MD 355 Crossing (BRAC)

(P501209)

Category	Transportation	Date Last Modified	01/30/18
SubCategory	Pedestrian Facilities/Bikeways	Administering Agency	Transportation
Planning Area	Bethesda-Chevy Chase and Vicinity	Status	Bids Let

EXPENDITURE SCHEDULE ($000s)

Cost Elements	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Planning, Design and Supervision	18,240	6,898	5,325	6,017	2,745	2,749	523	-	-	-	-
Land	330	-	330	-	-	-	-	-	-	-	-
Site Improvements and Utilities	11,190	148	4,901	6,141	3,065	3,076	-	-	-	-	-
Construction	79,220	20,923	14,307	43,990	20,000	19,990	4,000	-	-	-	-
TOTAL EXPENDITURES	108,980	27,969	24,863	56,148	25,810	25,815	4,523	-	-	-	-

FUNDING SCHEDULE ($000s)

Funding Source	Total	Thru FY17	Est FY18	Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24	Beyond 6 Years
Federal Aid	104,174	27,969	24,863	51,342	21,004	25,815	4,523	-	-	-	-
State Aid	4,806	-	-	4,806	4,806	-	-	-	-	-	-
TOTAL FUNDING SOURCES	108,980	27,969	24,863	56,148	25,810	25,815	4,523	-	-	-	-

OPERATING BUDGET IMPACT ($000s)

Impact Type		Total 6 Years	FY 19	FY 20	FY 21	FY 22	FY 23	FY 24
Energy		15	-	-	-	5	5	5
NET IMPACT		15	-	-	-	5	5	5

APPROPRIATION AND EXPENDITURE DATA ($000s)

Appropriation FY 19 Request	-	Year First Appropriation	FY12
Appropriation FY 20 Request	-	Last FY's Cost Estimate	72,980
Cumulative Appropriation	108,980		
Expenditure / Encumbrances	100,334		
Unencumbered Balance	8,646		

PROJECT DESCRIPTION

This design-build project provides for right-of-way negotiations, utility relocations, and the design and construction of a multi-modal grade separated connection between the Walter Reed National Military Medical Center (WRNMMC) and the Medical Center Metrorail 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. This project also provides for the construction of the MD 355 and Jones Bridge Road/Center Drive (BRAC) intersection improvements, which are intended to increase the capacity and operations of the intersection to support the mission of the new WRNMMC. The westbound lanes of Jones Bridge Road will have modified lane configurations to provide a double left-turn lane onto southbound MD 355. Eastbound Center Drive will be widened to the south to provide an exclusive left-turn lane onto northbound MD 355. A dynamic lane control will be implemented between Wood Road/South Drive and Jones Bridge Road/Center Drive. Pedestrian safety improvements include upgrading the intersections and sidewalks to comply with the Americans with Disabilities Act (ADA). Improvements and connections to existing hiker/biker trails are also included with this project. Other improvements include reconstruction of traffic signals and improved drainage facilities.

LOCATION

MD355 between Walter Reed Military Medical Center and Medical Center Metrorail station

ESTIMATED SCHEDULE

This project started design in FY12 and will complete construction in FY21.

COST CHANGE

$36M cost increase due to higher construction bids than anticipated covered by Federal Aid.

PROJECT 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. The MD 355 and Jones Bridge Road intersection improvements are needed to improve the capacity and operations of the intersection to support the mission of the new WRNMMC and provide safe pedestrian and bicycle facilities. To reduce disruption and improve coordination, the County will perform the intersection improvements and will be fully reimbursed by the State Highway Administration.

OTHER

This project will be constructed through a design-build contract, where a single contractor will perform both design and construction of the project, resulting in cost and time savings compared to design-bid-build contracts. This project also supports the County Executive's Vision Zero initiative which aims to reduce injuries and fatalities on all roads.

FISCAL NOTE

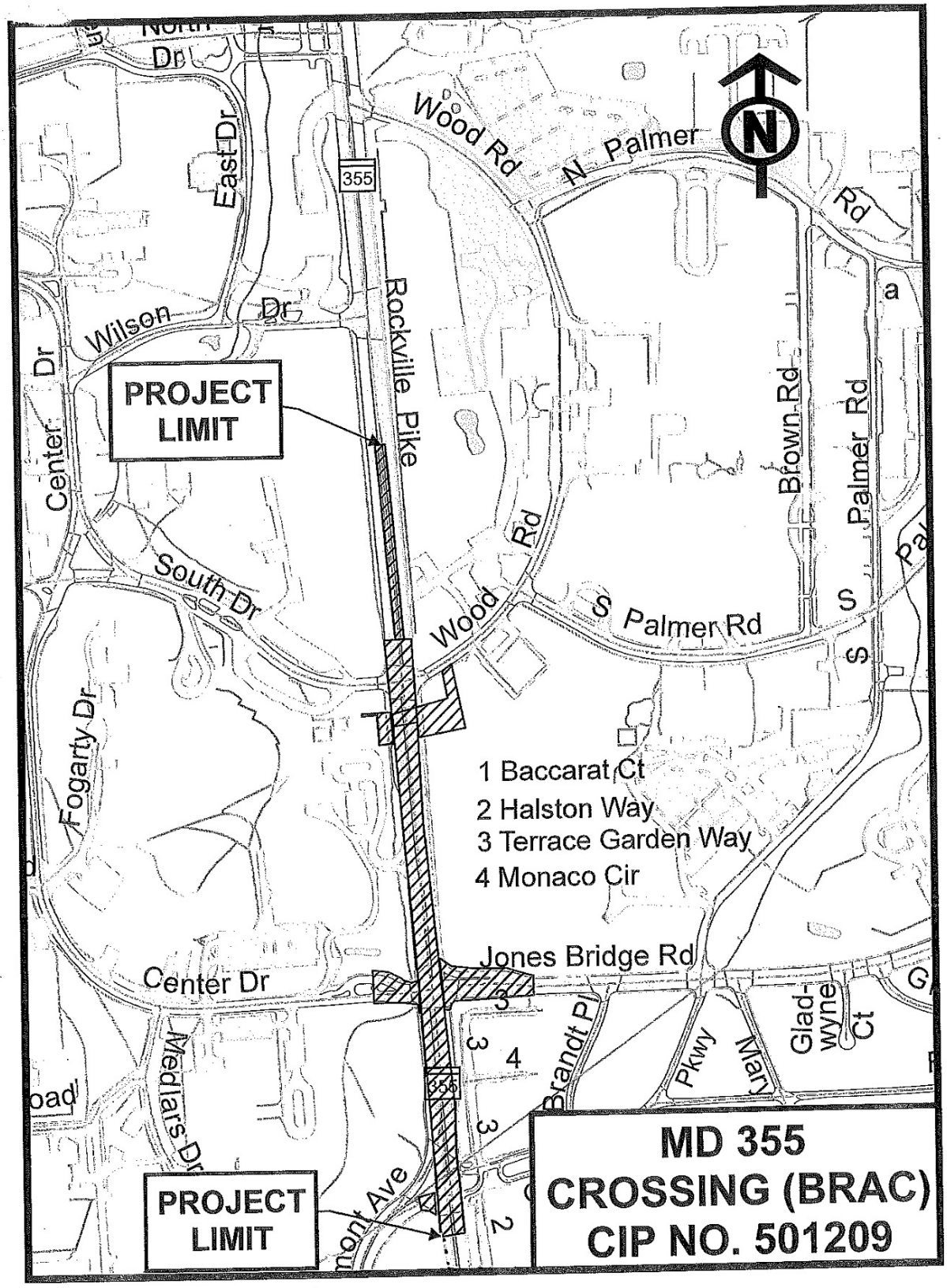
This project is funded entirely with Federal Aid and State Aid. Preliminary design and environmental analysis (NEPA Study) funding was included in the State Transportation Participation project (500722) in the amount of $880,000. The additional FY13 appropriation in the amount of $40 million is for a competitive Federal Grant under the U.S. Office of Economic Adjustment (OEA). The SHA will provide reimbursement for the MD 355/Jones Bridge Road intersection improvements. In FY16, $36 million in additional Federal Aid applied to the project.

DISCLOSURES

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

COORDINATION

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


Wood Rd
N Palmer
East Dr
355
Rockville Pike
Wilson Dr
Center Dr
PROJECT LIMIT
Brown Rd
Palmer Rd
South Dr
Wood Rd
S Palmer Rd
Fogarty Dr
1 Baccarat Ct
2 Halston Way
3 Terrace Garden Way
4 Monaco Cir
Jones Bridge Rd
Center Dr
Medlars Dr
Brandt Pl
Gladwyne Ct
PROJECT LIMIT
MD 355
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CIP NO. 501209