

## Meeting Summary

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

Wednesday, October 17, 2018, 6:30 to 8:30 p.m.  
 East County Regional Services Center  
 3300 Briggs Chaney, Silver Spring MD 20904

**Participants**

CAC Members (X for in attendance, blank for regrets)			
Fisseha Adugna		DeAndre Morrow	
Carole Ann Barth		Peter Myo Khin	X
Brian Downie		Rob Richardson	X
Oladipo Famuyiwa		Julian Rosenberg	
Latisha Johnson		Sebastian Smoot	
Bernadine Karns		Joseph Tahan	X
Matthew Koch	X	Eric Wolvovsky	X
Dan Wilhelm	X		
Ken Jones (Central CAC)	X	Tina Slater (South CAC)	X
Members of the Public		Affiliation	
Sean Emerson		Tom Hucker's office	
Staff			

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

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

## 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: Will the Arts on the Block mosaics still be installed?*

Response: Yes, but the medallions have been changed from round to rectangular

*Questions: Is there an overall theme to the art?*

Response: No, but within one station, there is a connection – such as both mosaics might have a nature theme.

*Question: Will the comfort station be self-cleaning?*

Response: No, the comfort station is a full building with 2 stalls and it will be cleaned by MCDOT staff. The building is for use of the bus drivers only.

### 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 private sector projects. 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.

*Question: Does this follow the Montgomery County Bicycle Master Plan?*

Response: The team has coordinated with the Planning Department to be sure that we are not precluding anything in the Bicycle Master Plan.

*Question: Have there been conversations about bikeshare with FDA on New Hampshire Avenue?*

Response: Yes, but we have not found the right place for the docking station yet. It must be outside the secured area of the FDA.

## 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 actually 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.

## 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.

*Question: Is there a minority business requirement for this contract?*

Response: Yes. The County goal is higher than the federal goal.

## 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.

*Question: Who will oversee the stormwater management work?*

Response: The Montgomery County Department of Environmental Permitting and Maryland Department of Transportation (MDOT) SHA will have their own inspectors.

## General Discussion

*Comment: At Briggs Chaney, there is a new senior housing construction project and the buses will need to be relocated. Some parking is being lost. Has the team considered these things?*

Response: Yes, we are aware of these things. The team is working with WMATA and Ride On regarding bus stop relocations.

## 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.

MCDOT is also considering issuing periodic newsletters.

MCDOT has set 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.

*Question: Have you considered how to reach people, particularly the elderly in this area, who are not on the internet at all.*

Response: We are counting on the outreach to the local community associations to help spread the news. Also we are looking into putting signs on the construction fencing.

*Comment: The County should do a marketing effort to build excitement.*

Response: The County will be doing this. The key is the timing. If the campaign is too early, people get frustrated because they want to be able to use the service now.

## General Discussion

### Ride On Plans

*Question: What is the status of the plans to change the feeder routes?*

Response: Ride On is working with their service planning team and with WMATA.

Another Ride On project being planned is a pilot program of a micro-fleet – small buses that could be ordered via an app, similar to Lyft and Uber.

*Comment: Ride On should expand the service area west of US 29 in the north.*

*Question: Is Ride On doing a restructure of their entire system?*

Response: Ride On monitors and evaluates its routes three times a year, making changes very often. Therefore, the system has responded to changing land uses and development.

*Question: Will there be a CAC meeting to discuss the changes to the Ride On routes?*

Response: Ride On has its own public process, and the CAC members will certainly be engaged in that. WMATA has a separate process and will determine what changes it wants to make. WMATA is currently doing a study called the Bus Transformation Project.

## **Adjourn**

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

The meeting adjourned at 8:00 p.m.