

YOUR RIDE IS HERE.



Corridor Cities Transitway

Presented to:
GSSC IAC

October 14, 2014

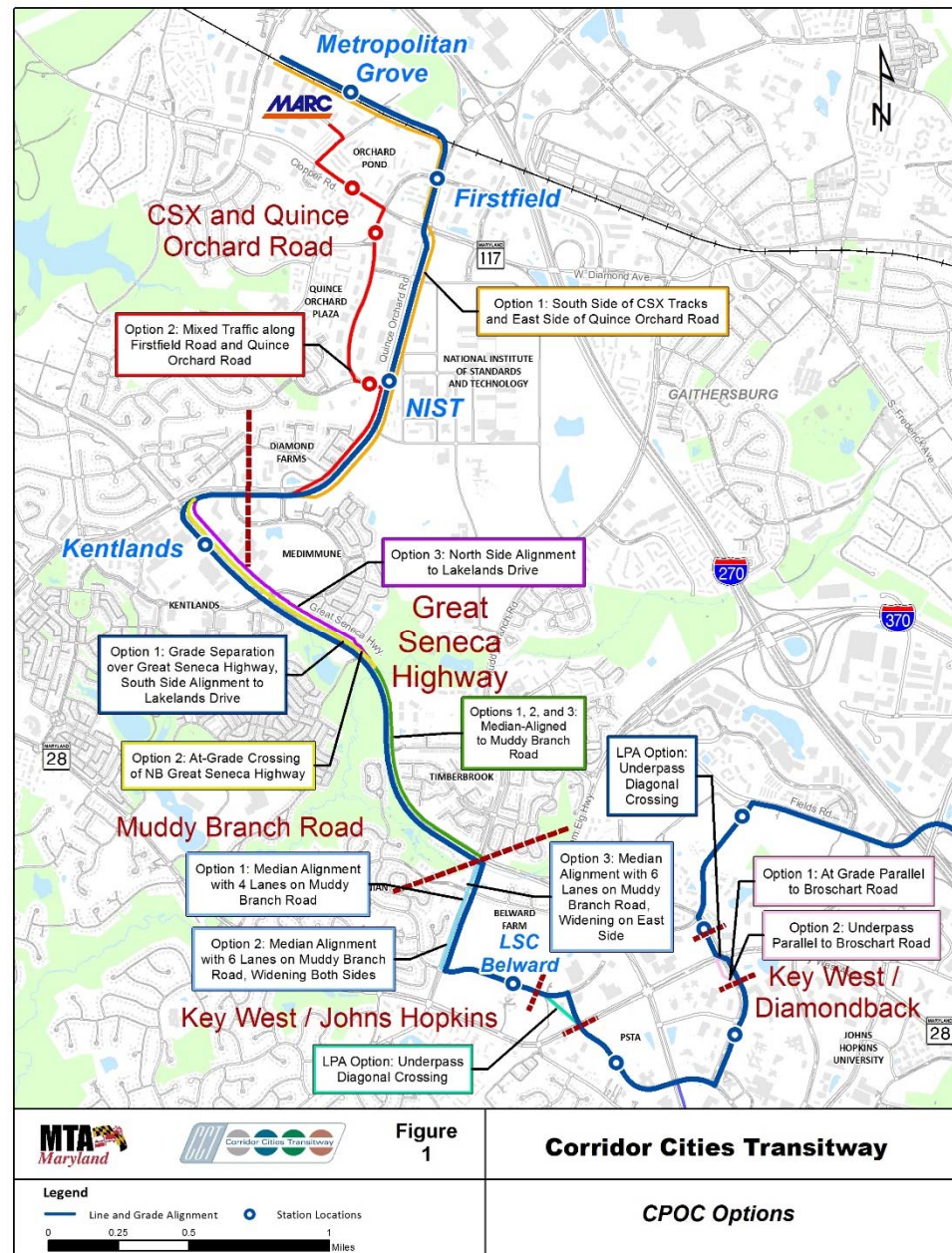


Studies

- Commercial Property Owners Coalition (CPOC) Alternatives – April 2014
- Mission Hills Alternatives – May 2014

CPOC Alternatives

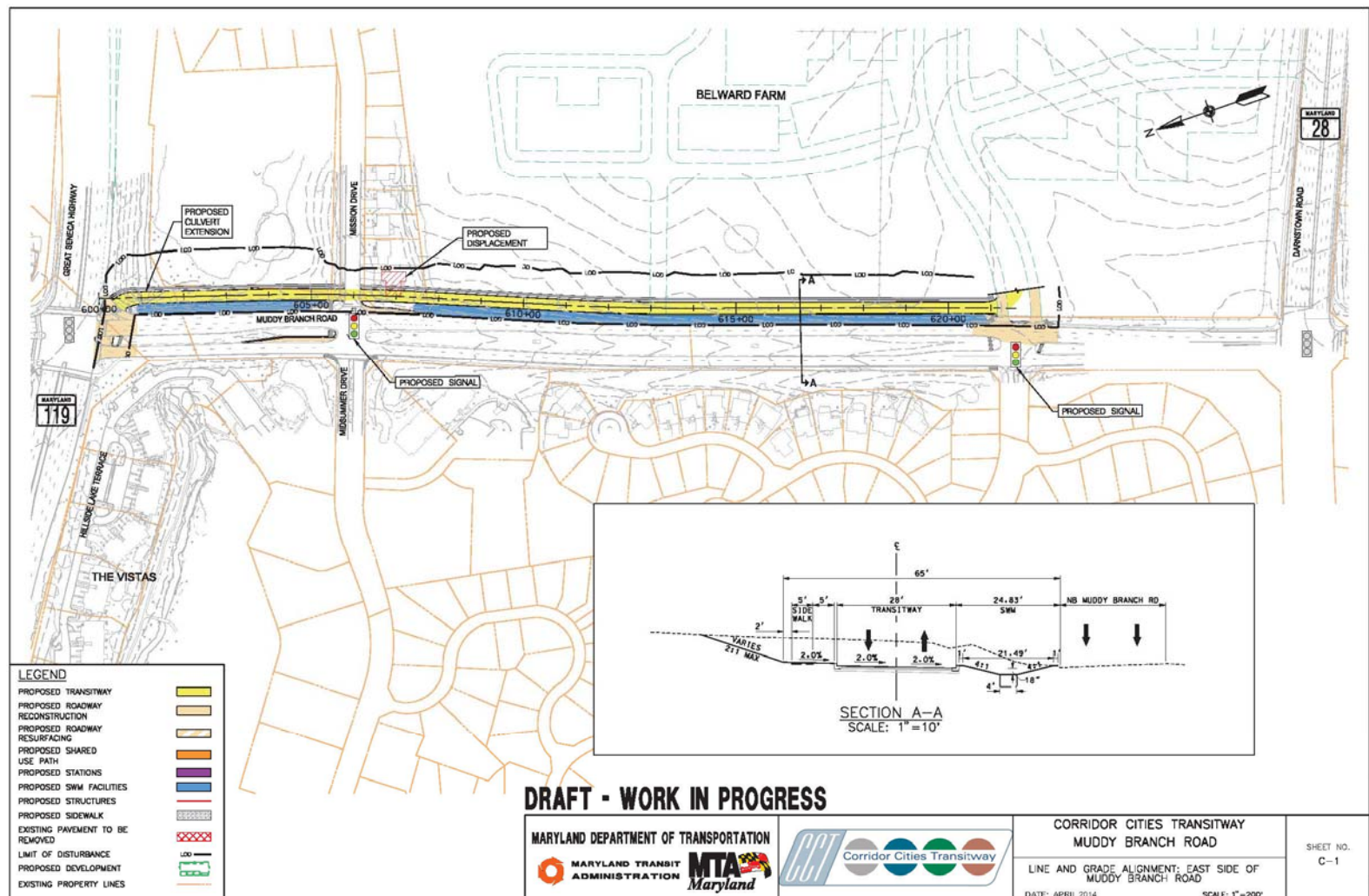
- CSX Corridor and Quince Orchard Road
- Great Seneca Highway
- Muddy Branch Road
- Key West Avenue



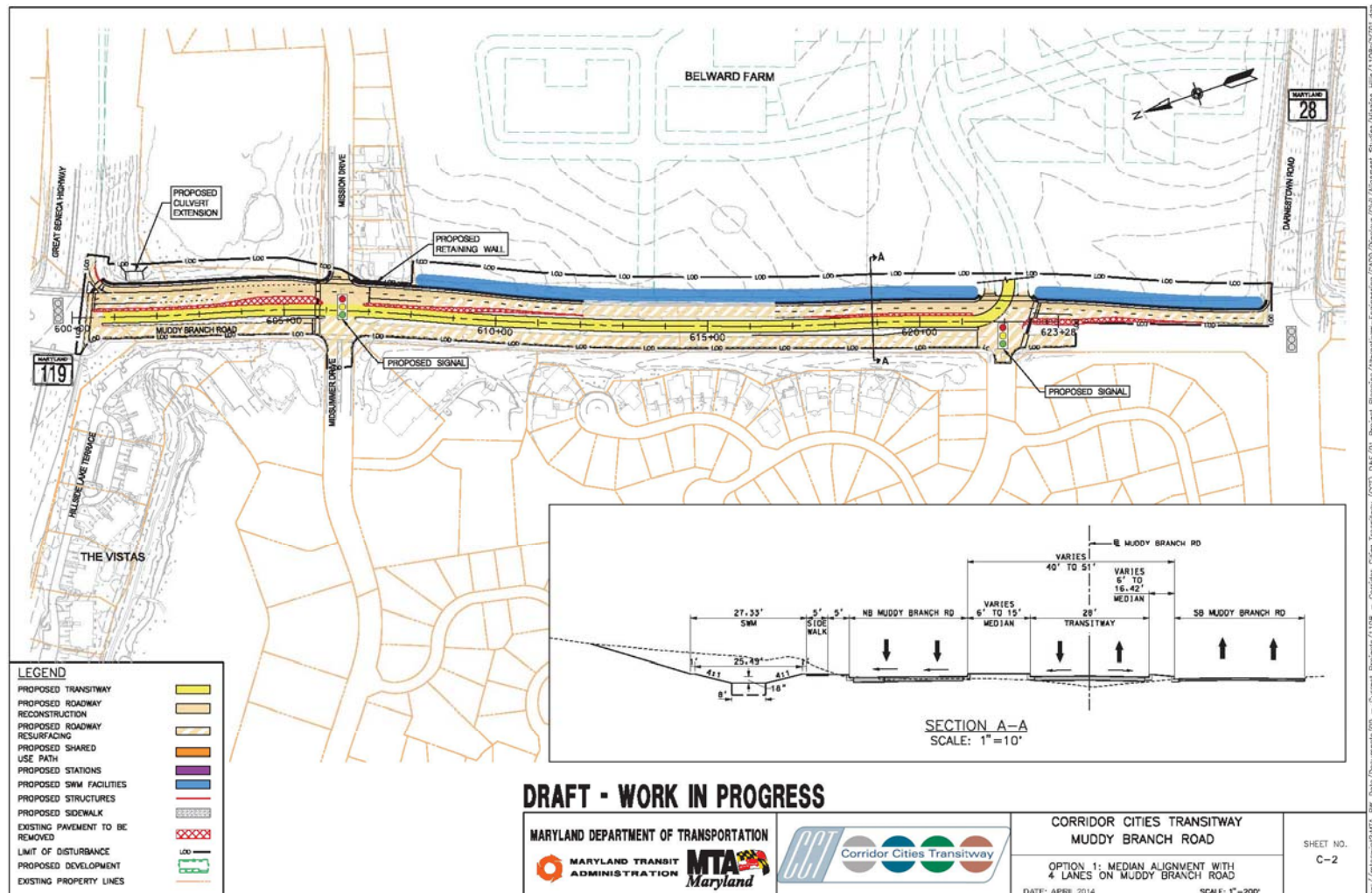
CPOC – Muddy Branch Road

- Line and Grade Alignment: East Side
- Option 1: Median Alignment with 4 lanes on Muddy Branch Road
- Option 2: Median Alignment with 6 lanes on Muddy Branch Road, Widening on both sides
- Option 3: Median Alignment with 6 lanes on Muddy Branch Road, Widening on East Side

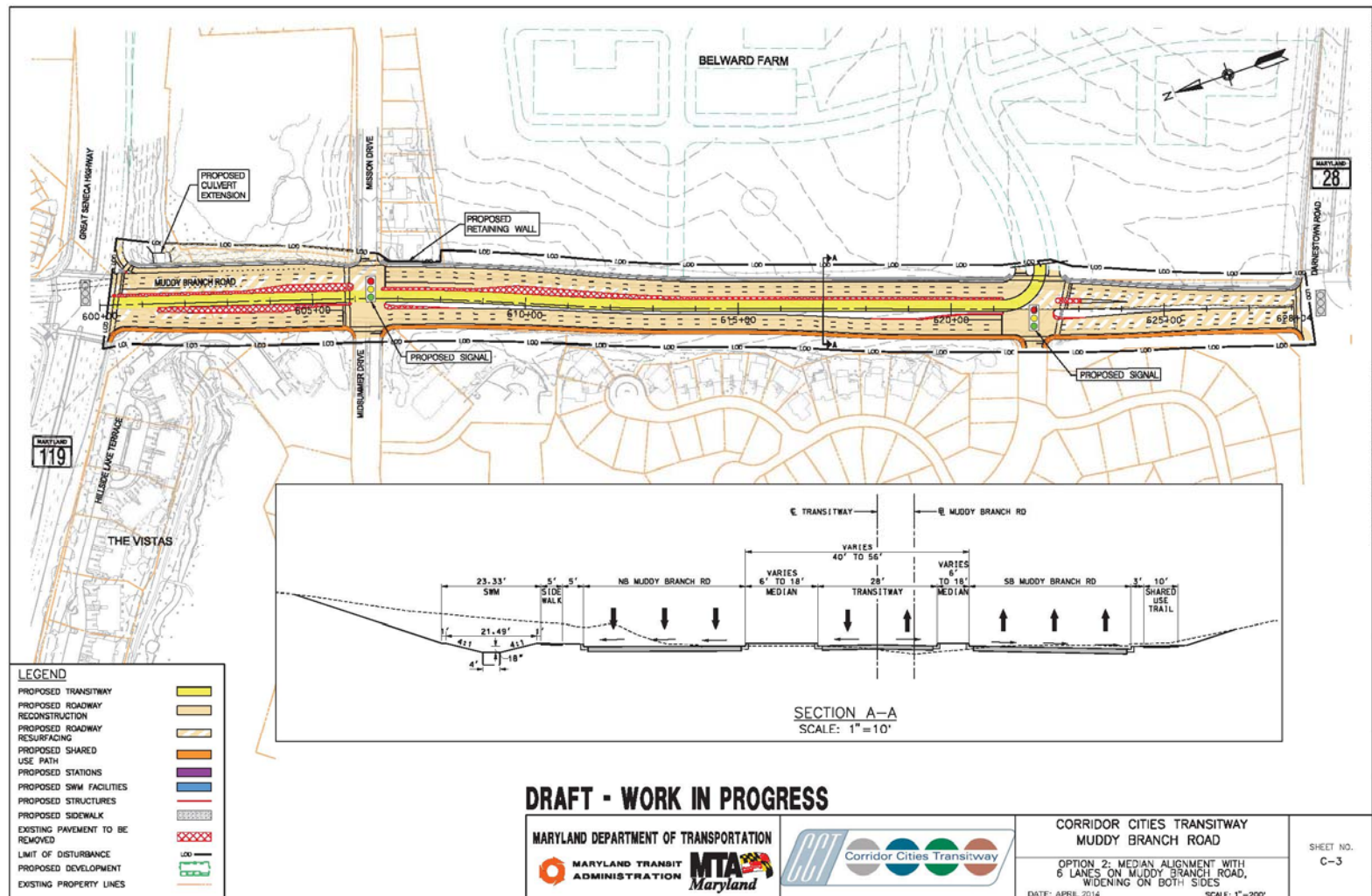
CPOC – Line & Grade



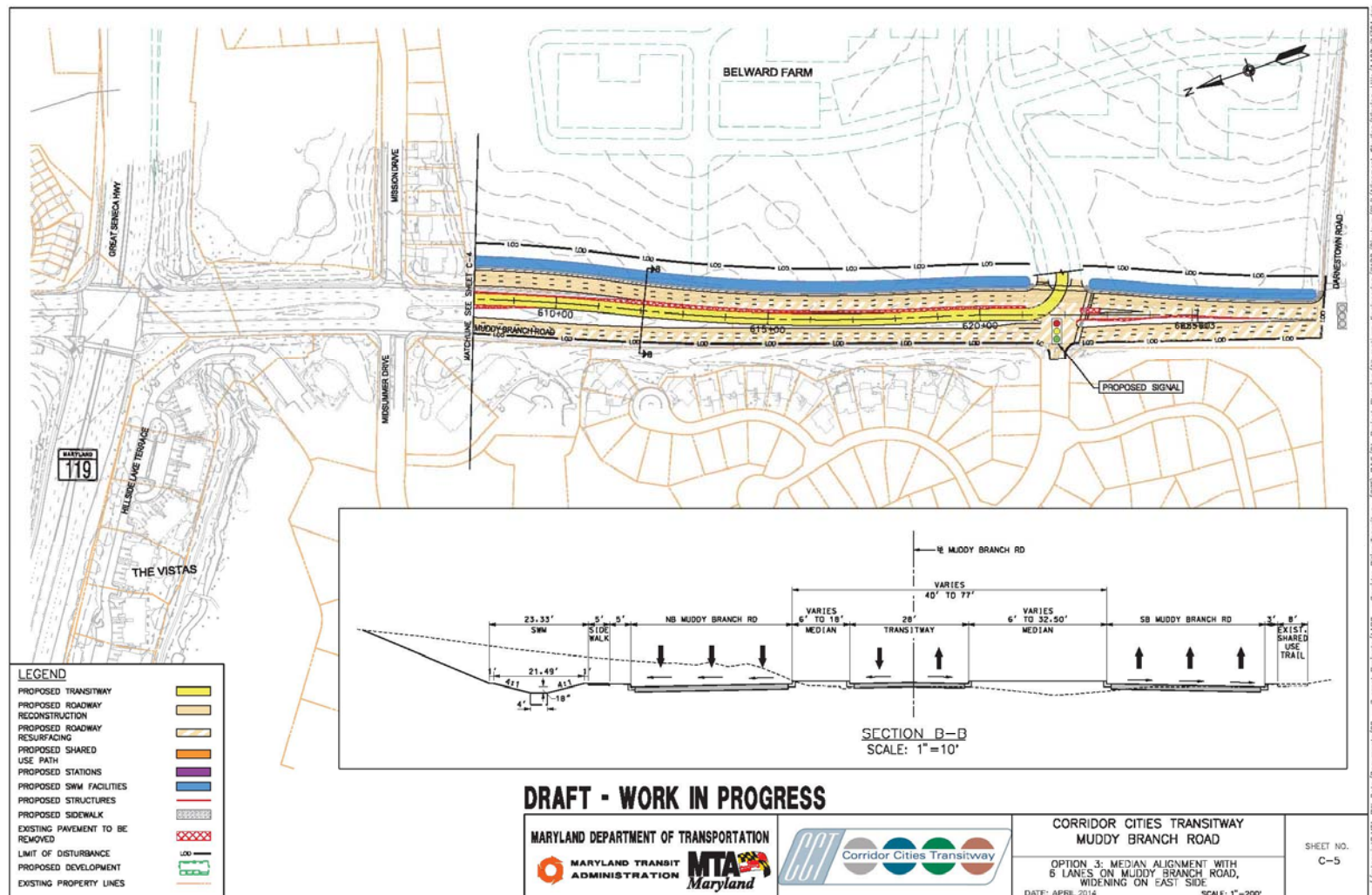
CPOC – Option 1



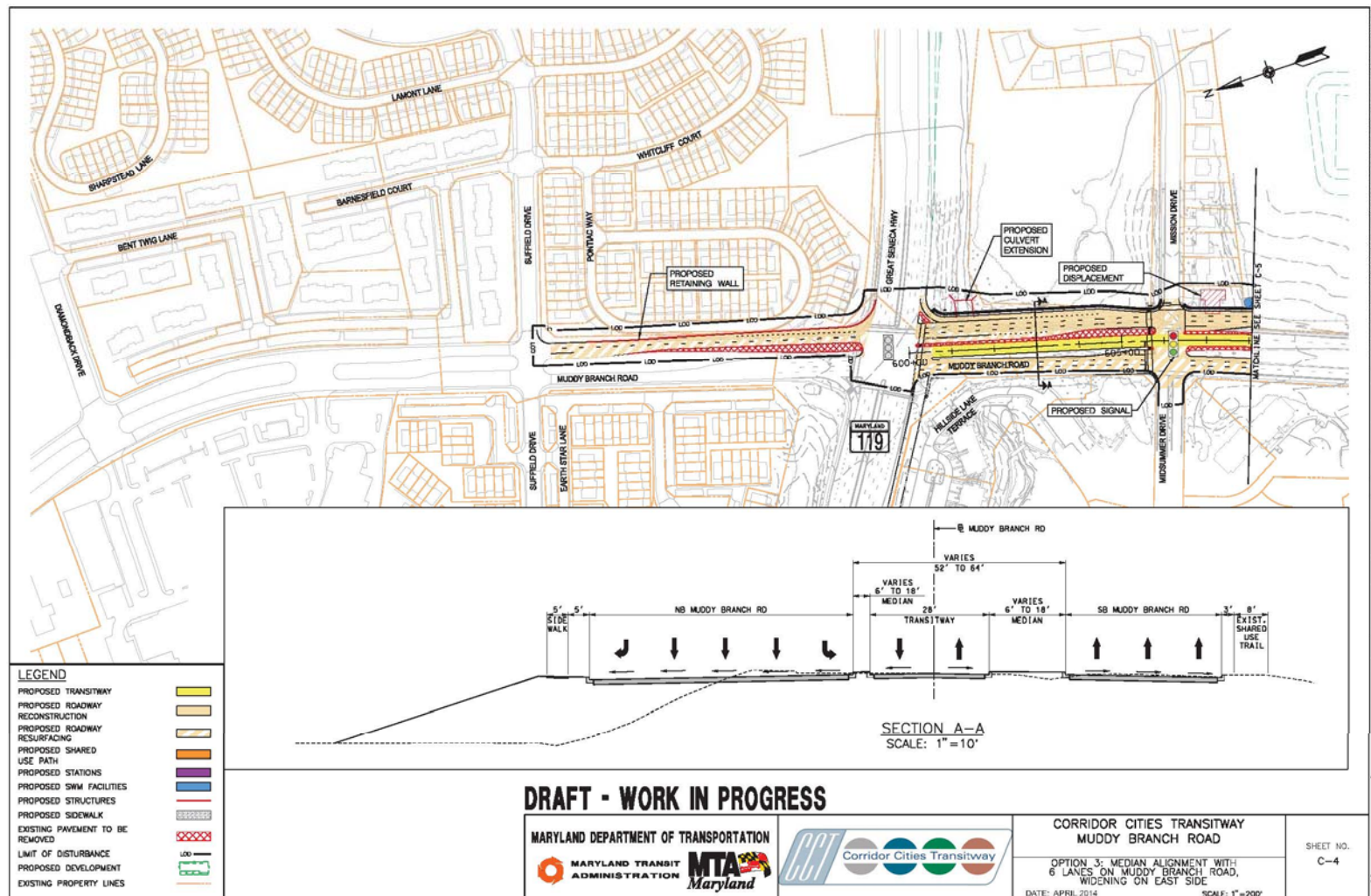
CPOC – Option 2



CPOC – Option 3



CPOC – Option 3



CPOC – Muddy Branch Road

- Line and Grade
 - Alignment on the east side of Muddy Branch Road
 - Includes residential displacement
 - No free right turn from:
 - Muddy Branch Road to Great Seneca Highway
 - Muddy Branch Road to Mission Drive
 - Mission Drive to Muddy Branch Road
 - Belward Campus Drive to Muddy Branch Road

CPOC Muddy Branch Road - Summary

- Line and Grade plus 3 options were evaluated
- All 3 options place the transitway in the median and allow free right turns at
 - Muddy Branch Road and Great Seneca Highway
 - Muddy Branch Road and Midsummer/Mission Drive
 - Mission Drive and Muddy Branch Road
 - Muddy Branch Road at Belward Campus Drive

CPOC – Muddy Branch Road

- Option 1
 - Median Alignment with 4 lanes on Muddy Branch Road
 - Eliminates residential displacement
 - Would increase Project Cost by approximately \$2 million more than Line and Grade due to roadway work on Muddy Branch Road
 - CCT travel time: Would increase by 0.5 minute

CPOC – Muddy Branch Road

- Option 2
 - Median Alignment with 6 lanes on Muddy Branch Road with widening to both sides
 - Eliminates residential displacement
 - Would increase Project Costs by approximately \$14 million more than Line and Grade due to roadway work on Muddy Branch Road and right-of-way costs
 - CCT travel time: Would increase by 0.5 minute

CPOC – Muddy Branch Road

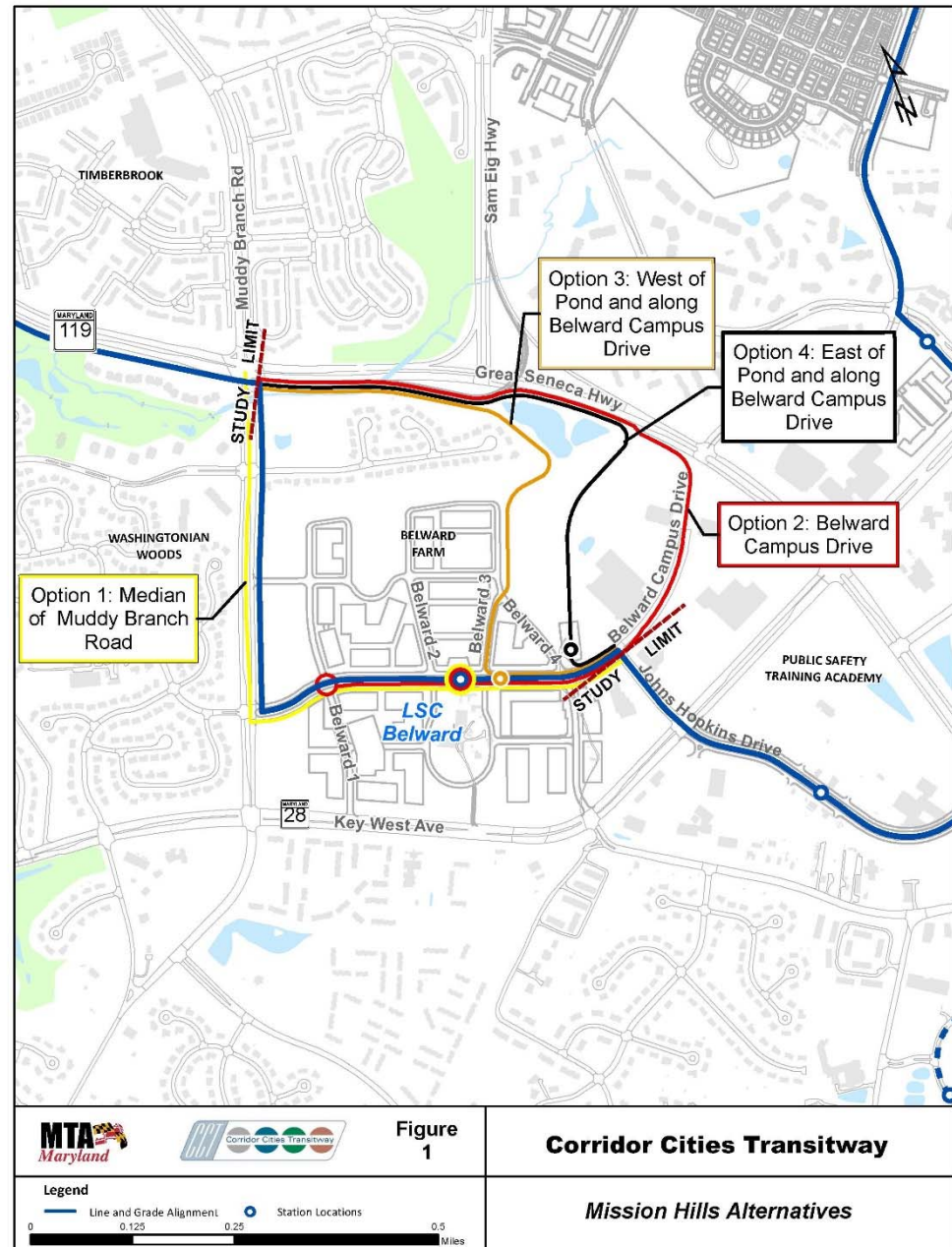
- Option 3
 - Median Alignment with 6 lanes on Muddy Branch Road with widening to east side
 - Includes residential displacement
 - Would increase Project Costs by approximately \$5 million more than Line and Grade due to roadway work on Muddy Branch Road
 - CCT travel time: Would increase by 0.5 minute

CPOC – Muddy Branch Road

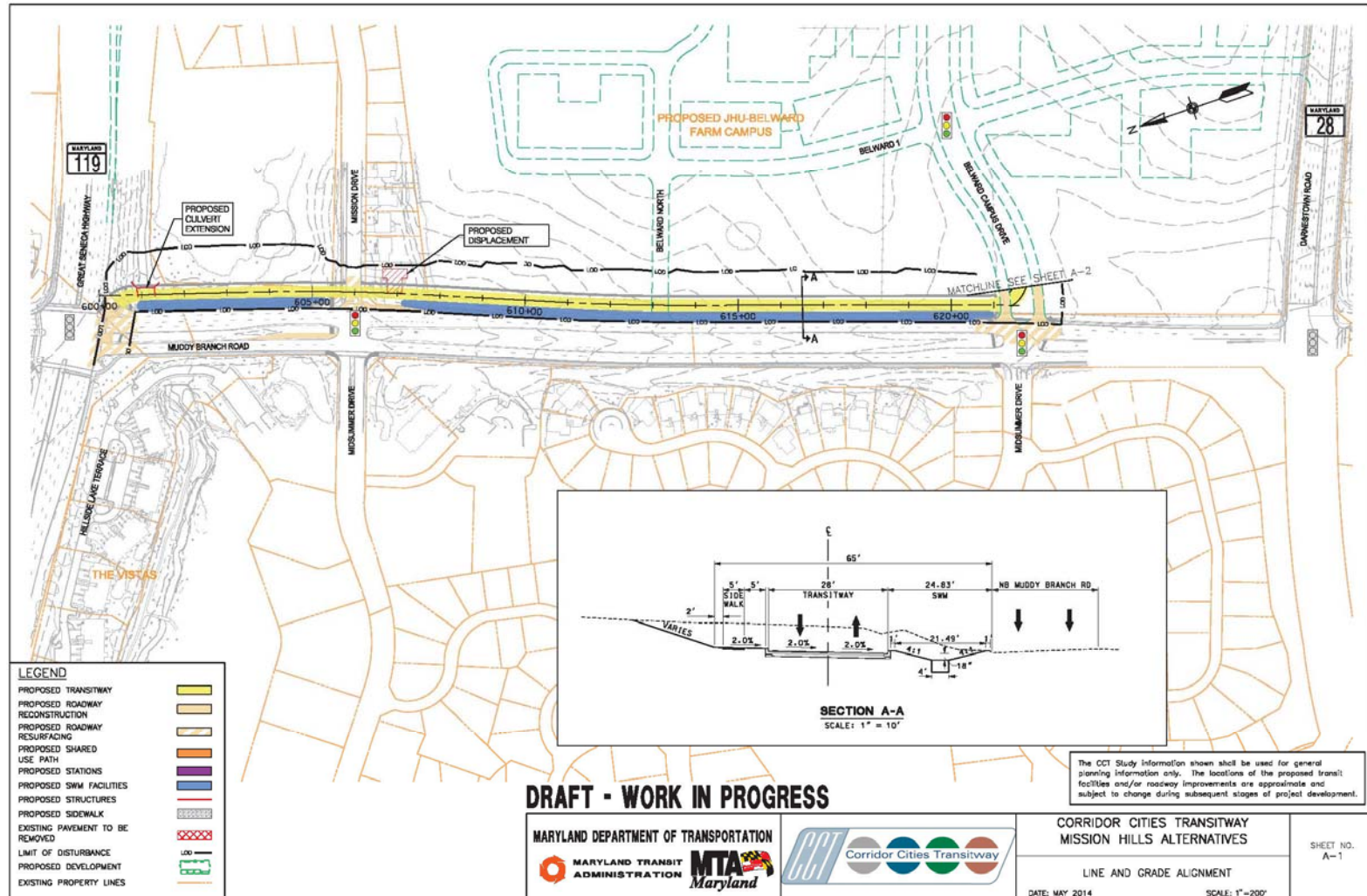
- Recommended Alternative

- Option 1: Median Alignment with 4 lanes on Muddy Branch Road
- Eliminates residential displacement
- Least increase to Project Cost of the alternatives studied
- Allows free right turns at 3 intersections

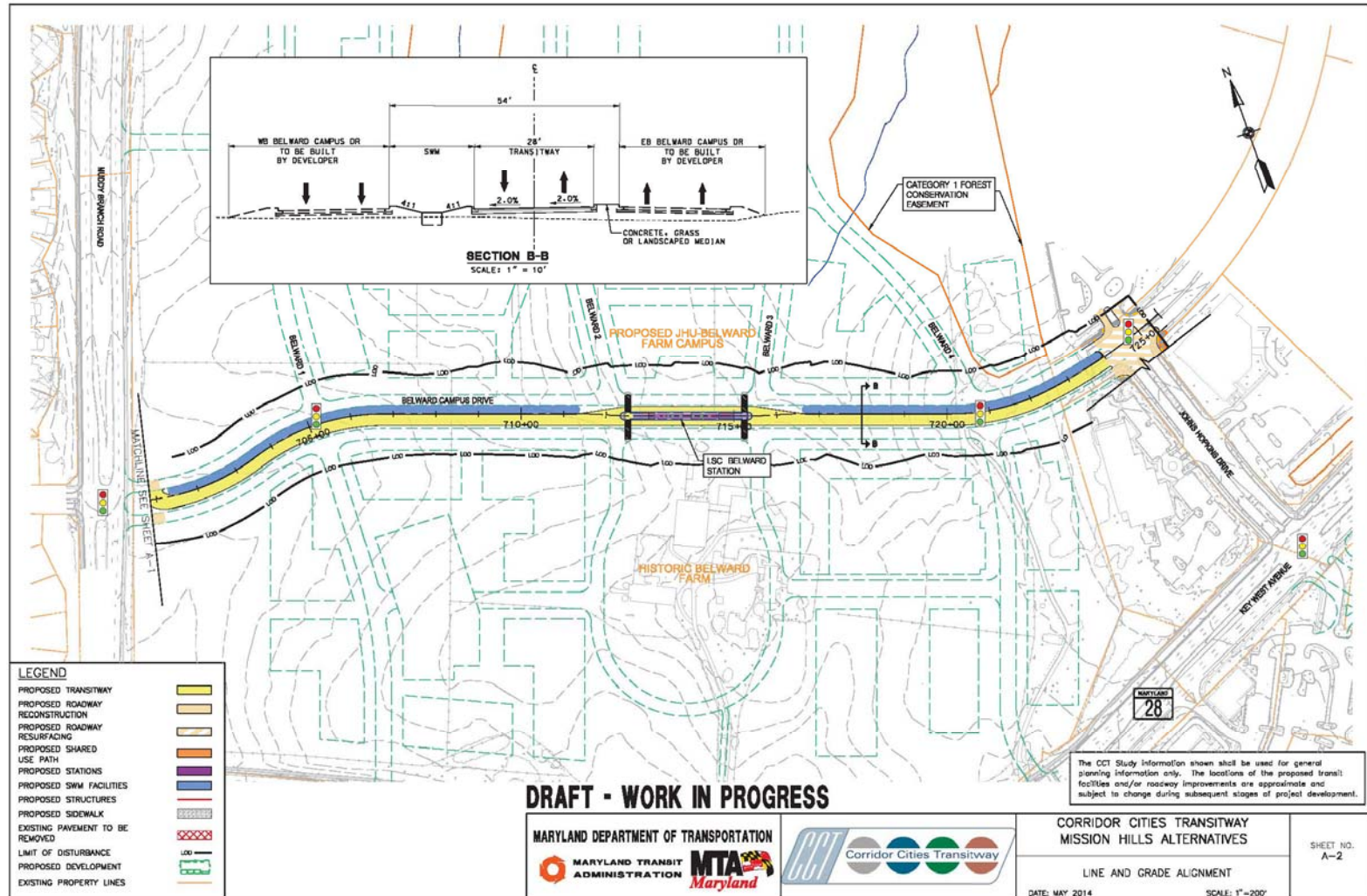
- Muddy Branch Road
- Great Seneca Highway



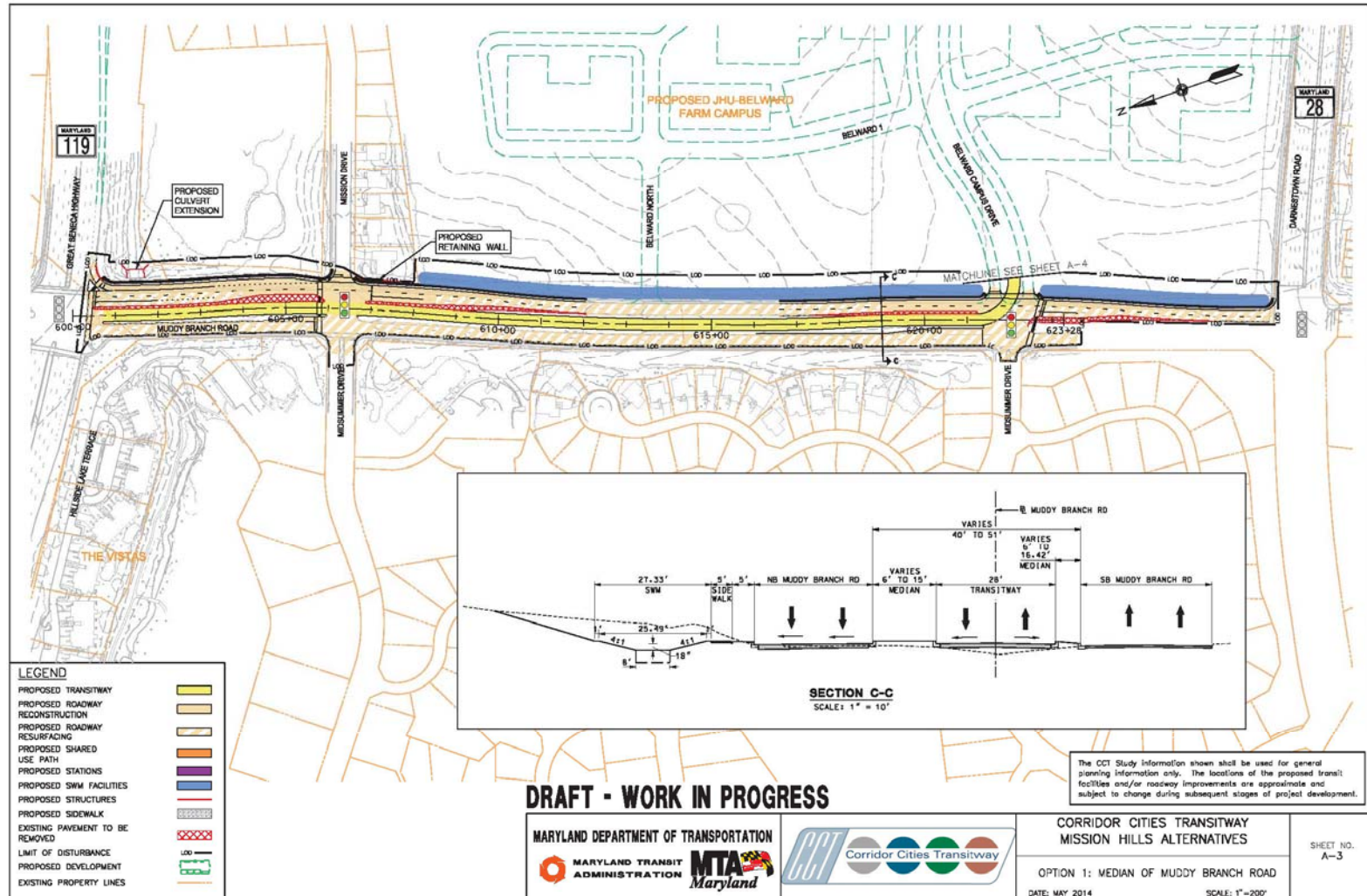
Mission Hills – Line and Grade



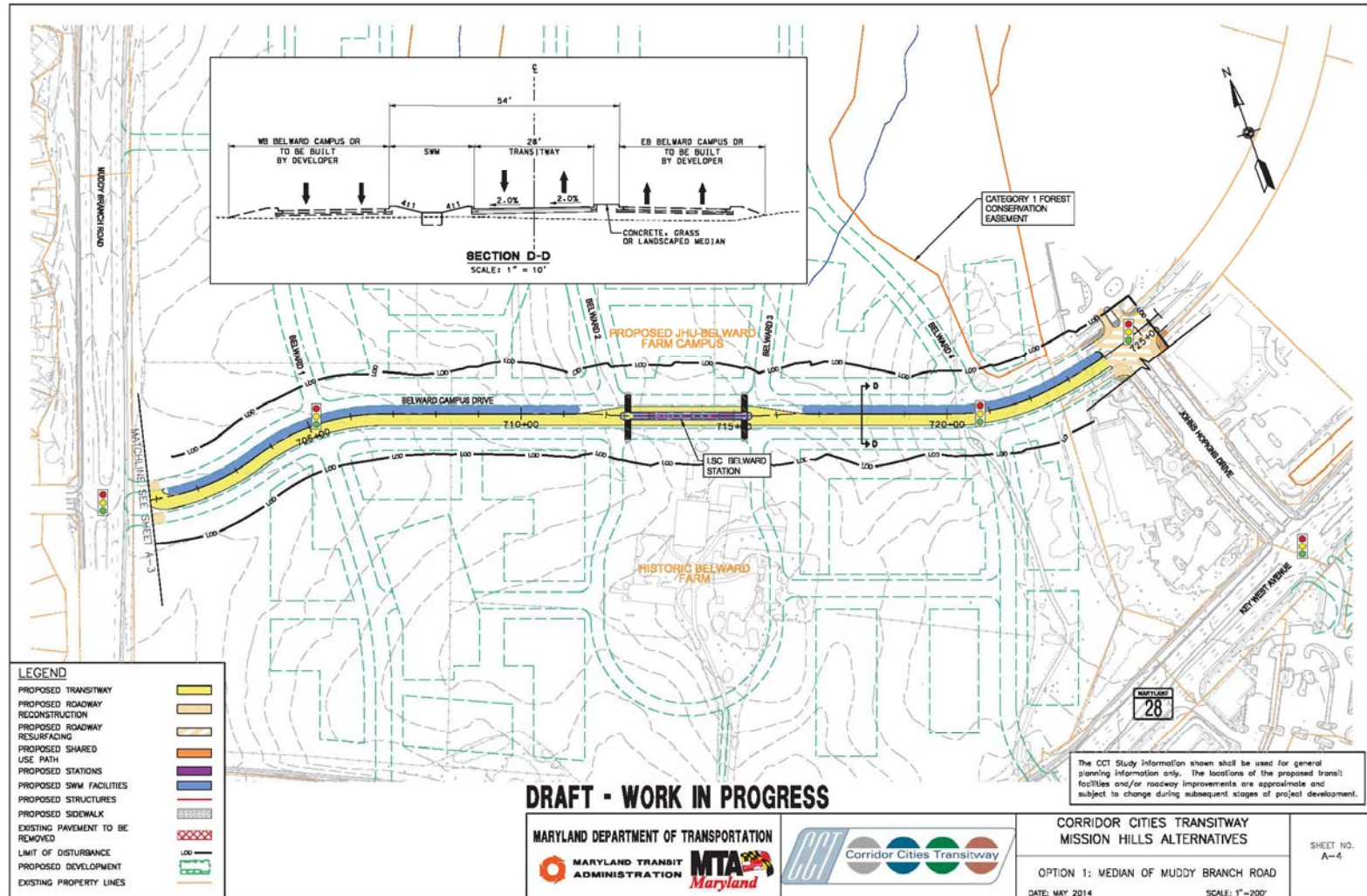
Mission Hills – Line and Grade



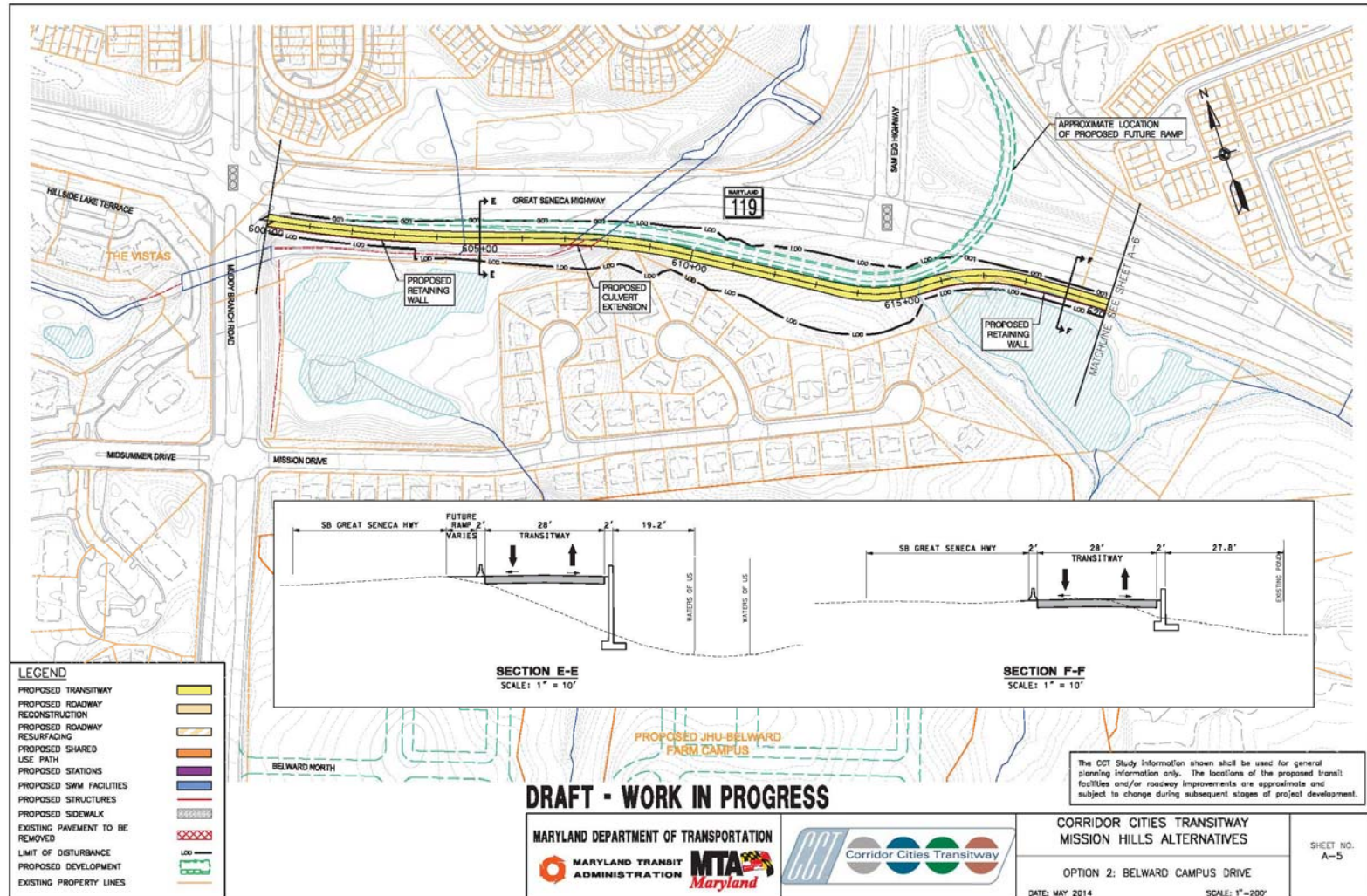
Mission Hills – Option 1



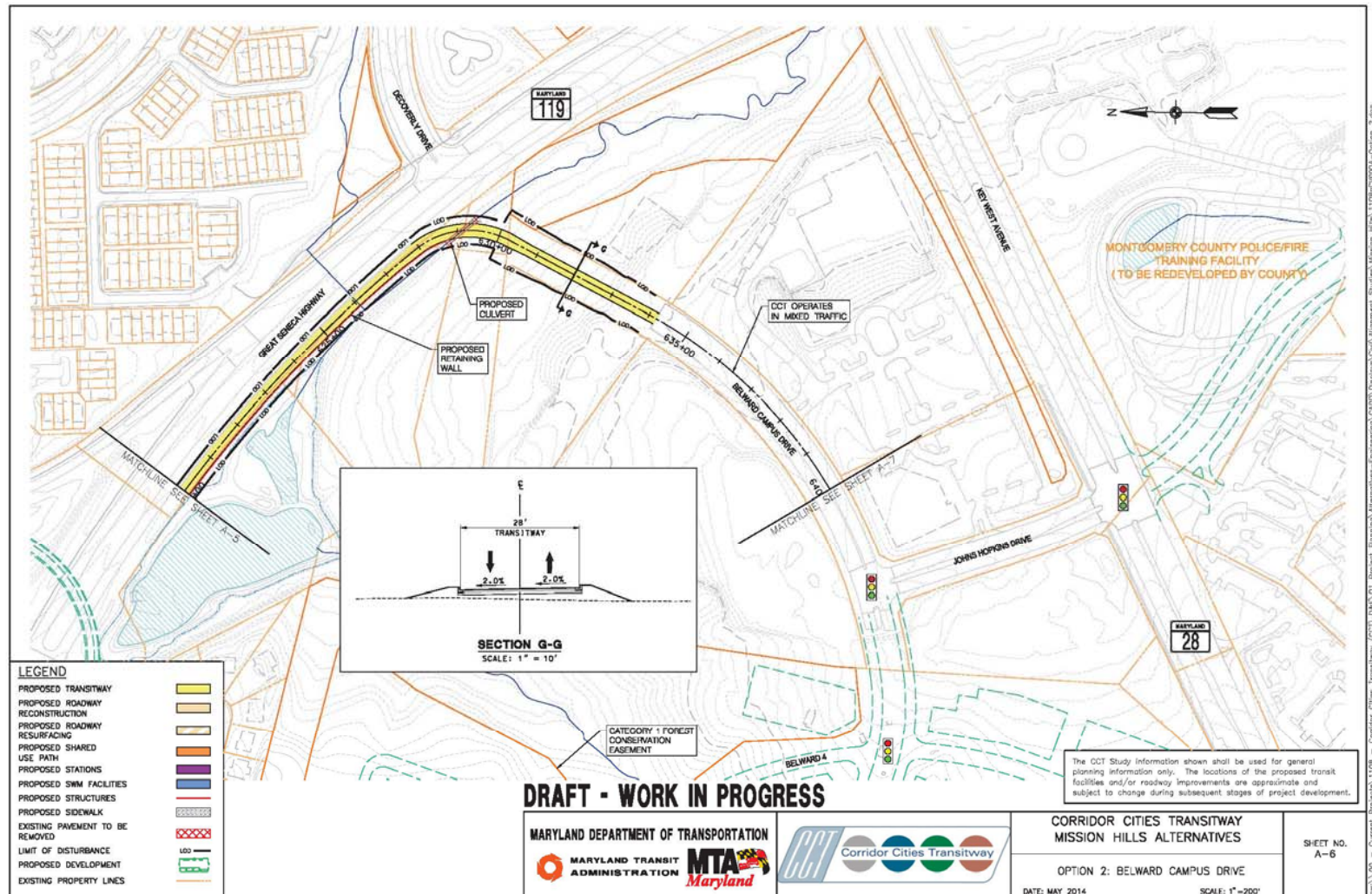
Mission Hills – Option 1



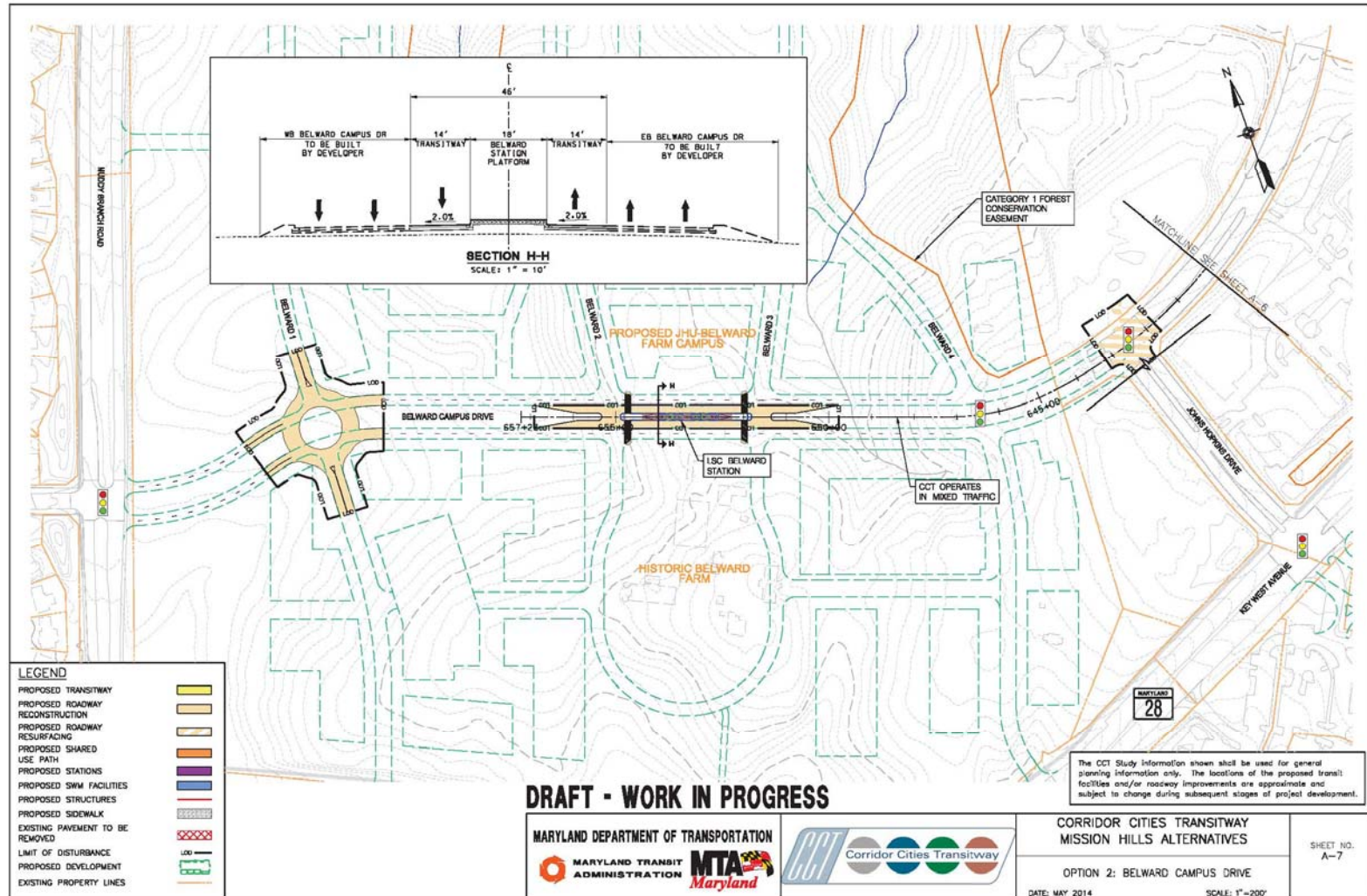
Mission Hills – Option 2



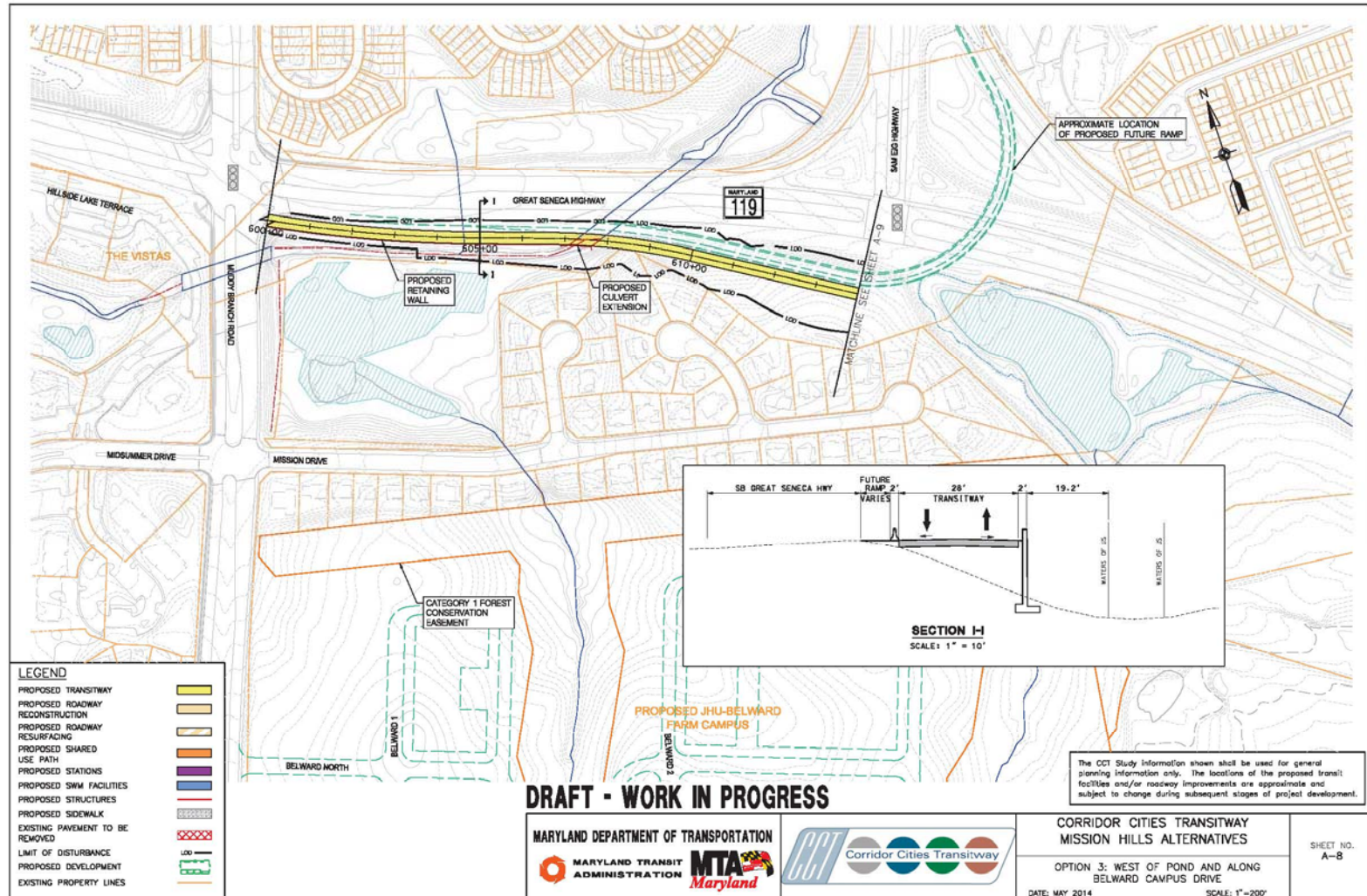
Mission Hills – Option 2



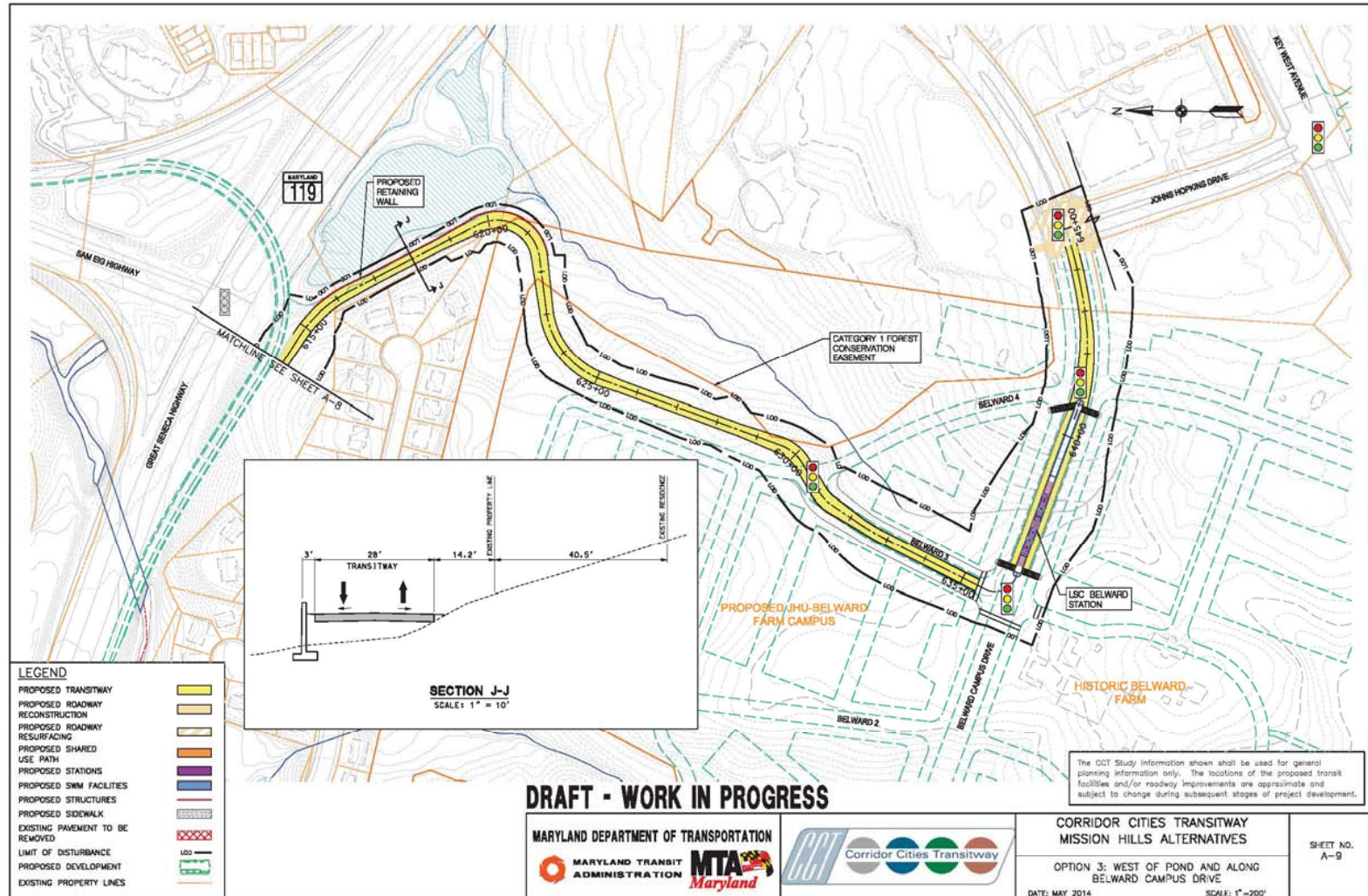
Mission Hills – Option 2



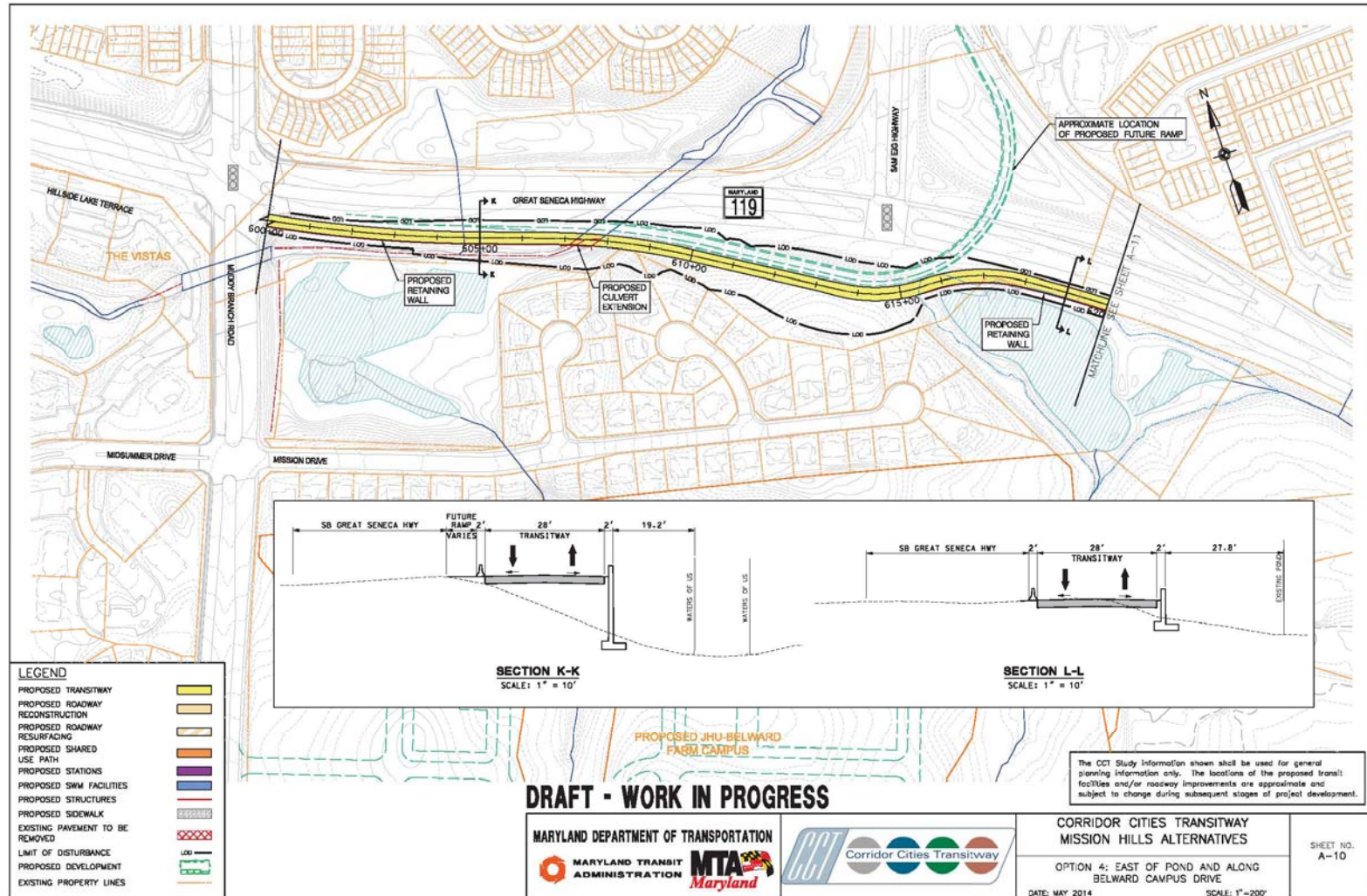
Mission Hills – Option 3



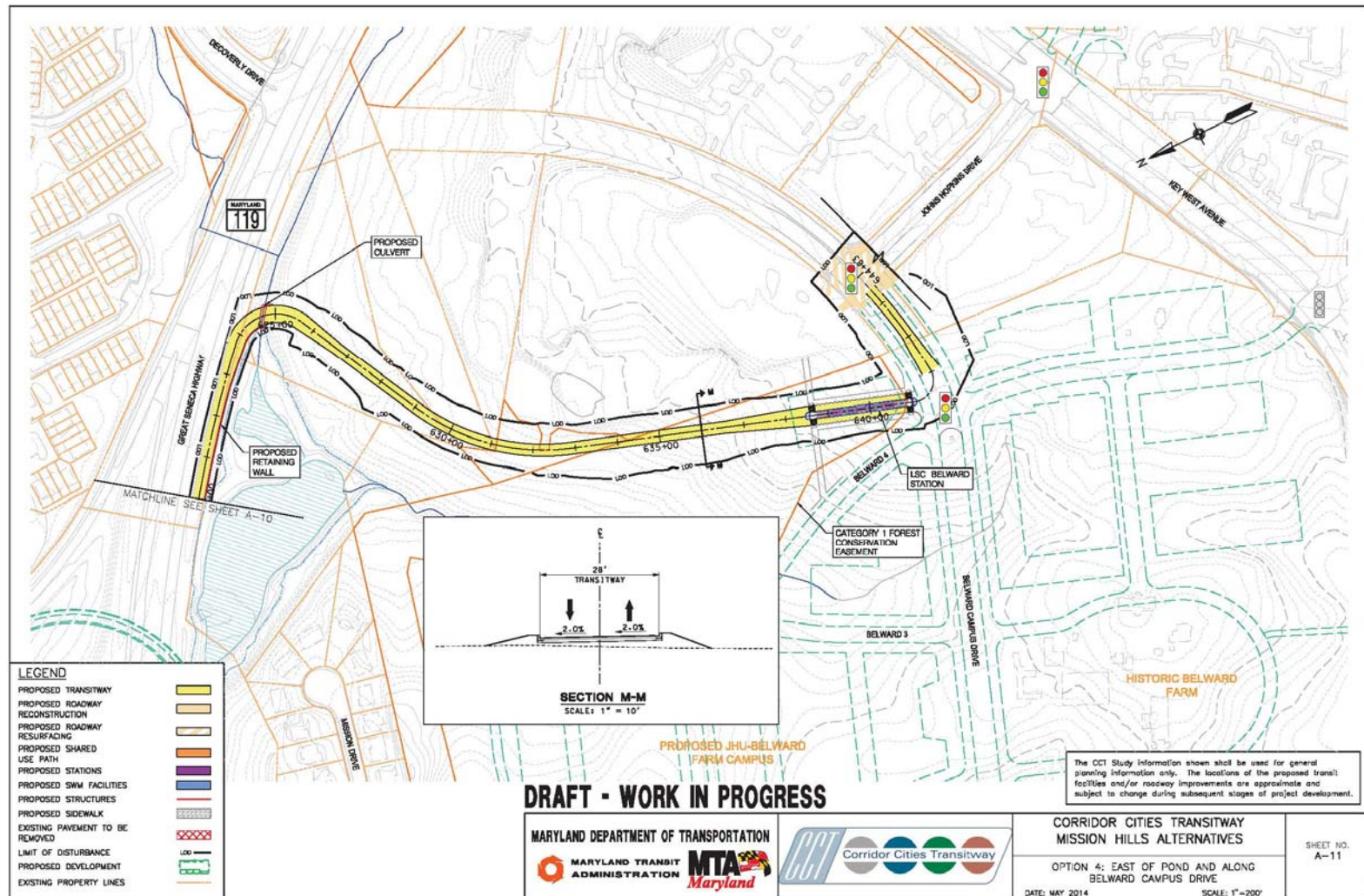
Mission Hills – Option 3



Mission Hills – Option 4



Mission Hills – Option 4



Mission Hills - Summary

- Line and Grade plus 4 options were evaluated
- One option puts the transitway in the median of Muddy Branch Road allowing free rights from Muddy Branch Road to Great Seneca Highway
- Other 3 options continue transitway along Great Seneca Highway past the Muddy Branch Road intersection

Mission Hills - Summary

- Line and Grade

- Alignment on the east side of Muddy Branch Road and center of Belward spine roadway
- Includes residential displacement
- No free right turn from:
 - Muddy Branch Road to Great Seneca Highway
 - Muddy Branch Road to Mission Drive
 - Mission Drive to Muddy Branch Road
 - Belward Campus Drive to Muddy Branch Road

Mission Hills - Summary

- Option 1
 - Median Alignment with 4 lanes on Muddy Branch Road and center of Belward spine roadway
 - Eliminates residential displacement
 - Minor wetland and stream impacts similar to Line and Grade
 - Would increase Project Cost by approximately \$2 million more than Line and Grade due to roadway work on Muddy Branch Road
 - CCT travel time: Would increase by 0.5 minutes

Mission Hills - Summary

- Option 2
 - Along Great Seneca Highway to existing travel lanes on Belward Campus Drive to LSC Belward station then back out to Johns Hopkins Drive
 - Eliminates residential displacement
 - Least Forest Conservation easement impacts
 - Most wetland impacts
 - Would decrease Project Cost by approximately \$0.5 million
 - CCT travel time: Would increase by 2 minutes
 - Additional right-of-way impacts to 3 homes in Mission Hills
 - SWM Regional Pond impacts

Mission Hills - Summary

- Option 3
 - Along Great Seneca Highway then south between the SWM pond and Mission Hills Community
 - Eliminates residential displacement
 - 2nd highest Forest Conservation easement impacts
 - Most stream impacts
 - Would increase Project Cost by approximately \$1 million
 - CCT travel time: Would decrease by 0.5 min
 - Additional right-of-way impacts to 6 homes in Mission Hills
 - SWM Regional Pond impacts

Mission Hills - Summary

- Option 4
 - Along Great Seneca Highway then around the SWM pond to the east side of Belward Farm
 - Eliminates residential displacement
 - Largest Forest Conservation easement impacts
 - Would increase Project Cost by approximately \$1 million
 - CCT travel time: Would decrease by 1 min
 - Additional right-of-way impacts to 3 homes in Mission Hills
 - SWM Regional Pond impacts

Mission Hills

- Recommended Alternative
 - Option 1: Median of Muddy Branch Road
 - Allows for free right turns at all intersections along Muddy Branch Road
 - Eliminates residential displacement
 - Least environmental impacts