

MD 355/Rockville Pike Crossing Study

Summary of Preliminary Alternatives Screening



Alternative		Level of Service		Comments	Recommended for Detailed Study
		AM Peak Hour	PM Peak Hour		
Existing Condition		C	F	<ul style="list-style-type: none"> MD 355 / South Wood Drive / South Road operates at LOS F 	N/A
Alternative 1 (2030 No-Build)		D	F	<ul style="list-style-type: none"> MD 355 / South Wood Drive / South Road projected to operate at LOS F, similar to the existing condition 	Yes
Alternative 2		D	F	<ul style="list-style-type: none"> Overall intersection operation would be identical to the No-Build Condition (LOS F) Lengthening the MD 355 SB Left Turn Lane would provide more storage and prevent turning vehicles from stacking in the MD 355 through lanes, which would have no impacts and relatively low cost Would reduce pedestrian / vehicular conflicts and provide more storage for all vehicles (including emergency vehicles) if combined with one of the WMATA options (shown with Alternatives 5, 6, and 7) 	Yes
Alternative 3	Relocated Intersection	C	E	<ul style="list-style-type: none"> Relocated intersection would operate better (LOS E) than the existing intersection (LOS F) Grade separating MD 355 from South Wood Road / South Drive would completely separate pedestrians / bicyclists and vehicles "Jug handle" would impose a more circuitous route for vehicles accessing NNM and NIH, but travel times could be shorter when they are removed from MD 355 Delay would increase slightly (by 13% compared to No-Build) for vehicles traveling NB on MD 355 in the evening 	Yes
Alternative 4		F	E	<ul style="list-style-type: none"> Grade separated ramp access requires signaling ramp termini in a very tight formation on the new structure Signalized ramp termini would operate with significant delay and extensive queuing (67% increase over No-Build) along MD 355 Opposing vehicular traffic would be separated, but conflicts between pedestrians / bicyclists and traffic using the new ramps would remain 	No
Alternative 5		C	F	<ul style="list-style-type: none"> Double left turns into NNM would improve operations over No-Build but still operate at LOS F Two inbound lanes of traffic to NNM's gate is not compatible with the outbound lane configuration proposed for South Wood Drive 	No
Alternative 6	Existing Intersection	B	C	<ul style="list-style-type: none"> New intersection operates better (LOS C) than No-Build (LOS F) Second signal so close to the existing South Wood and Cedar Lane intersections would cause additional delay (a 13% increase over No-Build Conditions) for through traffic 	No
	New Intersection with MD 355	B	B		
Alternative 7	Existing Intersection	B	F	<ul style="list-style-type: none"> New intersection would operate at LOS F New signal in close proximity to the South Wood and Jones Bridge Road intersections would cause additional delay (a 27% increase over No-Build Conditions) for through traffic 	No
	New Intersection with MD 355	A	A		