



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	-	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	43,901	25,705	5,596	12,600	2,100	2,100	2,100	2,100	2,100	2,100	-

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	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	43,901	25,705	5,596	12,600	2,100	2,100	2,100	2,100	2,100	2,100	-

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

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