

**M E M O R A N D U M**

October 31, 2012

TO: Transportation, Infrastructure, Energy and Environment Committee  
FROM: Glenn Orlin<sup>GO</sup>, Deputy Council Staff Director  
SUBJECT: Update—BRAC transportation projects

The T&E Committee Chair has requested an update on the progress of the transportation projects serving the Walter Reed National Military Medical Center in Bethesda, the consolidated medical complex brought about by the Department of Defense's Base Realignment and Closure (BRAC) program. The improvements being designed and built by the State Highway Administration include:

*Old Georgetown Road (MD 187)/West Cedar Lane:*

- Widen road along southbound MD 187 south of Cedar Lane to create a new northbound dedicated right-turn lane onto Cedar Lane.
- Change lane usage on westbound Cedar Lane from a through lane to shared through/left-turn lane.
- Construct an exclusive right-turn lane on westbound Cedar Lane.
- Construct a 10-foot wide shared use path along the east side of MD 187 from north of Cedar Lane to the National Institutes of Health, as part of the Bethesda Trolley Trail.

*Rockville Pike (MD 355)/Cedar Lane:*

Tier One Projects:

- From westbound Cedar Lane, add southbound left-turn lane onto Rockville Pike.
- From North Wood Drive add northbound right-turn lane onto Rockville Pike, continuing to an exclusive right-turn lane onto eastbound Cedar Lane.
- Add morning rush hour signal for southbound left turns onto North Wood Drive.
- Increase space for more vehicles waiting to turn left going southbound at North Wood Drive.

- Increase space for more vehicles waiting to turn left going northbound at the National Institutes of Health commercial vehicle inspection facility.
- Replace two culverts beneath Rockville Pike at Cedar Lane.
- Restripe Cedar Lane (but add no additional lanes) to facilitate turns and traffic flow.

Tier Two Projects:

- Widen Cedar Lane east and west of Rockville Pike to create dedicated turn lanes and realign culverts.
- Create an additional northbound lane on Rockville Pike north of Cedar Lane by widening along the right-of-way.

*Rockville Pike (MD 355)/Jones Bridge Road*

Tier One Project:

- Add variable electronic signaling to create two, afternoon peak travel time, left-turn lanes from southbound Rockville Pike to eastbound Jones Bridge Road.

Tier Two Projects:

- Add a southbound lane on Rockville Pike adjacent to the National Institutes of Health to create two left-turn lanes onto Jones Bridge Road.
- Convert the southbound through lane of Rockville Pike into an exclusive left-turn lane during afternoon peak travel times.
- Add an exclusive left-turn lane on eastbound Center Drive out of the National Institutes of Health.
- Change lane usage on eastbound Jones Bridge Road from a shared through/left lane to an exclusive left turn lane.

*Connecticut Avenue (MD 185)/Jones Bridge Road*

Tier One Project:

- Add southbound lane on Connecticut Avenue from I-495 with dedicated right turn onto Jones Bridge Road.

Tier Two Projects:

- Widen Jones Bridge Road west and east of Connecticut Avenue along the south side of Jones Bridge Road to create an additional left-turn lane onto northbound Connecticut Avenue and an additional right-turn lane onto Kensington Parkway/Connecticut Avenue.
- Reduce the median on Connecticut Ave. north and south of Jones Bridge Road to create an additional northbound lane.

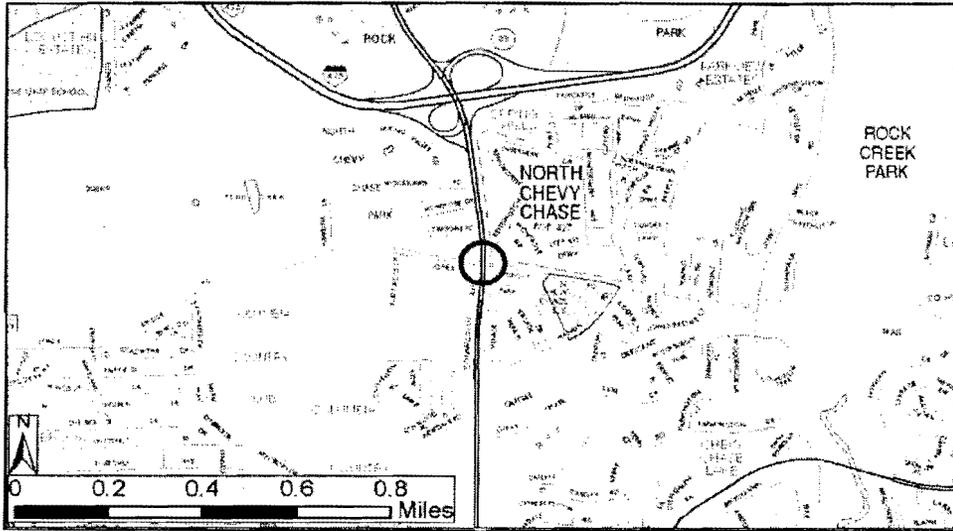
The relevant project information forms from the Maryland Department of Transportation's Draft FY13-18 Consolidated Transportation Program are on ©1-3.

The County's Department of Transportation has completed several projects in the vicinity in the past couple of years, including a series of bikeways and sidewalks and the rehabilitation of the Cedar Lane bridge over Rock Creek. Two remaining projects are: (1) the \$68.2 million MD 355 Crossing (BRAC) project, which includes a pedestrian/bicycle underpass beneath Rockville Pike connecting Walter Reed with the National Institutes of Health, as well as a new east-side entrance to the Medical Center Metro Station (©4-5); and (2) the \$3.7 million Platt Ridge Drive Extended project, which will provide an easier egress for the Spring Valley neighborhood onto Jones Bridge Road (©6-7).

Those invited to present this update are:

Phil Alperson, County BRAC Coordinator  
Barb Solberg, Chief of Highway Design, State Highway Administration  
Bruce Johnston, Chief, Transportation Engineering Division, County DOT  
Holger Serrano, Deputy Chief, Transportation Engineering Division, County DOT  
Mark Aebig, Project Manager, Transportation Engineering Division, County DOT

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**PROJECT:** MD 185, Connecticut Ave.

**DESCRIPTION:** Construct intersection improvements on MD 185 at Jones Bridge Road (Phases 1 & 2). Bicycle and Pedestrian facilities will be provided where appropriate. (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to National Naval Medical Center is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 BRAC Intersection Improvements near Bethesda (Statewide Line 9)

**STATE GOALS: Maryland Transportation Plan (MTP) Goals/Selection Criteria:**

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

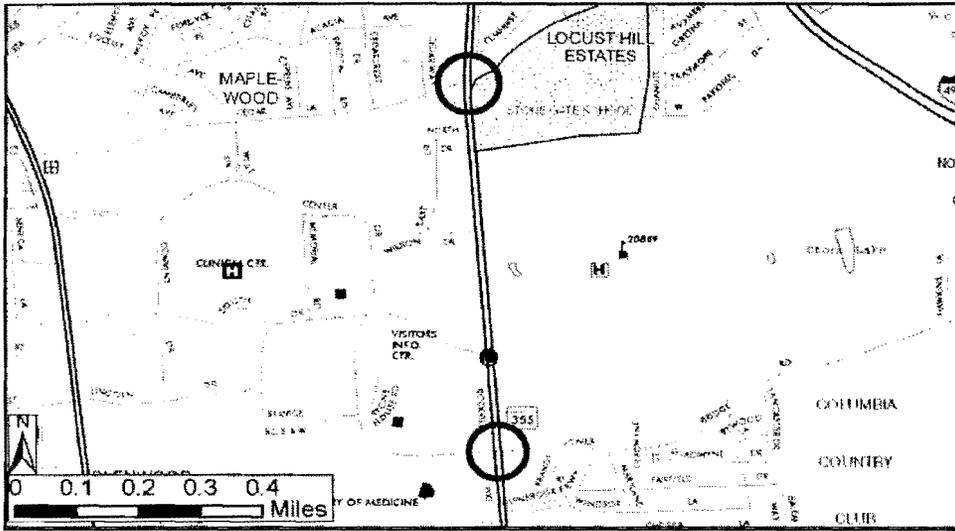
**EXPLANATION:** Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** The cost decrease of \$3.3 million is due to a favorable bid price.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	PROJECT CASH FLOW									
	TOTAL ESTIMATED COST (\$000)	EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY				SIX YEAR TOTAL	BALANCE TO COMPLETE
					.....2015.....	.....2016.....	.....2017.....	.....2018.....		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	528	410	118	0	0	0	0	0	118	0
Construction	4,485	1,052	3,433	0	0	0	0	0	3,433	0
<b>Total</b>	<b>5,013</b>	<b>1,462</b>	<b>3,551</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,551</b>	<b>0</b>
Federal-Aid	4,792	1,341	3,451	0	0	0	0	0	3,451	0

**CLASSIFICATION:**  
 STATE - Other Principal Arterial  
 FEDERAL - Other Principal Arterial  
 STATE SYSTEM: Secondary  
**DAILY TRAFFIC : (USAGE IMPACTS)**  
 CURRENT (2012) - 72,675  
 PROJECTED (2030) - 79,500



**PROJECT:** MD 355, Rockville Pike

**DESCRIPTION:** Construct utilities on MD 355 at Cedar Lane and Jones Bridge Road (Phases 1 & 2). Construct Dynamic Lane Controls on MD 355 at Cedar Lane (BRAC Intersection Improvements).

**PURPOSE & NEED SUMMARY STATEMENT:** Improved access to the National Naval Medical Center is a vital component to accommodate the increase of employment as a result of BRAC. It will improve safety, capacity and operation in the near term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**  
 BRAC Intersection Improvements near Bethesda (Statewide Line 9)

**STATE GOALS:** Maryland Transportation Plan (MTP) Goals/Selection Criteria:

- Quality of Service
- System Preservation & Performance
- Connectivity for Daily Life
- Safety & Security
- Environmental Stewardship

**EXPLANATION:** Improvements to this intersection in the vicinity of the National Naval Medical Center is vital in support of the congressionally authorized BRAC initiative. This improvement will provide congestion relief and safety improvements as well as provide for the safe and efficient movement of freight.

**STATUS:** Construction underway.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** None.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					2015	2016	2017	2018		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	0	0	0	0	0	0	0	0	0	0
Right-of-way	0	0	0	0	0	0	0	0	0	0
Construction	9,111	2,397	6,714	0	0	0	0	0	6,714	0
Total	9,111	2,397	6,714	0	0	0	0	0	6,714	0
Federal-Aid	8,877	2,163	6,714	0	0	0	0	0	6,714	0

**CLASSIFICATION:**

STATE - Other Principal Arterial

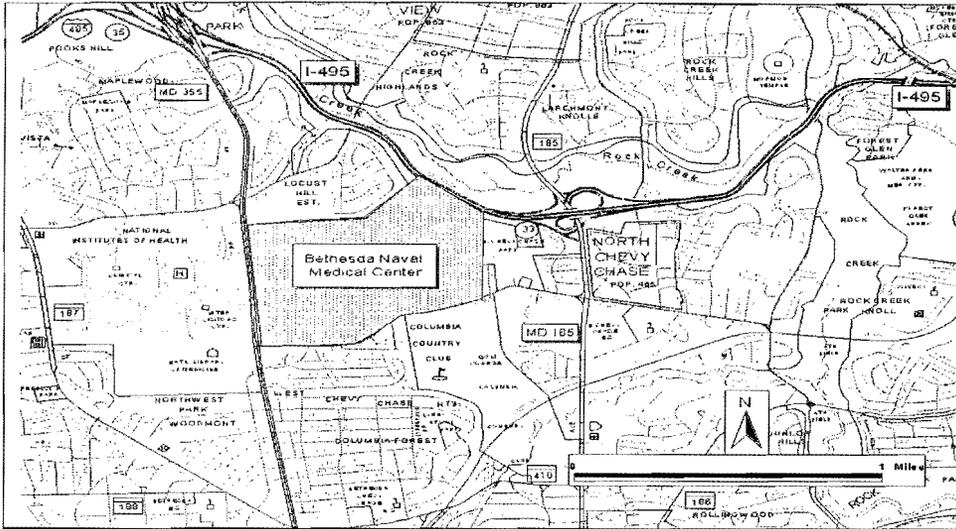
FEDERAL - Other Principal Arterial

STATE SYSTEM: Secondary

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - 61,625

PROJECTED (2030) - 69,750



**PROJECT:** BRAC Intersections near Bethesda Naval Center

**DESCRIPTION:** Design and construct intersection improvements at key locations along access routes to Bethesda Naval Center. Bicycle and pedestrian facilities will be provided where appropriate.

**JUSTIFICATION:** Improved access to Bethesda Naval Center is a vital component needed to accommodate the increase of employment as a result of BRAC. These intersections improvements will improve safety, capacity and operations in the near-term.

**SMART GROWTH STATUS:**  Project Not Location Specific  Not Subject to PFA Law  
 Project Inside PFA  Grandfathered  
 Project Outside PFA  Exception Will Be Required  
 PFA Status Yet To Be Determined  Exception Granted

**ASSOCIATED IMPROVEMENTS:**

- MD 185, at Jones Bridge Road - Phase 1&3(Montgomery County Line 4)
- MD 355, at Cedar Lane & Jones Bridge Road (Montgomery County Line 6)

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**STATUS:** Engineering and Right-of-Way underway. Awaiting final approval of \$48.9 million from DoD for additional construction projects.

**SIGNIFICANT CHANGE FROM FY 2012 - 17 CTP:** Moved MD 355 at West Cedar Lane (Phase 1&2) from the Construction Program to the Development & Evaluation Program awaiting approval of funds from the Office of Economic Adjustments.

POTENTIAL FUNDING SOURCE:		<input checked="" type="checkbox"/> SPECIAL <input checked="" type="checkbox"/> FEDERAL <input type="checkbox"/> GENERAL <input type="checkbox"/> OTHER								
PHASE	TOTAL ESTIMATED COST (\$000)	PROJECT CASH FLOW							SIX YEAR TOTAL	BALANCE TO COMPLETE
		EXPEND THRU 2012	CURRENT YEAR 2013	BUDGET YEAR 2014	FOR PLANNING PURPOSES ONLY					
					2015	2016	2017	2018		
Planning	0	0	0	0	0	0	0	0	0	0
Engineering	10,101	9,366	735	0	0	0	0	0	735	0
Right-of-way	3,149	956	1,100	1,093	0	0	0	0	2,193	0
Construction	16,720	0	1,083	6,929	4,188	4,520	0	0	16,720	0
Total	29,970	10,322	2,918	8,022	4,188	4,520	0	0	19,648	0
Federal-Aid	22,072	2,424	2,918	8,022	4,188	4,520	0	0	19,648	0

**CLASSIFICATION:**

STATE - N/A

FEDERAL - N/A

STATE SYSTEM : N/A

**DAILY TRAFFIC : (USAGE IMPACTS)**

CURRENT (2012) - N/A

PROJECTED (2030) - N/A

## MD 355 Crossing (BRAC) -- No. 501209

Category  
Subcategory  
Administering Agency  
Planning Area

Transportation  
Pedestrian Facilities/Bikeways  
Transportation  
Bethesda-Chevy Chase

Date Last Modified  
Required Adequate Public Facility  
Relocation Impact  
Status

January 10, 2012  
No  
None.  
Preliminary Design Stage

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	11,854	0	2,500	9,354	4,319	1,500	2,035	1,500	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	14,750	0	0	14,750	0	7,184	6,681	885	0	0	0
Construction	41,570	0	0	41,570	0	17,780	20,690	3,100	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>68,174</b>	<b>0</b>	<b>2,500</b>	<b>65,674</b>	<b>4,319</b>	<b>26,464</b>	<b>29,406</b>	<b>5,485</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

Federal Aid	68,174	0	2,500	65,674	4,319	26,464	29,406	5,485	0	0	0
<b>Total</b>	<b>68,174</b>	<b>0</b>	<b>2,500</b>	<b>65,674</b>	<b>4,319</b>	<b>26,464</b>	<b>29,406</b>	<b>5,485</b>	<b>0</b>	<b>0</b>	<b>0</b>

#### DESCRIPTION

This design-build project provides for right-of-way negotiations, utility relocations, and the design and construction of a multimodal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metro Rail station. The project consists of two major elements: (1) a shallow pedestrian and bicycle underpass below MD 355/Rockville Pike just south of the South Wood Road/South Drive intersection; access to the underpass will be provided by elevators, escalators and stairs; and (2) a bank of three high speed elevators on the eastern side of MD 355 that will provide a direct connection from the WRNMMC to the existing Metro station mezzanine, about 120 feet below the elevation of MD 355. Canopies will cover the stairs and escalators. The project also includes extension of the southbound MD 355 left turn lane in the existing median to provide additional queuing for vehicles turning into the WRNMC hospital entrance at South Wood Road; expansion of the curb radius at the northwestern corner of MD 355/South Drive to improve bus access to the Metrorail station; and stormwater management. The scope of the work is included in the NEPA document prepared by the County Department of Transportation (DOT) and approved by the Federal Highway Administration.

#### ESTIMATED SCHEDULE

This project is expected to start design FY12 and complete construction in FY16.

#### JUSTIFICATION

This project is needed to improve the mobility, traffic operations, and safety for all facility users within the project area by reducing existing conflicts between pedestrians and vehicles. Currently, transit users, pedestrians, and bicyclists crossing MD 355 between WRNMMC, the Medical Center Metrorail Station, and the National Institutes of Health (NIH) must compete for traffic signal time and space with very high traffic volumes along the 6 lanes of MD 355 and with the traffic turning to and from South Wood Road and from South Drive onto MD 355. With the implementation of the 2005 Base Realignment and Closure Act (BRAC), the existing conflicts will increase as the number of visitors to the Hospital is expected to double from the current 500,000 visitors per year to 1,000,000 visitors per year. It is also expected that a majority of visitors will rely on public transportation which requires them to cross MD 355 since parking availability at the site has been significantly reduced.

#### OTHER

This project is design-build where a single contractor will perform both design and construction of the project, resulting in cost and time savings.

#### FISCAL NOTE

This project is funded entirely with Federal Aid.

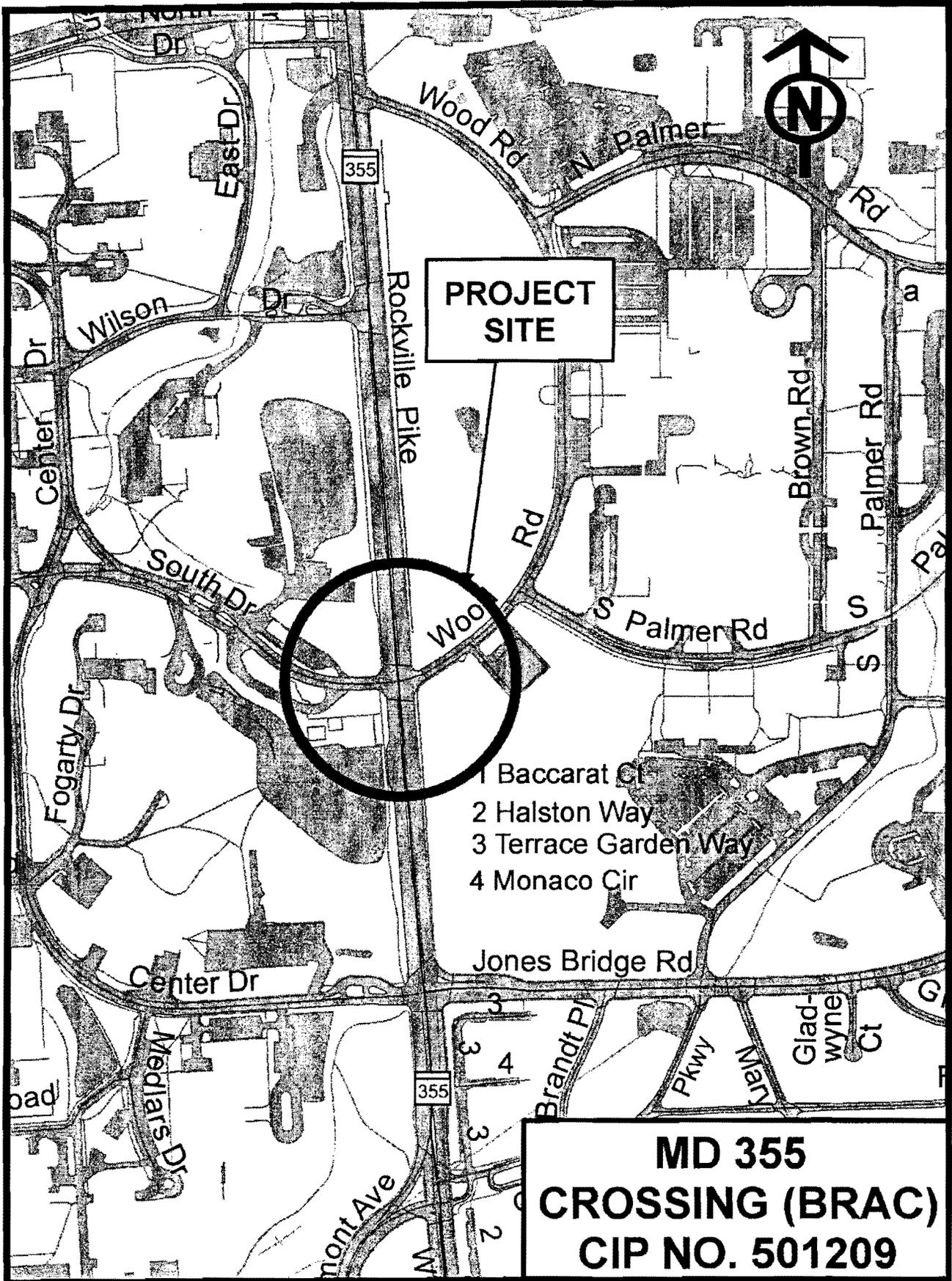
Preliminary design and environmental analysis (NEPA Study) funding was included in the State Transportation Participation project (500722) in the amount of \$880,000.

The additional FY13 appropriation in the amount of \$40 million is for a competitive Federal Grant under the U.S. Office of Economic Adjustment (OEA).

#### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation	Maryland-National Capital Park & Planning Commission Maryland State Highway Administration Maryland Department of the Environment Maryland Department of Planning/Maryland Historical Trust Washington Metropolitan Area Transit Authority Federal Highway Administration Naval Support Activity Bethesda National Institutes of Health	See Map on Next Page
First Cost Estimate		
Current Scope		
Last FY's Cost Estimate		
Appropriation Request		
Appropriation Request Est.		
Supplemental Appropriation Request		
Transfer		
Cumulative Appropriation		
Expenditures / Encumbrances		
Unencumbered Balance		
Partial Closeout Thru	<div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> <span style="font-size: 24px; font-weight: bold;">4</span> </div>	
New Partial Closeout		
Total Partial Closeout		



**PROJECT SITE**

- 1 Baccarat Ct
- 2 Halston Way
- 3 Terrace Garden Way
- 4 Monaco Cir

**MD 355  
CROSSING (BRAC)  
CIP NO. 501209**

## Platt Ridge Drive Extended -- No. 501200

Category **Transportation**  
 Subcategory **Roads**  
 Administering Agency **Transportation**  
 Planning Area **Bethesda-Chevy Chase**

Date Last Modified  
 Required Adequate Public Facility  
 Relocation Impact  
 Status

**January 06, 2012**  
**No**  
**None.**  
**Planning Stage**

### EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY11	Est. FY12	Total 6 Years	FY13	FY14	FY15	FY16	FY17	FY18	Beyond 6 Years
Planning, Design, and Supervision	620	0	170	450	210	240	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	30	0	0	30	0	30	0	0	0	0	0
Construction	3,050	0	0	3,050	0	3,050	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,700</b>	<b>0</b>	<b>170</b>	<b>3,530</b>	<b>210</b>	<b>3,320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### FUNDING SCHEDULE (\$000)

G.O. Bonds	3,639	0	170	3,469	210	3,259	0	0	0	0	0
Intergovernmental	61	0	0	61	0	61	0	0	0	0	0
<b>Total</b>	<b>3,700</b>	<b>0</b>	<b>170</b>	<b>3,530</b>	<b>210</b>	<b>3,320</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

### OPERATING BUDGET IMPACT (\$000)

Maintenance				4	0	0	1	1	1	1
<b>Net Impact</b>				<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>

#### DESCRIPTION

This project consists of a northerly extension of existing Platt Ridge Drive from its terminus at Jones Bridge Road, approximately 600 feet through North Chevy Chase Local Park to connect with Montrose Driveway, a street in the Chevy Chase Valley (also known as Spring Valley or Chevy Chase Section 9) subdivision. To minimize impact to the park environment, it is proposed that the road be of minimal complexity and width. The road would be a two-lane rolled curb section of tertiary width (20') with guardrails and a minimum right-of-way width of 30'. Sidewalks, streetlights, drainage ditches and similar features are not proposed to minimize impacts to the park. Pedestrian access will continue to be provided by the existing five-foot sidewalks on both sides of Spring Valley Road.

#### CAPACITY

The project will benefit the residents and visitors to the 60 homes in Chevy Chase Valley plus the members and users of the Chevy Chase Recreation Association swim and tennis club whose only access is through the Chevy Chase Valley community.

#### ESTIMATED SCHEDULE

Detailed planning and design activities began in FY12 and will be completed in FY13. Construction will start in FY13 and be completed in FY14.

#### JUSTIFICATION

Vehicular ingress and egress anticipated from the Chevy Chase Valley community is currently difficult and will become even more difficult with the predicted increase in traffic from the BRAC relocation of Walter Reed Army Medical Center to Bethesda, especially with construction of a new southbound lane on Connecticut Avenue between I-495 and Jones Bridge Road now proposed by the State Highway Administration. As a result, an engineering traffic study seeking solutions to the congestion problem was commissioned by the Department of Transportation. The study entitled "Spring Valley Traffic Study" dated June 2010 was prepared by STV Incorporated and serves as the facility planning document for this project. Four alternative solutions to the traffic problem were studied. It was found that "Alternative 2" (new traffic signal at Jones Bridge Road and Spring Valley Road) would have a positive effect for a limited period of time. As a result, a temporary traffic signal will be installed in FY11 with funding from the Traffic Signals project #507154. It was also found that "Alternative 3", the extension of Platt Ridge Drive to Montrose Driveway would provide the most cost-effective approach to a permanent solution. All planning and design work will be done in close consultation and coordination with the MNCPPC.

#### OTHER

Right-of-way for this project will be dedicated to the public by the MNCPPC or purchased through ALARF funding.

#### FISCAL NOTE

Intergovernmental funding represents Washington Suburban Sanitary Commission's (WSSC) share of the water and sewer relocation costs.

#### OTHER DISCLOSURES

- A pedestrian impact analysis has been completed for this project.

APPROPRIATION AND EXPENDITURE DATA	COORDINATION	MAP
Date First Appropriation FY12 (\$000)	Maryland-National Capital Park & Planning Commission	See Map on Next Page
First Cost Estimate FY12 3,700	Maryland State Highway Administration	
Current Scope FY12 3,700	Washington Suburban Sanitary Commission	
Last FY's Cost Estimate 3,700	Department of Transportation	
Appropriation Request FY13 3,320	Department of Permitting Services	
Appropriation Request Est. FY14 0	Department of Environmental Protection	
Supplemental Appropriation Request 0		
Transfer 0		
Cumulative Appropriation 380		
Expenditures / Encumbrances 0		
Unencumbered Balance 380		
Partial Closeout Thru FY10 0		
New Partial Closeout FY11 0		
Total Partial Closeout 0		

