



MONTGOMERY COUNTY

Project 501209

MD 355 Crossing (BRAC)

Presented by Montgomery County Department of Transportation

Holger Serrano, Deputy Division Chief

Mark Aebig, Assistant Chief, Construction Section



Industry Information Meeting

April 19, 2013

Today's Presentation

- ☐ Welcome and Purpose of this Meeting
- ☐ Project History and Purpose
- ☐ Project Features
- ☐ Project Stakeholders
- ☐ Project Funding Sources
- ☐ Procurement Process Overview
- ☐ Schedule



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Welcome!

- The purpose of today's meeting is to
 - ▣ Review the project
 - ▣ Explain the procurement process and schedule
 - ▣ Answer questions
- Today's Presenters
 - ▣ Holger Serrano, Deputy Division Chief
 - ▣ Mark Aebig, Assistant Chief, Construction Section



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Project Team

□ **Montgomery County DOT**

- Holger Serrano
- Mark Aebig
- Uzair Asadullah
- Brian Copley
- Jim Lutz
- Todd Collins

□ **URS Corporation**

- Steve Matty
- Janie Tiedeman
- Michael Mezzetti
- Mike Jaeger



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Project History

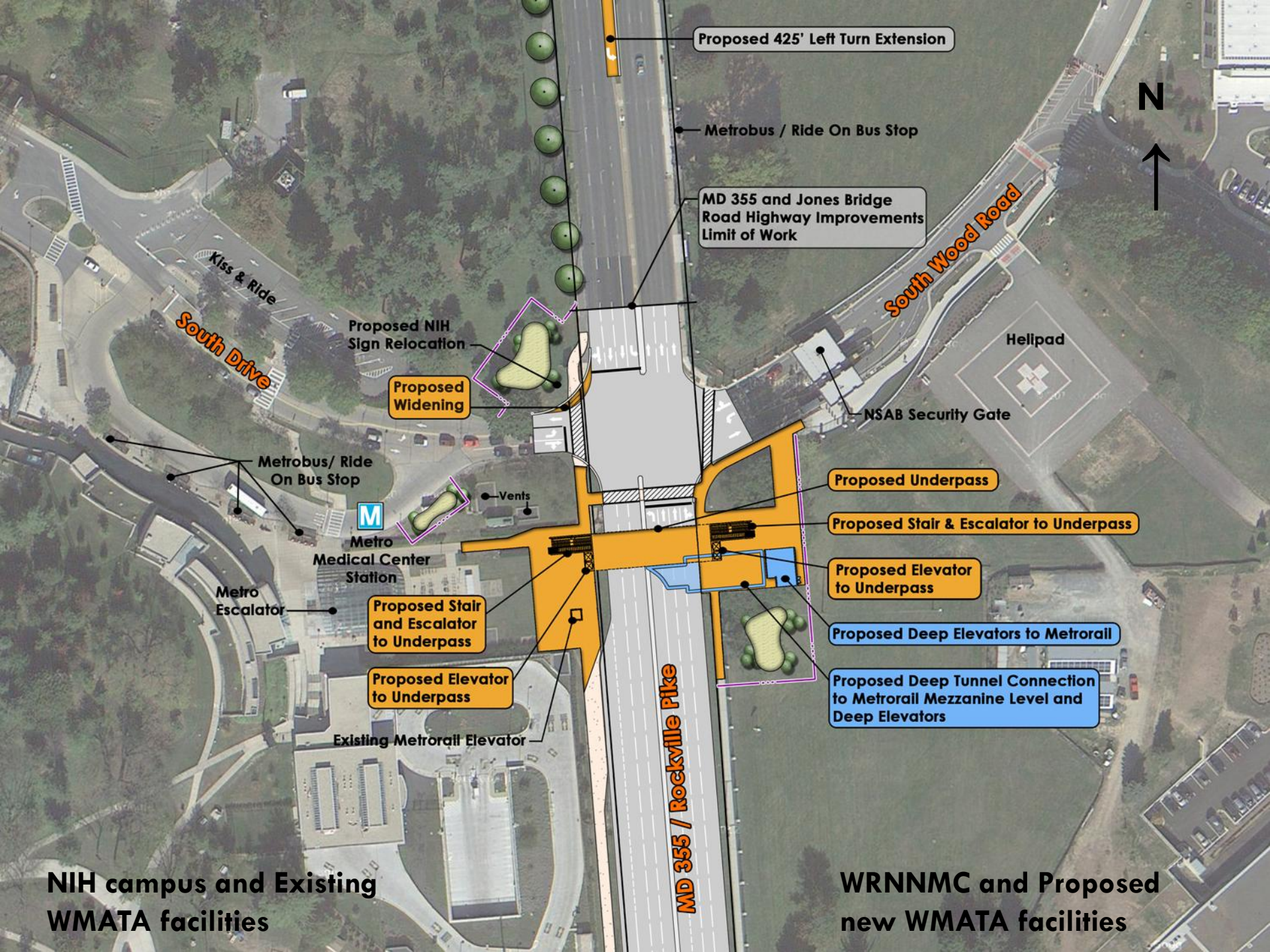
- ❑ 2005 DoD BRAC Commission recommendation to combine Walter Reed Army Medical Center and National Naval Medical Center is approved by Congress
- ❑ 2011 Montgomery County completes its NEPA planning study to safely accommodate increases in staff, patients, and visitors
- ❑ Alternatives studied and dropped include:
 - ▣ Pedestrian Bridge because of adverse effect on historic viewsheds and driver sight distance
 - ▣ Grade Separated Interchange because of impacts and costs
 - ▣ Jug Handle Intersections because of traffic operational impacts



Project Purpose

- MD 355 Crossing (BRAC):
 - ▣ Enhance / improve access to mass transit facilities
 - ▣ Improve the mobility and safety of motorists, pedestrians, and bicyclists crossing MD 355/Rockville Pike
- MD 355 / Jones Bridge Road:
 - ▣ Improve pedestrian safety and traffic operations through the intersection during peak hours of operation





Proposed 425' Left Turn Extension

Metrobus / Ride On Bus Stop

MD 355 and Jones Bridge
Road Highway Improvements
Limit of Work



Kiss & Ride
South Drive

Proposed NIH
Sign Relocation

Proposed
Widening

Metrobus/ Ride
On Bus Stop



Metro
Medical Center
Station

Metro
Escalator

Vents

Proposed Stair
and Escalator
to Underpass

Proposed Elevator
to Underpass

Existing Metrorail Elevator

NSAB Security Gate

Helipad

Proposed Underpass

Proposed Stair & Escalator to Underpass

Proposed Elevator
to Underpass

Proposed Deep Elevators to Metrorail

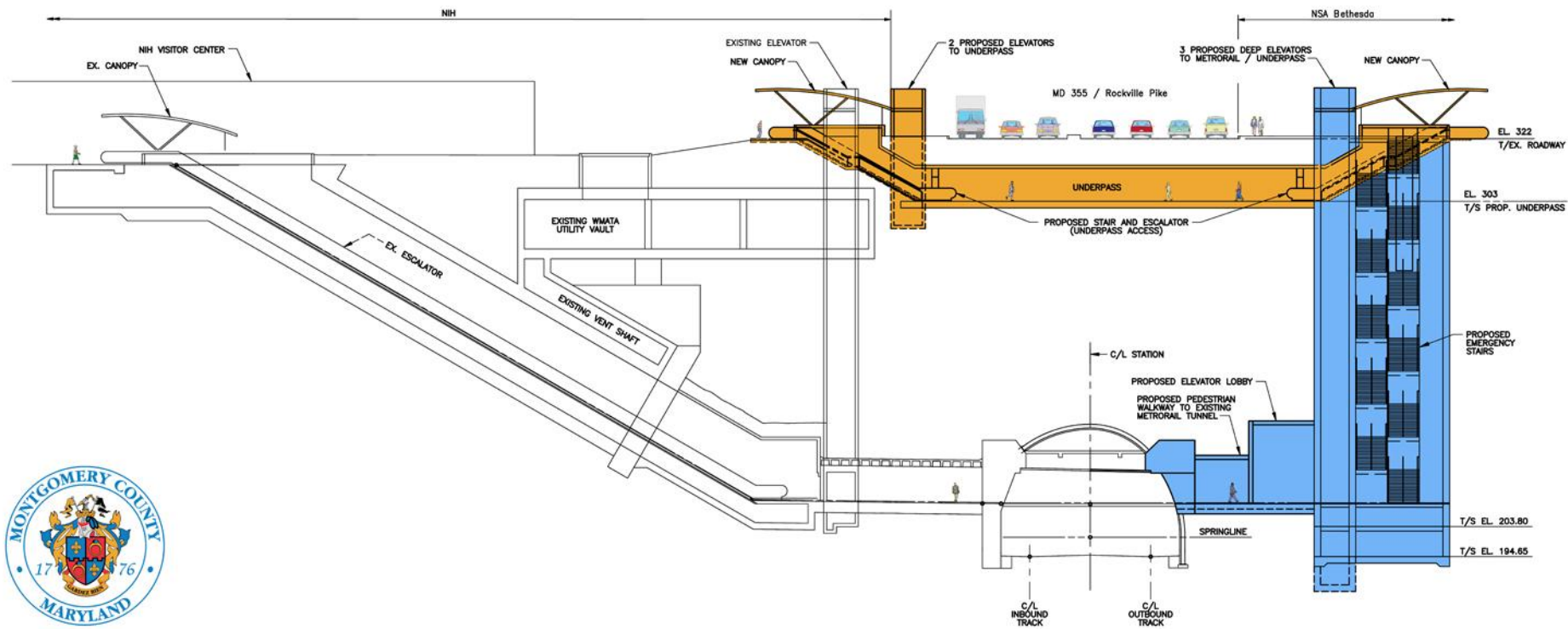
Proposed Deep Tunnel Connection
to Metrorail Mezzanine Level and
Deep Elevators

MD 355 / Rockville Pike

South Wood Road

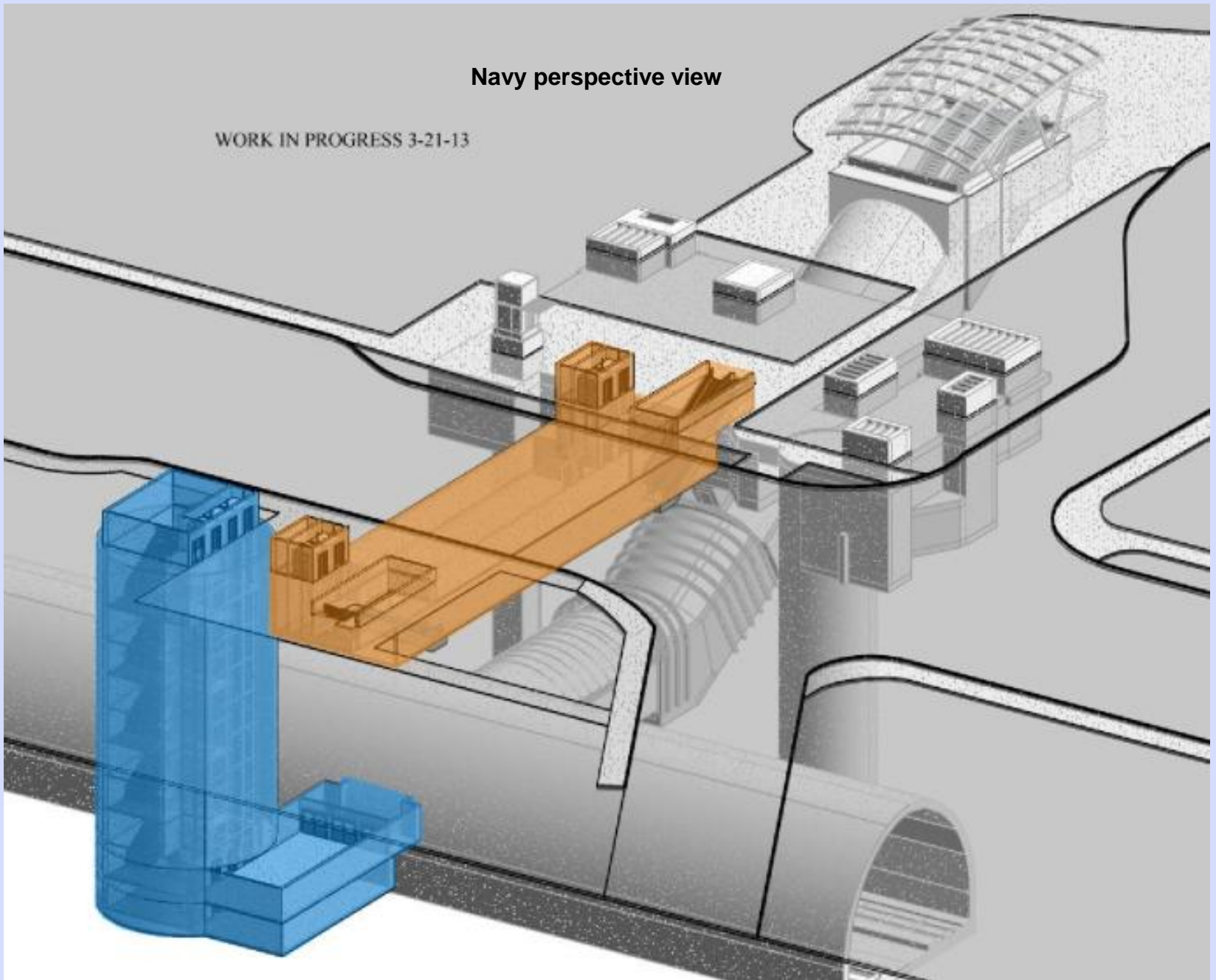
**NIH campus and Existing
WMATA facilities**

**WRNNMC and Proposed
new WMATA facilities**

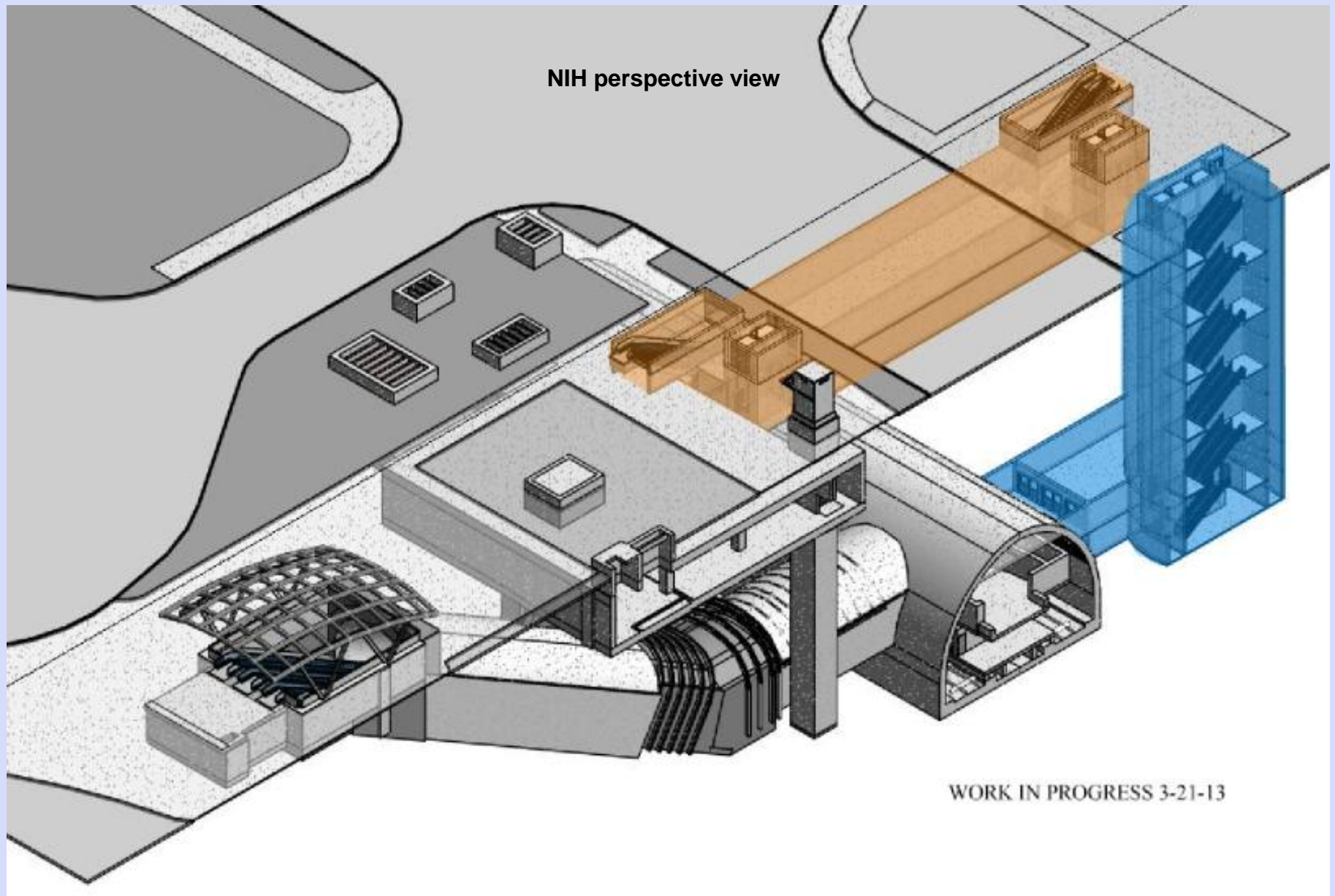


Navy perspective view

WORK IN PROGRESS 3-21-13



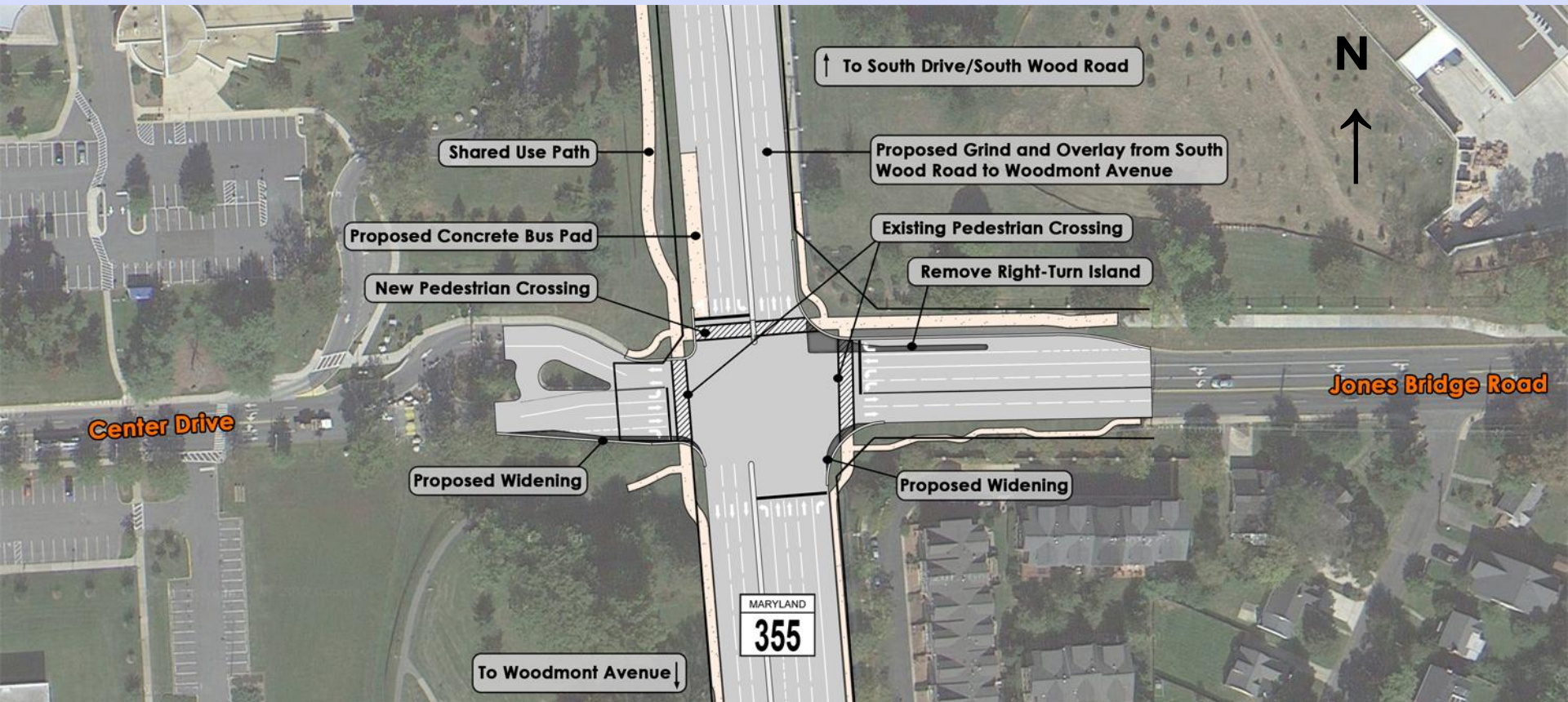
Rendering developed courtesy of URS Corporation



Navy perspective view

WORK IN PROGRESS 3-21-13

MD 355 / Jones Bridge Road/Center Drive



Project Stakeholders

- Montgomery County Government (MCG)
 - ▣ Project Owner
 - ▣ Will maintain shallow elevators, escalators and shallow underpass
- Washington Metropolitan Area Transit Authority (WMATA)
 - ▣ Will own, operate and maintain deep high speed elevators and deep horizontal tunnel into Medical Center Metro Station



WMATA Criteria and Standards

This project will be designed and constructed in compliance with WMATA criteria and standards

- WMATA Design Standards, Release 9
- Adjacent Construction Manual
- Safety and Security Certification Program Plan, March 2012



Project Stakeholders

- ❑ Maryland State Highway Administration (MSHA)
 - ❑ Will maintain MD 355 after construction is complete
- ❑ Naval Support Activity Bethesda (NSAB)
- ❑ National Institutes of Health (NIH)
- ❑ Federal Highway Administration (FHWA)



Utility Companies / Owners

- ☐ Pepco
- ☐ Verizon
- ☐ Washington Gas
- ☐ WSSC
- ☐ Comcast
- ☐ Zayo
- ☐ Verizon Business (formerly MCI)
- ☐ Express-Tek (formerly MCI)
- ☐ SHA (signal interconnections)
- ☐ Various (NSAB, NIH, WMATA feeders / connections)
- ☐ Others TBD



Project Funding Sources

- The Project is 100% Grant funded through two Department of Defense Granting Agencies
- MD 355 Crossing (BRAC)
 - ▣ DoD Army Defense Access Roads (DAR) and Office of Economic Adjustment (OEA)
- MD 355/Jones Bridge Road
 - ▣ DoD Office of Economic Adjustment (OEA)



Procurement Process

Best Value Method Two-Step Selection Process (Competitive Sealed Proposals)

First Step (REOI)

- ❑ Issue Request for Expressions Of Interest (REOI)
- ❑ Receive and Evaluate Proposals (Statements of Qualification)
- ❑ Recommend Reduced Candidate List (RCL – up to 3)



Procurement Process

Second Step (RFP)

- ☐ Issue Request For Proposals (RFP) to RCLs for Technical and Price Proposals
- ☐ Conduct Alternative Technical Concepts phase
- ☐ Receive & Evaluate Proposals
- ☐ Make Recommendation to Award Contract
- ☐ Issue Stipend to Unsuccessful RCL's



Procurement Process

- ❑ Davis-Bacon Act Wage Rates will apply
- ❑ Disadvantaged Business Enterprise Performance Plan will be a part of this project



REOI Technical Evaluation Factors

1. Team Experience / Qualifications and Past Performance
 - ▣ Construction Firm Past Experience (3 projects)
 - ▣ Design Firm Past Experience (3 projects)
 - ▣ Construction and Design Key Staff
2. Team Organization
 - ▣ Organizational Structure
 - ▣ Organizational Chart



REOI Technical Evaluation Factors

Lead Design and Construction Firm Experience and Qualifications, in order of importance:

1. Design-Build Project Coordinator
2. Project Manager for Construction
3. Project Design Manager
4. Tunneling Engineer
5. Construction Manager
6. Architect
7. Traffic Engineer



Schedule – Procurement Activities

- Issue REOI: May 2013
- REOI Contractor Meeting: June 2013
- SOQ Submittal to the County: June 2013
- Reduced candidate List (RCL): September 2013
- Issue Draft RFP: October 2013
- Selection of Successful Bidder: October 2014
- Start Design Build Process: October 2014
- Complete Construction: September 2017



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