



**Bethesda/Chevy Chase CAT Meeting
Online Presentation
04/14/2020**

What is this row of concrete footings (with exposed vertical rebar) intended to be use for? I can't find such support structures on any maps or diagrams I have of the PL. They appear to be installed on the Capital Crescent Trail right-of-way.



Response: These are noise wall footings. The exposed steel shown are anchor bolts for the steel posts.

I would be grateful for a comment on the latest delays as reported in the Washington Post. I read what PLTP said to the reporter, but would like a more fulsome explanation from both PLTP and the County and State stakeholders as to what this “crash wall” delay really means in terms of predicted opening dates and who will pay for the extra costs? Will the mounting cost overruns impact the construction and opening of the Capital Crescent Trail/Georgetown Branch Trail?

Response: Throughout the project, Purple Line Transit Partners (PLTP) and the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) have been actively engaged in discussions to mitigate the impacts of litigation and change order requests on both the project schedule and cost.

MDOT MTA plans to launch the project in two phases, from the Purple Line New Carrollton Metro station to the College Park Metro station (6 stops total) by the end of 2022 and the

remaining 15 stations by mid-2023. The Capital Crescent Trail will likely not be open until all of Purple Line stations are operational for safety and access reasons during active construction.

Given ongoing negotiations, we cannot tell you at this time how the project's cost and schedule will be impacted. MDOT MTA cannot comment further until a settlement agreement is reached with PLTP.

What sort of construction is planned to accommodate the stream at the east end of Hamlet Place that flows into Coquelin Run? When will work on this part of the project likely start?

Response: A box culvert will be constructed to accommodate the stream. An underpass structure with closed ends will also be built for the future Coquelin Run trail connection. The structure will be designed to have "knockout" ends when future trail construction commences. Work in this area is on hold pending final MDE approval of the stormwater management plans.

Will there be an unbroken noise barrier along the alignment near Hamlet Place? What type of fence will be used to guard access to the right of way over this segment?

Response: Yes, there is unbroken noise wall along alignment near Hamlet Place. The noise wall serves as the barrier for this portion of the alignment.

At the Bethesda station, will the bus stops move temporarily during construction? If so, following construction, will the bus stops move back in the original spots?

Response: Bus stop changes along Elm Street in either a temporary or the permanent condition would need to be addressed by the appropriate agency (WMATA/Ride-On).