

CORRIDOR CITIES TRANSITWAY

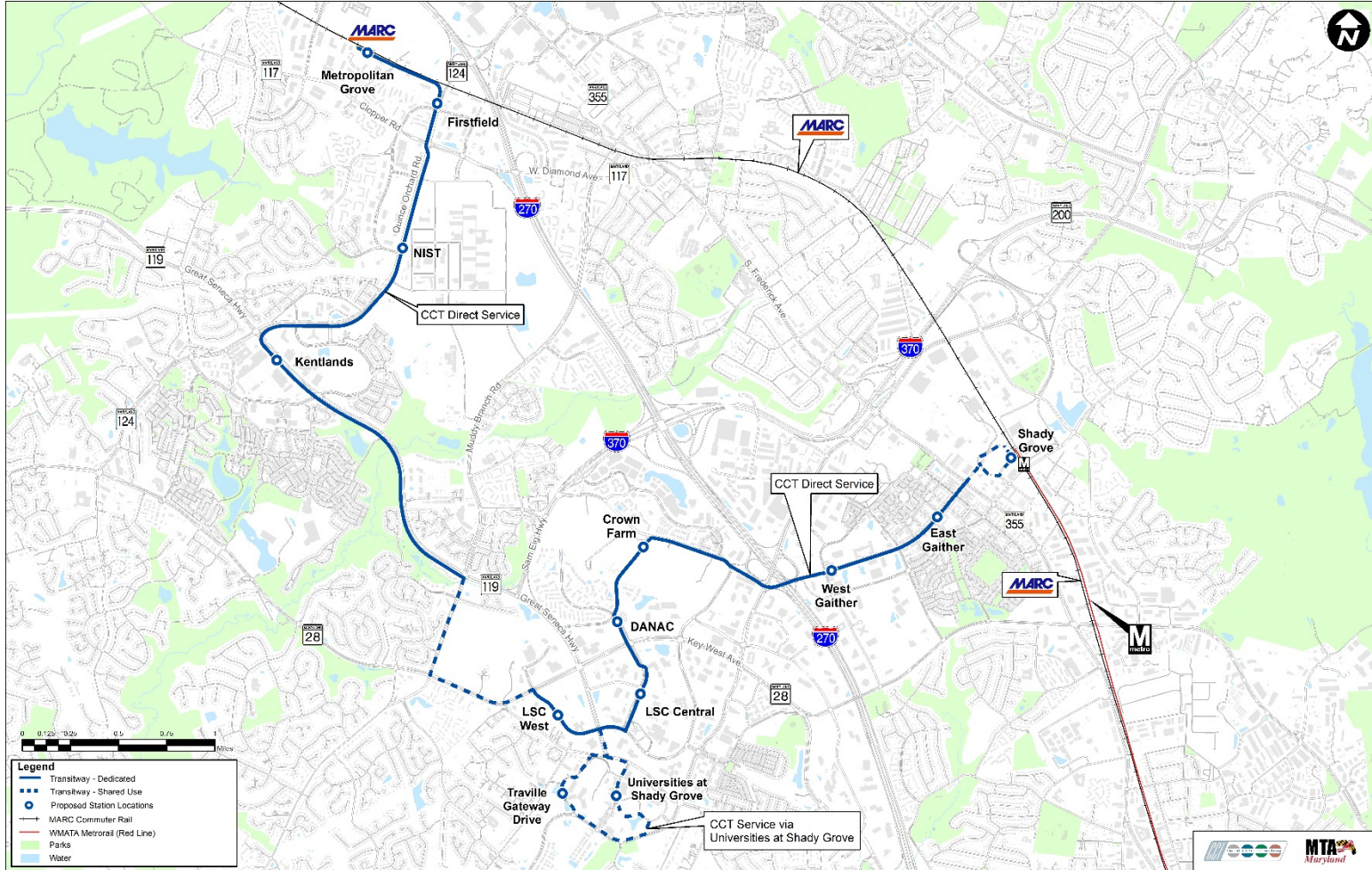
Presented to:
Flower Hill Central Organization

March 30, 2016





Phase I - Project Map



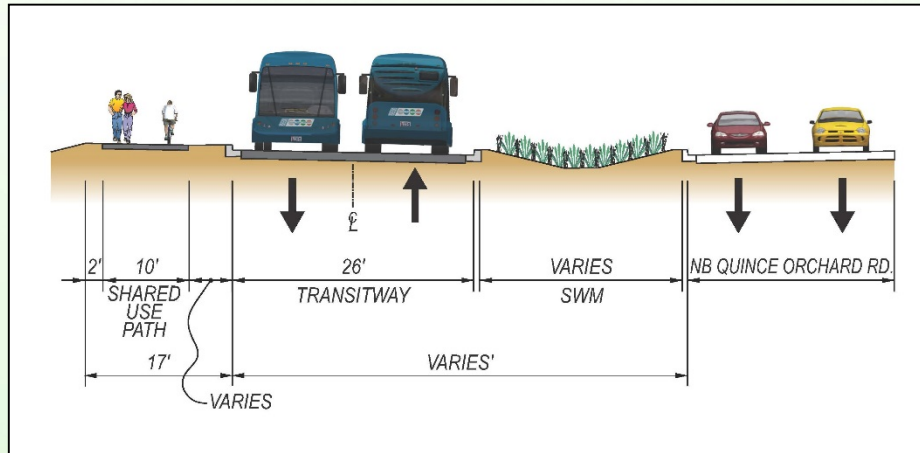


Transitway Alignment

- Nine miles dedicated right-of-way
- Side running along SHA and Montgomery County roadways
- Median running on Montgomery County and City of Rockville roadways
- Mixed traffic along CCT via Universities of Shady Grove (USG) Service
- Mixed traffic along Muddy Branch Road and Darnestown Road



CCT Typical Sections





Station Platforms

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



FIRSTFIELD STATION
SIDEWALK VIEW



FIRSTFIELD STATION
PLATFORM VIEW

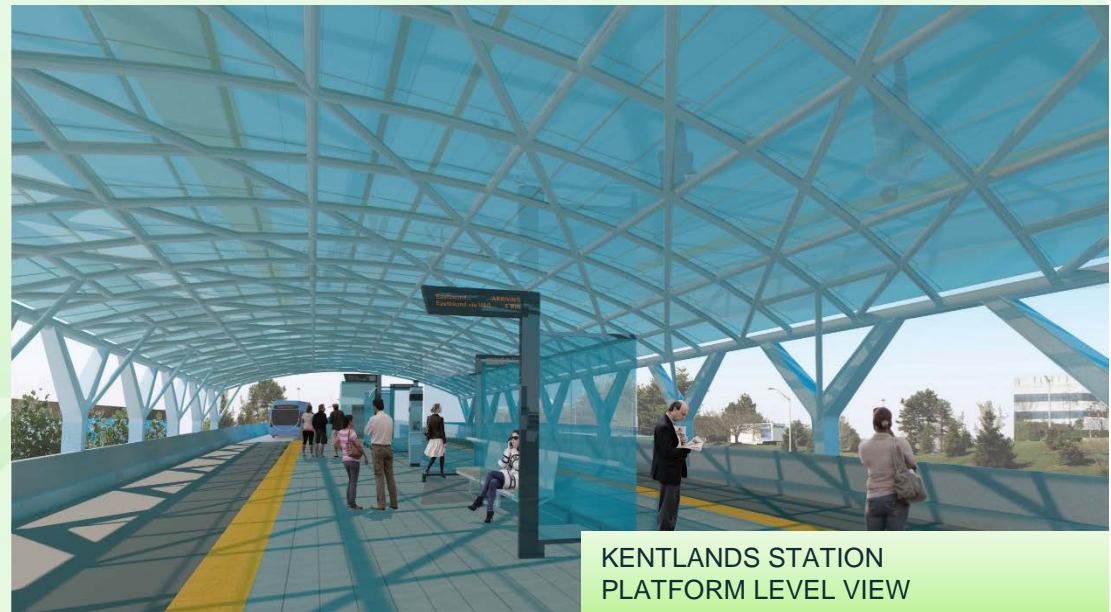


Kentlands Station

- 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

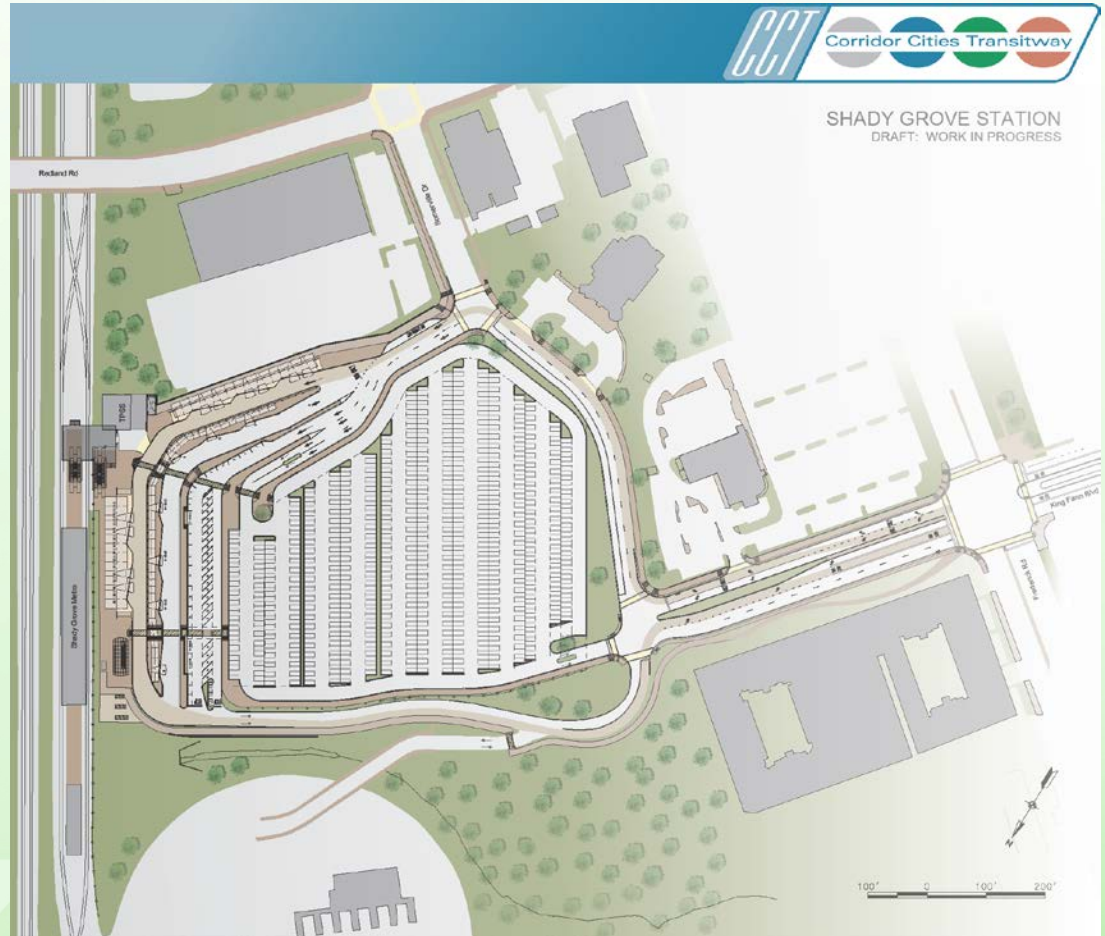


KENTLANDS STATION
PLATFORM LEVEL VIEW



Shady Grove Metro

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





Operations

- Vehicle type
 - 60' articulated, low floor, clean diesel hybrid-electric
- Ridership
 - 30,400 trips per day in 2035
- Design Year Headways
 - 5 minutes peak
 - 7 minutes mid-day
 - 10 minutes off-peak
- Services utilizing transitway
 - Only CCT branded vehicles
 - Two route patterns – CCT Direct and CCT via USG
- No proposed changes to RideOn, WMATA, or local shuttle networks



Project Progress

- 30% Plans completed October 2015
- Environmental Assessment (EA) NEPA document under review by MTA and FTA
- EA available for public review and comment in Spring 2016



Schedule

- Fall 2015 – 30% Design Submittal
- Spring 2016 – EA Public Hearing
- Fall 2016 Final NEPA Document
- Spring 2018 – Begin Construction
- 2021 – Begin Service