

2010

TIGER GRANT

Maryland: MWCOG, WMATA, SHA Projects

MD 193 - University Boulevard

MD 586 - Veirs Mill Road

US 1



This submission presents the project scope and timeline for three corridors in the State of Maryland in which Maryland State Highway Administration and the Washington Metropolitan Transit Authority are awarded a total of \$2.332 million for MD 193 - University Boulevard, MD 586 - Veirs Mill Road, and US 1 corridor. Not included in this package for Maryland is also Addison Road (\$200,000) and Takoma Langley Transit Center (\$12.3 million).

<i>Project (Lead Agency)</i>	<i>Description</i>
<i>University/East West</i>	
Transit Signal Priority (SHA/MCDOT)	20 intersections
Queue Jumps (SHA)	4 Locations
NextBus (WMATA)	None
Bus Stops (WMATA)	Bus stop/sidewalk repair/shelter (6 locations)
<i>Veirs Mill Road</i>	
Transit Signal Priority	None
Queue Jumps (SHA)	1 Location
NextBus (WMATA)	4 locations
Bus Stops (WMATA)	
<i>US 1</i>	
Transit Signal Priority (SHA)	7 intersections
Queue Jumps (SHA)	7 Locations
NextBus (WMATA)	None
Bus Stops (WMATA)	None
TOTAL	\$2,332,000

University Boulevard**University Boulevard – J4 Route**

Location: East-West Highway/Pearl Street WB

Improvement: Bus Stop Improvement

Lead Agency: WMATA

Support Agencies: SHA, MCDOT

Project Description:

This task involves the installation of a retaining wall to repair slope erosion of the existing bus stop and the extension of the existing concrete pad. The erosion repair and extension of the existing concrete pad will be completed by Montgomery County's on-call contractor.

Expected Completion Date: October 2011

Location: Montgomery Avenue/Waverly Street EB

Improvement: New Bus Shelters

Lead Agency: WMATA

Support Agencies: SHA

Project Description:

This task involves the installation of metro maps into 3 newly installed shelters that do not currently have them. This work will be completed by WMATA staff/contractors.

Expected Completion Date: March 2011

Location: East-West Highway/Connecticut Avenue EB

Improvement: Bus Stop Improvement

Lead Agency: WMATA

Support Agencies: SHA, MCDOT

Project Description:

This task involves the installation of a new concrete pad, a new shelter (including metro system map and information case) and the replacement of the stop location flag pole and in-ground head. The new concrete pad, new shelter, information case and flag pole stop location hardware will be completed by Montgomery County's on-call contractor. WMATA will install the system map.

Expected Completion Date: April 2011

Location: East-West Highway/Grubb Road EB

Improvement: Bus Stop Improvement, Sidewalk Improvement

Lead Agency: WMATA

Support Agencies: SHA, MCDOT

Project Description:

This task involves the replacement of the existing concrete pad and repairing the existing connecting sidewalk. Additionally, ADA ramps will be installed at the intersection quadrant where the sidewalk improvements are being made. This work will all be completed by the Montgomery County contractor.

Expected Completion Date: October 2011

Location: East-West Highway/Grubb Road WB

Improvement: Bus Stop Improvement, Trail Connection

Lead Agency: WMATA

Support Agencies: SHA, MCDOT

Project Description:

This task involves installing an information case and repairing the shelter pad and connection to the nearby hiker biker trail. This work will all be completed by Montgomery County's on-call contractor.

Expected Completion Date: November 2011

Location: Corridor

Improvement: NextBus

Lead Agency: WMATA

Support Agencies: SHA

Project Description:

This task involves installing NextBus real time information display signs at the express bus stops along the University Boulevard corridor. There are a total of 19 express stops along this corridor, many of which have stop locations on both sides of the street necessitating the installation of two NextBus displays. However, there are three (3) locations where NextBus displays will only be placed at the bus bay for the express service requiring only one installation. These locations include the Bethesda Metro station, Silver Spring Metro station and College Park Metro station. A field visit will be conducted to establish the location of the display box and identify the location of the local power source. Electrical work will then be conducted, including running conduit from the local power source to the display location. Based on previous experience it typically takes four (4) months for the local electrical company to provide on-site support (time which has been built into the schedule. In practice this time may fluctuate). NextBus display boxes will then be installed by the NextBus vendor and checked to make sure the display is operational prior to leaving the site.

Expected Completion Date: April 2013

Location: 20 locations along the corridor

Improvement: Transit Signal Priority

Lead Agency: SHA, MCDOT

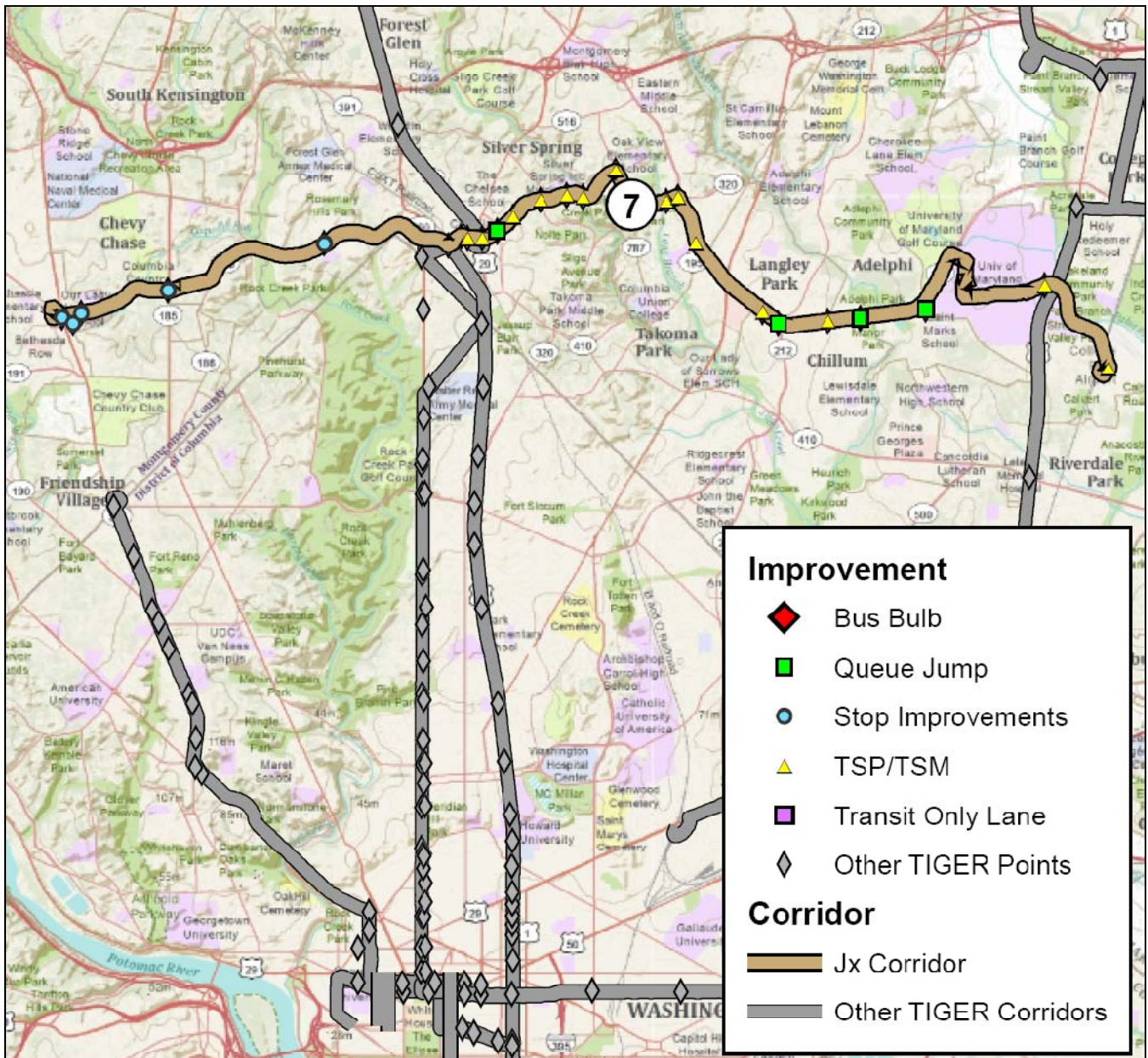
Support Agencies: WMATA

Project Description:

This task involves modifying signals for transit priority at up to 20 locations along the J4 route. This involves extensive coordination with Montgomery County Department of Transportation (MCDOT); as they operate the signals within Montgomery County. SHA/MCDOT will be responsible for the preliminary scoping, field visits, timings deployment, procurement activities (construction details, design specifications, and equipment delivery), construction management, system acceptance testing, and system integration testing. The signal vendor will be responsible for testing the equipment and the design specifications, vendor system design, and installation. WMATA will be responsible for performance specifications, design (existing signal timing review, TSP timing development, TSP detection setting development, intersection device design drawings), performance evaluation and final documentation.

Expected Completion Date: July 2015

University Boulevard Project Map:



Location: MD 193/ West Park Drive

Improvement: E/W Queue Jump/Transit Signal Priority

Lead Agency: SHA

Support Agencies: MCDOT

Existing Condition: Westbound (WB) MD 193 - no exclusive right turn lane, existing wide shoulders w/ bulb-out on east side of intersection, 3 receiving lanes on west side
Eastbound (EB) MD 193 - right turn lane ends at intersection

Scope of Work: Installation of Transit Signal on EB and WB MD 193.

SHA: Review of traffic models, signal & striping plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: September 2015

Project Map:



Location: MD 193/ MD 212 (Riggs Road)

Improvement: E/W Queue Jump

Lead Agency: SHA

Existing Condition: Westbound (WB) MD 193 - no exclusive right turn lane, existing wide shoulders w/ bulb-out on east side of intersection, 3 receiving lanes on west side
Eastbound (EB) MD 193 - right turn lane drop at channelized island

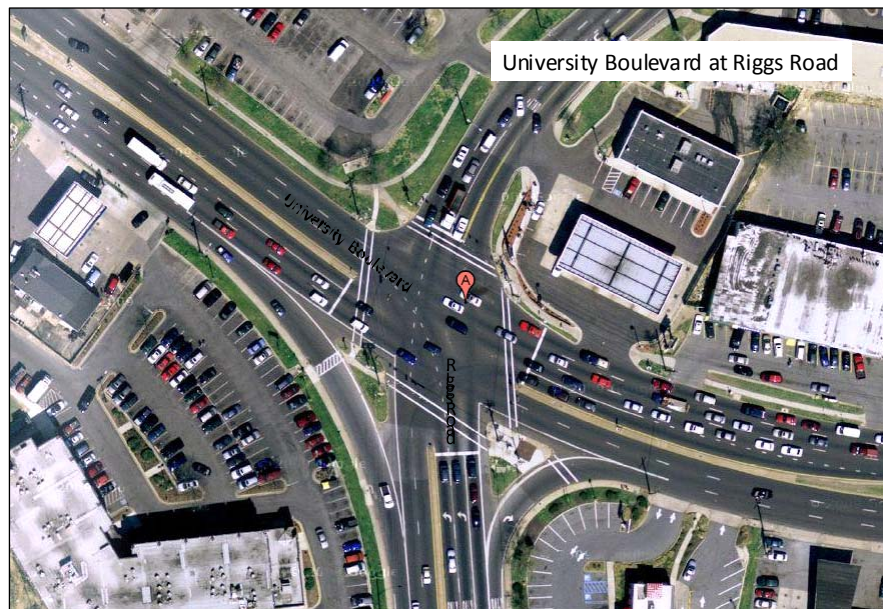
Scope of Work: Modify channelized island to allow for through movement of bus into acceleration lane on east side of intersection,, change free movement of NB MD 212to EB MD 193 to a yield condition, modify signal system to accommodate transit signal

SHA: Review of traffic models, signal & roadway design plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: September 2015

Project Map:



Location: MD 193B (Campus Drive)/Adelphi Road

Improvement: E/W Queue Jump

Lead Agency: SHA

Existing Condition: WB and EB right turn lane drop

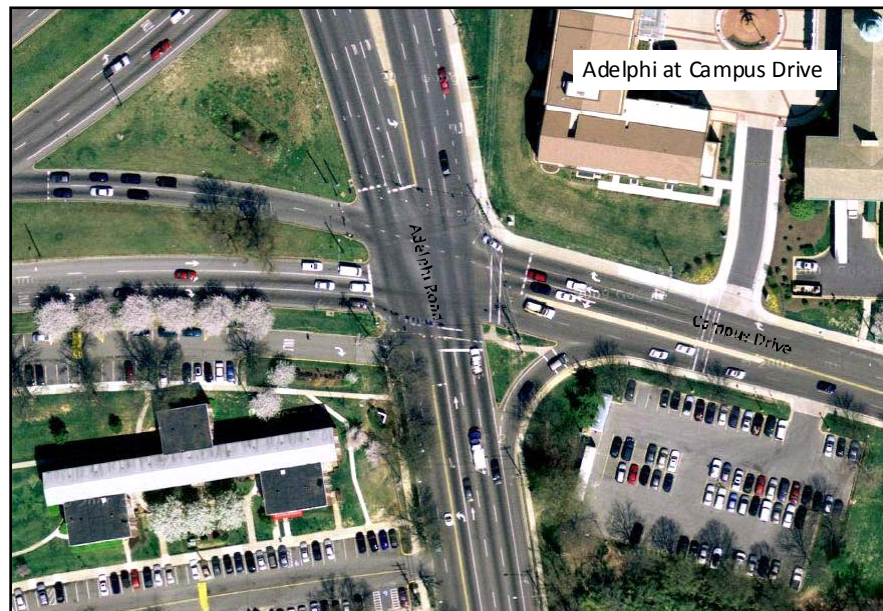
Scope of Work: Modify signal system to accommodate transit signal

SHA: Review of traffic models, signal & roadway design plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: January 2015

Project Map:



Veirs Mill Road

Location: Corridor

Improvement: NextBus

Lead Agency: WMATA

Support Agencies: SHA

Project Description:

This task involves installing NextBus real time information display signs at the express bus stops along the Veirs Mill Road corridor. There are a total of 14 express stops along this corridor, many of which have stop locations on both sides of the street necessitating the installation of two NextBus displays. However, there are three (3) locations where NextBus displays will be placed at the bus bay for the express service requiring only one installation. These locations include the Shady Grove Metro station, Wheaton Metro station and Rockville Metro station. A field visit will be conducted to establish the location of the display box and identify the location of the local power source. Electrical work will then be conducted, including running conduit from the local power source to the display location. Based on previous experience it typically takes four (4) months for the local electrical company to provide on-site support (time which has been built into the schedule. In practice this time may fluctuate). NextBus display boxes will then be installed by the NextBus vendor and checked to make sure the display is operational prior to leaving the site.

Expected Completion Date: December 2013

Location: MD 586/ Atlantic Ave

Improvement: E/W Queue Jump

Lead Agency: SHA

Existing Condition: Existing EB and WB right turn and receiving lanes

Scope of Work: Modify signal system to accommodate transit signal

SHA: Review of traffic models, signal design plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: February 2012

Project Map:



Veirs Mill Road Project Map:



US 1

Location: US 1/ Contee Road

Improvement: N/B Queue Jump

Lead Agency: SHA

Existing Condition: Northbound (NB) US 1 – lane drop at intersection, existing acceleration lane on north leg
Southbound (SB) US 1 – lane drop at intersection, no room to accommodate transition lane beyond intersection

Scope of Work: Modify channelized island on NB US 1 to allow for through movement of bus onto an acceleration lane on the north leg, change free movement of WB Contee Road to a yield condition, relocate signal due to direct impact

SHA: Review of traffic models, signal & roadway design plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: July 2013

Project Map:



Location: US 1/ Muirkirk Meadows Road

Improvement: S/B Queue Jump

Lead Agency: SHA

Existing Condition: SB right turn lane drop

Scope of Work: Modify signal system to accommodate transit signal

SHA: Review of traffic models, signal plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: October 2013

Project Map:



Location: US 1/ Ritz Way

Improvement: S/B Queue Jump

Lead Agency: SHA

Existing Condition: Existing SB right turn lane and receiving lane

Scope of Work: Modify signal system to accommodate transit signal

SHA: Review of traffic models, prepare request to modify signal timing

Consultant: Preparation of traffic models

Expected Completion Date: February 2012

Project Map:



Location: US 1/ Sellman Road/ Costco

Improvement: N/B Queue Jump

Lead Agency: SHA

Existing Condition: Existing NB right turn lane and receiving lane

Scope of Work: Modify signal system to accommodate transit signal

SHA: Review of traffic models, signal plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: February 2012

Project Map:



Location: US 1/ 41st Place

Improvement: S/B Queue Jump

Lead Agency: SHA

Existing Condition: SB US 1 – existing shoulder on north leg, partial shoulder on south leg

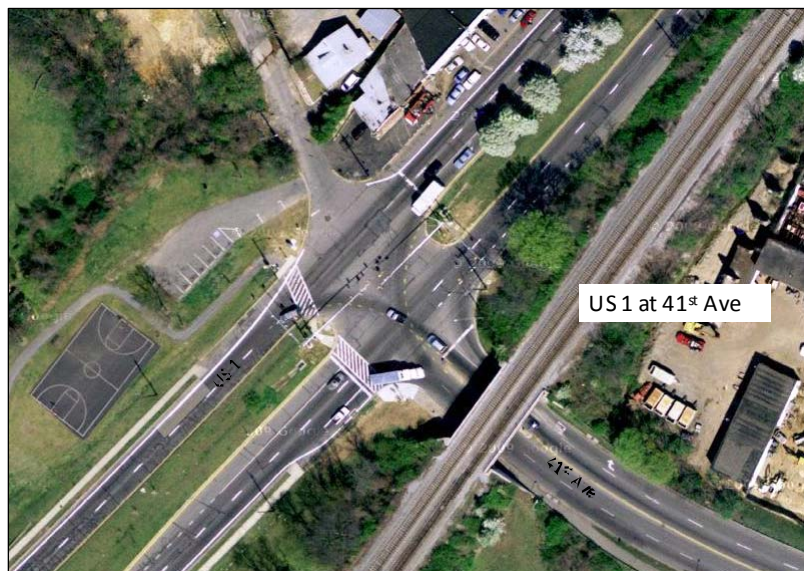
Scope of Work: Restrict parking on north leg and restripe lane, base widening on south leg required to construct adequate transition lane for bus busses, modify signal system to accommodate transit signal

SHA: Review of traffic models, signal and roadway design plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: December 2014

Project Map:



Location: US 1/ Eastern Avenue

Improvement: S/B Queue Jump

Lead Agency: SHA

Existing Condition: SB US 1 – existing parking lane on NE leg, 3 existing receiving lane on SW leg

Scope of Work: Modify signal system to accommodate transit signal

SHA: Review of traffic models, signal design plans, secure permits, advertise contract documents

Consultant: Preparation of traffic models, contract plans, estimates, specification for advertisement

Expected Completion Date: April 2012

Project Map:



Location: 7 locations along the corridor

Improvement: Transit Signal Priority

Lead Agency: SHA

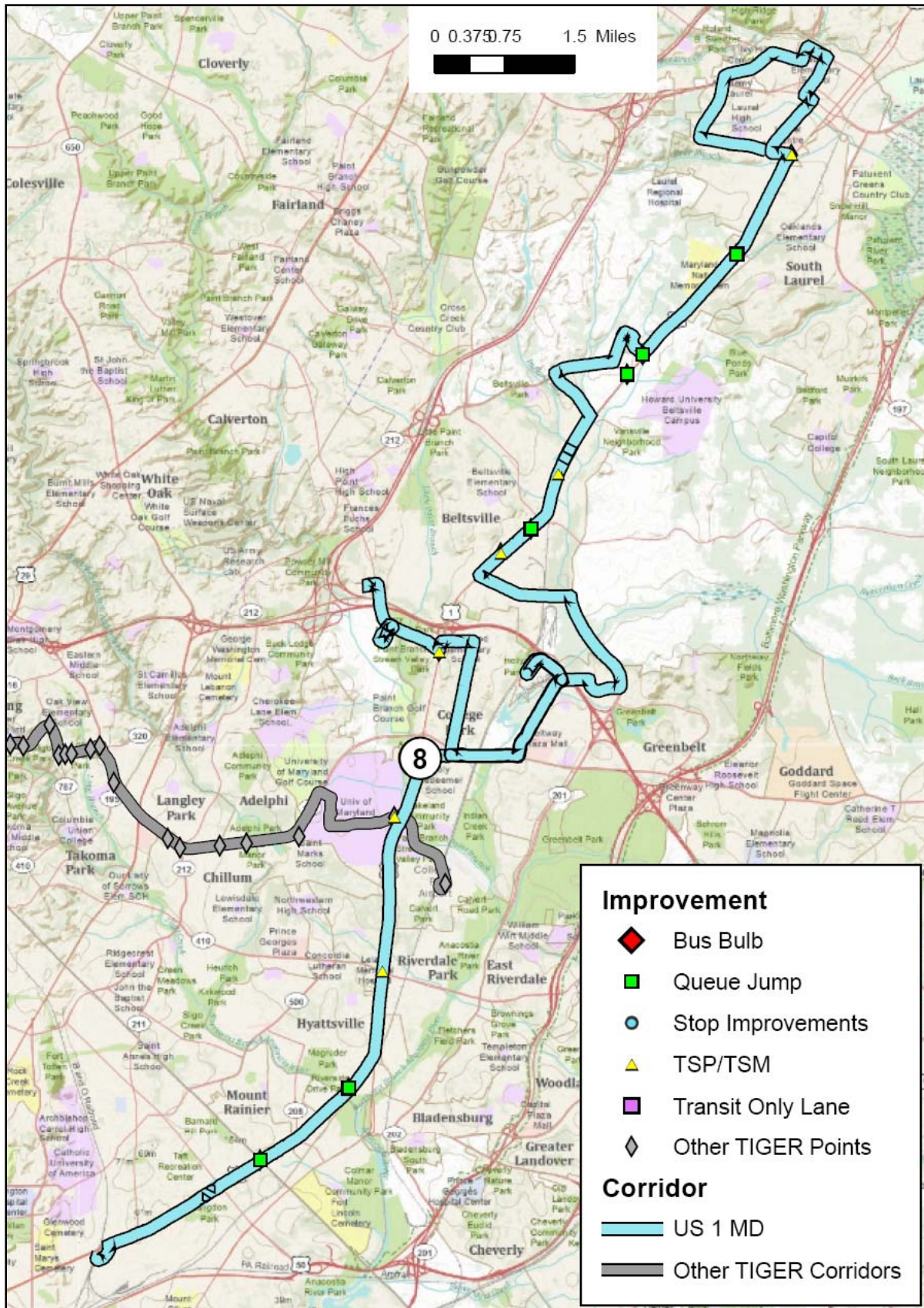
Support Agencies: WMATA

Project Description:

This task involves modifying signals for transit priority at up to 7 locations along US 1. SHA will be responsible for the preliminary scoping, field visits, timings deployment, procurement activities (construction details, design specifications, and equipment delivery), construction management, system acceptance testing, and system integration testing. The signal vendor will be responsible for testing the equipment and the design specifications, vendor system design, and installation. WMATA will be responsible for performance specifications, design (existing signal timing review, TSP timing development, TSP detection setting development, intersection device design drawings, performance evaluation and final documentation.

Expected Completion Date: July 2015

US 1 Project Map:



Appendix A: Detailed Scope and Budget

Notes on the Appendices:

Project Management

The overall project management function related to TIGER grant implementation will be handled by the Washington area COG, the TIGER grant applicant. 3% of the project budget has been set aside for COG to use in monitoring and reporting progress to FTA pursuant to the grant agreement. Additionally, we are assuming 3 months to develop MOUs (if needed) and establish an administrative process of grant execution. We are also assuming the WMATA board will indorse the acceptance of all grant applications related to TIGER at the August board meeting, after which we will receive grant obligation from FTA and can then begin drawing down for engineering/design activities.

Contingency Costs

Prior to actual construction activities, several months will be devoted to engineering/design aspects of the tasks such as identifying the locations for the NextBus displays. Additionally, construction administration dollars have been set aside to help with cost overruns and/or additional labor related issues.

WMATA Consultant Costs

WMATA Consultant Costs as shown on the queue jump and transit signal priority detailed cost and schedule are considered WMATA's expense and not included in the grant.