

Mandatory Referral

BRAC Intersection Improvement Projects



July 22, 2010

Project History

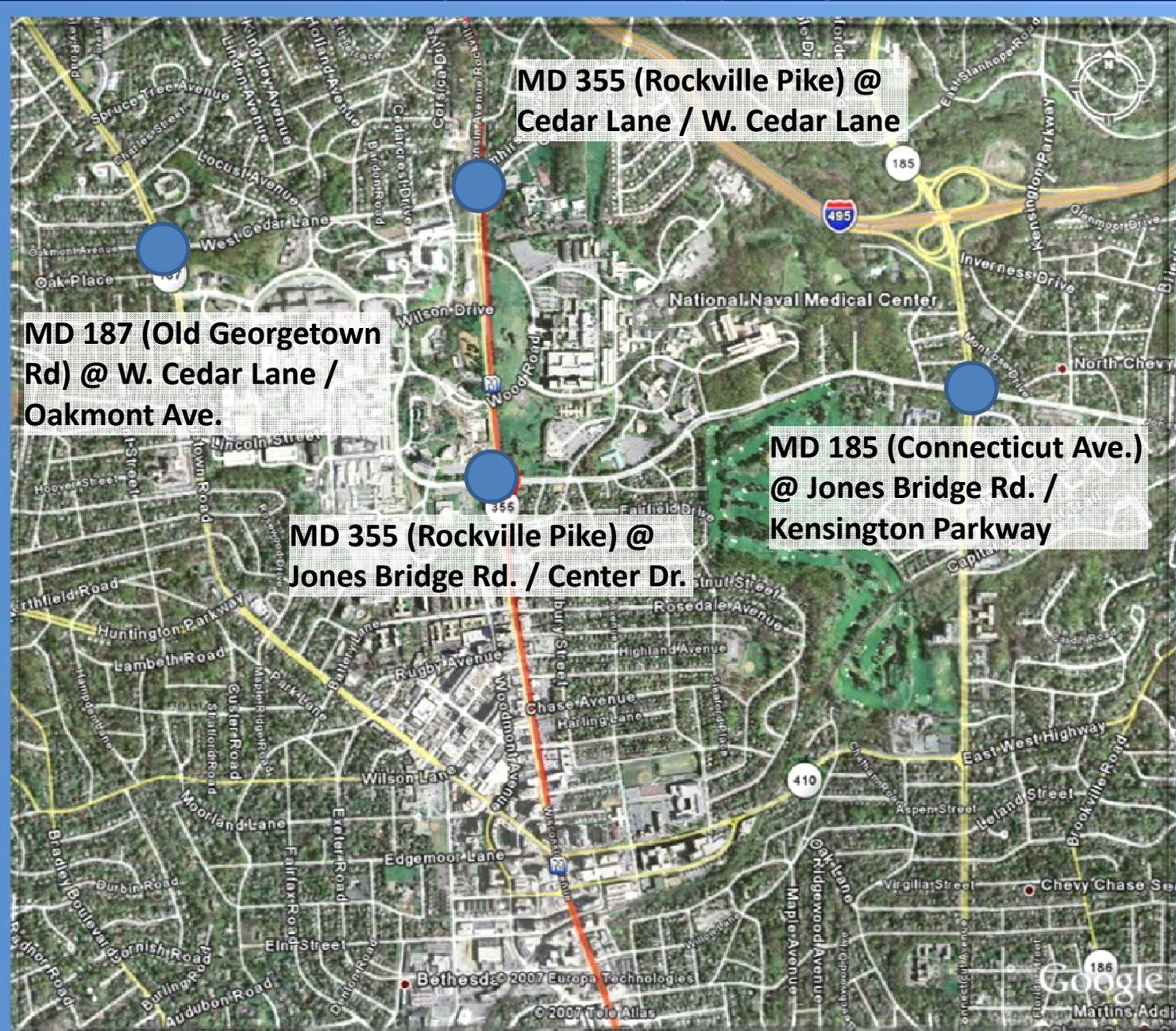
Background

- Conducted traffic studies at 27 locations (based on 2011 traffic forecasts) in the Bethesda area.
- Developed short-term intersection improvement concepts, including costs and impacts for those that fail in 2011.
- Selected priority intersections for inclusion in the CTP
 - MD 355 (Rockville Pike) @ Cedar Lane / W. Cedar Lane
 - MD 355 (Rockville Pike) @ Jones Bridge Road / Center Drive
 - MD 187 (Old Georgetown Road) @ West Cedar Lane / Oakmont Avenue
 - MD 185 (Connecticut Avenue) @ Jones Bridge Road / Kensington Pkwy.
- Current designs are approximately 65% to 90% complete.

Goals

- Move forward with the design of short-term intersection improvements, to bring intersections anticipated to fail, due to the influx of BRAC traffic, to their existing Level of Service (LOS) or better.

Project Mapping



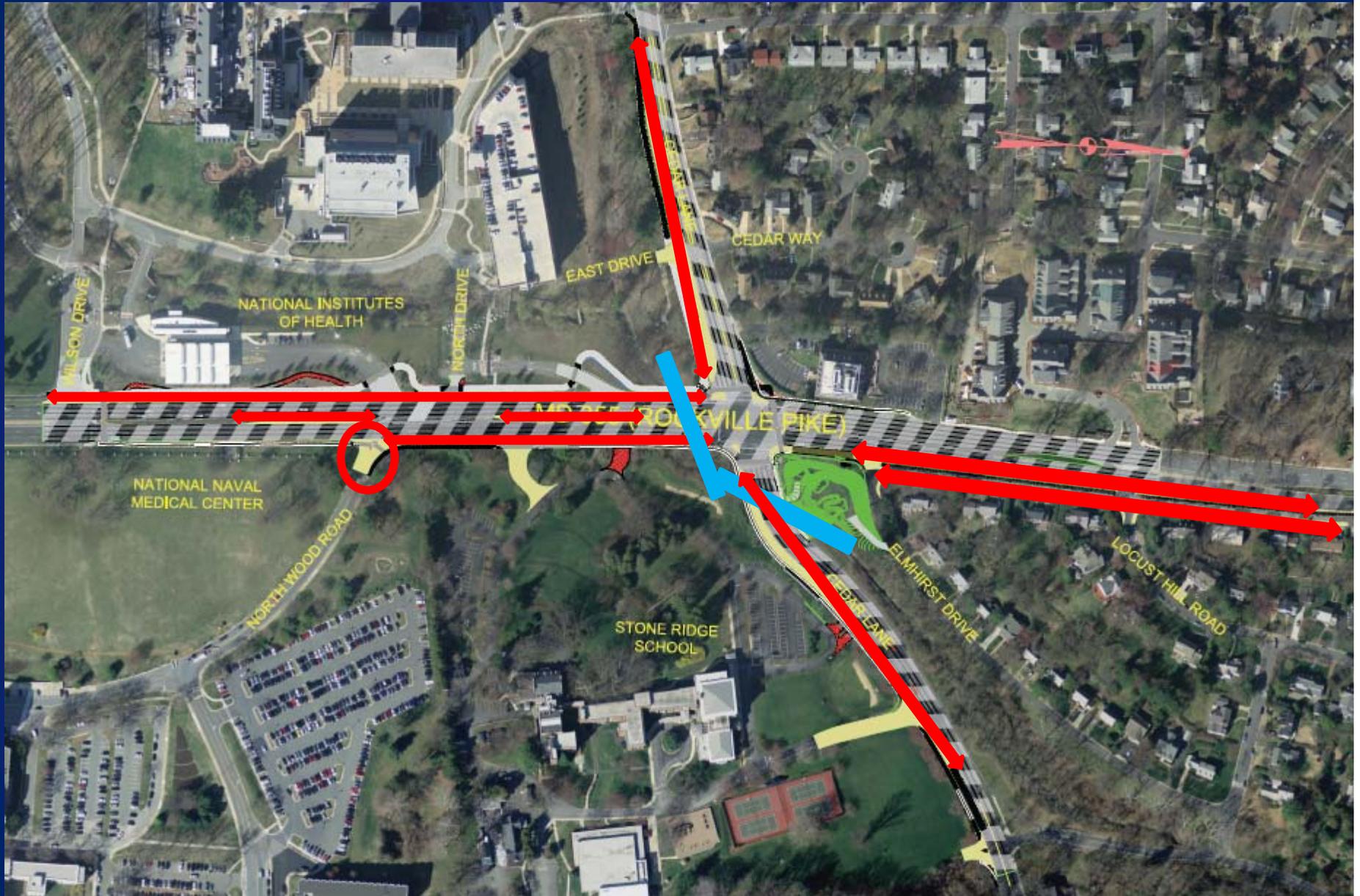
**MD 355 (Rockville Pike) @
Cedar Lane / W. Cedar Lane**

**MD 187 (Old Georgetown
Rd) @ W. Cedar Lane /
Oakmont Ave.**

**MD 185 (Connecticut Ave.)
@ Jones Bridge Rd. /
Kensington Parkway**

**MD 355 (Rockville Pike) @
Jones Bridge Rd. / Center Dr.**

MD 355 (Rockville Pike) at Cedar Lane



MD 355 (Rockville Pike) at Cedar Lane

Park Impacts

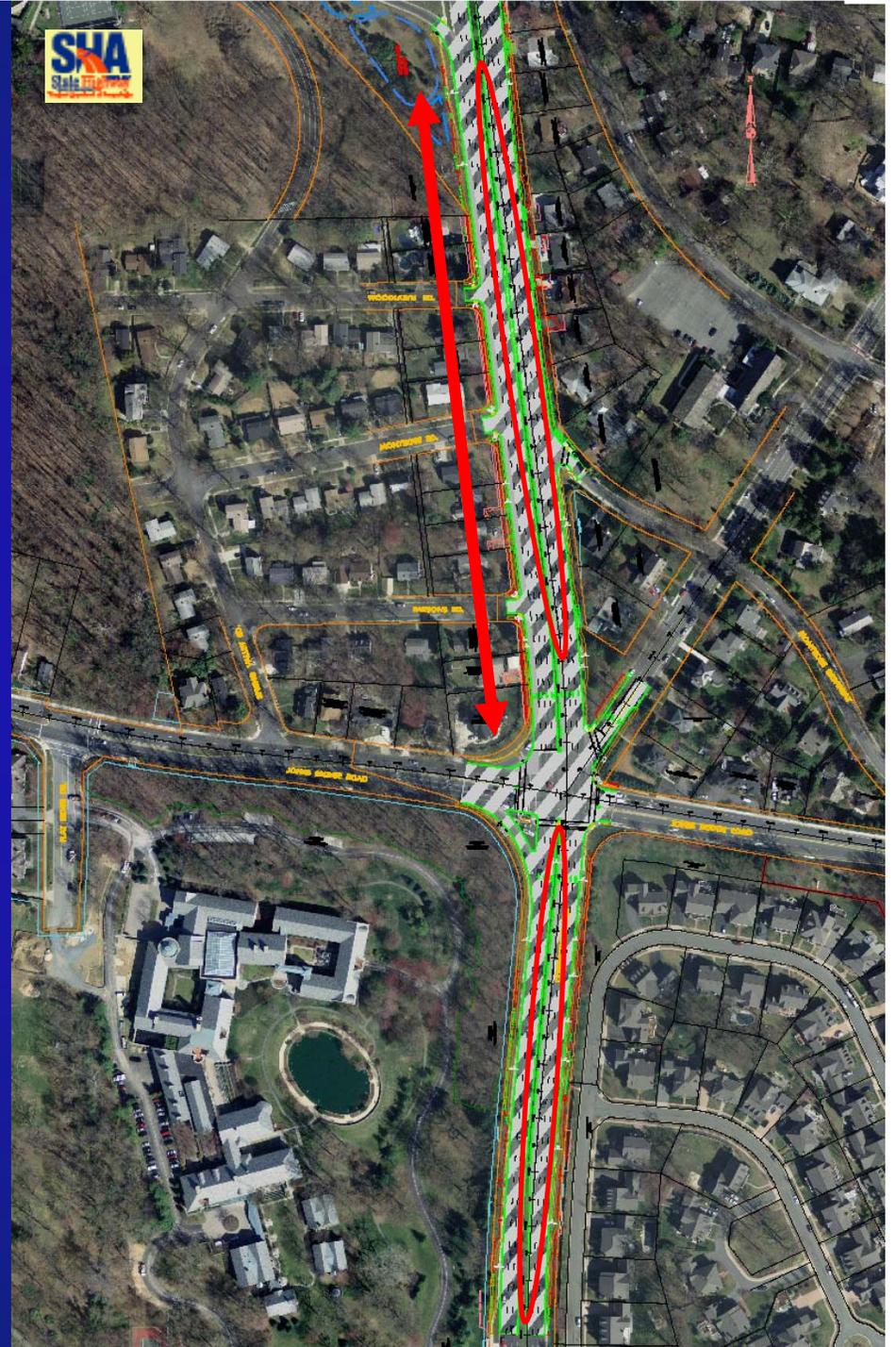
- Right-of-Way (per Semi-Final Review Plan Set)
 - Fee Simple: 0.74 acres
 - Temporary Construction Easement: 0.26 acres
- These minor impacts are not expected to affect the features, attributes, or activities of the park property
- SHA intends to seek a *de minimis* impact finding from FHWA for the minor park impacts
- SHA is seeking public comments concerning the effects the proposed project would have on Rock Creek Park

MD 355 (Rockville Pike) at Cedar Lane

In the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 60% during the AM peak period from 136 sec/veh to 54 sec/veh
- Reduce vehicle delay by 69% during the PM peak period from 168 sec/veh to 52 sec/veh
- These proposed improvements at MD 355 and Cedar Lane would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2029**, despite the additional traffic generated from the BRAC action and other local developments.

MD 185 (Connecticut Ave.)
at Jones Bridge Rd /
Knsgtn. Pkwy.



MD 185 (Connecticut Ave.) at Jones Bridge Rd / Knsgtn Pkwy.

Park Impact

- Minimal Impact on Park property: 15 S.F. fee
- These minor impacts are not expected to affect the features, attributes, or activities of the park property
- SHA intends to seek a *de minimis* impact finding from FHWA for the minor park impacts

MD 185 (Connecticut Ave.) at Jones Bridge Rd / Knsgtn Pkwy.

In the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 42% during the AM peak period from 146 sec/veh to 85 sec/veh
- Reduce vehicle delay by 23% during the PM peak period from 194 sec/veh to 148 sec/veh
- The proposed improvements at MD 185 and Jones Bridge Road would be expected to provide operations as-good or better than pre-BRAC conditions through the year 2018, despite the additional traffic generated from the BRAC action and other local developments.

MD 355 (Rockville Pike) at Jones Bridge Rd / Center Drive

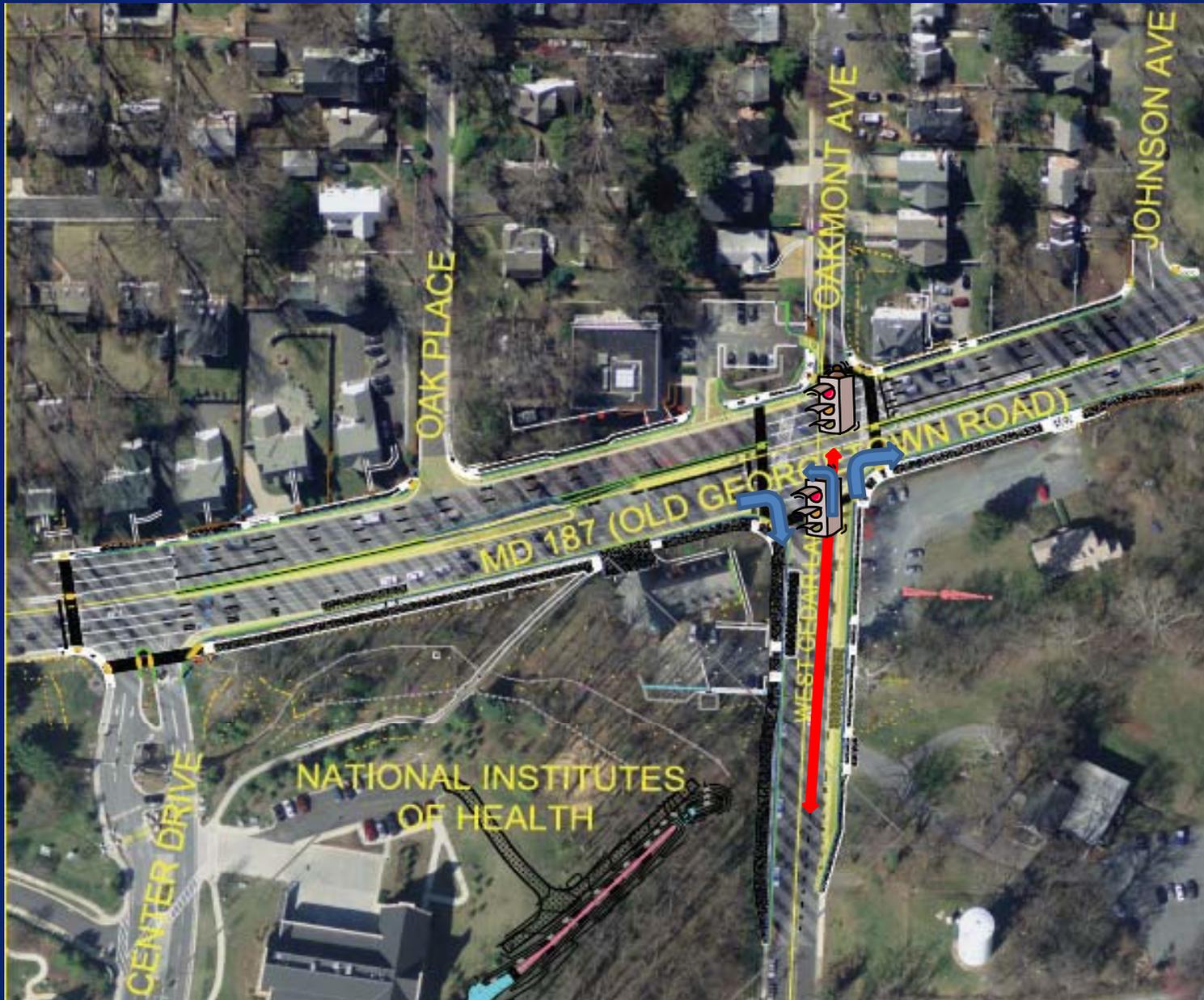


MD 355 (Rockville Pike) at Jones Bridge Rd / Center Drive

In the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 28% during the AM peak period from 57 sec/veh to 41 sec/veh
- Reduce vehicle delay by 53% during the PM peak period from 105 sec/veh to 49 sec/veh
- The proposed improvements at MD 355 and Jones Bridge Road would be expected to provide operations as-good or better than pre-BRAC conditions through the year **2024**, despite the additional traffic generated from the BRAC action and other local developments.

MD 187 (Old Georgetown Rd) at W. Cedar Ln / Oakmont Ave



MD 187 (Old Georgetown Rd) at W. Cedar Ln / Oakmont Ave

MD 187 at Cedar Lane, in the year 2011, proposed modifications are projected to:

- Reduce vehicle delay by 12% during the AM peak period from 31 sec/veh to 27 sec/veh
- Reduce vehicle delay by 28% during the PM peak period from 83 sec/veh to 60 sec/veh
- These proposed improvements at MD 187 and Cedar Lane would be expected to provide LOS E or better operations through the year **2027**, despite the additional traffic generated from the BRAC action and other local developments.