



Greater Lyttonsville/Woodside CAT Meeting #8 Online presentation – June 29, 2021 Questions & Responses

Below is the list of questions compiled from the CAT presentation.

Question: What is the anticipated completion date of the project?

Response: We cannot provide a date at this time. We are asking the proposers to submit their own schedule as well as pricing to bring us forward to revenue service.

Question: When will the Talbot Avenue bridge be completed?

Response: During the interim construction period, the state made a commitment to minimize other impacts within the state. We had to reduce risk to the project, which is why we are doing permitting and utilities. We had to defer Talbot Avenue Bridge until the new design-builder is on board.

With their proposals, the bidders are also submitting schedules, but at this time we do not have a timeframe for when the Talbot Avenue Bridge will be completed. Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) cannot dictate the order or priorities by which the new design-builder will construct the job.

Question: When will the CCT open?

Response: The Capital Crescent Trail (CCT) construction is going to proceed according to the design schedule that the new design-builder puts forward. At this time, the CCT is fully in the design and will be completed with the rest of the project.

Question: Under the original contract, there were incentives for opening; the concessionaire holding some of the financings for the project; two payments at key milestones; and the availability payments only starting as the project is open for public transit. Are those incentives remaining in place?

Response: Yes, the new design-build contractor will have similar incentives for getting the light rail line open for service. They won't be the exact same, but it is the same intent.

Question: Major issues with Lyttonsville Place Bridge not being finished. When will the finishing touches on that bridge be completed?

Response: We have reached resolution with work that has to be done to the bridge with Montgomery County. During the interim period, we will be doing graffiti removal and coating. The design details are finalized and the bridge will be completed by the next builder.

Question: With the Maryland Legislature passing its reforestation bill requiring the reforestation of trees will it be possible to plant trees on the lot you now own on Leonard Dr.?

Response: House Bill 80 was approved by Governor Larry Hogan on May 18, 2021, establishing an Urban Tree Program within MDOT. The effective date of the Act is October 1, 2021. MDOT's Office of Environment has initiated coordination with both the Maryland Department of the Environment (MDE) and the Maryland Department of Natural Resources (MDNR) on the development of the Urban Tree Program. This coordination includes the identification of funding opportunities and potential partnerships and exploring the potential for providing grant programs to local communities as well as delivering state-sponsored projects.

Once the internal coordination has sufficiently progressed, MDOT's Office of Environment will be reaching out to local stakeholders for further coordination.

Questions should be directed to:

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Question: Can trees be planted around the new stormwater management facility? Asking about planting around it not on it to shield the community from it.

Response: No, due to the requirements of the facility, no trees can be planted there. Each stormwater management facility has unique features and unique plantings to address those features. All designs have been through MDE review and approved.

Question: The unfinished Talbot Avenue Bridge appears to be hanging precariously and is very high. Is this bridge being built according to the latest plans shared with the community?

Response: Yes, the design of the bridge is final and is consistent with the illustrations last shared with the community at the June 25, 2019 CAT meeting.

One of the last things we had the previous contractor perform before they left was the installation of concrete diaphragms which are the cross frames that hold all of the girders together to lock them in place as a safety precaution because we did not know when the work would resume. The girders are built to plan, secure; and the bridge is stable. It is monitored frequently and inspected weekly to make sure there are no issues of concern.

In terms of the bridge geometry, there are no stop signs on the bridge. The new bridge is on a skew compared to the old bridge that made a sharp 90 degree turn as it approached from behind the school. The new alignment will be on a skew so that the abutment behind the school is closer to the school than the original abutment so there is a more gradual turn onto the bridge. There is a series of retaining walls on both sides of the roadway approach to the bridge that help elevate it and separate it from the school, the CSX, and the light rail tracks.

Montgomery County Public Schools owned a part of Talbot Avenue, so property agreements have been made in order to rebuild the roadway.

Question: I read that the Talbot Bridge was not properly protected when they stopped working on it and that there is rust that now needs to be repaired or removed? Do you know anything about that and how big a problem is it?

Response: We are not aware of any rust issues with the girders and substructure. They are all made of concrete so there is no exposed steel that would be exposed to rust. Our team performs weekly site inspection of the bridge and that area.

Question: The location of stop signs is a county issue, right? Immediate approaches to the Talbot Avenue bridge on both Rosemary Hills and Woodside in terms of stop signs, lights, and pedestrian crossings?

Response: Yes, these are County issues on County-owned roadways.

Question: The finishing and chain link fence hasn't changed on Talbot Ave Bridge?

Response: We have not changed any of the design parameters since we last presented this information to the community. Previous presentations can be found on our website under Community Advisory Teams that contain graphics and explanations of the design.

Question: Will the Spring Street Bridge construction begin in 2022?

Response: We do not have an answer for this. The contractor is not allowed to take the Spring Street Bridge out of service until Talbot Avenue Bridge is complete and open for service.

Question: My understanding is that the water and sewer work will be completed by the end of the year but the storm drain work has not been scheduled. Is that true?

Response: That is correct. The storm drain work on 3rd Avenue needs to be built in conjunction with the Capital Crescent Trail. There are retaining walls, significant grading; and all of that work is tied together.

Question: Why is there no tree protection along the limit of disturbance near Ballard Street and has this area been extended? Are there no MDE requirements to protect trees tagged to remain and no silt fencing?

Response: Typically, with utility work where we are trenching in a roadway, MDE does not require silt fencing because a lot of times those controls can create more issues than the utility work itself. When we are trenching in a roadway, we use same day stabilization. Whatever is disturbed that day is stabilized with straw or matting or patched with asphalt or stone to make sure nothing is exposed at the end of the shift.

There often is tree clearing required to make way for the controls and both MDE and internal environmental oversight inspect the alignment weekly.

Question: I understand that the Board of Public Works has approved an additional \$182 million for the kind of work being done now before the design-build contractor gets onboard. Is that money being used for utility relocations and all the other activities that you are currently doing?

Response: \$183 million in contract authority was approved by the Board of Public Works. That contract authority was specific to our Program Management Consultant (PMC) and isn't related to construction work. It does not translate into funding that is fully or immediately available to the Purple Line project. It just gives us the ability to continue to maintain our PMC resources and move the schedule out through revenue service to ensure we can keep the oversight team onboard.

Question: Who is the Program Management Team and what can we see them doing?

Response: The PMC is a joint venture of three major engineering firms: AECOM, WSP, and RK&K. These teams oversee the construction activities. The PMC includes everyone that you see in the field outside of MDOT MTA employees.

Question: I am concerned about noise pollution in my neighborhood as a result of construction on the Capital Crescent Trail. Are there any considerations to plan amendments that would create a noise barrier and how is that factored as work moves forward? Who would I contact for consideration of a plan amendment or would this need to be done through my local elected official?

Response: In general, the design is fully complete along the alignment in those areas where it was determined there might be noise impacts from the vehicles. Some noise walls have been installed along the alignment.

The start of construction on the Capital Crescent Trail will be determined by the new design-builder. Once construction is complete, there will be noise requirements that we must meet, and we will be testing to those requirements prior to revenue service.