

Meeting Summary

**US 29 Central Corridor Advisory Committee
 Meeting #17**

Thursday, October 18, 2018, 6:30 to 8:30 p.m.
 Silver Spring United Methodist Church
 33 University Blvd, East, Silver Spring MD 20901

Participants

CAC Members (X for in attendance, blank for regrets)			
Shruti Bhatnagar		Jeffrey McNeil	X
Samantha Blizzard		Karen Michaels/Larry Dickter	X
Louis Boezi	X	Brian Morrissey	
Pat Connolly		Michael Pfetsch	X
Karen Evans	X	Michele Riley	
Sean Gabaree	X	Sanjida Rangwala	X
Harriet Quinn (sub for Melissa Goemann)	X	Eugene Stohlman	
Larry Goldberg		James Williamson	X
Kevin Harris		James Zepp	
Ken Jones		Clifford Zinnes	
Jeffery Land			
Members of the Public		Affiliation	
Staff			

Corey Pitts, Project Manager, MCDOT
 Joana Conklin, MCDOT
 Dan Hibbert, MCDOT
 Marcelo Cortez, MCDOT
 Alan Watts, MCDOT

Darcy Buckley, MCDOT
 William Shuldiner, MCDOT
 Rick Kiegel, Consultant Project Manager, RK&K
 Monica Meade, RK&K
 Mike Nessel, MCDOT

Welcome and Introductions

The meeting commenced at 6:35 p.m.

Rick Kiegel of RK&K welcomed everyone and explained that the purpose of this meeting is mostly to present information to the committee, rather than solicit committee input.

Project Update

Final Design

The 85% plans were completed at the end of July. This was the last of the real engineering work. Since then, the plans have been reviewed for final details, often in labeling and directions. The plans should be very specific, leaving no questions from the contractor. For example, there is art work at Briggs Chaney in the traffic island. The plans indicate what happens to the art work, who is responsible for removing it, storing it, and replacing in. Where there are red-light cameras, the plans need to include a note that they will be removed by others and that the contractor must notify the County four weeks before they plan to work in that area.

Moving forward into construction, there will still be a role for the design team. The contractor is required to prepare shop drawings, showing what they understand the design plans to require. The design team is responsible for reviewing these shop drawings for compliance with the design team's plans.

In addition, the design team will continue to be involved in the construction outreach.

Question: Can the public see the final designs?

Response: Once the plans have been finalized and approved, they will be available online.

Architectural Coordination with Fabricators

The architects, ZGF, completed the design of the station shelters to a certain point, but the fabricator will finish the design, since it will be responsible for the shelters. At this point there are discussions with three fabricators.

Permits

Even though this is a County project, the project still must get the same permits as a private sector project. There are many different permits needed, including Erosion and Sediment Control and Building permits from the Department of Permitting Services, and Access Permits from the State Highway Administration (SHA).

Capital Bikeshare

The locations of some of the Capital Bikeshare docking stations have been shifted. The original plan was to locate the docking stations at the BRT stations, so the Bikeshare was a linear system. However, it was decided that it made more sense to place the Bikeshare docking stations in a hub and spoke layout. The hubs are at the White Oak Transit Center and Briggs Chaney stations. Four of the docking stations were moved from the BRT stations to support this concept.

Vehicles

The County has been working on the bus procurement for over a year. The Request for Proposals (RFP) was very detailed so every bidder was proposing on the same things. The County has just announced the selected bidder and it is posted on the County Procurement website. There is a ten-day waiting period for protests, which will end on October 23, 2018. The cost of the buses was estimated at approximately \$14 million total – 14 buses at \$1 million each. However, the bid came in lower than that. The buses are 60 feet long, articulated, (with an accordion-like section in the middle to make tighter turns), and with extra-wide doors, all on the right-hand side. These extra-wide doors will help speed up boarding.

Groundbreaking Ceremony

Groundbreaking is scheduled for October 25, 2018 at 10 am at the Briggs Chaney Park and Ride. Everyone is invited to this exciting event.

Construction

The project has already started the early phases of construction.

MCDOT has reached out to the utility companies, providing them with the relocation plans. Some utilities do the relocations themselves, while others will let MCDOT or the County contractor do the work.

MCDOT is doing soil borings. It is important to have a good understanding of the soil conditions and if the soil can support the canopies.

Question: What is involved in utility relocations? Will it impact the public?

Response: It varies a lot. A water line could be done in a day. Relocating cables generally has no impact, the cables are just lifted out of the way. If cables have to be cut and spliced, that can take a while. We do not anticipate any splicing on this project. We have worked hard to avoid utility relocations.

Construction Phases

During construction many things will be happening concurrently: right-of-way clearance, permits, utility relocation, and test pits, for example.

Testing and commissioning of the equipment will occur before the service opens. This includes the vehicles, ticket vending machines, cameras, etc.

Driver training will be done in Fall 2019. Training takes four to six weeks. The County is building a test platform at a County facility so that the drivers can practice docking close to the platform.

Construction Management at Risk (CMAR)

Typically, a project is done in three phases:

- *Design*
- *Procurement*
- *Construction*

MCDOT decided to use the CMAR process for the US 29 BRT. Under CMAR, the contractor was brought on board early, while the project is still in design. This way, the contractor can work collaboratively with the designers. CMAR has two phases, not three:

- *Preconstruction – value engineering, cost estimating, constructability reviews*
- *Construction*

The contractor's involvement in preconstruction reduces risk to the County.

The County issued an RFP for the CMAR portion of the project. The selection was based on a written proposal and an interview. The County selected Concrete General, Inc., a Montgomery County-based General Contractor.

Construction Schedule

The schedule shown in the presentation is subject to change. While the overall schedule will be contractual, it is developed to allow for some flexibility. The County is tracking adjacent projects which could impact our schedule, such as the Washington Suburban Sanitary Commission (WSSC) work on US 29.

Most of the utility work will not be in the roadway, but in sidewalk or station areas, so there will be minimal likelihood of having to dig up a newly paved street. But it is possible that some work will trigger other work in the street. This reinforces the need for early coordination and

communication with the utility companies. MCDOT has good working relationships with the utility companies in the areas.

The actual construction time for each station will be about 45 work days. Some activities will take longer than others. Utility work can vary from one day to several months for splicing Verizon cables or relocating large Pepco transmission lines.

Construction Outreach

The goal is to get information about construction out to the public quickly. The main mode of outreach will be through the internet – mostly the project website. This site will live in the MCDOT construction project pages, but there will be a link from the County BRT website. The website will list the ongoing construction areas and activities, and also upcoming activities. There will be general project information, as well as more detailed construction information.

The County’s Twitter feed will be used to post up-to-date information. If you are on Twitter, use the hash tag #US29FLASH. The Twitter feed will also be shown on the project website, so you don’t have to use Twitter to get the same information.

Emails will be sent to local community associations, not for every construction notification – but initially to tell people where to go for project information. We will ask them to share this news on their listserves. These emails will also go to the CAC members.

MCDOT is also considering issuing periodic newsletters.

MCDOT is setting up an email address if people want to send in questions.

Variable message signs will be used along the road to alert the public of upcoming roadwork or lane closures, approximately two weeks in advance.

Comment: Use graphics to convey information.

General Discussion

Lanark Way

Concerns were expressed about the potential that the new signal at Lanark Way could increase cut-through traffic in the neighborhood.

Comment: The neighborhood has a problem with people speeding through today.

Response: The Four Corners station was shifted south to avoid conflicts with the right turn lane on to University Boulevard and the parking lot exit from Blair High School based on feedback from the CAC. The installation of a signal and crosswalk at this point is needed to provide safe access for pedestrians from the other side of US 29.

Comment: This was discussed at earlier CAC meetings, with some in favor and some opposed. It should have been discussed directly with the neighborhood.

Comment: The communities around the project have endured changes and are just reaching stability. Further changes will just stir things up again. Please work with the community so that impacts are minimized.

US 29 Mobility Study and Future of the CAC

Question: What is the status of the Mobility Study? Will the CAC meet to discuss this?

Response: The Mobility Study is in the process of scheduling a public open house for this Fall (November/December timeframe). Notifications will be shared with the CAC.

Question: Is this the last CAC meeting?

Response: Not necessarily – it depends on what issues come up. For construction news the CAC is not the most effective tool because it takes a while to set up the meetings

Adjourn

Monica Meade thanked everyone for attending and reminded them to come to the Groundbreaking on October 25th.

The meeting adjourned at 8:00 p.m.