



**Greater Lyttonsville/Woodside CAT Meeting
Rosemary Hills Elementary School
04/03/2018**

Construction Update Discussion

What is being done to secure the former Spring Center shopping center on 16th Street?

Response: We understand that security is a concern and are providing additional lighting and fencing to deter the public from accessing the site. MTA will continue to work closely with CSX and WMATA to prevent access adjacent to the tracks.

Will the property acquired on Leonard Drive be used for construction access?

Response: No, Leonard Drive is too narrow for regular use by heavy equipment. However, PLTC will need to get some heavy equipment onto the property for demolition of the house. The only thing that will be built are retaining walls next to the tracks. There are no present plans to sell the property for future development.

The project is currently awaiting permits to demolish the existing structure.

What is being planned to provide safety near the school?

Response: The Purple Line Limit of Disturbance (LOD) will be fenced to prevent trespassing. Adjacent to the tracks, retaining walls with fencing will serve as added protection. MTA/PLTP will continue to work with Montgomery County and the school system to identify needed safety measures throughout the construction and operation of the Purple Line.

How tall is the wall between the CSX tracks and the Purple Line? Can there be a wall built at the location of the Leonard property to keep noise of the CSX trains away from the community?

Response: The crash wall being built between the railroad corridor and the Purple Line range in height from approximately 5' to 15' depending on the elevation of the Purple Line tracks. An additional retaining wall at the Leonard property is not a part of the Purple Line project scope.

What are the planned improvements along Brookville Road?

Response: Along a portion of Brookville Road, adjacent to the project, there are plans to rebuild sidewalks, curbs and gutters, utility relocation, ADA pathway improvements and enhancements to signalization at intersections.

Adjacent to the Park Sutton Condominiums, what will happen to the trees and what will the walls look like?

Response: The trees adjacent to this property are in a forested area. In September 2018, trees in this area will be cleared to build the trail. Walls between the condos and the railroad are approximately 20 feet high. If you would like to closely review these plans, please contact Carla Julian at 240-424-5325.

What are you doing to assist small businesses?

Response: PLTP is currently conducting individual meetings with businesses to address concerns of access for customers as well as deliveries, providing open for business signage, and ongoing work notifications. Every effort will be made to minimize impacts to businesses along the Purple Line.

Alternate Connection Discussion

What changes in the design of the Lyttonsville Place Bridge now requires a six-month closure?

Response: Under a separate Montgomery County plan, the bridge deck was planned to be refurbished using a phased work schedule. The Purple Line contract necessitates the full closure and demolition of the bridge to accommodate building the Lyttonsville station, the Capital Crescent Trail, Lyttonsville yard, and the realignment of the new Lyttonsville Place Bridge.

Why can't the new Lyttonsville Place Bridge be constructed using phased construction instead of having to close the bridge?

Response:

- This is not a bridge replacement project, but rather an entirely new bridge which will be longer and larger with higher clearance than the existing bridge to accommodate the Purple Line.
- The footprint of the new bridge overlaps nearly half of the existing bridge.
- The southern part of the existing bridge must be removed to make space to build the new bridge's abutment (portion of the bridge that supports the structure and joins it to the roadway) and the remainder of the structure spanning the Purple Line station and tracks.
- The grades of the two bridges are different and conflict with each other.
- Reducing the existing bridge to a single lane would result in extensive traffic delays and cause construction to take at least twice as long.
- Phased construction would result in traffic safety concerns for pedestrians, drivers, and construction workers with active construction occurring immediately adjacent to traffic lanes and sidewalks.
- Safety is the Purple Line's top priority; therefore, full closure of the bridge is the safest construction method.

Lyttonsville Place Bridge Flyer

https://www.purplelinemd.com/images/public_involvement/community_advisory_teams/greater_lyttonsville_woodside/2018-04-30_Lyttonsville_Place_Bridge_Replacement.pdf

What assurances can you give us that the bridge will not be closed for more than six months and what happens if construction takes longer than six months?

Response:

- The Purple Line contract allows for the bridge to be closed for up to six months. Financial penalties will be imposed if the closure period is extended past six months.
- Purple Line Transit Partners (PLTP) will close the Lyttonsville Place Bridge for six months starting approximately June 18, 2018. Demolition of the existing bridge structure would follow immediately after the closure. Formal notification will be provided 30 days prior to the bridge closure.

If the proposed Stewart Avenue connection to Kansas cannot be built, what other options may be considered?

Response: If the Stewart Avenue connection cannot be built there are no other temporary connection options. MTA worked closely with Montgomery County to examine other alternate routes suggested by the community, with the goal of mitigating the impact of the temporary Lyttonsville Place Bridge closure.

The two options below were found to be infeasible:

- Talbot Avenue connection to Kansas Avenue:
 - This option would require the right-of-way to be purchased from CSX Railroad which would not be possible in time for the temporary bridge closure.
- Grubb Road connection to Brookville Road:
 - This route would require utility relocation and significant grading that would be not completed in time for the temporary bridge closure.
 - It also bisects a critical portion of the construction work zone, which would lead to public safety concerns.

How many cars and trucks will use the Stewart Avenue connection?

Response: In response to questions asked at the CAT meeting, MTA is currently coordinating with Montgomery County to evaluate the number and types of vehicles that may use the connection. Additionally, traffic volume data will be collected for 48 hours on Lyttonsville Place Bridge, including the number and type of trucks by hour and direction. Other traffic counts along Brookville Road and Lyttonsville Road are being reviewed to determine the volume of traffic turning into the neighborhood, turning toward East-West Highway, or traffic traveling north on Brookville Road toward Linden Lane and Georgia Avenue.

How will you manage traffic volume and speed using the Stewart Avenue connection so that residents are not significantly impacted?

Response: The Purple Line Transit Partners and the Maryland Transit Administration are working with Montgomery County Department of Transportation (DOT) to develop recommendations related to

limiting truck traffic and installation of various measures to reduce the impact of the temporary connection on local roads.

What is the design of the new Talbot Avenue bridge and when will the community have input on the design? How will vehicular and pedestrian traffic function on the bridge?

Response: The design will be presented at the next Greater Lyttonsville CAT meeting.

The County has done nothing for small businesses. Is there a commitment from the Purple Line to keep the County and businesses open?

Response: MTA and PLTP are committed to working with the businesses to minimize impacts to businesses along the Purple Line. Vehicular and pedestrian access will be maintained during construction. PLTP will be working closely with businesses to accommodate their deliveries and to provide open for business signage.

Rock Creek Forest East is concerned about emergency service access. Will the County provide input on the size of vehicles used during emergency response and are they able to traverse Kansas Ave?

Response: Coordination with the County and emergency services is ongoing, and the project has been assured that Fire and Rescue is comfortable with the detour. Also, the proposed Stewart Ave. connection will be available for use by Fire and Emergency services.

Stewart Avenue currently ends in a cul-de-sac. How will it accommodate two-way traffic with the alternate route?

Response: Montgomery County is working with the property owner to acquire the property necessary to accommodate the connection. Montgomery County Police will continue to provide enforcement on Stewart Avenue.

No one has discussed any of the impacts, safety and changes to bus routes with the community. Why is this the first time Purple Line has been to the community?

Response: The Purple Line has held over 1,000 community meetings since 2003. Now with Purple Line Transit Partners on board, design has progressed and construction plans, maintenance of traffic and construction phasing and schedules are being shared with the surrounding communities through the CAT meeting process.

Can the Stewart/Kansas connection be designated for local traffic only, so it does not appear on site such as Google and Waze?

Response: The project is researching the possibility to restrict publication of the temporary connection on these sites.

What changes did the MTA make to accommodate mistakes made in the NEPA process?

Response: MTA has met all environmental National Environmental Policy Act (NEPA) requirements. The Federal Transit Administration (FTA) continues to oversee the Purple Line project to ensure that all federal requirements and regulations are followed.

Comment: Linden Walk Community does not trust that the Stewart Avenue connection will be of benefit to the community and oppose the option. The streets are too narrow and additional traffic will devastate the community and pose a safety hazard to children in the neighborhood.

Response: We appreciate your comments and MTA and PLTP are working closely with Montgomery County Department of Transportation to consider various measures to address community concerns about the proposed Stewart Ave. connection.

Comment: Woodstock Avenue - Resident was unaware the official detour route would include Woodstock Avenue. The Purple Line is asking residents to assume the cost of keeping the project on schedule and that is not good enough.

Response: MTA and PLTC are working closely with Montgomery County DOT to review the proposed official detour and explore options to improve the current detour route.

Comment: Rock Creek Pool – Access along Grubb Road will be a problem and a safety hazard to children in the summer months.

Response: We do not believe that Purple Line ongoing construction would cause a safety hazard to users of the Rock Creek Pool.