

CORRIDOR CITIES TRANSITWAY

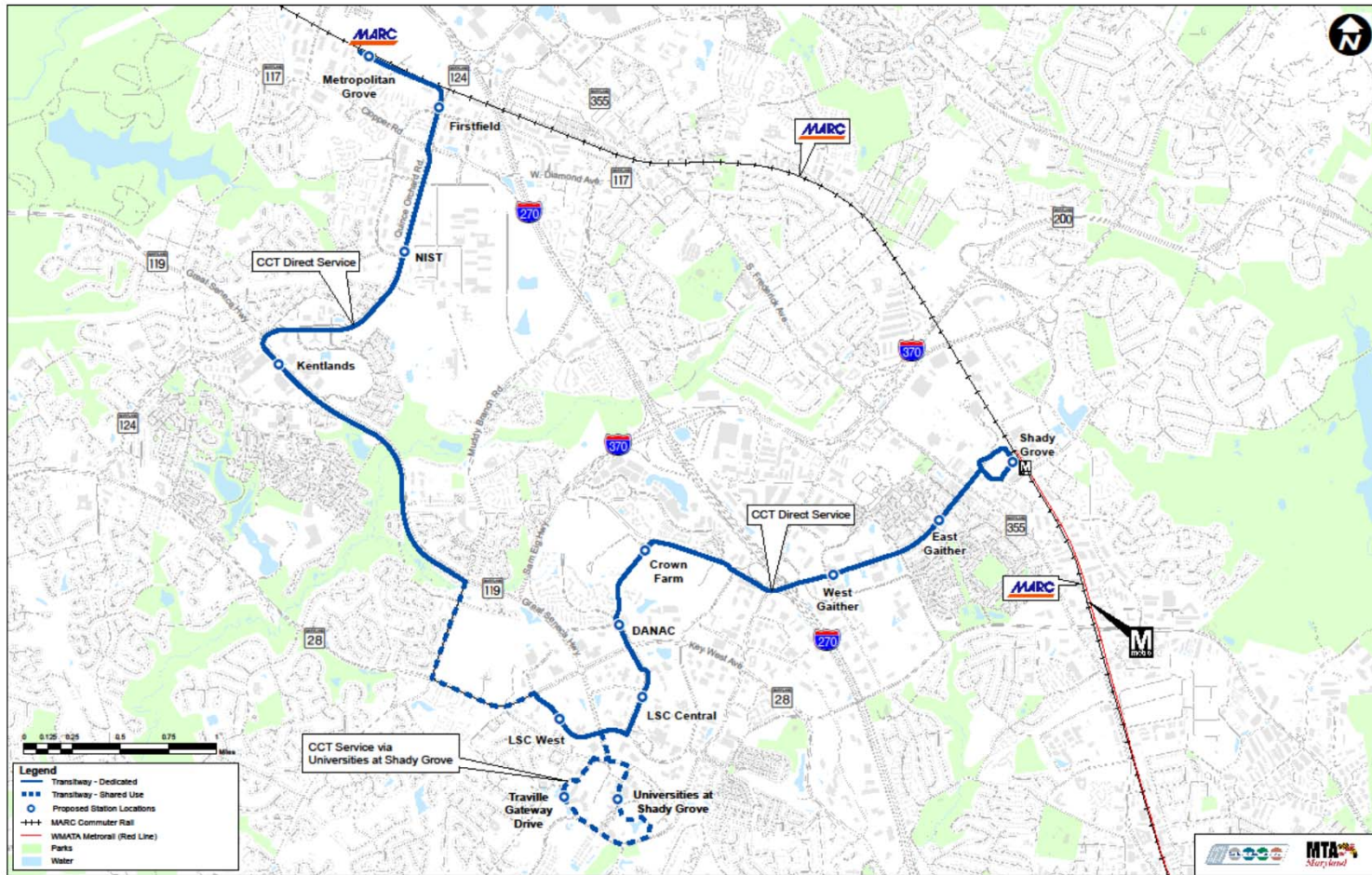
Presented to:
Montgomery County Council
T&E Committee

June 29, 2015





Phase I - Project Map





Project Progress

- 15% Plans completed August 2014
- Review and comments from local jurisdictions and agencies
- Regular coordination meetings with local jurisdictions and agencies
- NEPA documents and FTA review
- Design related to all disciplines
- Value Engineering
- M-NCPPC – Bike Master Plan
- Phase II – Corridor Preservation



Area Advisory Committees

- Three organized in Early 2014 (geographically)
- Kick-off Event and eight regular meetings
- Topics have included alignment, station locations and design, traffic and signalization, SWM, urban design, and operations planning
- AAC Process is completed.



Stations

- Sizing (VE Study)
- Canopy Architecture
- Amenities – TVM, Benches, Wind Screens, Bike Racks
- Lighting
- Signage



Side-Aligned Center

- Contextual Influence: Bioscience
- Helix as Generative Form
- Translucent Canopy
- Tree Structure
 - Concrete Column
 - Steel Pipe Frame



FIRSTFIELD STATION
SIDEWALK VIEW

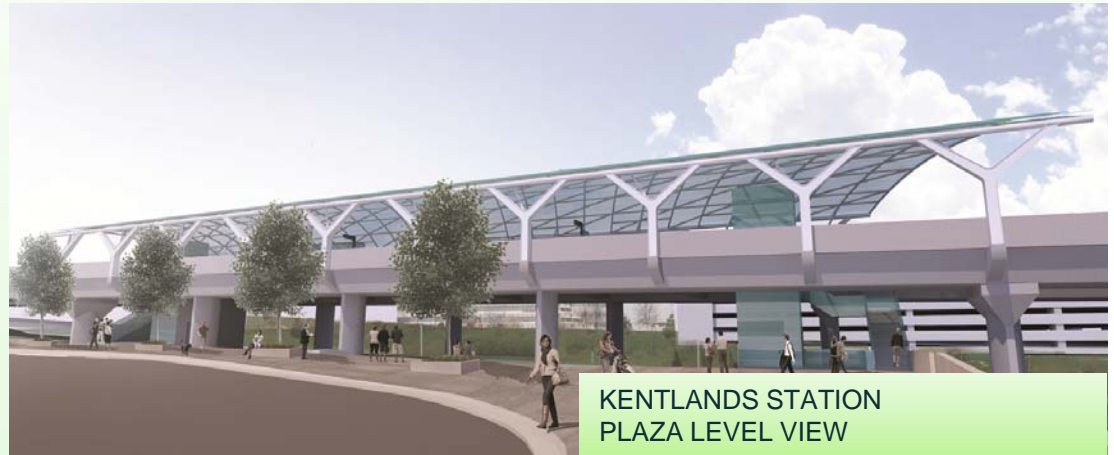


FIRSTFIELD STATION
PLATFORM VIEW

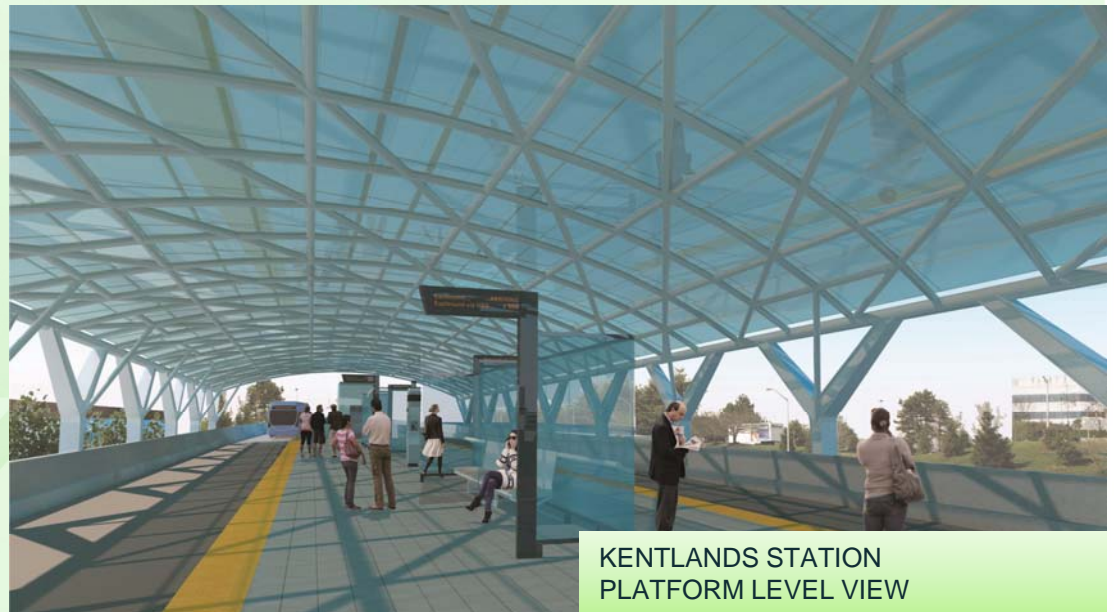


Aerial

- Contextual Influence: Bioscience
- Helix as Generative Form
- Translucent Canopy
- Tree Structure
 - Concrete Column
 - Steel Pipe Frame
- Community Space
- Vertical Circulation



KENTLANDS STATION
PLAZA LEVEL VIEW

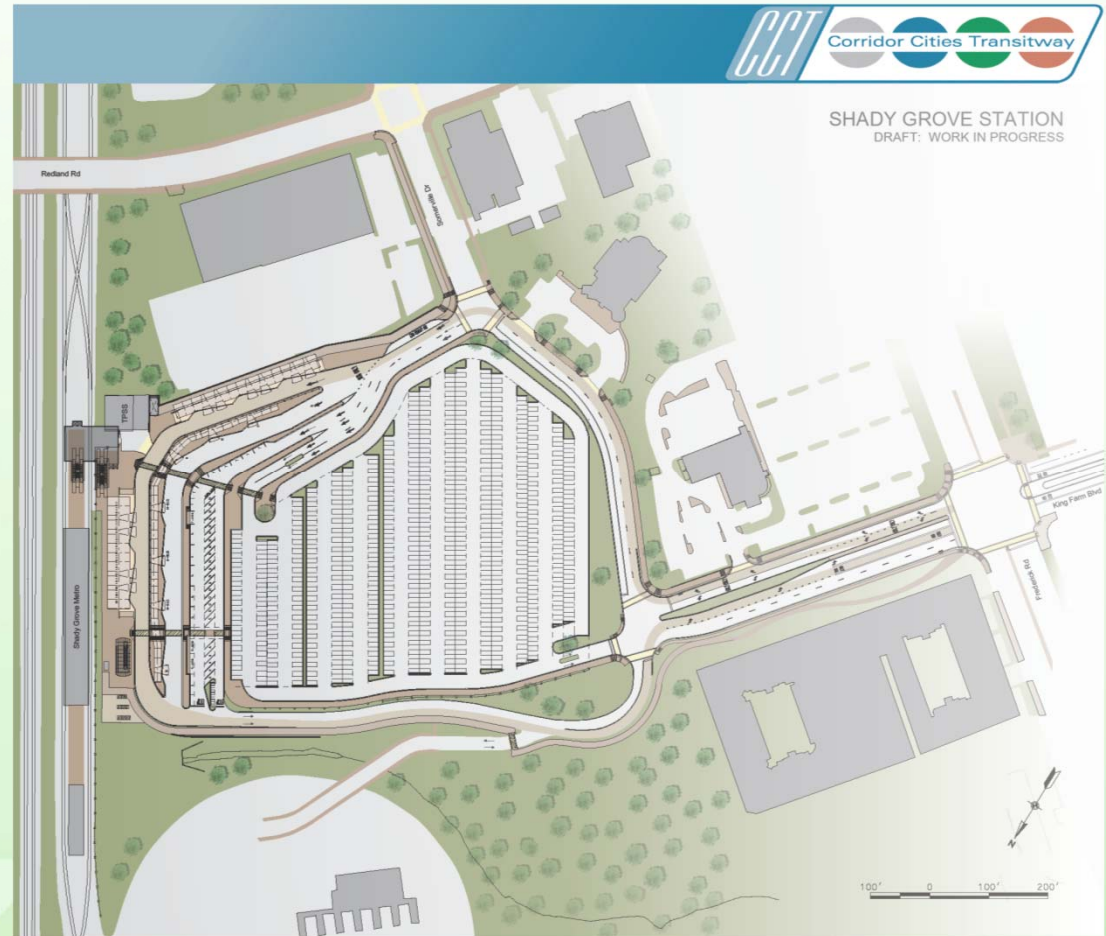


KENTLANDS STATION
PLATFORM LEVEL VIEW



Shady Grove Metro

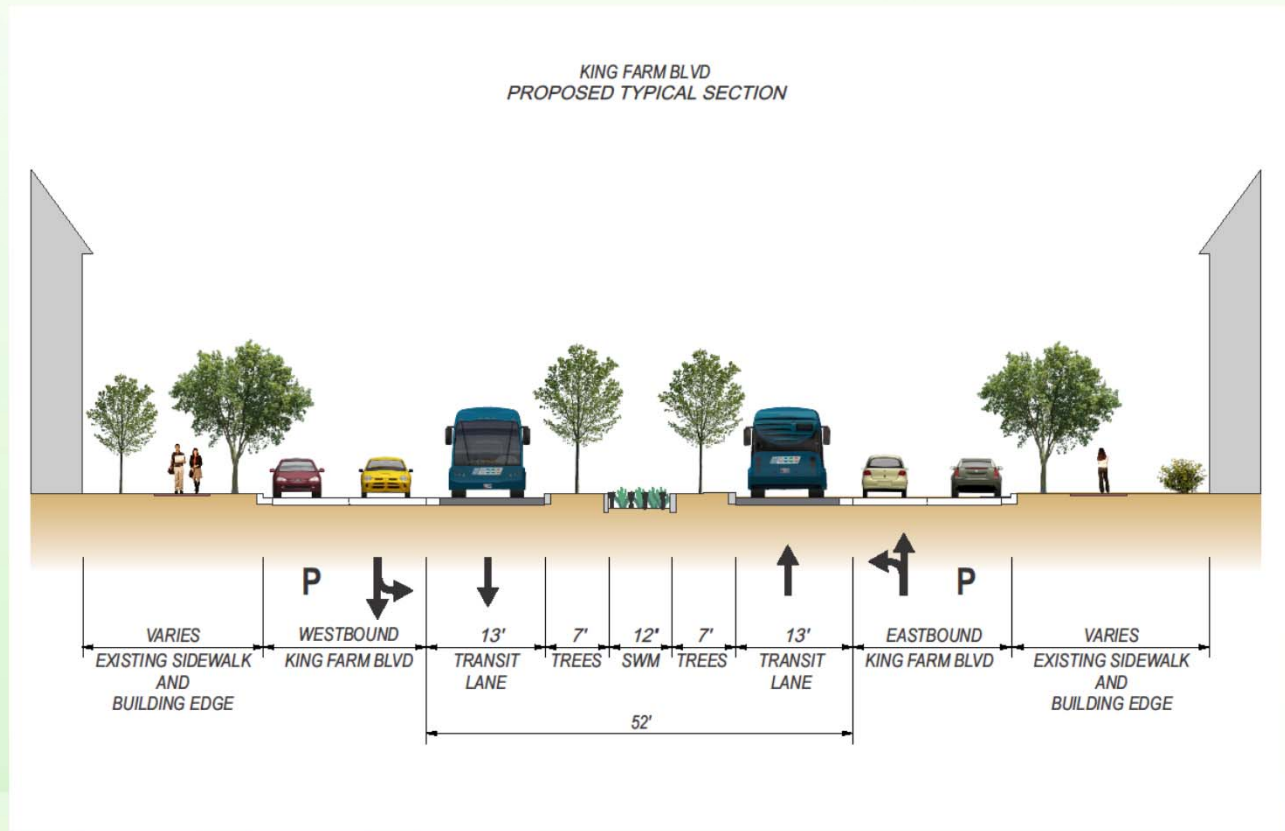
- Modified Bus Bays and Parking
- New Station Entrance
- Access/Circulation





King Farm

- AAC Three
- Typical Section
- Median Closures





I-270 Crossing

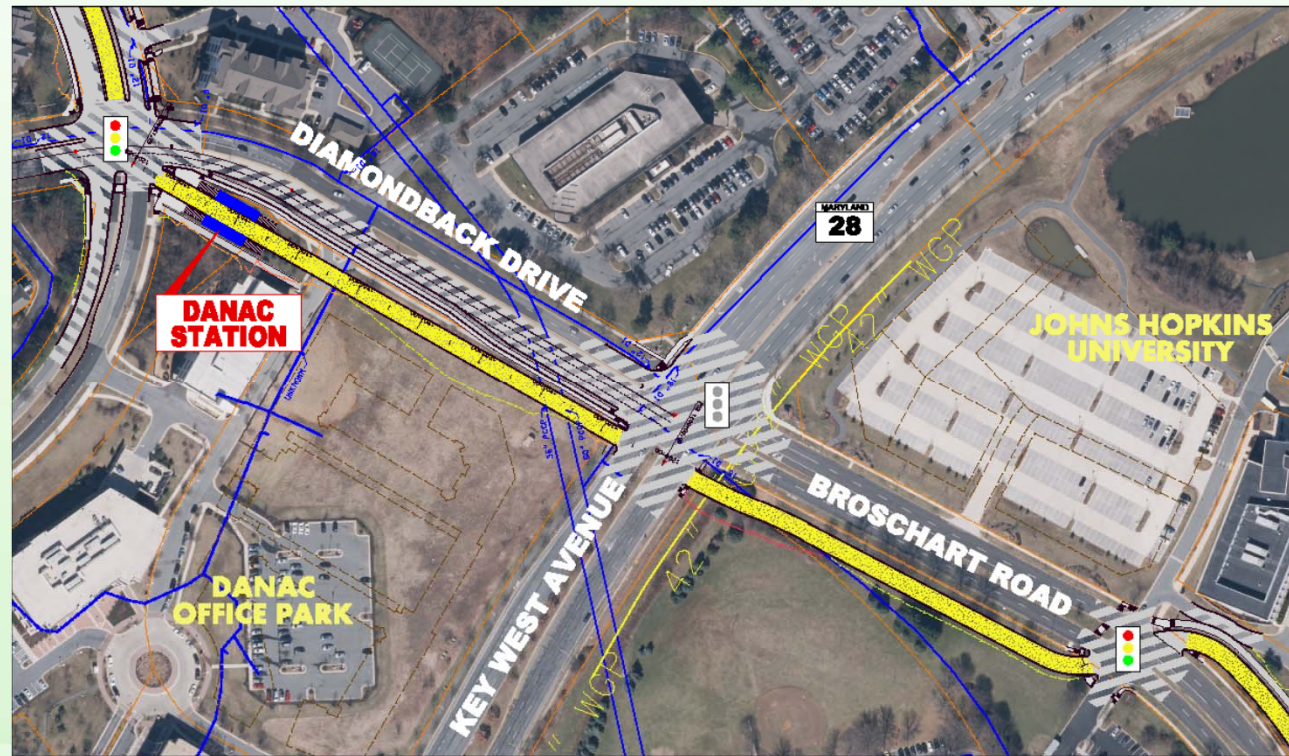
- Utility Impacts
- New Alignment
- Fields Road





Key West Avenue at Diamondback/Broschart

- Alignment Options
- Utility Impacts





CCT Service via USG

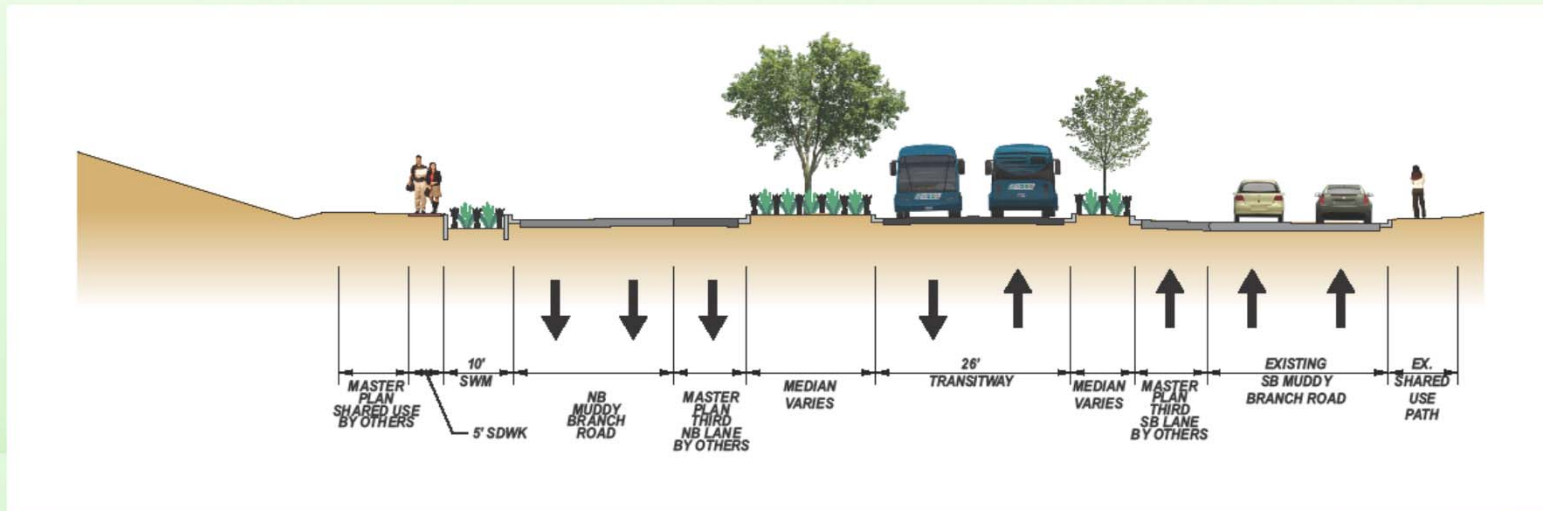
- Requested service to the campus
- Mixed traffic operations (BRT flexibility)
- Operations Plan
- Reduced station size





Muddy Branch Road

- Alignment Options
- Master Plan Considerations
- MCDOT and MTA Agreement
- Planned Typical Section





FTA Comments on Section 4(f)

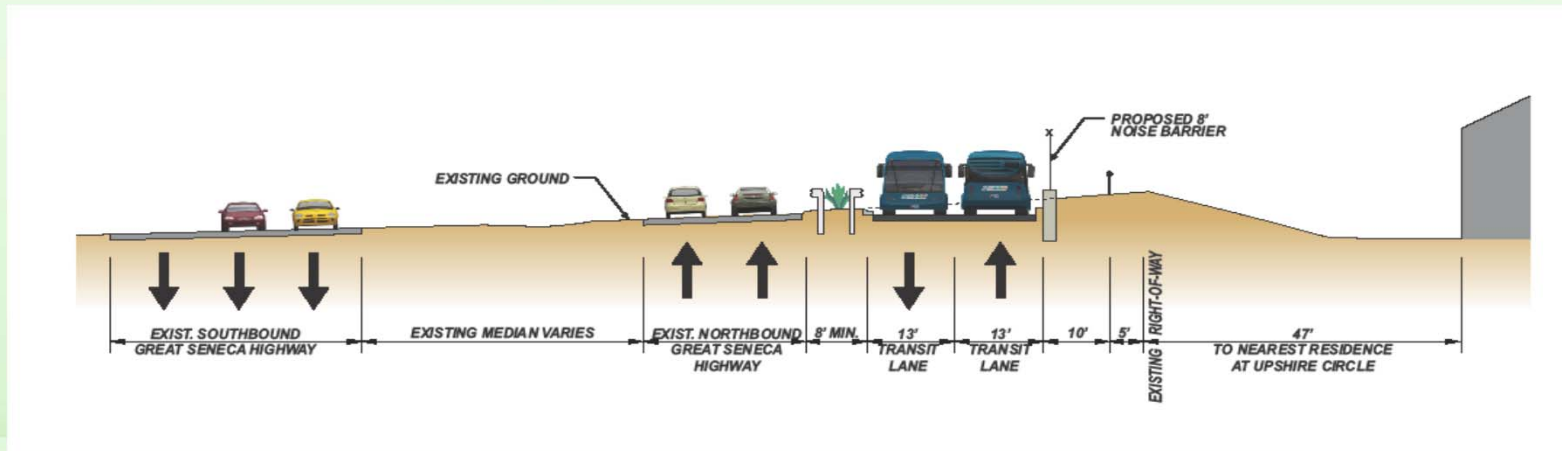
- Belward Farm – Historic Eligible
- Feasible and Prudent Alternative
- Avoidance of the farm – no Belward Station
- Mixed Traffic Operations on MBR and Darnestown/KWA





Great Seneca Highway

- Impacts on Washingtonian Woods
- Other options evaluated
- Alignment Shift and Narrowed Transitway (VE Study)
- Retaining Wall and Noise Wall





Alignment at CSX

- Do not cross CSX in Phase I (remain on SW side)
- Station parking at existing MARC lot (expandable as needed)
- Pedestrian bridge over CSX to Watkins Mill development
- First Field Station





Schedule

- August 2014 – Draft EA and 15% Design Submittal
- Fall 2015 – EA Public Hearing
- Fall 2015 – 30% Design Submittal
- Winter 2015/2016 – FONSI
- Winter 2015/2016 – Initiate design activities
- Winter 2016/2017 – Begin Right-of Way Acquisition/
Permitting/ Agreements
- Spring 2018 – Begin Construction
- 2021 – Begin Service



Funding

- FY 2016
 - Planning - \$4.9M
 - Engineering - \$3.0M
 - R/W - \$2.0M
 - FY 2017
 - Engineering - \$10.0M
 - R/W - \$18.0M
 - FY 2018
 - Engineering - \$14.0M
 - R/W - \$19.7M
 - FY 2019
 - Engineering - \$13.0M
 - FY 2020
 - Construction - \$0
 - FY 2021
 - Construction - \$0
 - BTC
 - Construction - \$145.0M
- Estimated Construction Cost
\$545.0M (2012)