



Cost-Saving Measures



Maryland Governor Larry Hogan called for the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) team to conduct a thorough review of the Purple Line to find ways to reduce project costs. As a result, some requirements have been changed to provide more flexibility and achieve cost-savings. Many of these changes will not be noticeable, but others will. The following are the cost-saving measures which will have noticeable visual or operational changes:

Summary of Cost-Saving Measures

ARCHITECTURE AND AESTHETIC TREATMENTS

- Special finishes are not required for retaining walls. Alternatives to glass will be allowed for canopy roofs on shelters.
- Reduced number of tree plantings at stations.
- Reduced and simplified canopies at Riverdale Park and Silver Spring Transit Center.

ART-IN-TRANSIT

- The Art-in-Transit budget has been reduced to \$6.1 million and will be equitably distributed along the corridor.

SERVICE LEVELS

- Trains will operate at 7.5-minute peak period frequency instead of 6-minutes.

MANAGEMENT OF TRAFFIC DURING CONSTRUCTION

- To allow for construction to be completed quickly and efficiently, extended work hours and additional temporary lane closures will be permitted for certain roadways.
- Requires Transportation Management Plan (TMP) to be submitted and reviewed by counties and State.

STRUCTURES

- The standard parabolic steel bridge previously specified is no longer required. Final bridge design still requires coordination with the Maryland-National Capital Park and Planning Commission and the National Capital Planning Commission.
- Retaining walls will now be permitted under the elevated track at Riverdale Park Station. If retaining walls are used, a walkway at least 10 feet wide must be provided beneath the station to connect East-West Highway with 57th Avenue.

STATION ACCESS

- There will be one instead of two elevators at Connecticut Avenue Station, Silver Spring Transit Center and Manchester Place Stations.
- Police call boxes and other security features at University of Maryland stations will be provided by the University.

TRACK

- Green Track is no longer required.

YARDS AND SHOPS

- Maintenance and storage facilities need only to be fitted at the outset of construction with equipment required for the initial light rail fleet.

Complete List of Cost-Saving Measures

ARCHITECTURE AND AESTHETIC TREATMENTS

1. Requirements for retaining wall finishes reduced to allow for standard architectural finishes.
2. Landscaping at stations is reduced where not required for stormwater management or wayfinding.
3. Additional flexibility is provided for architectural treatments of stations. Changes include:
 - Allowing transparent non-glass materials in lieu of glass in station canopies.
 - Allowing framed glazing in lieu of point-supported glass.
 - Allowing flat panels in lieu of curved/arched glazing in station canopies.
 - Allowing concrete walls in lieu of metal panels in some locations.
 - Allowing painted utility cabinets in lieu of stainless steel.
 - Allowing a reduced amount of glass at elevator enclosures.
4. Framed glazing rather than point-supported glazing is allowed for the Bethesda vent structure facade.
5. The Connecticut Avenue Station egress stairway can be open-air instead of enclosed.
6. Requirement for a fully enclosed platform at Riverdale Park and Silver Spring is eliminated; standard station canopy is provided.
7. Additional flexibility is provided for the design of catenary poles in a limited number of locations.
8. Additional flexibility is provided for the facade architecture at the Lyttonsville facility.

ART

9. The project art allowance is reduced by 50%.

LIGHT RAIL VEHICLE (LRV) FLEET:

10. The initial LRV fleet will be for 7.5-minute peak period service instead of 6-minute peak period service.

MANAGEMENT OF TRAFFIC DURING CONSTRUCTION

11. Extended work hours and additional temporary lane closures will be permitted for Maryland Department of Transportation State Highway Administration (MDOT SHA) roadways.
12. Extended work hours, additional lane closures, and potential bridge closures will be permitted for certain county roadways and bridges.
13. University of Maryland will provide additional flexibility for long-term lane closures during construction on the campus.
14. Montgomery County will take on a greater role in providing the alternate interim Capital Crescent Trail.

PLATFORM LENGTHS

15. Station platforms must be designed to a 200-foot length but can be constructed to a lesser length as long as they serve the Concessionaire's longest train.

PROJECT MANAGEMENT AND CONSTRUCTION OFFICE REQUIREMENTS

16. One MDOT MTA field office (instead of three) is required.
17. Requirement for the project office to be located east of New Hampshire Avenue is eliminated.

ROADWAYS

18. Shared lanes will not require full width pavement replacement; limits of full depth pavement replacement will not extend to cover utility patches.

Complete List of Cost-Saving Measures (continued)

STRUCTURES

19. Light rail and Capital Crescent trail bridges over the developer road at the Connecticut Avenue Station are reduced from 60' to 40'.
20. Standard bridge over Rock Creek is permitted (rather than a parabolic steel box girder bridge). The Concessionaire must obtain necessary approvals from Maryland–National Capital Park and Planning Commission and National Capital Planning Commission for bridge design.
21. Retained fill walls are permitted at Riverdale Park Station. If the Concessionaire elects to construct the Station with retained fill, an at-grade pedestrian walkway at least 10 feet wide must be provided beneath the station, directly connecting East–West Highway with 57th Avenue.
22. Requirements for the light rail overhead structure to accommodate future widening of Kenilworth Avenue and East–West Highway is eliminated.
23. Retaining wall deformation (surface settlement) requirements are modified to permit an additional 1" of settlement.
24. MDOT SHA painting standards can be applied to Montgomery County bridges.

SYSTEMS

25. One of two elevators is eliminated at each of the following stations: Connecticut Avenue, Silver Spring Transit Center, and Manchester Place.
26. Functional requirements for the Backup Operations Control Center are reduced.
27. Call boxes and other security features at University of Maryland stations will be provided by others.
28. Portable or temporarily installed equipment for rider comfort measurement is permitted in lieu of a permanently installed event recorder system.
29. Requirement for pre-wiring of roof mounted LRV cameras is modified.
30. Standards for LRV door obstruction detection are clarified.

TRACK

31. Ballasted track may be used in locations where Green Track was previously required.
32. Design must accommodate a future pocket track at Riggs Road but construction of the pocket track is optional.

TRANSPORTATION UTILITY CONDUITS AND FIBER OPTIC CABLES

33. Requirement for a backup fiber optic cable is eliminated.
34. Redundant fiber optic connection to the MDOT network at Bethesda is eliminated.
35. Spare conduits reduced to three.
36. Fiber-reinforced epoxy conduit in lieu of rigid conduit at all bridges and overpasses within the Concessionaire's control is permitted.

UTILITIES

37. Vertical clearances for power and communications utilities are reduced to 2'6".
38. MDOT MTA will provide the Concessionaire with a pre-construction Closed-Circuit Television (CCTV) survey of Washington Suburban Sanitary Commission (WSSC) sewer lines.

YARDS AND SHOPS

39. Maintenance shop only need be out-fitted with equipment required for service of the initial vehicle fleet.
40. LRV yard storage tracks still need to be designed for a fleet that provides up to 5-minute train service, but the initial construction need only be built out for the initial vehicle fleet.
41. Compliance with the Leadership in Energy and Environmental Design Silver (LEEDS) standard is optional.