



**Bethesda CAT Meeting
North Chevy Chase Elementary School
10/29/2019**

Is the night work adjacent to Elm Street project related?

Response: In response to the resident video of night work adjacent to Elm Street, PLTC investigated and discovered that while there is no continuous night work currently taking place or planned to take place in the future adjacent to Elm Street for the construction of the Purple Line, on the night of 10/27 and into the early morning hours of 10/28, a Purple Line crew was performing a tie-in for the water line behind the Sport & Health Club on Montgomery Avenue in order to prevent disruptions to the club's water line during their daytime business hours. We sincerely apologize for the lack of notice the surrounding community was given in advance of this night work and for the disruption it caused the neighbors. There was a breakdown in communication between our construction managers and our outreach team, and we are working together to ensure this does not happen again. This tie-in was completed the morning of 10/28 and we do not anticipate future night work in the area, but the public will be notified at least 48 hours in advance if any night work is deemed necessary in the future.

Regarding retaining wall construction along the right of way between the Bethesda Enclosed Trainway (BET) and Sleaford Road, what public outreach will be done for this work?

Response: Ongoing work along the project is included in monthly notifications. Unless work will be conducted at night or involves pile driving, no additional outreach will be done. Retaining wall work is not expected to involve either nighttime hours or pile driving.

Are retaining wall heights and designs available?

Response: Graphics showing wall finishes and wall heights from the BET to Connecticut Avenue were shared with community representatives in 2018 and are available for review. To review this material please contact Carla Julian at 240-424-5325 to make an appointment at the Project Office.

Is there any additional information available about the lower water levels in Coquelin Run?

Response: Not at this time. The Maryland Dept of the Environment has also investigated this issue and water levels have not been affected by project activities.

When will the final version of the light rail noise study be made available to the public?

Response: Study is still in a draft format and release date is unknown at this time.

The retaining walls between East-West Highway and the Columbia Country Club have adjacent trees where critical root zones are affected by project construction. What is the plan for those trees if they show signs of distress?

Response: The Project has a certified arborist under contract to walk all affected areas prior to tree removal and construction activities. Tree clearing remains in some areas and any specific concerns should be directed to PLTC outreach at 240-424-5325 or outreach@pltcllc.com for individual attention.

During the Jones Mill Road excavation, how will the pedestrian experience be improved when traffic is shifted to the east?

Response: PLTC addressed pedestrian concerns on the west side and those measures will be implemented on the east side as well. For example, the speed bumps will be extended and additional signage will be posted. Please email outreach@pltcllc.com if you have additional concerns.

Is the paving on Connecticut Avenue project related to the Purple Line construction?

Response: It is not. Currently, this work is a MD State Highway Administration paving project.

When will trail construction begin?

Response: Capital Crescent Trail (CCT) construction will lag a little behind trackway construction as the trail is being used for construction access from Bethesda to Lyttonsville. It is currently projected that the CCT will not open to the public until construction is complete.

The community is still very concerned about the noise device/warning alarm at the BET entrance. The Town of Chevy Chase requests a dialogue with the MTA regarding this matter.

Response: The Purple Line Technical Provisions that reference the audio warning system can be found [here](#) (Technical Provisions Book 2 – Part 2 pages 2-529). The physical location and the use of the system itself is an MDOT MTA requirement that will not be modified. Once the train is operational, if concerns arise regarding the volume or direction of the audio warning system, further discussions may be considered. This Technical Provision supports MDOT MTA's paramount concern for the public and the operators of the system.

When will structural work start over Connecticut Avenue, how long will it take, and what will be the commuter impacts?

Response: Over the next six months, pile driving for the bridge abutments on the east side of Connecticut Ave will be completed and walls will be constructed. It is anticipated that structural steel will be set for the future Purple Line and CCT bridges over Connecticut Ave in late spring 2020. Note that traffic will be detoured during non-peak hours when setting structural elements over Connecticut Avenue. Public notice will be provided well in advance of the detour.

What is the spacing of the catenary poles and what are they made of?

Response: Spacing is 150' to 200' in straight sections of the track. Spacing will vary in curves. Poles will be made of painted galvanized metal and will be approximately 20' tall.

Will access to residences and businesses be maintained when Connecticut Avenue is detoured?

Response: Yes. Pedestrian and vehicular access is always maintained. The duration of the detour is unknown at this time but notice will be given as required.

Is there any retaining wall work from the Air Rights Building to East-West Highway scheduled in the next 6 months?

Response: Yes, wall work is currently ongoing within this portion of the corridor.

When will the Lynn Drive underpass work start?

Response: Work on the underpass is scheduled to start in Fall 2019.

Is there a public notice for vibration?

Response: No. PLTC monitors operations and if vibration monitors detect excessive movement work must be stopped and reported to MDOT MTA. Vibration monitoring does not apply to pile driving as the project was granted a waiver for pile operations occurring Monday through Friday from 8:00 AM to 5:00 PM.

Can PLTC alert residents of dynamic compaction during backfill operations?

Response: PLTC is not required to provide notification for this type of work but will look into the feasibility of such notice.

What is being done to mitigate noise and dust adjacent to the Family Academy of Bethesda (FAB) school on Montgomery Avenue?

Response: PLTC is contractually required to minimize dust within the work zone and uses water trucks for this purpose.

How long will storm drain work behind the FAB last?

Response: Work in this area will occur for approximately two more months.

What other work will occur behind the FAB in the next six months?

Response: Retaining wall work will be ongoing during this period.

Will replacing defective concrete at the Bethesda shaft delay the project?

Response: No delay is expected.