

Bradley Boulevard (MD 191) Improvements (P501733)

Category
Sub Category
Administering Agency
Planning Area

Transportation
Pedestrian Facilities/Bikeways
Transportation (AAGE30)
Bethesda-Chevy Chase

Date Last Modified
Required Adequate Public Facility
Relocation Impact
Status

12/16/16

	Total	Thru FY16	Rem FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
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EXPENDITURE SCHEDULE (\$000s)

Planning, Design and Supervision	1,908	0	0	1,350	0	0	0	0	668	682	558
Land	5,029	0	0	0	0	0	0	0	0	0	5,029
Site Improvements and Utilities	1,965	0	0	0	0	0	0	0	0	0	1,965
Construction	6,598	0	0	0	0	0	0	0	0	0	6,598
Other	0	0	0	0	0	0	0	0	0	0	0
Total	15,500	0	0	1,350	0	0	0	0	668	682	14,150

FUNDING SCHEDULE (\$000s)

G.O. Bonds	15,500	0	0	1,350	0	0	0	0	668	682	14,150
Total	15,500	0	0	1,350	0	0	0	0	668	682	14,150

APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		0
Expenditure / Encumbrances		0
Unencumbered Balance		0

Date First Appropriation		
First Cost Estimate		
Current Scope	FY 17	15,500
Last FY's Cost Estimate		15,500

Description

This project provides for completing final design and construction for the master planned dual bikeway along Bradley Boulevard which includes two 11' traffic lanes, two 5' on-road bike lanes, an 8' 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 Wilson Lane to Glenbrook Road. The project connects 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 CBD. The project also includes the addition of left turn lanes on all four legs of the Bradley Boulevard and Wilson Lane intersection, 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. The project is broken down into phases. Phase I includes everything except for the shared-use path, which is assumed in Phase II.

Estimated Schedule

Phase I: Final design will begin in FY 21 and finish in FY22. Land acquisition is scheduled to begin in FY23. Construction will start and end in FY26. Phase II: final design, land acquisition and construction will be scheduled beyond the current 6 year fiscal cycle.

Justification

The service area is predominantly high-income 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 destination in and beyond the project area and ultimately connect to other sidewalk and bicycle facilities.

Other

Costs are based on preliminary design. This project currently provides funding for phase I improvements only.

Fiscal Note

The total estimated cost for all phases of this project is in the \$18 to \$20 million range including design, land acquisition, site improvements, utility relocation and construction. The project can be built in phases to better absorb cost and financial constraints. The project schedule is adjusted due to fiscal capacity.