



Bradley Boulevard (MD 191) Improvements (P501733)

Category	Transportation	Date Last Modified	05/07/26
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 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	4,469	662	317	-	-	-	-	-	-	-	3,490
Land	2,640	1	-	-	-	-	-	-	-	-	2,639
Site Improvements and Utilities	3,225	-	-	-	-	-	-	-	-	-	3,225
Construction	15,377	1	-	-	-	-	-	-	-	-	15,376
TOTAL EXPENDITURES	25,711	664	317	-	-	-	-	-	-	-	24,730

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	25,711	664	317	-	-	-	-	-	-	-	24,730
TOTAL FUNDING SOURCES	25,711	664	317	-	-	-	-	-	-	-	24,730

APPROPRIATION AND EXPENDITURE DATA (\$000s)

Appropriation FY 27 Request	-	Year First Appropriation	FY21
Appropriation FY 28 Request	-	Last FY's Cost Estimate	18,254
Cumulative Appropriation	981		
Expenditure / Encumbrances	971		
Unencumbered Balance	10		

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 Montgomery County Department of Transportation (DOT) 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

Project cost estimates revised in 2025 to account for inflation and updated pricing.

PROJECT JUSTIFICATION

The Montgomery County Bicycle 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 the Bethesda-Chevy Chase Master Plan of 1990, 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, such as the Capital Crescent Trail, Cornish Road greenway, and Connie Morella Library, 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.

