

# MacArthur Blvd Bikeway Improvements (P500718)

Category	Transportation	Date Last Modified	11/17/14
Sub Category	Pedestrian Facilities/Bikeways	Required Adequate Public Facility	No
Administering Agency	Transportation (AAGE30)	Relocation Impact	None
Planning Area	Potomac-Travilah	Status	Under Construction

	Total	Thru FY15	Est FY16	Total 6 Years	FY 17	FY 18	FY 19	FY 20	FY 21	FY 22	Beyond 6 Yrs
<b>EXPENDITURE SCHEDULE (\$000s)</b>											
Planning, Design and Supervision	4,710	2,770	0	1,940	0	0	506	1,034	200	200	0
Land	380	180	0	200	0	0	0	200	0	0	0
Site Improvements and Utilities	596	6	0	590	0	0	0	0	0	590	0
Construction	12,141	5,534	467	6,140	0	0	0	0	2,860	3,280	0
Other	3	3	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>17,830</b>	<b>8,493</b>	<b>467</b>	<b>8,870</b>	<b>0</b>	<b>0</b>	<b>506</b>	<b>1,234</b>	<b>3,060</b>	<b>4,070</b>	<b>0</b>

<b>FUNDING SCHEDULE (\$000s)</b>											
G.O. Bonds	17,830	8,493	467	8,870	0	0	506	1,234	3,060	4,070	0
<b>Total</b>	<b>17,830</b>	<b>8,493</b>	<b>467</b>	<b>8,870</b>	<b>0</b>	<b>0</b>	<b>506</b>	<b>1,234</b>	<b>3,060</b>	<b>4,070</b>	<b>0</b>

<b>OPERATING BUDGET IMPACT (\$000s)</b>											
Maintenance				22	0	0	0	0	11	11	
<b>Net Impact</b>				<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>11</b>	

### APPROPRIATION AND EXPENDITURE DATA (000s)

Appropriation Request	FY 17	0
Appropriation Request Est.	FY 18	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		9,240
Expenditure / Encumbrances		8,994
Unencumbered Balance		246

Date First Appropriation	FY 07
First Cost Estimate	
Current Scope	FY 15 17,830
Last FY's Cost Estimate	17,830

### 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 roadway. In addition, to encourage alternate modes of travel and to accommodate the needs of on-road commuter 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 FY17 with construction to start in FY 21 and be completed in FY22.

### 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 1978 Master Plan Bikeways.

### Other

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

### Fiscal Note

In FY14, \$530,000 in GO Bonds was transferred from Century Boulevard (P501115).

### 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