

T&E COMMITTEE #2  
January 30, 2012

**MEMORANDUM**

January 26, 2012

TO: Transportation, Infrastructure, Energy and Environment Committee  
FROM: <sup>GO</sup> Glenn Orlin, Deputy Council Staff Director  
SUBJECT: Briefing—Silver Spring Transit Center project

The Paul Sarbanes Transit Center project replaces the existing 30-year-old transit facility with a new three-story, multi-modal transit center, a pedestrian friendly complex supporting rail (Metrorail and MARC), bus (Metrobus, Ride On, intercity bus and various shuttle bus operations), taxis, and kiss-and-ride drop-offs. The project provides for future Transit Oriented Development opportunities, the Gene Lynch Urban Park, the Metropolitan Branch Trail and the future alignment of the MTA Purple Line. The first phase—the relocation of the MARC station to be adjacent to the Metro station—was completed several years ago. The second (and much larger) phase proceeded to construction in the fall of 2008. Currently the project is about 90% finished and, until recently, its completion was anticipated later this fiscal year. The total cost of the project is \$101,438,000; Federal aid provided about half the funding, State aid about 15%, and various County sources have covered the 35% balance. The project description form in the FY11-16 Capital Improvements Program is on ©1-2.

Earlier this month the local press reported a major problem with how the concrete was poured on the reinforcing bars (rebars) on the top floor of the transit center (©3-6). Department of General Services (DGS) Director David Dise reported that the concrete work was compliant neither with Washington Metropolitan Area Transit Authority (WMATA) nor general industry standards. He has commissioned a broader evaluation of the facility.

The Committee has asked Director Dise for a briefing on this matter. Following the briefing, the Committee plans to hold a closed session to consult with staff, consultants, or other individuals about pending or potential litigation regarding this project, pursuant to Maryland Code, State Government Article, Section 10-508(a)(8).

# Silver Spring Transit Center -- No. 509974

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Mass Transit  
General Services  
Silver Spring

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 13, 2011  
No  
None.  
Under Construction

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY10	Rem. FY10	Total 6 Years	FY11	FY12	FY13	FY14	FY15	FY16	Beyond 6 Years
Planning, Design, and Supervision	16,837	10,164	1,197	5,476	2,345	3,131	0	0	0	0	0
Land	309	161	0	148	148	0	0	0	0	0	0
Site Improvements and Utilities	11,531	129	9,552	1,850	1,850	0	0	0	0	0	0
Construction	62,884	22,533	1,364	38,987	32,217	6,770	0	0	0	0	0
Other	7,285	258	4,684	2,333	2,333	0	0	0	0	0	0
<b>Total</b>	<b>98,846</b>	<b>33,245</b>	<b>16,807</b>	<b>48,794</b>	<b>38,893</b>	<b>9,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Federal Aid	49,496	24,131	9,903	15,462	15,462	0	0	0	0	0	0
G.O. Bonds	29,127	3,258	4,417	21,452	11,551	9,901	0	0	0	0	0
Impact Tax	1,802	0	1,802	0	0	0	0	0	0	0	0
Land Sale	4,339	3,747	592	0	0	0	0	0	0	0	0
Mass Transit Fund	93	0	93	0	0	0	0	0	0	0	0
State Aid	13,989	2,109	0	11,880	11,880	0	0	0	0	0	0
<b>Total</b>	<b>98,846</b>	<b>33,245</b>	<b>16,807</b>	<b>48,794</b>	<b>38,893</b>	<b>9,901</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### DESCRIPTION

This project replaces the existing 30 year old Silver Spring transit facility with a new 3-story, multi-modal transit center that serves as a vital part of the Silver Spring revitalization initiative. Phase I of this project, completed by the State, relocated the MARC facility near the transit center. In phase II, the eight acre site will be jointly developed to accommodate a transit center, an urban park, and private development. The transit center consists of a pedestrian friendly complex supporting rail (Metrorail and MARC), bus traffic (Ride On and Metrobus, inter-city and various shuttles), and automobile traffic (taxis and kiss-and-ride). The current design allows coordinated and integrated transit-oriented private development adjacent to the transit center. Major features include increasing bus capacity by approximately 50 percent (from 23 bus bays to 32), a 3,500 square foot inter-city bus facility, extensive provisions for safe pedestrian and vehicle movement in a weather protected structure. The project also includes a realignment of Colesville Road, a new traffic light at the transit center entrance, connections to MARC platforms, and enhancement of hiker/biker trails. The design allows sufficient space for the future Purple Line transit system and for an interim hiker/biker trail that will be reconstructed as a permanent hiker/biker trail when the Purple Line transit facility is built in the reserved area. The transit center will be accessible from all sides and on all three levels. The project includes Intelligent Transportation System (ITS) improvements including new signage and infrastructure to accommodate future Automatic Vehicle Locator (AVL) systems, real time bus schedule information, centralized bus dispatch, operational controls, and centralized traffic controls. The project will be constructed in two stages: stage one started Fall 2006 and included road work and relocation of bus stops, stage two is the construction of the new transit center and began Fall 2008.

#### ESTIMATED SCHEDULE

The project is under construction. The estimated completion date of the transit center has been delayed from June 2011 to December 2011. The Gene Lynch Urban Park and decommissioning of the interim operating site (IOS) will be completed in FY12.

#### COST CHANGE

Cost change of \$3,050,000 resulting from permitting and utility approval delays in relocating major utility lines including WSSC pipes and an existing PEPCO duct bank. In addition, the contractor experienced extreme difficulty with the installation of foundation caissons in rock which added to the the delays. The project schedule delay requires an additional six months funding for construction administration, architecture/engineer fees, office rental, Van-Go costs, and maintenance of the Interim Operations Site (IOS). Additional staff were also hired to oversee the project and prevent further cost overruns. Additional cost of \$200,000 due to buildout of Transit Commuter store not previously included.

#### JUSTIFICATION

With over 1,250 bus movements per day, the Silver Spring transit center has the highest bus volume in the Washington metro system. The Silver Spring transit center is a major contributor to the vitality of Silver Spring. There are various existing transit modes at this location although they are poorly organized. Patrons are exposed to inclement weather conditions and interconnectivity between various modes of transportation is poor. There is no provision for future growth and future transit modes. The current facility accommodates approximately 57,000 patrons daily, which is expected to increase by 70 percent to 97,000 by year 2024. The project enhancements will be an urban park and connections to hiker/biker trails. The benefits will be improved pedestrian circulation and safety in a covered facility, and reduced pedestrian conflicts with vehicle movements. All associated trails will be enhanced and new signage will be installed. This project will complement the completed facility of the relocated MARC station and the bridge over CSX and Metro track.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	CSX Railroad	
First Cost Estimate	Federal Transit Administration	
Current Scope	Intersection Improvement Project	
Last FY's Cost Estimate	Maryland Transit Administration	
	State Highway Administration	
	Maryland-National Capital Park and Planning Commission	
Appropriation Request	Department of Permitting Services	
Supplemental Appropriation Request	WMATA	
Transfer	Department of Transportation	
	Department of General Services	
Cumulative Appropriation	Department of Technology Services	
Expenditures / Encumbrances	Silver Spring Regional Services Center	
Unencumbered Balance	Department of Police	
	WSSC	
	PEPCO	
Partial Closeout Thru		
New Partial Closeout		
Total Partial Closeout		

See Map on Next Page

## Silver Spring Transit Center -- No. 509974 (continued)

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### FISCAL NOTE

The full cost of this project has increased to \$101,438,000 - which includes Federal and State aid in the amount of \$2,592,000 for State of Maryland expenses for planning and supervision (that funding is not reflected in the expenditure and funding schedules of the PDF).

### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.
- The Executive asserts that this project conforms to the requirements of relevant local plans, as required by the Maryland Economic Growth, Resource Protection and Planning Act.

# Gazette.Net

Maryland Community News

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## Silver Spring Transit center opening derailed again by Kristi Tousignant

Staff Writer

The Silver Spring Transit Center will open six months later than scheduled, marking the latest in a series of delays on the transportation hub.

The transit center, which began construction in September 2008 and was scheduled to open in January, likely will not be completed until this summer, said David Dise, director of the Montgomery County Department of General Services.

The \$95 million project will connect bus, Metrorail, MARC trains, pedestrians and bikers in a three-story complex.

The center, which is located near the Silver Spring Metrorail station on the corner of Wayne Avenue and Colesville Road, now is scheduled to open about a year after it originally was slated to be complete in June 2011.

The opening was delayed six months last year after utility lines had to be relocated during the early part of construction, Dise said.

Plans for a winter opening were derailed after developer Foulger-Pratt discovered the concrete coating the reinforcing bars on the upper deck was not thick enough, Dise said.

In eight places, the concrete covering the bars, which are the bones of the structure, is only an inch or less thick. It should be two inches thick, Dise said.

This does not create a structural problem because the concrete is of an extra high strength, although a thicker layer is needed to protect the bars from the elements.

"We don't want the rebars to rust," Dise said.

William Tell, 42, of Silver Spring said the long construction period has been inconvenient for residents, especially those walking to the Silver Spring Metrorail Station.

Tell lives near the corner of Silver Spring Avenue and Fenton Street and walks to the Metrorail station every morning to commute to work.

Construction closed off access to a pedestrian path from Bonifant Street to the station, forcing Tell to take a more circuitous route. This has added about five to seven minutes to his daily walk, he said.

"My biggest complaint is that it's taking so long to complete this," Tell said. "It looks like it's going to be a long winter of long winter walks."

Workers discovered the concrete problems at the end of November, noticing the thinner concrete layers already had started to crack and flake, Dise said.

Foulger-Pratt brought in a contractor to X-ray the slabs of concrete to find the thin areas. The county, the Washington Metropolitan Area Transit Authority, the Maryland Transit Administration and the developer are deciding how to fix the problem, Dise said.

No one is sure who or what caused the error, but Dise said they are looking into it.

"The key right now that we are focusing on is how to fix it," Dise said. "No matter what the fix is, Foulger-Pratt is paying for it. The cause is not as important as the cure."

Foulger-Pratt officials could not be reached for comment.

Foulger-Pratt officials have said they can simultaneously remedy the situation and complete the rest of the work on the structure, Dise said.

"That could be the one variable on the schedule for completion," Dise said.

Workers just started installing 6-foot wide duct pipes in the lower level of the garage and the facility just started receiving partial power, Dise said.

Crews still must pour concrete slab on the walkways on the lower level and complete the glasswork over the upper level and pedestrian walkways.

Plans for the center include an urban park that will have a bike station. The park might not be completed when the structure opens, Dise said, adding that the center can open while work is completed on the park.

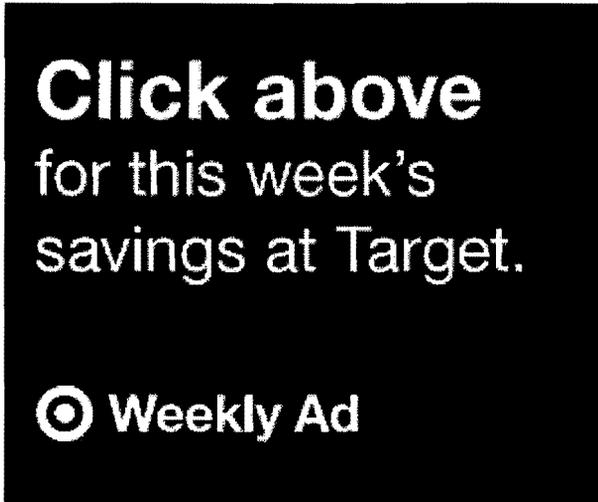
If the concrete problem can be corrected while other work is ongoing, construction should be complete in April, Dise said. After that, there is a 60-day time frame for inspection, allowing for a summer opening.  
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4

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[Back to previous page](#)



## Silver Spring transit center delayed indefinitely

By Victor Zapana, Published: January 13

The structural issues that have slowed construction of a massive new transit hub in Silver Spring are more serious than Montgomery County officials suspected, they said Friday.

County Executive Isiah Leggett (D) said earlier this week that the opening of the Silver Spring Transit Center had been pushed back to June and that the county expected the cost of the project to reach \$101 million. But officials now say that they don't know when they will be able to open the facility, which is to bring Metro, MARC, Ride On, taxis and intercity buses to a single site in Silver Spring's revitalized downtown.

The facility's structural integrity had already emerged as a concern, and an engineer's assessment delivered to the county Friday concluded that at least some of the cement was improperly poured and must be redone.

"They're out of compliance of the WMATA standards," said David E. Dise, the county's general services director, referring to the Washington Metropolitan Area Transit Authority. "It is not even in compliance with industry standards."

Dise declined to provide the engineer's report, saying that it had not been reviewed by WMATA, the Maryland Transit Administration or the Federal Transit Administration.

Facchina Construction, a La Plata-based subcontractor that was in charge of pouring the cement, and

Foulger-Pratt, the Rockville-based general contractor for the transit center project, did not respond Friday to requests for comment.

A consulting group hired by the project's engineer, Parsons Brinckerhoff, will assess the hub so county officials can determine how to fix the cement problem. Dise said he did not know how long the study would take.

Initial concerns were related to several locations on the third level, where cement covering the facility's reinforced steel structure was determined to be too thin and could degrade over time, leaving the steel exposed and threatening the integrity of the building.

Now, Dise said, the county has found that the problems are more serious and that the facility needs "major repairs."

Dise said earlier this week that after construction is completed, county officials will examine what, if anything, went wrong. He said that Foulger-Pratt would provide any additional funding needed to fix the cement problem.

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6