MD 355 CROSSING – UPDATE
OCTOBER 4, 2016
PURPOSE AND NEED

- Enhance Access to Mass Transit
- Improve Mobility and Safety of Pedestrians and Bicyclists Crossing MD 355
- Improve Traffic Operations at the Existing Intersection of South Wood Road, South Drive and MD 355
CONCEPTUAL SOLUTION

- Shallow Underpass
  - Surface Transit Users
  - Pedestrians
  - Cyclists
  - Community
- Deep Elevator Shaft
  - WMATA Red Line Patrons

PRELIMINARY RENDERING FROM RFP – FINAL DESIGN WILL VARY
PROJECT SCOPE

- SHA Intersection Improvement
- MD 355 and Jones Bridge Road
### ORIGINAL PROJECT FUNDING

<table>
<thead>
<tr>
<th>Source</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOD Office of Economic Adjustment – 355 Crossing</td>
<td>$40 million</td>
</tr>
<tr>
<td>DOD Office of Economic Adjustment – Jones Bridge Road</td>
<td>$5 million</td>
</tr>
<tr>
<td>DOD Defense Access Roads Program</td>
<td>$28 million</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$73 million</strong></td>
</tr>
</tbody>
</table>
PROPOSALS

Challenge
- Two Proposals Received on 7/17/15
- Both Exceeded Available Funding
- $46 Million Funding Shortfall

Solution
- Secure Additional Funds
- Negotiated Cost Savings
### ADDITIONAL PROJECT FUNDING

<table>
<thead>
<tr>
<th>Source</th>
<th>Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td>DOD Office of Economic Adjustment – Additional Funding</td>
<td>$34 million</td>
</tr>
<tr>
<td>Repurposed Earmark – Federal funds via SHA</td>
<td>$2 million</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$110 million</strong></td>
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<tr>
<td><strong>Approximate Remaining Shortfall</strong></td>
<td><strong>$11 million</strong></td>
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</tbody>
</table>

**ROUNDED TO NEAREST MILLION**
DELETE GRANITE FROM UNDERPASS
USE ARCHITECTURAL CONCRETE

- Consistent with South Gate
- No Impact to Historic View Sheds
- Saves $230,000

PRELIMINARY RENDERING FROM RFP – FINAL DESIGN WILL VARY
- Reduces Traffic Impacts (shorter construction)
- Less Rock Excavation
- Less Concrete
- Delete WMATA Tile Floor
- No Impact on Capacity to Move Pedestrians
- Saves $700,000
REDUCE UNDERPASS WIDTH

- Reduces Traffic Impacts (shorter construction)
- Less Rock Excavation
- Less Concrete
- Delete WMATA Tile Floor
- No Impact on Capacity to Move Pedestrians
- Saves $700,000
DELETE UNDERPASS ESCALATORS

- RFP Contemplated One @ Each End (Up Only)
- No Impact on ADA Access
  - ADA Access via Two Elevators @ Each End
- No Impact on Capacity to Move Pedestrians
- Saves $900,000

PRELIMINARY RENDERING FROM RFP – FINAL DESIGN WILL VARY
DELETE UNDERPASS CANOPIES

- Not Necessary if Escalators are Deleted
- County Will Remove Snow
- Reduces Impacts to Historic Viewsheds
- Saves $1.5 Million

PRELIMINARY RENDERING FROM RFP – FINAL DESIGN WILL VARY
MODIFY CONSTRUCTION METHOD TO ELIMINATE OVERHEAD UTILITY RELOCATION

- Innovative Construction Techniques Under Power Lines
- Greatly Reduces Impacts to NIH
- Adds $500,000 to Construction Contract
- Saves $3.5 Million in Utility Relocation Costs
- Net Savings of $3 Million
CHANGE DEEP SHAFT ELEVATOR LOBBY FINAL LINER

- Existing Mezzanine Ceiling is Drop Spline
- RFP Contemplates Precast Barrel with Ribs & Acoustic Panels
- Provide CIP Concrete with Acoustic Panels
- Saves $450,000
Reduced Rock Excavation and Concrete
Delete One Elevator
  Two Elevators Provide 2.8x Required Vertical Circulation Capacity
No Impact on Safety
Saves $4 Million

PRELIMINARY RENDERING FROM RFP – FINAL DESIGN WILL VARY
CURRENT ACTIVITY

- Surveying
- Soil Borings
- Design
UPCOMING CONSTRUCTION

- Early 2017
  - Work Inside NSAB Fence
  - Utility Relocation
- Mid 2017
  - Start Deep Shaft
- Late 2017
  - Start Underpass
- Final Completion – Mid 2020

SCHEDULE SUBJECT TO CHANGE