



Greater Lyttonsville - Woodside CAT #9 Meeting – Questions and Responses
Rosemary Hills Elementary School
June 14, 2022

QUESTION: How much more of Rosemary Hills Elementary School will the Purple Line take?

RESPONSE: There are no additional acquisitions planned, we will not go beyond our limit of disturbance (LOD) – beyond the fencing and environmental controls that are currently installed.

QUESTION: Do you recall the height of the retaining wall height behind Park Sutton?

RESPONSE: The wall height of the finished Capital Crescent Trail will vary the length of the Park Sutton Condominiums property, with a maximum height of approximately 20 feet at the eastern end nearest 16th Street. The coating is expected to be completed this summer.

QUESTION: Are there plans to work on the Lyttonsville Place Bridge in the near future?

RESPONSE: An epoxy overlay will be applied to the bridge deck (roadway surface) and will not require a full shutdown of the Lyttonsville Place Bridge. The overlay will improve ride quality and surface appearance as well as reduce water infiltration. This work is anticipated to occur late summer 2022.

QUESTION: There have been large trucks parking near the Lyttonsville Place Bridge obscuring the view of oncoming traffic. What can be done?

RESPONSE: This concern should be raised with MCDOT to address. Staff from MCDOT was present at the meeting to work with the residents on this issue.

QUESTION: When will the CCT open?

RESPONSE: The CCT will open by fall of 2026. As stated in the past, it will be used as access points to the Purple Line tracks for construction during the testing phase. Following construction of the CCT, the trail will be used as an access to the light rail tracks during construction and testing. Because of this, the public will not be able to safely use the trail during the testing phase until construction access is no longer needed. As completion of construction advances, the project will continue to assess our options for determining the opening of the CCT.

QUESTION: How will riders get to the station, is there parking?

RESPONSE: The Purple Line stations are not designed with parking at the stations, it is meant to be a multi-modal system with users walking or biking to the station. Lyttonsville Station has a kiss and ride lane built into the design of the Lyttonsville Bridge. If residents notice people parking illegally around stations, we encourage you to call local police.

QUESTION: Is there a tunnel from 8600 to the 16th Street-Woodside Station?

RESPONSE: No, there will be sidewalks and crosswalks on 16th Street to facilitate pedestrian movement.

QUESTION: Will the Spring Street Bridge construction occur after the completion of Talbot Avenue Bridge reopens?

RESPONSE: We will start on preliminary work on Spring Street Bridge while Talbot is being commissioned. Spring Street will not be closed until Talbot Avenue Bridge is fully commissioned. At that point, Spring Street will be demolished with a goal of reconstructing and reopening it within a 4-month timeframe.

QUESTION: Roadway surfaces and paving is not as good as it was years ago. What improvements can be made in the Jones Mill Road area?

RESPONSE: After Jones Mill Road reconstruction occurs, that area will be repaved.

QUESTION: Will there be any new traffic controls installed from the Lyttonsville Place Bridge to Brookeville Road?

RESPONSE: The Purple Line will not be installing new traffic controls. Under our work the stop sign that is currently there will remain.

QUESTION: What is the timeline for cleaning up Bonifant Street (roadway and sidewalks)?

RESPONSE: Bonifant Street is very busy with active utility relocations occurring often in two shifts. Gas relocations are almost complete followed by water and sewer. We will be winding down our utility work for MTS to step in at the end of summer and pick up with their work.

QUESTION: With the 3rd Avenue utility relocation work starting soon, how long will this take and what are the impacts?

RESPONSE: This work will take approximately 3-months to complete the waterline relocation. Our goal is to only implement the parking restrictions when trucks need to use the Noyes Lane haul route, as we have been.

QUESTION: When will the staging area near Michigan Avenue be converted the community park?

RESPONSE: This will likely occur sometime in 2024.

QUESTION: When will the storm drain work occur near 3rd Avenue?

RESPONSE: This will be scheduled to begin next year.

QUESTION: When will construction of the Lyttonsville Operations and Maintenance Facility begin?

RESPONSE: Work will begin on the Lyttonsville OMF in fall of 2023 followed by Lyttonsville Station construction which should be complete in 2024.

QUESTION: Do you have all permits needed this work?

RESPONSE: Yes.

QUESTION: Are there plans to adjust as needed for supply chain disruptions?

RESPONSE: Yes, we have looked into purchasing the big-ticket items now even if we don't need them for 2-3 years to stay ahead of any supply chain disruptions.

QUESTION: Will graffiti be removed on the beams?

RESPONSE: Yes, the graffiti removal will be scheduled when we can perform that work safely.

QUESTION: What is the program to maintain quality and warranties for the Light Rail Vehicles and track?

RESPONSE: We have been working with the vehicle manufactures (CAF) and MTA to make sure the LRVs are tested and exercised. There is a full regime that CAF is doing to keep the warranties in place, exercise, test, and storm the LRVs. Additionally, an agreement was made to extend the warranties and insurance until 3-4 years after the line is running. Once on site, the vehicles will go through another set of inspections and certification prior to their operation. Then, the risk will be turned over to the concessionaire and the design-builder.

QUESTION: The Lyttonsville Place Bridge at Brookeville is full of potholes? Who is responsible?

RESPONSE: Our team can take a look at this. Final paving of the bridge and the area will not occur until after the bridge deck is repaired, sidewalk complete and the approach finished.

QUESTION: What will the horn sound like and what is the noise level?

RESPONSE: The wayside audible system identified as the equipment to be deployed has a volume range from 78dB, the equivalent to a washing machine, to 103dB, which is akin to a car stereo at maximum volume. Once the noise walls are installed and the system is in the testing phase in 2025, we will be better positioned to determine the appropriate volume level of the wayside audible warning system that balances safety with potential noise impacts to the community.

QUESTION: What is happening with the project union labor agreements?

RESPONSE: This matter is still under negotiation with MTS and we are hopeful that a path forward will be reached in the near future.

QUESTION: Can the horn for the train be a bell?

RESPONSE: The LRVs have both a warning horn and a warning bell and each is used depending on the specific circumstances for safety requirements.

QUESTION: Is there a plan to repave 16th Street?

RESPONSE: Portions of 16th Street near the Purple Line alignment will be resurfaced prior to completion of the project.