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	-	-	-	-
TOTAL EXPENDITURES	3,300	-	20	3,280	250	1,563	1,467	-	-	-	-

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	-	-	-	-
TOTAL FUNDING SOURCES	3,300	-	20	3,280	250	1,563	1,467	-	-	-	-

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.

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

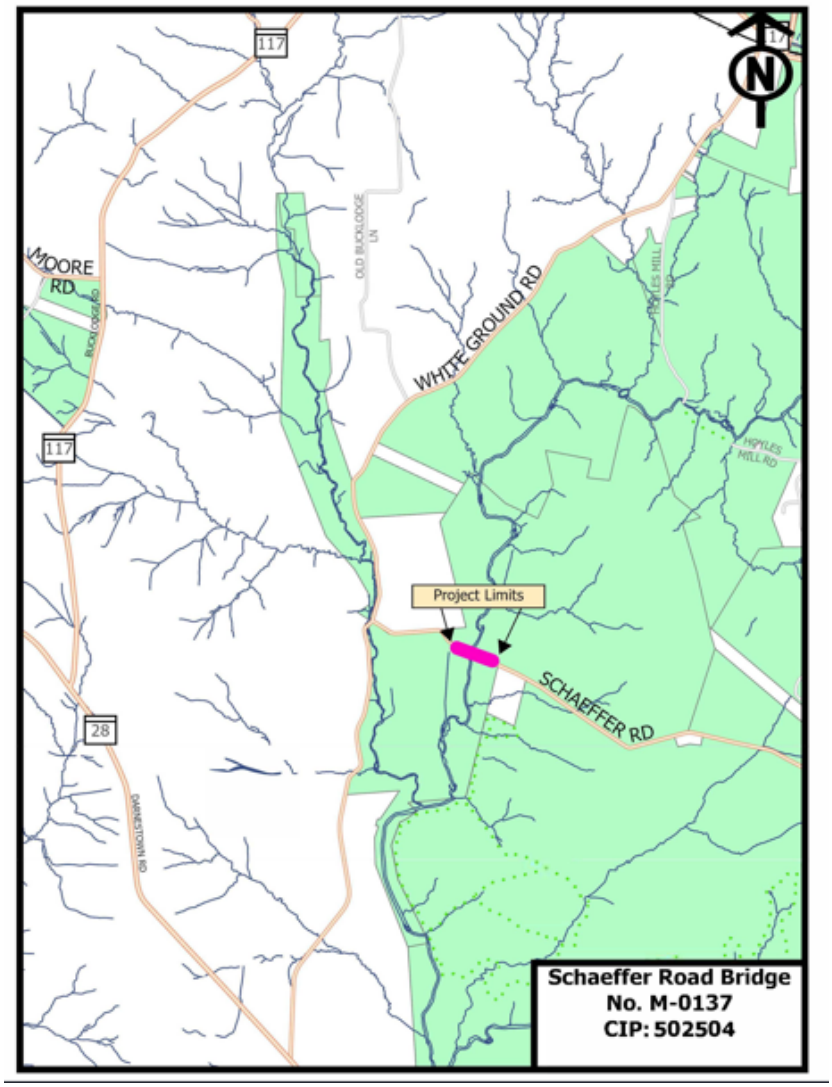
The construction and construction management costs are eligible for up to 80 percent Federal Aid. The design costs are covered in the Bridge Design Project (CIP No. 509132).

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

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)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N
MOORE RD
WHITE GROUND RD
117
Project Limits
SCHAEFFER RD
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Schaeffer Road Bridge
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