

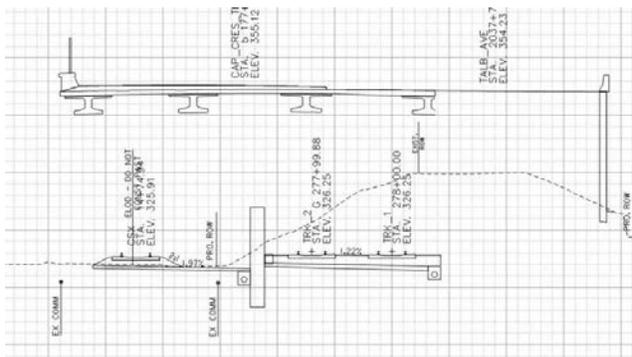
Talbot Avenue Bridge

What will be the material used for the clear barrier on top of the parapet at Lyttonsville Place Bridge and the Talbot Ave Bridge?

Response: The latest series of more recent discussions between PLTC and CSX have led to a new proposal by CSX whereby a clear barrier would be built only over the Purple Line tracks; and a standard CSX chain-link barrier would be built over the rest of the new bridge.

How high is the crash wall beneath the Talbot Avenue Bridge?

Response: The crash wall is a fixed height at 19'6". Of that height, 8' to 12' will be visible to the public depending on where a person is standing.



Can the community be involved in the design of the Talbot Avenue Bridge or have input into incorporating a historical marker or community art? What are the alternatives to the clear barrier?

Response: The Purple Line plans do not include a historical maker or artwork on the new Talbot Avenue Bridge. The history of existing Talbot Avenue Bridge will be memorialized and celebrated by artwork that will be installed at the Lyttonsville Station, as part of the Purple Line Art-in-Transit Program.

The preliminary design of the new Talbot Avenue Bridge was shown in a presentation made to the community in a Talbot Avenue Bridge Design meeting held on August 30, 2018 (this presentation is available on the Purple Line website under the Greater Lyttonsville/Woodside CAT materials). However, since that time, as noted in the above response, further coordination with CSX have occurred and are continuing regarding the barriers for the bridge.

With respect to the community's request to be able to provide additional input on the design of the new bridge, MTA is planning to hold an upcoming meeting with the community to further discuss the design of the new bridge, particularly with respect to the community's concerns about barriers on the bridge. At this upcoming meeting, PLTC will present graphics to show barrier/fence options for the bridge design. The meeting will provide the community the opportunity for input on these options. This meeting is expected to be scheduled for early Spring 2019.

Is the design of the Talbot Bridge available?

Response: The design of the new Talbot Avenue Bridge is still under review and will be further discussed with the community as explained in the above response.

When will the Talbot Avenue Bridge be closed for pedestrians and bicyclists? What is the plan for pedestrians and are there any new safety improvements for pedestrians once work is complete?

Response: The goal is to have the bridge closed before the end of the school year, so demolition work can begin at the start of summer vacation. The bridge will remain open to pedestrians and bicyclists until demolition work is about to begin. Sidewalks will be considerably wider than existing sidewalks. All work on the bridge is dependent on the approval of CSX.

What will be the weight limit on the new Talbot Avenue Bridge?

Response: While the bridge will be designed to current highway standards, the County will maintain the 7,000 lb. limit.

When is the expected completion of the Talbot Street bridge construction?

Response: Construction duration is approximately one year. A Spring 2020 opening is planned.

16th Street

Will the entire Spring Street Center location be used for staging?

Response: Yes, the project will utilize the area for staging of equipment as well as worker parking. The 16th Street/Woodside station will be the last Purple Line station to be built. Utility work remains in this area prior to using entire area for staging.

When are the Spring Street Bridge and Jones Mill Road underpass scheduled for construction?

The Spring Street Bridge will be one of the last bridges complete and is scheduled for construction in 2020. Jones Mill Road design is still under review but will likely have intermittent closures only.

What impact will construction have on the 16th Street bridge?

Response: The 16th street bridge will not be impacted by construction other than the addition of the trail connection and OCS Barriers. Montgomery County DOT will work with CSX on any pedestrian access concerns.

Is there a pedestrian overpass to get to the Spring Street Station?

Response: A pedestrian overpass to access the 16th Street/Woodside station is not included in the project scope. The Capital Crescent Trail (CCT) will have ramps and steps that provide access to this station.

General

Is there a state commission that regulates railroads?

Response: No. CSX is regulated by the Federal Railroad Administration (FRA).

Does the Purple Line have an agreement with CSX to not blow horns if trains are going through work areas?

Response: There is no such agreement. CSX requirements regarding the use of horns are regulated by the FRA, and not controlled by the Purple Line.

Trees along Pennsylvania Avenue have been removed and many have been stockpiled in a debris pile. What is the landscaping plan in this area?

Response: The project has in place an approved reforestation plan, but the trees removed in this area will not be re-planted.

With the trees removed between Pennsylvania Avenue and Talbot, is there a plan to mitigate noise?

Response: Trees do not reduce noise, and no noise mitigation measures are planned for this area. Purple Line operations are not expected to significantly increase noise levels.

What is the plan to remove debris from felled trees?

Response: The project is working with CSX to complete the removal of debris.

Can the project provide construction updates for community listservs?

Response: Carla Julian will draft community updates to be funneled through CAT members for community wide distribution.