



# MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	05/21/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Under Construction

## EXPENDITURE SCHEDULE (\$000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	5,255	2,877	-	2,378	-	464	685	640	589	-	-
Land	233	180	-	53	-	7	46	-	-	-	-
Site Improvements and Utilities	182	8	-	174	-	-	-	2	172	-	-
Construction	11,981	5,563	-	6,418	-	-	-	2,469	3,949	-	-
Other	3	3	-	-	-	-	-	-	-	-	-
<b>TOTAL EXPENDITURES</b>	<b>17,654</b>	<b>8,631</b>	<b>-</b>	<b>9,023</b>	<b>-</b>	<b>471</b>	<b>731</b>	<b>3,111</b>	<b>4,710</b>	<b>-</b>	<b>-</b>

## FUNDING SCHEDULE (\$000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
G.O. Bonds	17,654	8,631	-	9,023	-	471	731	3,111	4,710	-	-
<b>TOTAL FUNDING SOURCES</b>	<b>17,654</b>	<b>8,631</b>	<b>-</b>	<b>9,023</b>	<b>-</b>	<b>471</b>	<b>731</b>	<b>3,111</b>	<b>4,710</b>	<b>-</b>	<b>-</b>

## OPERATING BUDGET IMPACT (\$000s)

Impact Type	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Maintenance	44	-	-	-	-	22	22
<b>NET IMPACT</b>	<b>44</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>22</b>	<b>22</b>

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

Appropriation FY 19 Request	-	Year First Appropriation	FY07
Appropriation FY 20 Request	39	Last FY's Cost Estimate	17,476
Cumulative Appropriation	9,063		
Expenditure / Encumbrances	8,758		
Unencumbered Balance	305		

## PROJECT DESCRIPTION

This project provides bikeway 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 widened, wherever feasible, to an eight-foot paved width with a five-foot wide grass buffer provided between the path and the

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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-foot pavement width, essentially adding a three-foot wide shoulder to each side of the existing 20-foot pavement width. The project will also provide minor highway improvements along MacArthur Boulevard to enhance overall safety for pedestrians, cyclists and motorists alike.

## LOCATION

MacArthur Boulevard between I-495 and the District of Columbia

## ESTIMATED SCHEDULE

From I-495 to Oberlin Avenue: Construction was started in FY12 and was substantially completed in FY15. From Oberlin Avenue to the District city line: Design will start in FY20 with construction to be completed in FY23.

## COST CHANGE

Total cost adjusted to account for transfer to Platt Ridge Drive project.

## 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, which is consistent with the October 2004 Potomac Subregion Master Plan and the 2005 County wide Bikeways Functional Master Plan.

## OTHER

Preliminary design costs were funded through Facility Planning: Transportation (CIP #509337). This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

## FISCAL NOTE

In FY14, \$530,000 in GO Bonds was transferred from Century Boulevard (P501115). In FY17, \$177,000 in GO Bonds was transferred to Platt Ridge Drive (P2000716).

## DISCLOSURES

A pedestrian impact analysis has been completed for this project.

## COORDINATION

U.S. Army Corps of Engineers (Washington Aqueduct Division), National Park Service (NPS), Maryland Department Of Natural Resources (DNR), Maryland-National Capital Park and Planning Commission, Town Of Glen Echo, Washington Suburban Sanitary Commission, PEPCO, Verizon, Comcast; Special Capital Projects Legislation will be proposed by the County Executive.

