

MODIFIED CCT ALIGNMENT AND ALIGNMENT OPTIONS

Three new destinations are to be served with a modified alignment that includes a combination of one to three alignment shifts to the existing Master Plan alternative. These possible alignment shifts occur to serve the Crown Farm development, the LSC, and the Kentlands Market Square shopping center located adjacent to the Kentlands community, targeted for redevelopment into a transit-oriented mixed-use development.

Each destination is served with alignments that spur from the original Master Plan alignment. The alignment will generally run as a dedicated surface transitway adjacent to existing roadways. The new alignment modifications are described and shown on the map to the right. Detailed descriptions may be found in the November 4, 2009 document, *Corridor Cities Transitway: Analysis of Alignment Alternatives Serving Crown Farm, Life Sciences Center and Kentlands*, found on the CCT project website at mta.maryland.gov/cct or the I-270/US 15 Multi-Modal Corridor Study website at i270multimodalstudy.com.

Beginning at the east end of the alignment, the modified alignment through Crown Farm will run:

- Within the median of Fields Road, with a station in the heart of a new transit-oriented development on an extended Discoverly Drive;
- Either rejoins the original Master Plan alignment along Discoverly Drive or continues south on Diamondback Drive.

The alignment through the LSC, a major development and redevelopment project of a biotech based mixed-use "science city," would extend south across Key West Avenue. Three stations will serve the LSC. The alignment to serve the LSC turns off of the Master Plan alignment at Diamondback Drive. The CCT will run:

- Along Diamondback Drive to the relocated DANAC station and will cross Key West Avenue, which becomes Broschart Road. The LSC Central station location will be somewhere in the vicinity of Broschart Road and Blackwell Road.

- Turn right (west) towards Great Seneca Highway or continue south prior to turning right onto Medical Center Drive.

- After crossing Great Seneca Highway, the alignment turns into a currently wooded area between the planned extension of Blackwell Road and Medical Center Drive or along Medical Center Drive.

- The alignment immediately turns north into the existing Montgomery County Public Safety Training Academy. A new LSC West station will be located in this vicinity. The alignment then crosses Key West Avenue.

- After crossing Key West Avenue, the alignment will traverse the Belward Property towards Muddy Branch Road. The LSC Belward station will be located somewhere in this segment.

The alignment serving the Kentlands deviates from the Master Plan alignment at the intersection of Great Seneca Highway and Muddy Branch Road. The CCT will run:

- Along the west side of Great Seneca Highway, with a bridge over Great

Seneca Highway at Quince Orchard Road. The alignment would continue along the south side of Quince Orchard Road where it would rejoin the Master Plan alignment at Twin Lakes Drive.

WHAT IS A "LOCALLY PREFERRED ALTERNATIVE?"

The Locally Preferred Alternative (LPA) is the physical design concept and scope for a major transit investment being proposed by the State for funding by the FTA. For the CCT, the LPA will be a definition of the choice of a specific transit mode (either BRT or LRT) and the location and description of the transitway alignment. Additionally, the LPA will define general station locations, the location and quantity of parking, and general operating characteristics of the transit system including hours of operation, frequency of service, how many vehicles will operate, etc.

The decision of an LPA will be made upon completing the Supplemental EA and holding public hearings on the findings of that document. It will involve a review of the findings compiled to date and included in the 2002 DEIS, the 2009 AA/EA, and the 2010 Supplemental EA. All comments received on the project from its inception are also considered. The LPA

will become the basis of an application to the FTA for entry into the "New Starts" transit program, which provides federal funding and oversight of transit major capital investment projects such as this one.

Among the criteria that will influence the decision on an LPA are the following:

- Project ridership and cost-effectiveness
- Environmental impacts
- Local government preferences and priorities
- Community support for the project
- Community preferences regarding mode and alignment alternatives
- Cost – both of constructing the transitway as well as of operations and maintenance

