



# MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	01/11/26
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

## 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	7,905	4,826	1,241	1,838	1,838	-	-	-	-	-	-
Land	220	220	-	-	-	-	-	-	-	-	-
Site Improvements and Utilities	8	8	-	-	-	-	-	-	-	-	-
Construction	17,039	5,565	6,162	5,312	5,312	-	-	-	-	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>25,175</b>	<b>10,622</b>	<b>7,403</b>	<b>7,150</b>	<b>7,150</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	23,409	8,856	7,403	7,150	7,150	-	-	-	-	-	-
Impact Tax	1,766	1,766	-	-	-	-	-	-	-	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>25,175</b>	<b>10,622</b>	<b>7,403</b>	<b>7,150</b>	<b>7,150</b>	-	-	-	-	-	-

## OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 27	FY 28	FY 29	FY 30	FY 31	FY 32
Maintenance	132	22	22	22	22	22	22
<b>NET IMPACT</b>	<b>132</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>22</b>

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

Appropriation FY 27 Request	3,967	Year First Appropriation	FY07
Appropriation FY 28 Request	-	Last FY's Cost Estimate	21,208
Cumulative Appropriation	21,208		
Expenditure / Encumbrances	10,746		
Unencumbered Balance	10,462		

## PROJECT DESCRIPTION

This project provides shared-use path improvements along 4.7 miles of MacArthur Boulevard from I-495 to the District of Columbia. To increase capacity and enhance safety for users, the existing shared-use path along the south side of MacArthur Boulevard will be

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widened, wherever feasible, to an 8' paved width with a 5' wide grass buffer provided between the path and the roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuters and experienced bicyclists, the roadway itself will be widened, wherever feasible, to a consistent 26' pavement width, essentially adding a 3' wide shoulder to each side of the existing 20' pavement width. The project will also provide safety improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike. The project also includes pavement rehabilitation on MacArthur Blvd, from Stable Lane to the I-495 underpass (Segment 1) and from I-495 to Oberlin Ave (Segment 2).

## LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

## ESTIMATED SCHEDULE

I-495 to Oberlin Avenue (Segment II): Construction of approximately 2.6 miles of shared-use path completed in FY15. Oberlin Avenue to the District line (Segment III): Final design started in FY22 and will be completed in FY26. Construction will start in FY26 and will be completed in FY27.

## COST CHANGE

Cost increase is due to additional of pavement rehabilitation for Segment 1, and updated estimate for construction of Segment 3.

## PROJECT JUSTIFICATION

This project improves safety and accessibility for pedestrians and bicyclists of all experience levels and enhances connectivity with other bikeways in the vicinity. In addition, spot improvements will improve deficiencies and immediate safety on MacArthur Boulevard. The Department of Transportation (DOT) prepared a Transportation Facility Planning Study document entitled "MacArthur Boulevard Bike Path/Lane Improvements". Project Prospectus in February 2004, is consistent with the October 2004 Potomac Subregion Master Plan and the 2018 Bicycle Master Plan.

## OTHER

Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337). 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

Stable Lane to I-495 (Segment I): Final design and construction is not currently funded. FY25 actuals funding switch between GO bonds and Impact Taxes.

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service, Maryland Department Of Natural Resources, Maryland-National Capital Park and Planning Commission, Town Of Glen Echo, WSSC Water, Pepco, Verizon, Comcast.

