



**Bethesda -Chevy Chase CAT Meeting – Questions and Responses**  
**North Chevy Chase Elementary School**  
**June 5, 2019**

**QUESTION: What are the impacts of the new traffic pattern at Jones Mill Road? Will there be single lane closures on Jones Bridge Road on or about July 7, 2019? What is the duration of the closures?**

Response: Traffic will be shifted slightly west and a single lane of traffic will be maintained during off-peak hours between 9 am and 3pm for approximately 2-3 weeks while support of excavation is installed for the new bridge construction. Traffic will be flagged while Jones Mill Road is closed to one lane during these hours. During peak hours, one lane in each direction will be maintained.

**QUESTION: Will the Rock Creek Trail close again at any point? Will there be advanced notice of closures?**

Response: The trail will be closed intermittently while there is construction in the vicinity. Signage will be posted at access points and electronic notifications will be distributed.

**QUESTION: What are the access points to the Capital Crescent Trail (CCT) west of Elm Street park?**

Response: Several Montgomery County-sponsored trail projects will provide additional connections west of Elm Street Park, and through downtown Bethesda. One project is for a surface extension of the CCT to the existing permanent portion of the CCT, and another project which is currently funded only for design, is for an underground extension of the CCT through the Carr development where construction is now underway. Additional information can be found [here](#) on the Montgomery County website.

**QUESTION: What is the time frame to start CCT work near East-West Highway?**

Response: This work is nine to twelve months away.

**QUESTION: When will the CCT open?**

Response: The CCT will open at the completion of Purple Line construction in order to ensure the safety of workers, cyclists and pedestrians.

**QUESTION: What is the width of the CCT?**

Response: Generally, the paved trail will be 12 ft. wide with 2 ft. shoulders both sides (where right-of-way allows).

**QUESTION: Please describe upcoming work in the next 6 months in the area of Chevy Chase.**

Response: Storm drain work will continue, construction of retaining walls will continue, construction of the Lynn Drive underpass will start this fall, and the bridge abutments for the CCT bridge crossing over the Purple Line tracks just east of the Air Rights Building will start near Pearl Street.

**QUESTION: Is night work anticipated to make-up for construction delays?**

Response: Night and weekend work may be necessary as construction progresses. Both time frames contractually require advanced notification. Please be sure to sign-up for electronic notifications [here](#) or check purplelinemd.com for construction notifications across the alignment.

**QUESTION: Regarding the warning device at the Air Rights Building, why is it not located further in the tunnel? Is the engineering and research data for this device available to the public?**

Response: It is standard railroad practice to have a train that enters a tunnel sound a horn or make noise to alert anyone possibly on the tracks that a train is coming, and from what direction or end of the tunnel, the train is approaching. The Warning Device is needed for safety and the Purple Line contract provisions require that the audible and visual Warning Device be placed at the entrance to the tunnel, which is at the Air Rights Building. It is required both for maintenance staff that may be in the tunnel and riders or other members of the public who have walked onto the track area.

The Warning Device needs to be placed at the entrance of the tunnel so that it clearly announces to people that the train is entering the tunnel and from what direction. If the Warning Device were placed farther in the tunnel from its eastern entrance, there exists the potential for confusion as to which end of the tunnel the train is coming from, which could delay people who have walked onto the tracks from moving off the tracks and to a point of safety.

PLTC will look into the decibel levels of the Warning Device for the Purple Line, and continue discussions with the community regarding possible consideration of any adjustment of those decibel levels.

**QUESTION: Is the additional vibration and noise study based on the actual light rail vehicles to be used available to the public?**

Response: This study is not complete yet and is not available to the public.

**QUESTION: Will there be additional tree removal on private property between East-West Highway and Columbia Country Club? How much notification will be provided?**

Response: If additional work is needed on private property, access agreements and work plans will be established with the individual property owners with as little impact to residents as possible. Carla Julian will work directly with residents on these matters.

**QUESTION: How are building structures monitored near sites where pile driving is occurring?**

Response: An independent firm has been hired to monitor vibration on work sites. Pre-construction surveys were also offered to properties within 50 to 100 feet depending on the type of construction adjacent to the property in order to gauge possible impacts. If you notice unusual changes in your property, please contact Carla Julian at 240-424-5325.

**QUESTION: How will bus stops along East-West Hwy. and Connecticut Ave. be impacted by construction?**

Response: The Purple Line will travel under East-West Hwy. and over Connecticut Ave. Bus stops in these locations should not be impacted but coordination with the County is ongoing and if affected, notifications will be distributed in a timely manner.