



Park Valley Road Bridge

(P501523)

Category	Transportation	Date Last Modified	04/10/26
SubCategory	Bridges	Administering Agency	Transportation
Planning Area	Takoma Park	Status	Final Design Stage
Required Adequate Public Facility	Yes		

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	589	526	63	-	-	-	-	-	-	-	-
Site Improvements and Utilities	30	-	30	-	-	-	-	-	-	-	-
Construction	4,199	4,149	50	-	-	-	-	-	-	-	-
TOTAL EXPENDITURES	4,818	4,675	143	-	-	-	-	-	-	-	-

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	3,205	3,205	-	-	-	-	-	-	-	-	-
G.O. Bonds	1,276	1,133	143	-	-	-	-	-	-	-	-
Impact Tax	337	337	-	-	-	-	-	-	-	-	-
TOTAL FUNDING SOURCES	4,818	4,675	143	-	-	-	-	-	-	-	-

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY15
Appropriation FY 28 Request	-	Last FY's Cost Estimate	4,850
Cumulative Appropriation	4,818		
Expenditure / Encumbrances	4,675		
Unencumbered Balance	143		

PROJECT DESCRIPTION

This project provides for the replacement of the existing Park Valley Road Bridge over Sligo Creek and realignment of the nearby existing Sligo Creek Hiker/Biker Trail. The replacement Park Valley Road Bridge will be a 34' single-span simply supported prestressed concrete slab beam structure carrying a 26' clear roadway, a 5'-8" wide sidewalk on the south side, and an 8" wide curb on the north side for a total clear bridge width of 32'-4" inches. An approximately 85' long approach roadway and an approximately 85' long sidewalk connector will be reconstructed to tie the bridge to the existing roadway and trail. The realignment of the nearby existing hard surface Sligo Creek Hiker/Biker Trail will include a new 12' wide, 65' long single span simply supported prefabricated steel truss pedestrian bridge over Sligo Creek, plus a new 10' wide approximately 213' long hard surface trail to tie the new pedestrian bridge to the existing trail, plus reconfiguration of the existing substandard mini circle Park Valley Road/Sligo Creek Parkway intersection to a regular T-intersection with a new crosswalk and a new 6 foot wide refuge median on Park Valley Road for the new trail. A new 5' wide,

approximately 190' long natural surface pedestrian path will be constructed along the existing hard surface trail. Also, a parking lot will be removed at the northwest of the Park Valley Road Bridge.

LOCATION

The project site is located west the intersection of Park Valley Road and Sligo Creek Parkway in Silver Spring.

CAPACITY

Upon completion, the Average Daily Traffic (ADT) on the Park Valley Road Bridge will remain under 1,100 vehicles per day.

ESTIMATED SCHEDULE

This project is complete and is awaiting reimbursement from the Maryland Department of Transportation.

COST CHANGE

Project decrease due to project completed with savings.

PROJECT JUSTIFICATION

The existing Park Valley Road Bridge, built in 1931, is a 30' single-span structure carrying a 20' clear roadway and a 5' wide sidewalk on the south side, for a total clear bridge width of 25'-9". The 2013 inspection revealed that the concrete deck and abutments are in very poor condition. This bridge is considered structurally deficient. The bridge has posted load limits of 30,000 lb. The trail realignment is necessary to maintain pedestrian/bicycle access during the construction of the replacement Park Valley Bridge, improve pedestrian/bicycle safety and accessibility of the Sligo Creek hiker/biker trail in the vicinity of Park Valley Road, and enhance the trail in compliance with ADA requirements. The reconfigured T-intersection will improve traffic safety and provide better access for school buses and fire-rescue apparatus.

OTHER

Park Valley Road is classified as a secondary residential roadway in the East Silver Spring Master Plan. The road will be closed and vehicular traffic will be detoured during construction. Right-of-way acquisition is not required. The construction will be implemented in two phases. Phase 1: Construct the intersection reconfiguration, new pedestrian bridge and hiker/biker trail realignment. Pedestrian/bicycle access will be maintained through the existing Park Valley Road Bridge. Phase 2: Construct the replacement of the Park Valley Road Bridge and approach roadway pavement. Pedestrian/bicycle access will be maintained through the new pedestrian and hiker/biker trail.

FISCAL NOTE

The costs of construction and construction management for the replacement of the Park Valley Road Bridge and associated approach work are eligible for up to 80 percent Federal Aid. The cost of construction and construction management for the realignment of the nearby existing Sligo Creek Hiker/Biker Trail, including the new pedestrian bridge, new trail and reconfiguration of the intersection are eligible for up to 80 percent federal funds by transportation alternatives program. The construction and construction management for the new natural surface pedestrian path will be 100 percent GO Bonds. In FY18, \$270,000 in GO Bonds were transferred from the Piney Meetinghouse Road Bridge Project (P501522). In FY18, supplemental appropriation for \$630,000 in Federal Aid. FY23 funding switch of \$337,000 from Federal Aid to Impact Taxes to reflect FY22 actuals. FY26 GO bond transfer of \$32,000 from this project to the Burtonsville Access Road project (P500500) to accommodate additional excavation needs.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

COORDINATION

Bridge Design Project CIP 509132, Federal Highway Administration (FHWA) - Federal Aid Bridge Replacement and Rehabilitation Program, FHWA - Transportation Alternatives Program, Maryland State Highway Administration, Maryland Department of the Environment, Maryland-National Capital Park And Planning Commission, Montgomery County Department of Permitting Services

