

Resolution No.: 17-298  
Introduced: October 18, 2011  
Adopted: November 15, 2011

**COUNTY COUNCIL  
FOR MONTGOMERY COUNTY, MARYLAND**

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By: Council President at the Request of the County Executive

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**SUBJECT:** Amendment to the FY11-16 Capital Improvements Program and Supplemental Appropriation #2-S12-CMCG-1 to the FY12 Capital Budget Montgomery County Government Department of Transportation MD 355 Crossing (BRAC) (No. 501209), \$68,174,000

**Background**

1. Section 307 of the Montgomery County Charter provides that any supplemental appropriation shall be recommended by the County Executive who shall specify the source of funds to finance it. The Council shall hold a public hearing on each proposed supplemental appropriation after at least one week's notice. A supplemental appropriation that would comply with, avail the County of, or put into effect a grant or a Federal, State or County law or regulation, or one that is approved after January 1 of any fiscal year, requires an affirmative vote of five Councilmembers. A supplemental appropriation for any other purpose that is approved before January 1 of any fiscal year requires an affirmative vote of six Councilmembers. The Council may, in a single action, approve more than one supplemental appropriation. The Executive may disapprove or reduce a supplemental appropriation, and the Council may reapprove the appropriation, as if it were an item in the annual budget.
2. Section 302 of the Montgomery County Charter provides that the Council may amend an approved capital improvements program at any time by an affirmative vote of no fewer than six members of the Council.
3. The County Executive recommends the following capital project appropriation increases:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
MD 355 Crossing (BRAC)	501209	PDS	\$11,854,000	
		SIU	\$14,750,000	
		Construction	<u>\$41,570,000</u>	
TOTAL			\$68,174,000	Federal Aid

4. 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 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.
5. The County Executive recommends an amendment to the FY11-16 Capital Improvements Program and a supplemental appropriation in the amount of \$68,174,000 for MD 355 Crossing (BRAC) (No. 501209), and specifies that the source of funds will be Federal Aid.
6. Notice of public hearing was given and a public hearing was held November 1, 2011.

**Action**

The County Council for Montgomery County, Maryland, approves the following action:

The FY11-16 Capital Improvements Program of the Montgomery County Government is amended as reflected on the attached project description form and a supplemental appropriation is approved as follows:

<u>Project Name</u>	<u>Project Number</u>	<u>Cost Element</u>	<u>Amount</u>	<u>Source of Funds</u>
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TOTAL			\$68,174,000	Federal Aid

This is a correct copy of Council action.

  
 Linda M. Lauer, Clerk of the Council

**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

September 28, 2011  
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	3,535	1,500	0	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	8,684	5,181	885	0	0	0	0
Construction	41,570	0	0	41,570	17,780	20,690	3,100	0	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>30,783</b>	<b>29,406</b>	<b>5,485</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**FUNDING SCHEDULE (\$000)**

Federal Aid	68,174	0	2,500	65,674	30,783	29,406	5,485	0	0	0	0
<b>Total</b>	<b>68,174</b>	<b>0</b>	<b>2,500</b>	<b>65,674</b>	<b>30,783</b>	<b>29,406</b>	<b>5,485</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**DESCRIPTION**

This 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 Rockville Pike, MD 355, 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 lanes in the existing median to provide additional queuing for vehicles turning to the WRNMMC 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 National Environmental Policy Act (NEPA) document prepared earlier by the County Department of Transportation (DOT) and approved by the Federal Highway Administration.

**ESTIMATED SCHEDULE**

This project is expected to start in FY12 and be completed in FY15.

**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 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.

**FISCAL NOTE**

This project will be funded entirely with Federal Aid.

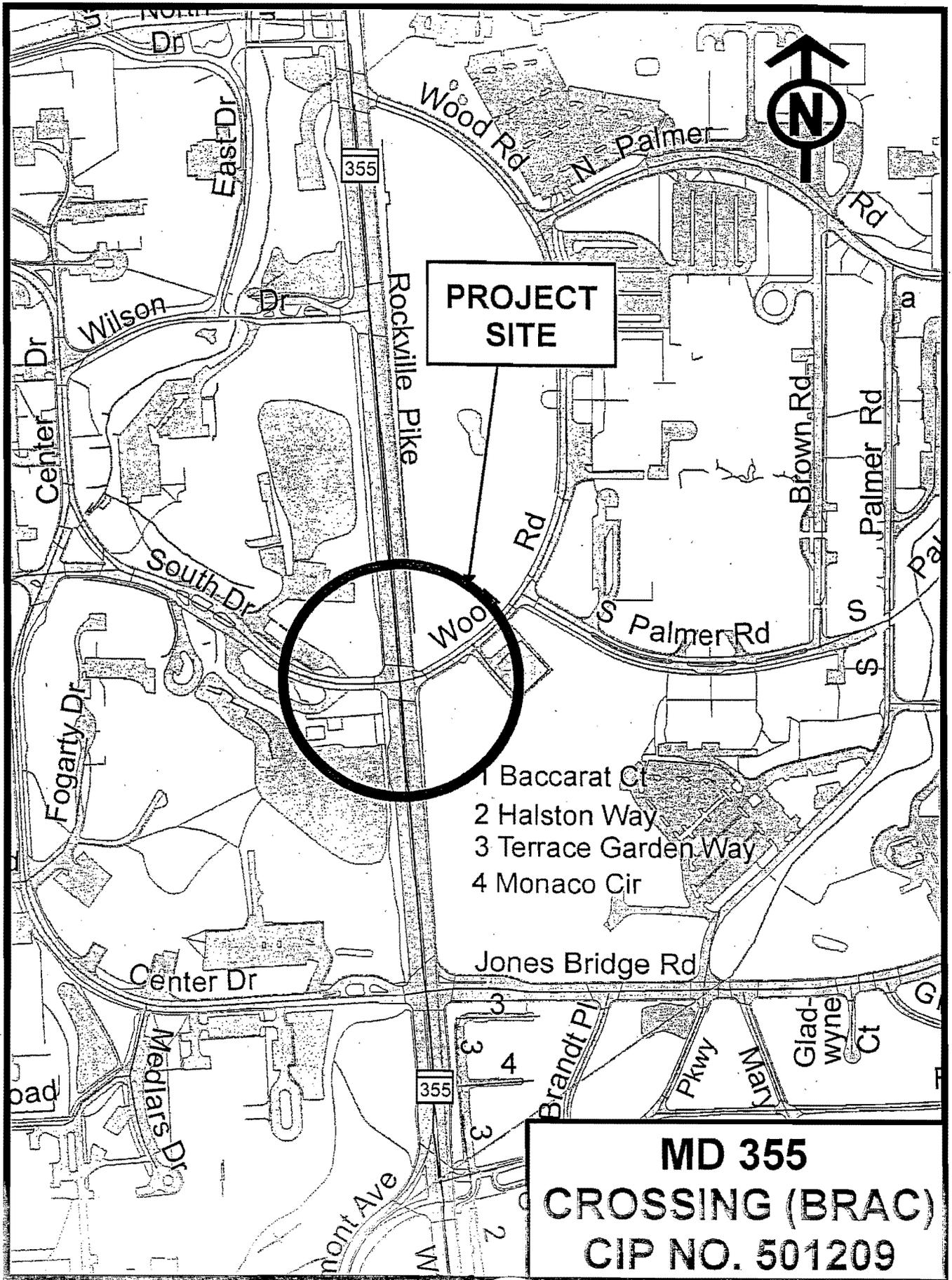
Funding for environmental analysis (NEPA Study) and investigation of all alternatives was included in the State Transportation Participation project (500722) in the amount of \$880,000.

The FY12 Supplemental was for approved Federal Aid in the amount of \$28.174m under the Defense Access Road (DAR) Program *and a \$40m*. The additional FY13 appropriation in the amount of \$40m is for a competitive Federal Grant under the Office of Economic Adjustment (OEA), U.S. Department of Defense.

**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	Maryland State Highway Administration	
Current Scope FY12 68,174	Maryland Department of the Environment	
Last FY's Cost Estimate 0	Maryland Department of Planning/Maryland Historical Trust	
Appropriation Request FY13 <u>0 40,000</u>	Washington Metropolitan Area Transit Authority	
Appropriation Request Est. FY14 0	Federal Highway Administration	
Supplemental Appropriation Request <u>28,174</u>	Naval Support Activity Bethesda	
Transfer 0	National Institutes of Health	
Cumulative Appropriation 0	<i>68,174</i>	
Expenditures / Encumbrances 0		
Unencumbered Balance 0		
Partial Closeout Thru FY10 0		
New Partial Closeout FY11 0		
Total Partial Closeout 0		



**PROJECT SITE**

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

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