



Bradley Boulevard (MD 191) Improvements (P501733)

Category	Transportation	Date Last Modified	12/15/23
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Final Design Stage

EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
Planning, Design and Supervision	3,883	407	572	-	-	-	-	-	-	-	2,904
Land	1,686	1	-	-	-	-	-	-	-	-	1,685
Site Improvements and Utilities	2,580	-	-	-	-	-	-	-	-	-	2,580
Construction	10,105	1	-	-	-	-	-	-	-	-	10,104
TOTAL EXPENDITURES	18,254	409	572	-	-	-	-	-	-	-	17,273

FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY23	Est FY24	Total 6 Years	FY 25	FY 26	FY 27	FY 28	FY 29	FY 30	Beyond 6 Years
G.O. Bonds	18,254	409	572	-	-	-	-	-	-	-	17,273
TOTAL FUNDING SOURCES	18,254	409	572	-	-	-	-	-	-	-	17,273

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 25 Request	(2,760)	Year First Appropriation	FY21
Appropriation FY 26 Request	-	Last FY's Cost Estimate	16,465
Cumulative Appropriation	3,741		
Expenditure / Encumbrances	1,303		
Unencumbered Balance	2,438		

PROJECT DESCRIPTION

This project provides for completing final design and construction for the master planned dual bikeway along Bradley Boulevard (MD 191) which includes two 11' traffic lanes, two 4' on-road bike lanes, a 10' off-road shared use path on the north side of the road, and a 5' sidewalk on the south side of the road. The project limits extend approximately one mile from about 450' south of Wilson Lane to Glenbrook Road. The project will coordinate with a separate MCDOT intersection improvement project to connect the existing sidewalk on Bradley Boulevard east of Goldsboro Road and an existing sidewalk on Wilson Lane to improve pedestrian safety and provide access to transit stops and the Bethesda Central Business District. The project also includes two additional un-signalized crosswalks across Bradley Boulevard at Durbin Road and Pembroke Road, drainage improvements, and pedestrian lighting. This project also includes the land acquisitions and utility relocations that support the roadway improvements.

ESTIMATED SCHEDULE

Design, land acquisition, site utilities and improvements, and construction are expected to be completed beyond six years.

COST CHANGE

Cost increases due to inflation in construction materials and increases in the cost of utility relocations.

PROJECT JUSTIFICATION

The Montgomery County Bikeway Master Plan, adopted in November 2018, recommends a north-side sidepath and conventional bike lanes in this segment of Bradley Boulevard. The service area is predominantly residential with several schools (Landon, Whitman HS, and Pyle MS) that could potentially generate bike-trips. Bethesda Row and other shopping centers are located a half mile to the east. There are 17 Montgomery County Ride-On bus stops (8 westbound and 9 eastbound) within the project area. This project will comply with area master plans, improve bicycle and pedestrian facilities, encourage bicycle usage, and improve safety for all users. It will improve access to major destinations in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

OTHER

The project will help the County achieve its Vision Zero goals to reduce deaths and serious injuries on County roadways to zero by 2030.

FISCAL NOTE

The cost estimate is based on preliminary design and inflation. A more accurate cost estimate will be prepared upon completion of the final design.

DISCLOSURES

A pedestrian impact analysis has been completed for this project.

