



## Aberdeen MARC Feasibility Study

### I. Proposed Location

The proposed location of the relocated Aberdeen MARC station is approximately 1.6 miles south of the existing station area. The property requested to be evaluated is situated on the Catherine V. Mitchell Property (the property). The boundaries are, Old Philadelphia Road to the north, Short Lane (Route 715) to the east, and the existing MARC rail line/and Aberdeen Proving Ground to the south.

### II. Environmental Evaluation

A preliminary environmental evaluation was completed of the Mitchell Property. The findings are as follows:

- ◆ **Stream** – Ephemeral Channel
- ◆ **Wetland** - Two palustrine forested (PFO) wetland areas were identified
- ◆ **Forest Area** – The community is a mature forest situated in the center, and extending to, the southeastern border of the Property. The area encompasses 7.7 acres and trees in the forest appear to be in good health.

### III. Rail/Track Evaluation

#### A. Platforms

- ◆ **Proposed Platforms** – the platform are adjacent to the concrete bridge structure along Short Lane (Route 715), on the west side of the structure.
- ◆ **High Level Side Platforms (Phase I)**– the platforms are to be 400 FT long and 16 FT wide in the phase I portion of the project.
- ◆ **High Level Side Platforms (Phase II)** – the platforms are to be extend an additional 500 FT to make the platform a total of 900 FT long in the Phase II portion of the project.
- ◆ **High Level Side Platforms (Both Phases)** – the platforms are to be provided with a 2FT wide tactile edge.

## **B. Catenary Poles**

- ◆ **Catenary** - The existing catenary structures are cross-span structures with forked back guy wires.
- ◆ **Guy Wires** - The back guy wires are in the platform area.
- ◆ **Cross Span Structures** - Assume that cross-span structures are to be converted to portal structures.
- ◆ **Bonding and Grounding**
  1. Isolate static wire from catenary poles in platform area.
  2. Ground platform, railings, etc.
  3. Add drain bond to tracks
- ◆ **Transmission Wires** - Assume the transmission wires have sufficient clearance.
- ◆ **Pedestrian Footbridge?** Will have cost impacts due to additional catenary system bonding and grounding required, as well as possible cost implications if existing transmission lines need to be raised on extended structures to achieve required clearances.

## **IV. Park & Ride Facility**

### **A. Phase I**

- ◆ The Park-N-Ride will accommodate at least 300 parking spaces
- ◆ The Park-N-Ride will accommodate at least 3 buses and saw tooth bus bays
- ◆ The Park-N-Ride will provide a pedestrian galley (building structure)

### **B. Phase II**

- ◆ The Park-N-Ride will accommodate at least 200 additional parking spaces
- ◆ The Park-N-Ride will provide an additional access roadway that utilizes the Walmart Access Roadway/Route 40 as the main access.

### **C. Pedestrian Overpass**

- ◆ The pedestrian overpass will be adjacent on the southside of the bridge structure along Short Lane (Route 715). It will also provide access by elevators and escalators.
- ◆ A second pedestrian overpass may be proposed in the phase II portion of the project will be located in the vicinity of the extended platform area, providing access to and from the phase II P&R

**D. Galley (Pedestrian Structure)**

- ◆ The Galley will have approximately 15,000 sf (twice the square footage of the existing MARC Station building)

**V. Feasibility Level Cost Estimate**

A feasibility level cost estimate has been prepared. The estimate includes the following:

- ◆ Platforms
- ◆ Catenary Modifications
- ◆ Civil/Site for the parking facility
- ◆ Pedestrian Overpass with elevators and stairs
- ◆ Wetland Mitigation
- ◆ Engineering Design, Review, and Construction Management
- ◆ 40% Contingency of Major Items
- ◆ Exclusions from the estimate include right-of-way and utility relocations

**Phase I Estimate: \$14 million**

**Phase 2 Estimate: \$12 million**

**Total Estimate: \$26 million**