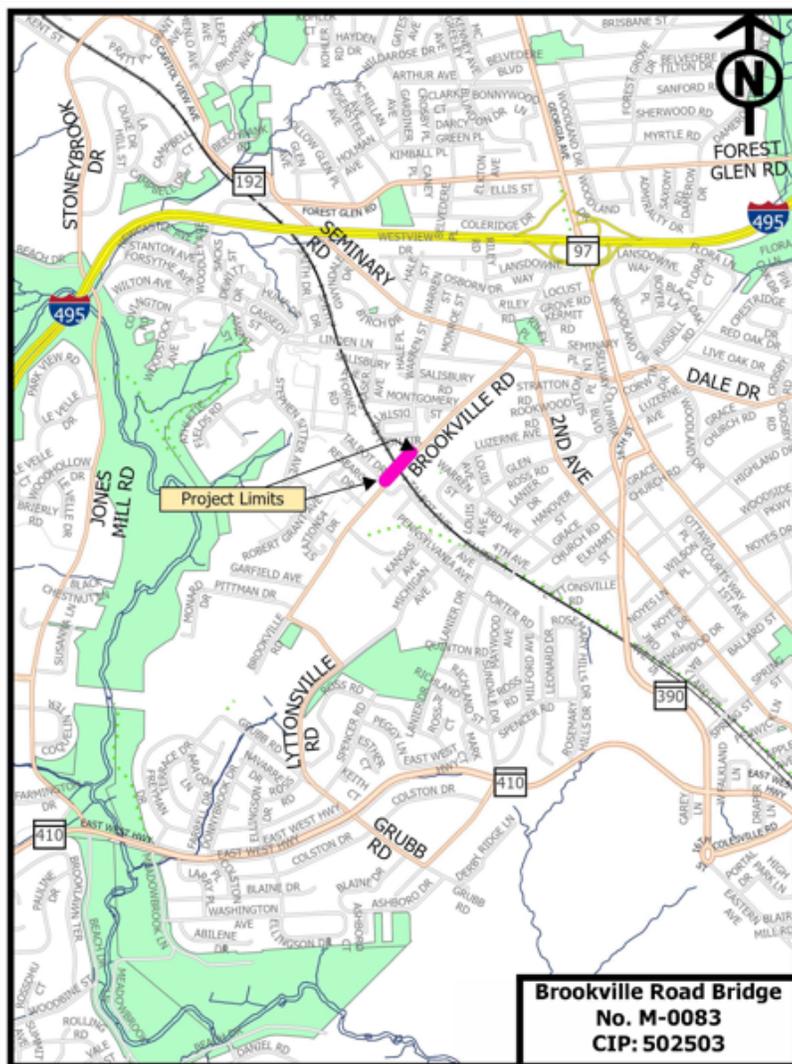
## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

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## COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement and 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 Project (CIP 509132)





# Burnt Hill Road Bridge M-0157

(P502703)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Damascus and Vicinity	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Land	1,097	-	-	1,097	-	541	556	-	-	-	-
Site Improvements and Utilities	500	-	-	500	-	500	-	-	-	-	-
Construction	3,823	-	-	3,823	-	1,820	2,003	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>5,420</b>	<b>-</b>	<b>-</b>	<b>5,420</b>	<b>-</b>	<b>2,861</b>	<b>2,559</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	5,420	-	-	5,420	-	2,861	2,559	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>5,420</b>	<b>-</b>	<b>-</b>	<b>5,420</b>	<b>-</b>	<b>2,861</b>	<b>2,559</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	
Appropriation FY 28 Request	5,420	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Burnt Hill Road Bridge No. M-0157 over Little Bennett Creek in Clarksburg. The existing bridge, built in 1955, is a single span 19' concrete T-beams with concrete deck structure carrying a 18' clear roadway with no sidewalks. The proposed replacement includes the removal and replacement of the existing bridge abutments and the replacement of the superstructure with prestressed concrete slab beams. The proposed Burnt Hill Road Bridge will be an approximately 34' long simple span bridge carrying a 20' clear roadway. The proposed work includes approximately 550' of stream restoration and 250' of approach roadway work at each end of the bridge. The road and bridge will be completely closed to vehicular traffic during construction and traffic detoured.

## LOCATION

The project is located approximately 2.0 miles northeast of Snowden Farm Parkway in Clarksburg.

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## CAPACITY

The Average Daily Traffic (ADT) is approximately 825 vehicles. The roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

The design will be completed in FY26. Construction is scheduled for FY28 and will be completed in FY29.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the public. The 2022 Bridge Inspection Report indicates that the bridge concrete T-beams are in poor condition with large spalls with exposed and corroded reinforcement steel, large cracks and areas of delamination. The bridge is considered structurally deficient and functionally obsolete. The bridge is currently posted for a 30,000 lb. limit for a single-unit truck and a 30,000 lb. limit for a combination unit truck.

## FISCAL NOTE

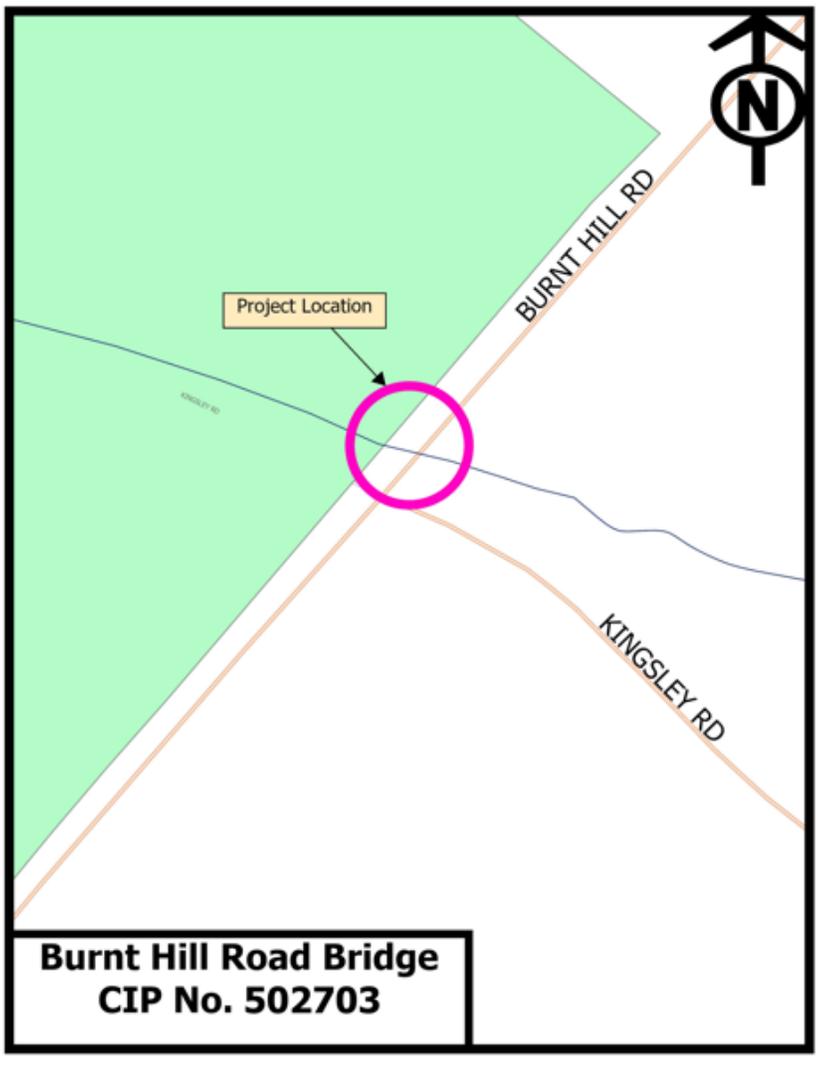
The design cost for this project is funded in the Bridge Design Project (No. 509132). This project does not qualify for Federal aid since existing bridge span is less than 20' in length.

## 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)





# Dennis Ave Bridge M-0194 Replacement (P501701)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,900	488	865	547	547	-	-	-	-	-	-
Land	20	1	19	-	-	-	-	-	-	-	-
Site Improvements and Utilities	685	-	675	10	10	-	-	-	-	-	-
Construction	8,265	-	4,933	3,332	3,332	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>10,870</b>	<b>489</b>	<b>6,492</b>	<b>3,889</b>	<b>3,889</b>	-	-	-	-	-	-

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	6,497	176	3,296	3,025	3,025	-	-	-	-	-	-
G.O. Bonds	4,073	313	2,896	864	864	-	-	-	-	-	-
Intergovernmental	300	-	300	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>10,870</b>	<b>489</b>	<b>6,492</b>	<b>3,889</b>	<b>3,889</b>	-	-	-	-	-	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY22
Appropriation FY 28 Request	-	Last FY's Cost Estimate	10,870
Cumulative Appropriation	10,870		
Expenditure / Encumbrances	579		
Unencumbered Balance	10,291		

## 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 span 30' structure composed of prestressed concrete voided slab beams carrying a 24' roadway, two 6' shoulders, and two 4'-8" sidewalks. The proposed replacement bridge will be a 80' overall span three-cell precast concrete arch culvert carrying a 22' roadway, two 5' bicycle compatible shoulders, two 2' striped buffers, a 13' shared-use path on the north side and a 7' sidewalk on the south side, for a total clear bridge width of 56'. 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.

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## LOCATION

The project is located on Dennis Avenue, approximately 1,800' 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 and land acquisition was completed in FY25. The construction is scheduled to start in FY26 and be completed in FY27. The bridge will be closed to traffic during the summer of 2026.

## 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'. 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.

## FISCAL NOTE

The design costs for this project are covered in the Bridge Design Project (No. 509132). The project is eligible for 80 percent federal aid. The Intergovernmental funds are for WSSC Water relocations.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement and 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, Maryland-National Capital Park and Planning Commission, Utilities, and Wheaton Regional Dam Flooding Mitigation (CIP Project #801710), and WSSC Water





# Dorsey Mill Road Bridge

(P501906)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Germantown and Vicinity	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	7,200	-	-	-	-	-	-	-	-	-	7,200
Land	591	-	-	45	-	-	-	45	-	-	546
Site Improvements and Utilities	400	-	-	-	-	-	-	-	-	-	400
Construction	31,840	-	-	-	-	-	-	-	-	-	31,840
<b>TOTAL EXPENDITURES</b>	<b>40,031</b>	<b>-</b>	<b>-</b>	<b>45</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45</b>	<b>-</b>	<b>-</b>	<b>39,986</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	40,031	-	-	45	-	-	-	45	-	-	39,986
<b>TOTAL FUNDING SOURCES</b>	<b>40,031</b>	<b>-</b>	<b>-</b>	<b>45</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45</b>	<b>-</b>	<b>-</b>	<b>39,986</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY21
Appropriation FY 28 Request	-	Last FY's Cost Estimate	35,855
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## 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' outside lane and one 10.5' 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 8' two-way separated bike lane with a 6' 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 8' 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

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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' and Village Green Circle east of Observation Drive for approximately 160' in Germantown.

## ESTIMATED SCHEDULE

Most of the design including application for permits by Black Hills Germantown, LLP (BHG), the developer of the Black Hills subdivision, under a Memorandum of Understanding (MOU) with the County was completed in December 2018. Burial reinterment is projected for FY30. Design, land acquisition and construction will occur beyond FY32.

## COST CHANGE

Construction cost increases due to inflation and increased material costs.

## 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

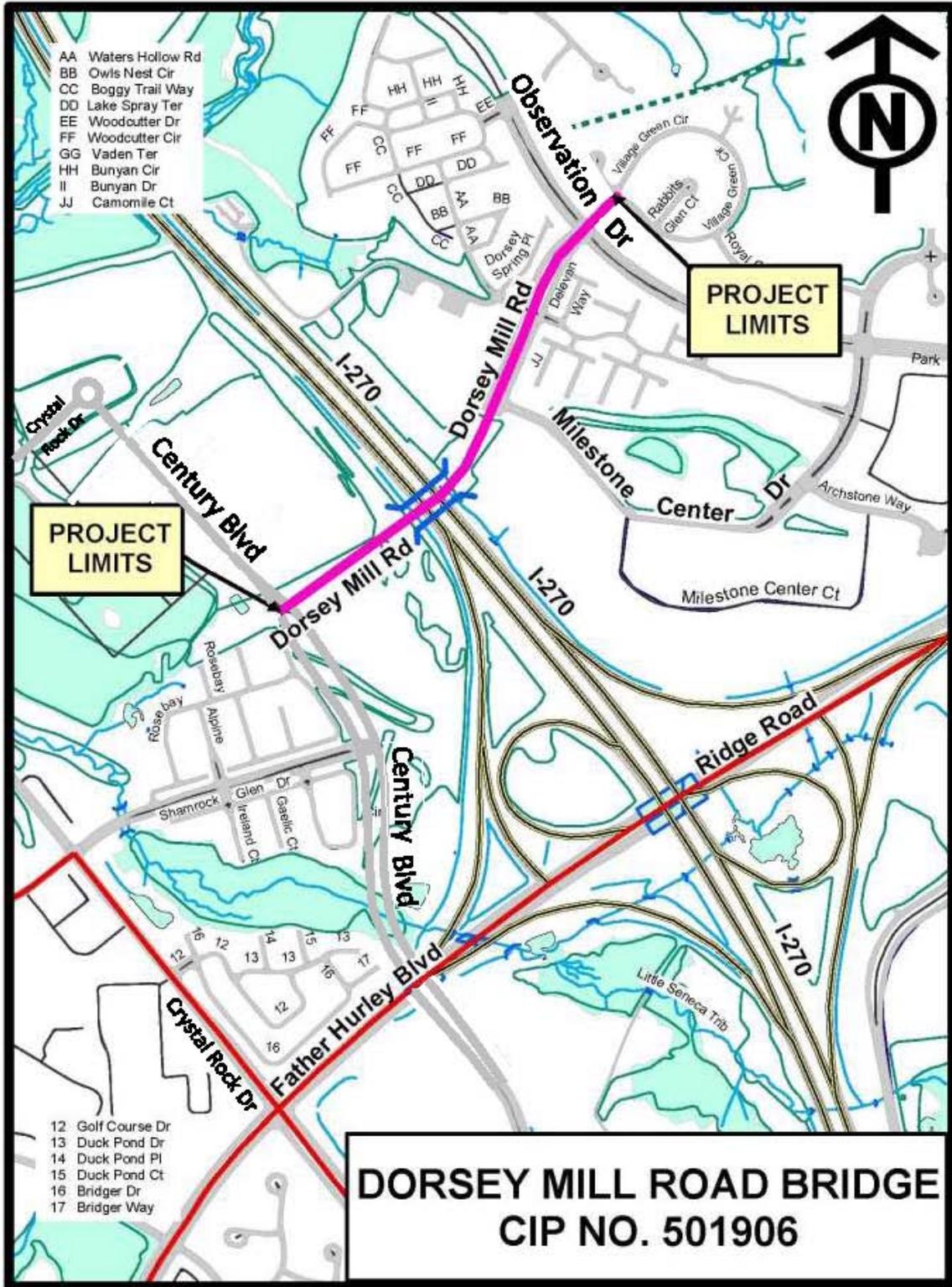
A pedestrian impact analysis has been completed for this project.

## COORDINATION

Maryland State Highway Administration, Maryland Transit Administration, Maryland Department of the Environment, Maryland-Bridges

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National Capital Park and Planning Commission, Montgomery County Department of Permitting Services, Montgomery County Department of Environmental Protection, Utilities, Lerner Corporation (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





# Garrett Park Road Bridge M-0352

(P502105)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	842	12	347	483	483	-	-	-	-	-	-
Land	62	-	62	-	-	-	-	-	-	-	-
Construction	9,603	-	3,356	6,247	6,247	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>10,507</b>	<b>12</b>	<b>3,765</b>	<b>6,730</b>	<b>6,730</b>	-	-	-	-	-	-

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	7,858	12	1,816	6,030	6,030	-	-	-	-	-	-
G.O. Bonds	1,949	-	1,949	-	-	-	-	-	-	-	-
Intergovernmental	700	-	-	700	700	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>10,507</b>	<b>12</b>	<b>3,765</b>	<b>6,730</b>	<b>6,730</b>	-	-	-	-	-	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	2,101	Year First Appropriation	
Appropriation FY 28 Request	-	Last FY's Cost Estimate	8,406
Cumulative Appropriation	8,406		
Expenditure / Encumbrances	12		
Unencumbered Balance	8,394		

## 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 Northeast Extreme Tee Beam (NEXT) beams. The proposed work includes new street lighting along Garrett Park Road, new approach slabs, and less than 100' 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.

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## LOCATION

The project is located approximately 1 mile 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 vehicles and the roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

The design of the project was completed in the fall of 2025. Construction is scheduled to start in summer of 2026 and be completed in fall 2026. The bridge will be closed to traffic during the summer of 2026.

## COST CHANGE

Cost increases due to construction costs inflation and WSSC waterline relocation.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition. The 2024 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 buses exceed the load posting, however, the Montgomery County Department of Transportation (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

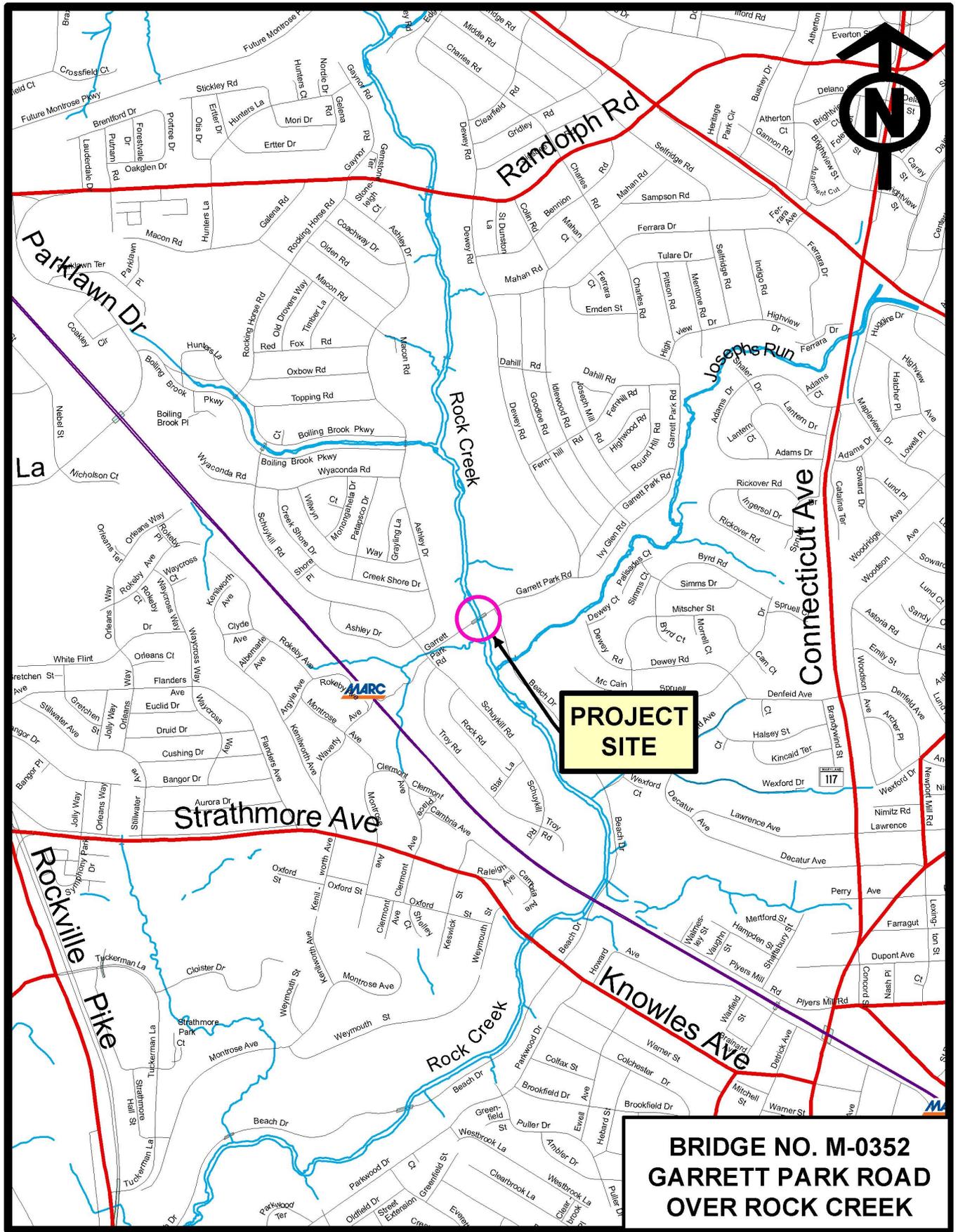
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the Bridge Design project (No. 509132). Intergovernmental funding represents WSSC Water line relocation.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement and 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 Project (CIP 509132)





# Glen Road Bridge

(P502102)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Travilah and Vicinity	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,113	330	387	396	396	-	-	-	-	-	-
Land	158	34	124	-	-	-	-	-	-	-	-
Site Improvements and Utilities	985	-	485	500	500	-	-	-	-	-	-
Construction	2,604	-	500	2,104	2,104	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>4,860</b>	<b>364</b>	<b>1,496</b>	<b>3,000</b>	<b>3,000</b>	-	-	-	-	-	-

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Current Revenue: Water Quality Protection	350	-	-	350	350	-	-	-	-	-	-
G.O. Bonds	4,510	364	1,496	2,650	2,650	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>4,860</b>	<b>364</b>	<b>1,496</b>	<b>3,000</b>	<b>3,000</b>	-	-	-	-	-	-

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY21
Appropriation FY 28 Request	-	Last FY's Cost Estimate	4,860
Cumulative Appropriation	4,860		
Expenditure / Encumbrances	619		
Unencumbered Balance	4,241		

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Glen Road Bridge over Sandy Branch in Potomac. The existing bridge, built in 1930 and repaired in 1992, is a 12' 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' 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 public and local community.

## LOCATION

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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 vehicles.

## ESTIMATED SCHEDULE

Design is expected to be completed in FY26. Construction is scheduled to begin in FY26 and complete in FY27. Foundation Characterization Program (FCP) review identified a Forest Conservation Easement within the project's Technical Concept Experiment (TCE), requiring approval from both affected property owners and execution of a Municipal Master Agreement (MMA) by MCDOT, M-NCPPC, and both owners. Only one owner has signed to date; the outstanding signature is delaying FCP approval and the Mandatory Referral.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the 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 of 70'.

## FISCAL NOTE

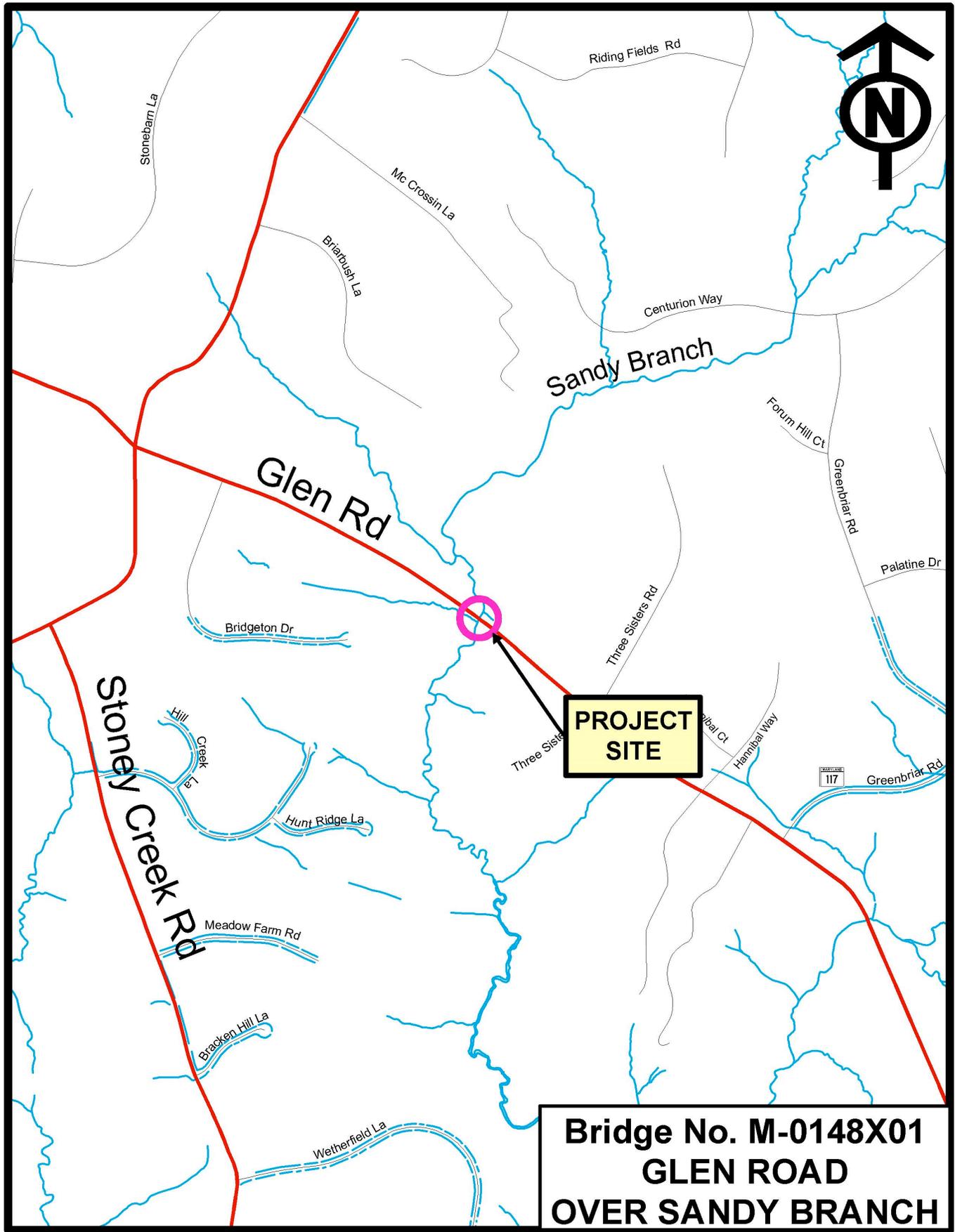
The design costs for this project are partially covered in the Bridge Design Project (No. 509132). Since the existing bridge is less than 20' long, construction and construction management costs for this project are not eligible for Federal Aid. Stream restoration work in this project is partially funded with Water Quality Protection Fund revenues.

## 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)





# Greentree Road Bridge M-0180

(P502704)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,063	-	-	1,063	-	64	635	364	-	-	-
Land	80	-	-	80	80	-	-	-	-	-	-
Site Improvements and Utilities	300	-	-	300	300	-	-	-	-	-	-
Construction	3,557	-	-	3,557	-	340	2,101	1,116	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>5,000</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	<b>380</b>	<b>404</b>	<b>2,736</b>	<b>1,480</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	3,489	-	-	3,489	-	308	2,073	1,108	-	-	-
G.O. Bonds	1,511	-	-	1,511	380	96	663	372	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>5,000</b>	<b>-</b>	<b>-</b>	<b>5,000</b>	<b>380</b>	<b>404</b>	<b>2,736</b>	<b>1,480</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	380	Year First Appropriation	
Appropriation FY 28 Request	4,620	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Greentree Road bridge No. M-0180 over Bulls Run in Bethesda. The proposed replacement includes the removal and replacement of the existing bridge structure and a temporary bridge to accommodate pedestrian and bicycle traffic during construction. The proposed work also includes sidewalk and bus stop improvements and approximately 330' of approach roadway work at each end of the bridge. The road and bridge will remain open to vehicular traffic during construction.

## LOCATION

The project is located approximately 90' east of Drumaldry Drive in Bethesda.

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## CAPACITY

The Average Daily Traffic (ADT) is approximately 6,516 vehicles. The roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

The design is expected to be completed in FY28. Construction is expected to begin in FY28 and complete in FY30. The estimated duration of construction is 15 months.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the public. The 2020 Bridge Inspection Report indicated that the existing culvert, which acts as a long span bridge, was in poor condition due to: large areas of spalled concrete, large cracks, exposed and corroded reinforcement steel, and large areas of delamination. The existing bridge is at risk of becoming structurally deficient and must be replaced.

## FISCAL NOTE

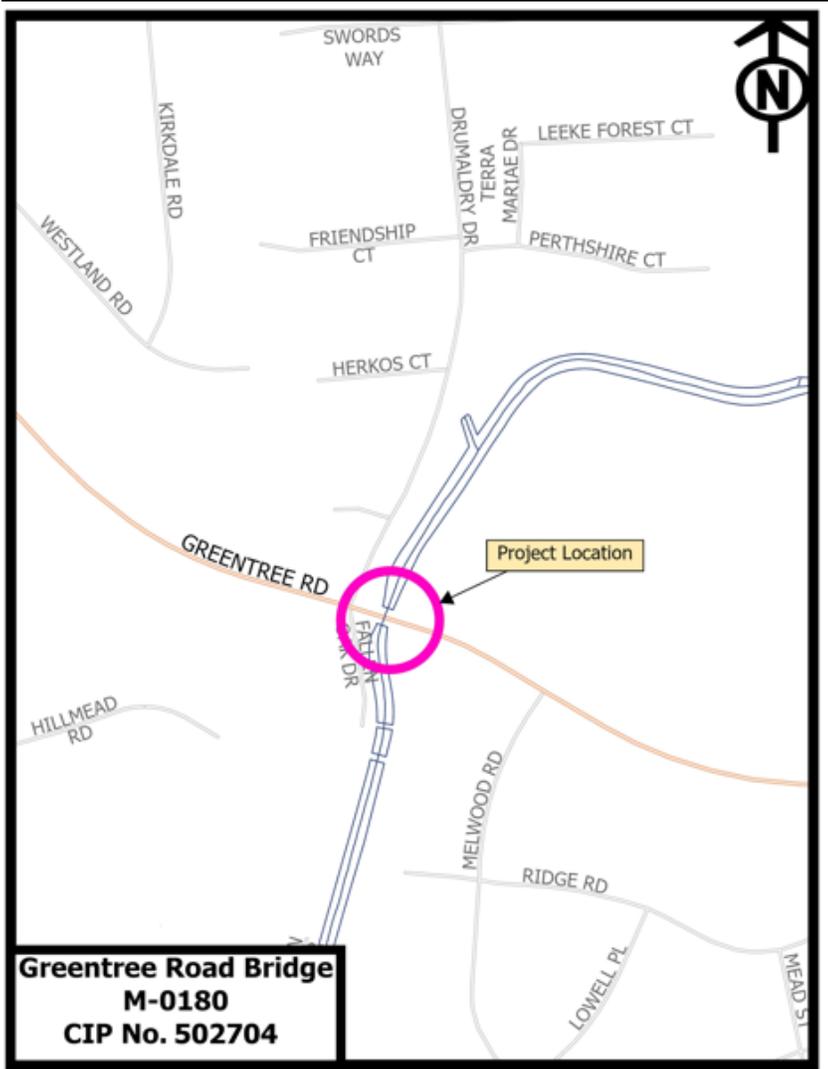
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal aid funding. The design costs are covered in the Bridge Design project (No. 509132).

## 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)





# Gregg Road Bridge No. M-0119

(P502602)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	364	-	-	364	314	50	-	-	-	-	-
Construction	636	-	-	636	486	150	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>800</b>	<b>200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	1,000	-	-	1,000	800	200	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>1,000</b>	<b>-</b>	<b>-</b>	<b>1,000</b>	<b>800</b>	<b>200</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	1,000	Year First Appropriation	
Appropriation FY 28 Request	-	Last FY's Cost Estimate	1,000
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

This project provides for the rehabilitation of the existing Gregg Road Bridge No. M-0119 over the Hawlings River Tributary in Brookeville. The existing bridge, built in 1958, is a single span (18') steel beam with asphalt filled corrugated steel plank deck structure carrying a 17'-6" clear roadway with no sidewalks. The proposed rehabilitation includes the removal and replacement of the existing bridge superstructure with new galvanized steel beams and concrete deck. The proposed Gregg Road Bridge will reuse the existing bridge abutments and clear roadway width will remain the same. The road and bridge will be completely closed to vehicular traffic during construction and traffic will be detoured.

## LOCATION

The project is located approximately 500' west of the intersection of Gregg Road and Georgia Avenue (MD 97) in Brookeville.

## CAPACITY

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The roadway Average Daily Traffic (ADT) is approximately 420 vehicles and the roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

The Bridge Design (509132) project encompasses all required design work for this project, which will be completed in FY26. Construction is scheduled for summer 2027 and will take approximately 4 months. A full bridge closure is anticipated to last 3 months.

## PROJECT JUSTIFICATION

The proposed rehabilitation work is necessary to provide a safe roadway condition for the public. The 2022 Bridge Inspection Report indicates that the bridge steel beams are in poor condition with up to a quarter of an inch deep pitting throughout the top and bottom flanges and areas of 100 percent section loss at beam web ends. The bridge is considered structurally deficient and functionally obsolete. The bridge is currently posted for a 62,000 lb. limit for a single-unit truck and 80,000 lb. limit for a combination unit truck.

## FISCAL NOTE

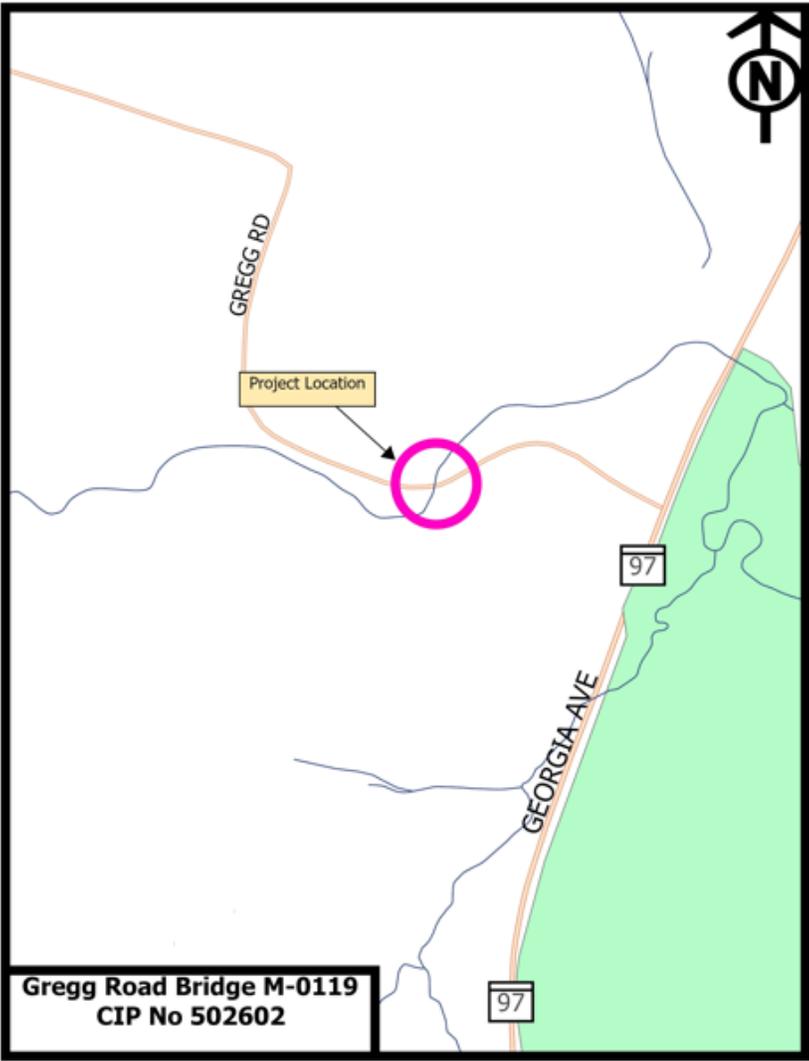
The design costs are covered in the Bridge Design Project (CIP 509132). This project does not qualify for federal aid since the existing bridge span is less than 20' long.

## 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)





# Mouth of Monocacy Road Bridge

(P502103)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Little Monocacy Basin Dickerson-Barnesville	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	770	-	-	770	-	100	670	-	-	-	-
Land	100	-	100	-	-	-	-	-	-	-	-
Construction	2,290	-	-	2,290	-	500	1,790	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>3,160</b>	<b>-</b>	<b>100</b>	<b>3,060</b>	<b>-</b>	<b>600</b>	<b>2,460</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	3,060	-	-	3,060	-	600	2,460	-	-	-	-
G.O. Bonds	100	-	100	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>3,160</b>	<b>-</b>	<b>100</b>	<b>3,060</b>	<b>-</b>	<b>600</b>	<b>2,460</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY25
Appropriation FY 28 Request	3,060	Last FY's Cost Estimate	3,160
Cumulative Appropriation	100		
Expenditure / Encumbrances	-		
Unencumbered Balance	100		

## 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' 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 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

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point of access to the community.

## CAPACITY

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

## ESTIMATED SCHEDULE

The design and land acquisition are expected to be completed in FY27. Construction is scheduled to begin in FY28 and complete in FY29.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the 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'. The bridge provides the only means of access to about ten homes.

## FISCAL NOTE

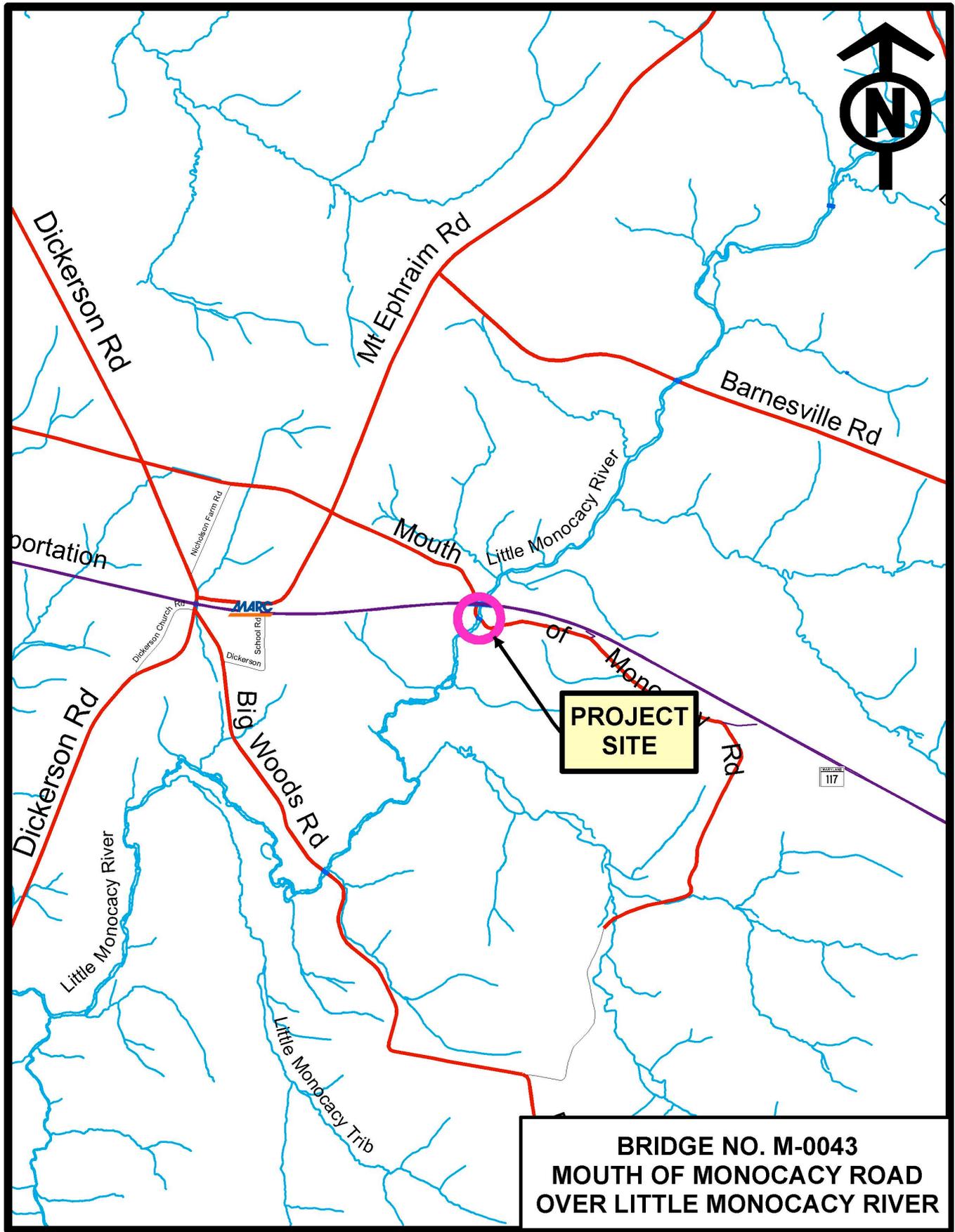
The design costs for this project are covered in the Bridge Design project (No. 509132). The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement and 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).



**BRIDGE NO. M-0043  
MOUTH OF MONOCACY ROAD  
OVER LITTLE MONOCACY RIVER**



# Park Bridge Improvements

(P502712)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Countywide	Status	Ongoing

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Site Improvements and Utilities	1,254	-	-	1,254	209	209	209	209	209	209	-
<b>TOTAL EXPENDITURES</b>	<b>1,254</b>	<b>-</b>	<b>-</b>	<b>1,254</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	1,254	-	-	1,254	209	209	209	209	209	209	-
<b>TOTAL FUNDING SOURCES</b>	<b>1,254</b>	<b>-</b>	<b>-</b>	<b>1,254</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>209</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	209	Year First Appropriation	
Appropriation FY 28 Request	209	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

This project provides for the minor structural and non-structural repair and rehabilitation of park bridges by the Montgomery County Department of Transportation (MCDOT). Park bridges are vehicular bridges owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) that serve a public transportation purpose. The park bridges were identified in a 2007 Memorandum of Understanding between M-NCPPC and the County, and further amended in 2025. As of the 2025 amendment, there are 15 park bridges maintained by the County.

## PROJECT JUSTIFICATION

Maintenance, repair and rehabilitation of park bridges are based on scheduled bridge inspections performed by MCDOT. Unless the condition of a bridge dictates otherwise, bridge inspections occur once every two years for bridges greater than 20' in length, and once every four years for bridges less than 20' in length.

## OTHER

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Prior to 2007, this project was managed by M-NCPPC through its Resurfacing Park Roads and Bridge Improvements project. In 2007, the County and M-NCPPC entered into a Memorandum of Understanding (MOU) to transfer maintenance responsibilities to the County of certain park roads and bridges. For FY07, the project was transferred to MCDOT to leverage the functional, technical, and contracting expertise within MCDOT to provide the most efficient and economical infrastructure support. In 2025, that MOU was amended wherein M-NCPPC resumed exclusive maintenance of the roads, and updated the inventory of bridges which were to be inspected and maintained by the County. Project funding was reallocated from a Highways project beginning in FY27.

## DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress. Expenditures will continue indefinitely.

## COORDINATION

Maryland-National Capital Park and Planning Commission (M-NCPPC), Resurfacing Park Roads and Bridge Improvements (M-NCPPC) (No. 868700).



# Parklawn Entrance Bridge M-PK17

(P502705)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	North Bethesda-Garrett Park	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,041	-	-	1,041	-	-	-	275	766	-	-
Site Improvements and Utilities	120	-	-	120	-	-	-	58	62	-	-
Construction	4,098	-	-	4,098	-	-	-	1,018	3,080	-	-
<b>TOTAL EXPENDITURES</b>	<b>5,259</b>	<b>-</b>	<b>-</b>	<b>5,259</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,351</b>	<b>3,908</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	3,802	-	-	3,802	-	-	-	941	2,861	-	-
G.O. Bonds	1,457	-	-	1,457	-	-	-	410	1,047	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>5,259</b>	<b>-</b>	<b>-</b>	<b>5,259</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1,351</b>	<b>3,908</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	
Appropriation FY 28 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Parklawn Entrance Bridge over Rock Creek in Rockville. The existing bridge, built in 1950, is an approximately 42.5' long single span structure with four rolled steel beams and a timber deck supported by concrete cantilever abutments and concrete wingwalls. It provides a 10'-6" wide clear roadway to accommodate both the Rock Creek Trail and a single lane for two-way vehicular traffic on Parklawn Entrance. It provides the only access to a resident property and the Parklawn community garden. The proposed replacement bridge will be a 50' span prestressed concrete adjacent solid slab structure with a concrete overlay. It will carry a single 10' wide vehicular lane for two-way traffic, along with a 2' wide striped buffer zone with a flexible longitudinal separator and a 10' wide shared use path to accommodate pedestrians and cyclists using the Rock Creek Trail. The proposed bridge will be constructed on a new alignment and will require relocation of both Parklawn Entrance and Rock Creek Trail within the vicinity of the bridge. The relocated portions of Parklawn Entrance and Rock Creek Trail will feature a raised profile compared to the existing ground. This new alignment will allow the existing bridge to remain open and accessible to vehicles, pedestrians and cyclists during construction. A temporary trail alignment will be required both east and west of the proposed bridge.

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The project scope also includes installation of stream restoration structures to provide grade control and stream stabilization at the location of the replacement structure and around the upstream bend. Accelerated bridge construction techniques (ABC) will be utilized to minimize the disruption to the traveling public and local community.

## LOCATION

The project site is located approximately 0.15 miles south of Veirs Mill Road (MD 586) in Rockville, Maryland.

## CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 40 vehicles.

## ESTIMATED SCHEDULE

The design of the project is expected to finish in FY29 within the Bridge Design Project (509132). Construction is scheduled to start in FY30 and be completed in FY31.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the travelling public. The recent Bridge Inspection Report for Bridge No. M-PK17 indicates that steel beams are in deteriorating condition. There are typically sections of up to 3/16" deep painted over pitting on the bottom of the beam web faces. The bolts connecting the bottom flange of the beams to the abutments are typically leaning at both abutments and exhibit up to 75 percent section loss. There are multiple inactive areas of 100 percent section loss in Beams 2 and 3. Several diaphragm connections at mid-span have cracks in welds between diaphragm and beam. The superstructure has been cleaned and painted, and several plating repairs have been installed. These repairs were meant to be temporary and to keep the bridge safe until the replacement design could be completed. In addition, the existing bridge railings do not meet current safety standards and erosion is occurring along the existing stream banks. The bridge is currently posted for a 14,000 lbs. limit for a single-unit truck and a 26,000 lbs. for a combination-unit truck. Implementation of this project would allow the bridge to be restored to full capacity.

The Parklawn Entrance Bridge is owned by the Maryland-National Capital Park & Planning Commission (M-NCPPC). The Bicycle Master Plan designates this segment of Rock Creek Trail - from Avery Rd to Veirs Mill Rd Trail Connector as a Stream Valley Park Trail.

## FISCAL NOTE

The design costs for this project are covered in the Bridge Design project (CIP 509132). The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. A design exception for single lane bridge design has been received for Federal Aid funding.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement and Rehabilitation Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Montgomery







# Redland Road Bridge No. M-0056

(P502507)

Category	Transportation	Date Last Modified	01/10/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Upper Rock Creek Watershed	Status	Final Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,107	23	894	190	190	-	-	-	-	-	-
Land	83	-	83	-	-	-	-	-	-	-	-
Site Improvements and Utilities	635	-	635	-	-	-	-	-	-	-	-
Construction	4,071	-	3,233	838	838	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>5,896</b>	<b>23</b>	<b>4,845</b>	<b>1,028</b>	<b>1,028</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	5,491	-	4,718	773	773	-	-	-	-	-	-
Intergovernmental	405	23	127	255	255	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>5,896</b>	<b>23</b>	<b>4,845</b>	<b>1,028</b>	<b>1,028</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	25	-	5	5	5	5	5
<b>NET IMPACT</b>	<b>25</b>	<b>-</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>5</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	1,028	Year First Appropriation	FY25
Appropriation FY 28 Request	-	Last FY's Cost Estimate	4,000
Cumulative Appropriation	4,868		
Expenditure / Encumbrances	23		
Unencumbered Balance	4,845		

## 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

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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

Design was completed in FY25. Construction is scheduled to start in FY26 and be completed in FY27. The bridge and road will be closed to traffic from June 2026 to August 2026 during construction while schools are out of session.

## COST CHANGE

Construction cost increases due to inflation and for utility relocations to minimize impacts to parkland.

## 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.

## FISCAL NOTE

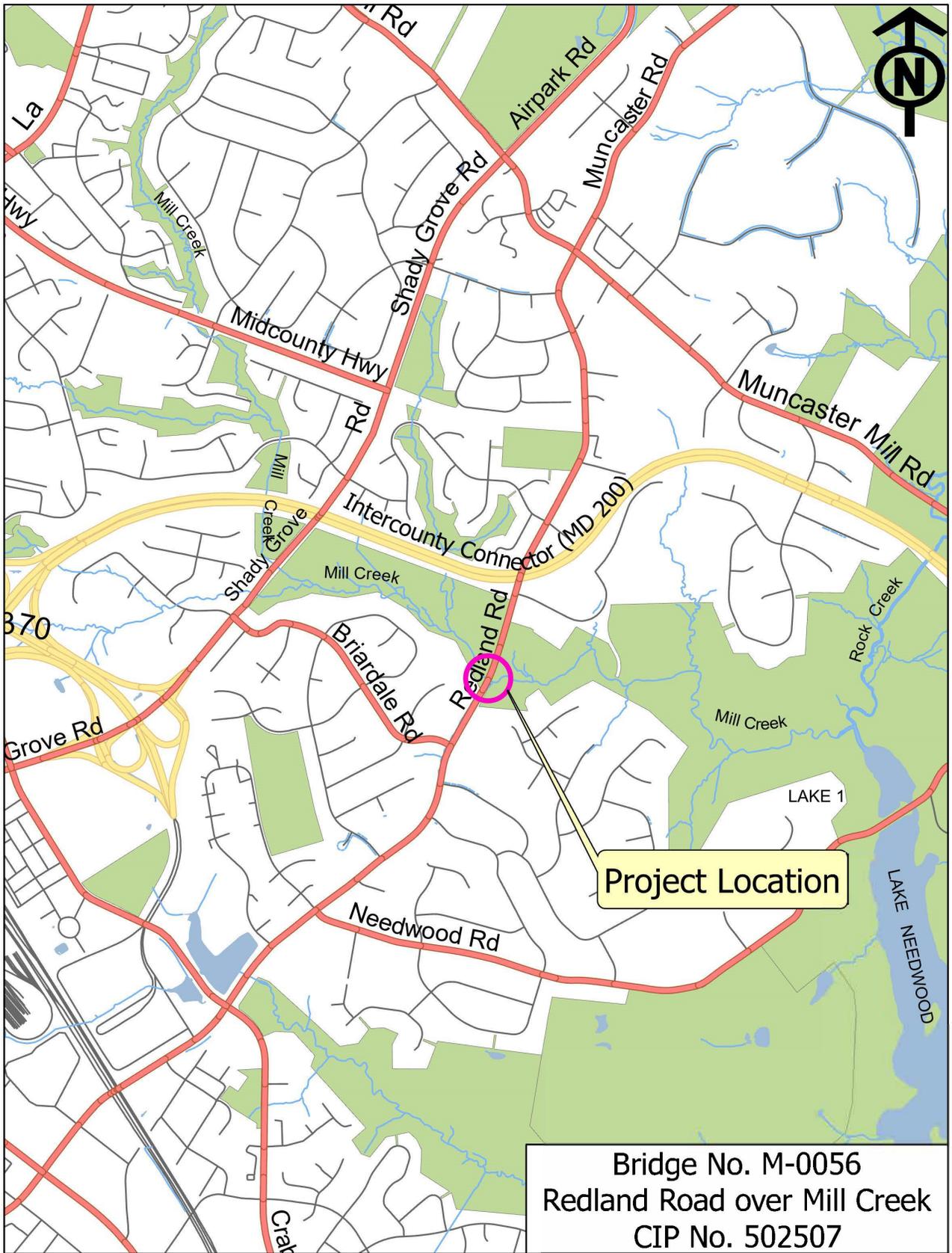
The design costs for this project are covered in the Bridge Design project (CIP No. 509132). Intergovernmental funding contribution from WSSC Water is for the water line relocation. Project does not qualify for federal aid since existing bridge span is less than 20' long. FY26 transfer in from the State Transportation Participation project (No. 500722) for \$868,000 in GO Bonds.

## 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



Bridge No. M-0056  
 Redland Road over Mill Creek  
 CIP No. 502507



# Schaeffer Road Bridge M-0137

(P502504)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Poolesville and Vicinity	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,111	-	20	1,091	250	475	366	-	-	-	-
Land	28	-	-	28	-	28	-	-	-	-	-
Construction	2,161	-	-	2,161	-	1,060	1,101	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>3,300</b>	<b>-</b>	<b>20</b>	<b>3,280</b>	<b>250</b>	<b>1,563</b>	<b>1,467</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	2,164	-	-	2,164	-	1,066	1,098	-	-	-	-
G.O. Bonds	1,136	-	20	1,116	250	497	369	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>3,300</b>	<b>-</b>	<b>20</b>	<b>3,280</b>	<b>250</b>	<b>1,563</b>	<b>1,467</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY25
Appropriation FY 28 Request	860	Last FY's Cost Estimate	2,440
Cumulative Appropriation	2,440		
Expenditure / Encumbrances	-		
Unencumbered Balance	2,440		

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Schaeffer Road Bridge over Little Seneca Creek in Boyds. The existing Schaeffer Road Bridge, constructed in 1925, is a 44'-8" long single span steel beam with concrete deck structure carrying a 16' clear roadway and a 1'-3" 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'-6". The structure is supported by two stone masonry abutments encased in concrete. The replacement Schaeffer Road Bridge will be an approximately 42'-6" long single span simply supported prestressed concrete slab beam structure carrying a 16' clear roadway and one 2'-6" wide, 3'-6" high CalTrans Type 85 concrete parapet with two steel pipe rails on both sides, for a total out-to-out bridge width of 21'. The proposed bridge will be supported by two concrete abutments with concrete footing and drilled shaft foundations. Approximately 194' of the 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. Accelerated bridge construction techniques will be utilized to minimize the disruption to the public and local community.

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## LOCATION

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

## CAPACITY

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

## ESTIMATED SCHEDULE

The design of the project is expected to be completed in FY27. Construction is scheduled to start in FY28 and be completed in FY29. The bridge will be closed to traffic during the summer 2028.

## COST CHANGE

Cost increase due to the additional in-stream hydraulic structures to mitigate high stream velocities during flood events and restoration to improve the water quality and prevent future stream bank erosion as requested by M-NCPPC.

## 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 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 public and local community. Additional right-of-way is not required for the project. Land costs to acquire easement rights from M-NCPPC for stream restoration work. 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).

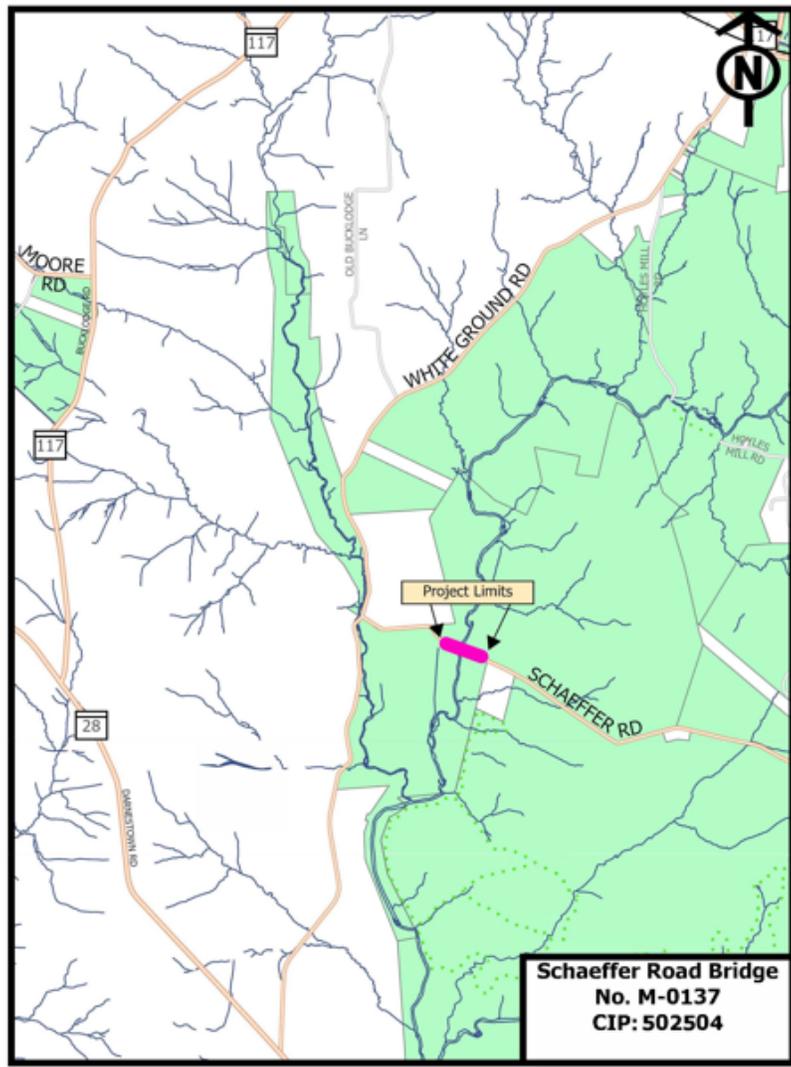
## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

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Federal Highway Administration - Federal Aid Bridge Replacement and 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, Utilities, and Bridge Design Project (CIP 509132)





# Seven Locks Road Culvert Replacement (P502513)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Potomac-Cabin John and Vicinity	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	933	-	-	933	664	269	-	-	-	-	-
Land	77	8	69	-	-	-	-	-	-	-	-
Site Improvements and Utilities	200	-	-	200	200	-	-	-	-	-	-
Construction	3,590	-	-	3,590	2,719	871	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>4,800</b>	<b>8</b>	<b>69</b>	<b>4,723</b>	<b>3,583</b>	<b>1,140</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
G.O. Bonds	4,800	8	69	4,723	3,583	1,140	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>4,800</b>	<b>8</b>	<b>69</b>	<b>4,723</b>	<b>3,583</b>	<b>1,140</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY25
Appropriation FY 28 Request	-	Last FY's Cost Estimate	4,800
Cumulative Appropriation	4,800		
Expenditure / Encumbrances	8		
Unencumbered Balance	4,792		

## PROJECT DESCRIPTION

This project provides for the replacement of two failing culverts under Seven Locks Road in front of the historic Scotland AME Zion Church. Work was originally initiated under the Bridge Renovation project (P509753). The existing culverts to be replaced are twin 44" by 72" structural plate pipe arch (SPPA) and a 36" by 56" corrugated metal pipe (CMP). The replacement culverts will be upsized to allow for significantly more flow in order to mitigate flooding risk to the church property.

## LOCATION

The project is located in front of Scotland AME Zion Church, located at 10902 Seven Locks Rd, Rockville, MD 20854.

## CAPACITY

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The Average Daily Traffic (ADT) is approximately 14,224 vehicles. The roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

Property acquisition is scheduled for FY26. Construction is scheduled for FY27 and will be completed in FY28. The estimated duration of construction is 12 months. Project experienced unanticipated utility relocations and negotiations with the Scotland AME Zion Church resulting in design delays.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the traveling public. The 2023 Bridge Inspection Report indicates that the steel culverts have 100 percent invert section loss and are in poor condition. In the past, the historic Scotland AME Church suffered multiple instances of severe flooding resulting in damage to the property. The church is currently undergoing restoration and renovation, including improvements to protect the building from flooding. In 2024, the Montgomery County Departments of Transportation and Permitting Services conducted further study of the area and concluded that increasing conveyance capacity of culverts in front of the church from the current design criteria of a 25-year storm to a 100-year storm would further mitigate risk of flooding to the church property.

## FISCAL NOTE

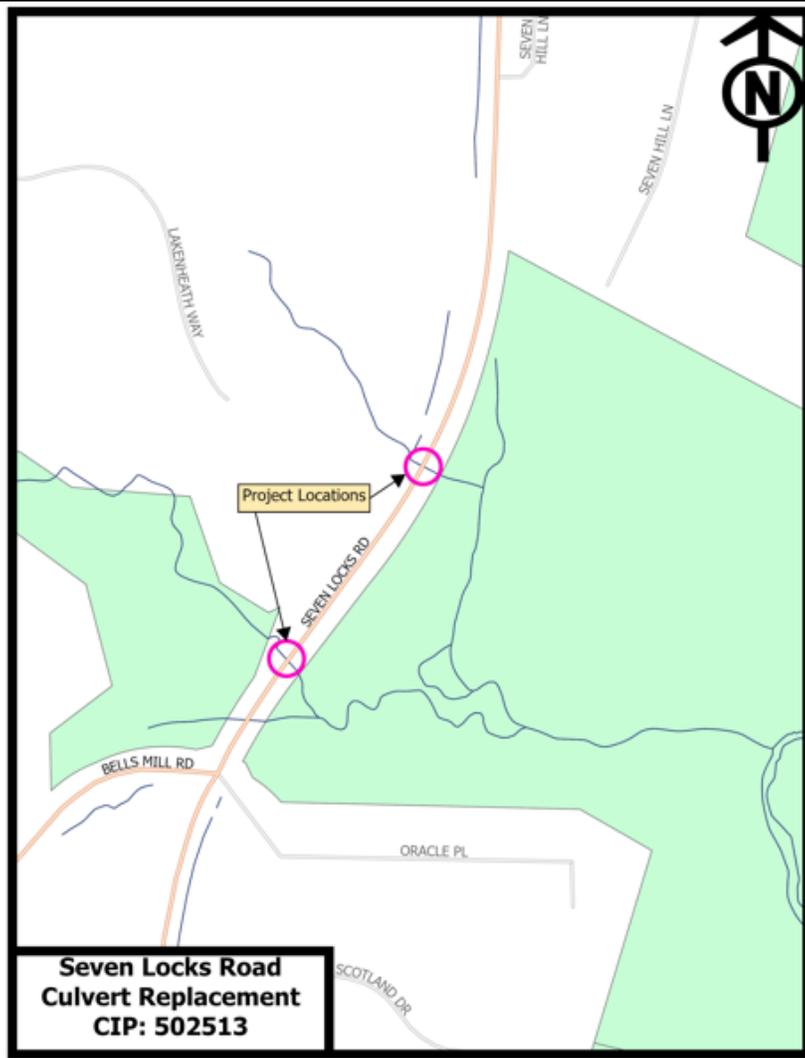
The design will be completed in FY26 under Bridge Renovation (CIP 509753).

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

Maryland Department of the Environment, Maryland-National Capital Park and Planning Commission, Scotland AME Zion Church, Montgomery County Department of Permitting Services, and Utilities.





# Valleywood Drive Bridge

(P502702)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Kensington-Wheaton	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	731	-	-	731	-	420	311	-	-	-	-
Land	47	-	-	47	47	-	-	-	-	-	-
Site Improvements and Utilities	106	-	-	106	-	52	54	-	-	-	-
Construction	2,116	-	-	2,116	-	321	1,795	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>3,000</b>	<b>-</b>	<b>-</b>	<b>3,000</b>	<b>47</b>	<b>793</b>	<b>2,160</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	1,644	-	-	1,644	-	396	1,248	-	-	-	-
G.O. Bonds	1,356	-	-	1,356	47	397	912	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>3,000</b>	<b>-</b>	<b>-</b>	<b>3,000</b>	<b>47</b>	<b>793</b>	<b>2,160</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	47	Year First Appropriation	
Appropriation FY 28 Request	2,953	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Valleywood Drive Bridge. The existing bridge, built in 1960, is a single span 42'-0" prestressed concrete channel bridge carrying one lane of traffic with a clear roadway of 20'-0", 10'-1" wide sidewalk and 2'-1" curb and overall out to out bridge width of 32'-2". The existing bridge has a 3-strand steel railing and chain link fence on both sides. The structure is currently in poor condition due to deterioration of the prestressed concrete canal beams. The proposed replacement is a single cell 12'-0" wide by 6'-6" high reinforced concrete box culvert and concrete parapets on both sides. The project includes 50' of approach roadway work west of the bridge and approximately 50' east of the bridge. The proposed bridge is 10' wider than the existing bridge. This additional 10' will be used for a new sidepath meeting ADA requirements and will allow pedestrians to cross the bridge on the south side. Currently pedestrians can only cross on the north side. In addition, the bridge traffic barriers/parapets will be upgraded to meet current Federal Highway Administration (FHWA) Manual for Assessing Safety Hardware (MASH) guidelines which will improve safety on the bridge for motorists.

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## LOCATION

The project is located on Valleywood Dr over Joseph's Branch, approximately 0.4 miles east of the intersection of Veirs Mill Road and Connecticut Ave in Wheaton, Maryland.

## CAPACITY

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

## ESTIMATED SCHEDULE

Project design is expected to finish in FY27. Construction is scheduled to start in FY28 and be completed in FY29. The bridge will be closed to traffic from June 2028 to September 2028.

## 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-0354 indicates that the bridge prestressed concrete channel beams are in poor condition. The bridge is currently posted for load restriction. As a result the bridge is inspected on a 12-month frequency.

## OTHER

A pedestrian impact analysis has been completed for this project.

## FISCAL NOTE

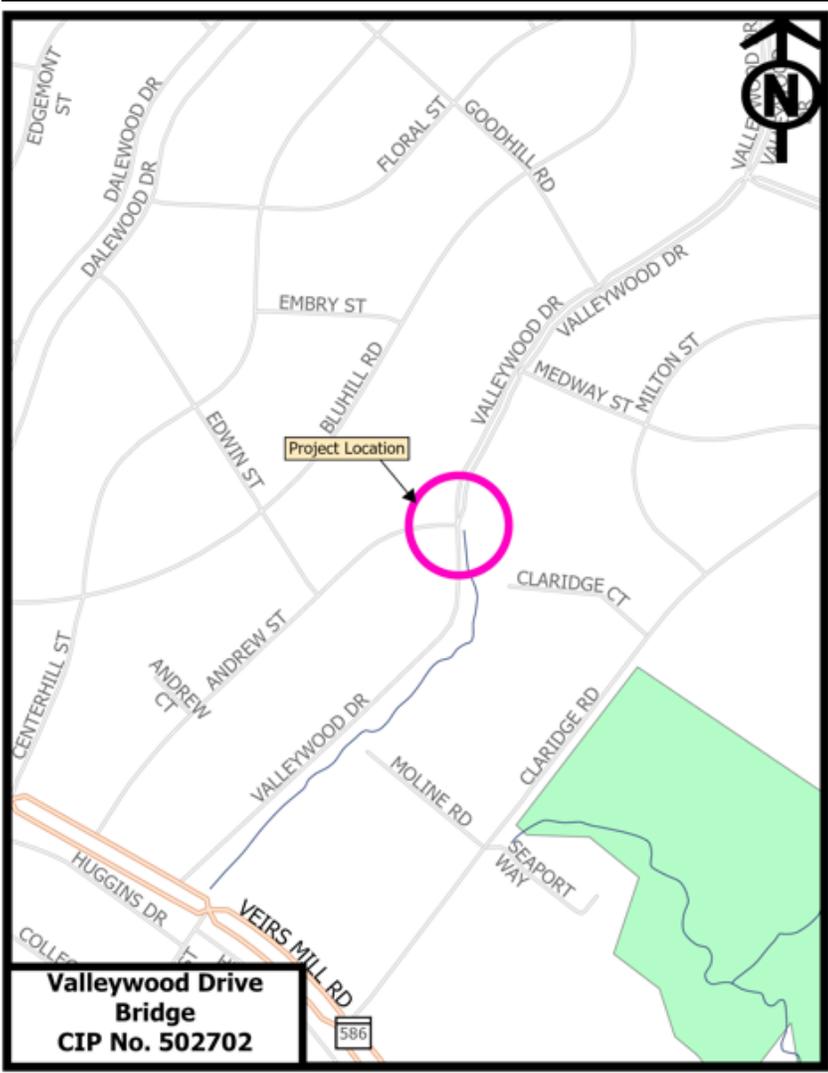
The costs of bridge construction and construction management for this project are eligible for up to 80 percent Federal Aid. The design costs for this project are covered in the Bridge Design project (CIP 509132).

## DISCLOSURES

A pedestrian impact analysis will be performed during design or is in progress.

## COORDINATION

Federal Highway Administration - Federal Aid Bridge Replacement and 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 (CIP 509132)





# Zion Road Bridge No. M-0121

(P502706)

Category	Transportation	Date Last Modified	01/08/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Olney and Vicinity	Status	Preliminary Design Stage

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Planning, Design and Supervision	1,258	-	-	1,258	-	-	-	617	641	-	-
Land	80	-	-	80	-	-	80	-	-	-	-
Construction	4,734	-	-	4,734	-	-	-	2,248	2,486	-	-
<b>TOTAL EXPENDITURES</b>	<b>6,072</b>	<b>-</b>	<b>-</b>	<b>6,072</b>	<b>-</b>	<b>-</b>	<b>80</b>	<b>2,865</b>	<b>3,127</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY25	Est FY26	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32	Beyond 6 Years
Federal Aid	4,471	-	-	4,471	-	-	-	2,140	2,331	-	-
G.O. Bonds	1,601	-	-	1,601	-	-	80	725	796	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>6,072</b>	<b>-</b>	<b>-</b>	<b>6,072</b>	<b>-</b>	<b>-</b>	<b>80</b>	<b>2,865</b>	<b>3,127</b>	<b>-</b>	<b>-</b>

## APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	
Appropriation FY 28 Request	-	Last FY's Cost Estimate	-
Cumulative Appropriation	-		
Expenditure / Encumbrances	-		
Unencumbered Balance	-		

## PROJECT DESCRIPTION

This project provides for the replacement of the existing Zion Road Bridge over Hawlings River in Brookeville. The existing bridge, built in 1930, is an approximately 23' long single span structure with concrete arch and asphalt roadway. The existing clear roadway width is 11'-2" and accommodates two-way traffic on a single lane, with no sidewalks. The proposed replacement bridge will be a 35' long single-span concrete arch and will be at the same location as the existing bridge. The proposed bridge will provide a 24' roadway consisting of two 10' traffic lanes with two 2' shoulders on the bridge at the request of the Agricultural Advisory Committee and Montgomery County Farm Bureau. The project scope also includes approach roadway work at each end of the bridge to tie-in to the existing roadway. In addition, a 24" corrugated metal pipe located north of the existing bridge will be replaced. Riparian enhancement and stream restoration along the Hawlings River are also key components of the project supporting environmental sustainability. The bridge and road will be closed to traffic during construction. Accelerated bridge construction techniques will be utilized to minimize disruption to the public and local community.

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## LOCATION

The project site is located approximately 2.8 miles north of MD 108 in Brookeville, Maryland.

## CAPACITY

The roadway Average Daily Traffic (ADT) is approximately 2,053 Vehicles and the roadway capacity will not change as a result of this project.

## ESTIMATED SCHEDULE

The Bridge Design project encompasses all required design work for this project, which will be completed in FY29. Land acquisition will be in FY29. Construction is scheduled to start in FY30 and be completed in FY31.

## PROJECT JUSTIFICATION

The proposed replacement work is necessary to provide a safe roadway condition for the public. Zion Road Bridge M-0121 is currently in poor condition. Recent inspections have revealed that the underside of the concrete arch is in poor condition. There is efflorescence where the spandrel walls meet the underside of the arch on the west and east ends. There are areas of rust staining on the underside of the arch, along with areas of spalling that expose reinforcing steel. There are sound concrete patches throughout the arch and one location of an unsound patch. These interim repairs were not intended to be permanent solutions but were implemented to ensure public safety until the bridge can be replaced. The bridge is currently posted with load limits of 10,000 GVW and 10,000 GCW. Additionally, the existing bridge railings do not meet current safety standards. The channel is in overall poor condition. Erosion is occurring along the existing streambanks. There is undermining of the north abutments. Stream meandering has created a scour pool up to 6.7' deep, located approximately 40' west of the bridge. Implementation of this project would allow the bridge to be restored to full capacity, significantly improving safety and functionality. The 2023 approved and adopted Rustic Roads Functional Master Plan designates Zion Road as Rustic Road (R-73) from Riggs Road to Sundown Road with a minimum right-of-way width of 70'.

## FISCAL NOTE

The design costs for this project are covered in the Bridge Design project (CIP No. 509132). The costs of bridge construction and construction management 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 and 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, Agricultural Advisory Committee, Montgomery County Farm Bureau, Utilities and Bridge Design Project (CIP 509132)

