

## **Description of “Tiers” and “Phases” of Intersections Improvement Program -- November 17, 2009**

- **Tier One** includes projects for which funding has been identified and is, or soon will be, available.
- **Tier Two** Projects would be funded by anticipated under the Defense Access Road (DAR) program and by TIGER Grant requests, if approved.
  - **\$20 million TIGER Grant request for pedestrian underpass** at Medical Center Metro station. This request was submitted in two forms – as a stand-alone request by the County, and as part of a much larger regional COG Transit-oriented development grant;
  - **\$20 million anticipated funding for the pedestrian underpass** under the Defense Access Road program (this has been penciled into the FY2011 DOD budget).
  - **\$20 million for BRAC intersections improvements**, part of a larger MDOT TIGER Grant request for state-wide BRAC intersections
- **Tier Three** projects do not have identified sources of funding.
- **Tier Four** includes long-range concepts that require planning before they can move forward as meaningful projects.
- **TIER ONE PROJECTS – FUNDED:**
  - **Rockville Pike @ Cedar Lane, Phases 1 and 2** – these take place along MD 355 south of Cedar Lane:
    - Add one southbound lane with a dedicated right turn into Wilson Drive (NIH);
    - Add one northbound lane from North Wood Drive (NNMC) with a dedicated right turn onto Cedar Lane;
    - Add a ½ signal (a.m. peak only) to facilitate southbound left turns into North Wood Drive;
    - Increase southbound left turn storage at North Wood Drive;
    - Add northbound left turn storage at NIH inspection facility;
    - Replace two culverts beneath 355/Cedar Lane;
    - Re-striping, but not widening, on Cedar Lane to facilitate turns and traffic flow
  - **Connecticut Ave @ Jones Bridge Road, Phase I:**
    - Add one southbound lane from I-495 with a dedicated right turn onto Jones Bridge Road

- **Rockville Pike @ Jones Bridge Road, Phase 1-A:**
  - Dynamic Lane Control – variable electronic signaling to create two southbound left turn lanes onto JBR during the pm peak.
- **TIER TWO PROJECTS – DAR & TIGER REQUESTS PENDING:**
  - **Rockville Pike @ Jones Bridge Road, Phase 1-B:**
    - Add one southbound lane adjacent to NIH, in order to create permanent double-left turn onto Jones Bridge Road.
  - **Connecticut Ave. @ Jones Bridge Road, Phase 3** (note that Phase 2 is in Tier Three):
    - Reduce the median on Connecticut Avenue, north and south of Jones Bridge Road, to create an additional northbound lane.
  - **Old Georgetown Road @ Cedar Lane, Phase 1** (project's only phase):
    - Extend Trolley Trail south from north of Cedar Lane to NIH;
    - Widening along southbound Old Georgetown Road south of Cedar Lane in order to create new northbound lane with a dedicated right turn onto Cedar Lane
- **TIER THREE PROJECTS -- NOT FUNDED:**
  - **Rockville Pike @ Cedar Lane, Phases 3-5:**
    - Widen Cedar Lane east and west of Rockville Pike to create dedicated turn lanes and realign culverts along Cedar Lane;
    - Create an additional northbound lane north of Cedar Lane by widening along the ROW adjacent to, but not infringing upon, the service road parallel to MD 355.
    - Create an additional southbound lane north of Cedar Lane, to be a dual right turn onto Cedar Lane and through lane along MD 355.
  - **Connecticut Ave. @ Jones Bridge Road, Phase 2:**
    - Widen Jones Bridge Road west and east of Connecticut Avenue along the south side of Jones Bridge Road in order to create an additional left turn lane onto northbound Connecticut Avenue and reduce congestion along JBR east of Connecticut Avenue during the pm rush.
      - Safety concerns were raised about multiple left-turns and weaving during the pm rush.
- **TIER FOUR PROJECTS – Concepts requiring further study:**
  - **Concepts include but aren't limited to: direct Beltway access to NNMC, an interchange at 355/Cedar Lane, bus access improvements, enhanced Metro capacity, and a wider area-wide corridor study.**