



**Bethesda CAT Meeting #8**  
**Online presentation – June 8, 2021**  
**Questions & Responses**

Below is the list of questions and responses discussed during the June 8, 2021, online CAT presentation.

**Question: There are now two separate spans for the Connecticut Ave. Purple Line overpass. Will there be an additional span for the trail or is the span work complete?**

Response: No, the span work is not complete. The two girders that have been erected is for the light rail vehicle. The next design-builder will be responsible for setting the girders for the trail.

**Question: If there is need for additional spans to bridge Connecticut, approximately when is that work planned?**

Response: Yes, there is an additional span that needs to be set but at this time the schedule is unknown. It will be determined by the next design-builder.

**Question: When will work on the station at Connecticut Avenue begin?**

Response: With the design-builder coming on board by the end of this year, we will be given an early mobilization schedule, following-up with a full construction schedule that will take us into revenue service.

**Question: The intensive development around the Conn. Ave. Station has raised concern regarding the flow of traffic in that area. Presumably there will be both buses and private vehicles dropping passengers off for the Purple Line. With hundreds of residential units and a large number of commercial properties being built adjacent to the Station there will be additional volume throughout the day. What measures are being undertaken to avoid build-ups on Conn. Ave., Manor Road, Chevy Chase Lake Drive and Chevy Chase Lake Terrace?**

Response: Most of the Purple Line stations, including this elevated station, have been designed as neighborhood stations where users will be walking, biking, or taking alternate transit to access the stations. Connecticut Avenue is not intended to operate as a drop-off lane for private vehicles. Appropriate signage will be in place.

Regarding the ongoing and upcoming private developments underway in the surrounding areas, each developer should be coordinating with MDOT SHA and Montgomery County

regarding traffic studies and any accommodations necessary due to traffic volume increases.

We will work closely with partners at MDOT SHA and Montgomery County to mitigate any future problems that may arise.

**Question: What utility work still needs to be completed between the Bethesda and Chevy Chase Lake?**

Response: Between the Bethesda and Connecticut Avenue stations, there are not many utilities left that need relocating and none beneath the interim Georgetown Branch Trail right-of-way. Work in this area has concentrated on completing structures left exposed to the weather by the previous builder.

**Question: D18 Delegation sent a request about trying to open the Sleaford Road pathway. The tunnel has been put in. We recognize additional work will have to be done. Have you been able to look at granting temporary access there?**

Response: We received the letter requesting to expedite this underpass. We are evaluating our available construction funds and taking a look at the existing conditions and already in discussions with potential contractors to see what it would look like to bring them back in and start the work. We hope to have an answer shortly.

**Question: The Bethesda portal entrance and the use of the noise horn and with previous discussions that the use of the noise horn would not go off every time the train passes through, but only when workers are on the tracks.**

Response: The system will be tested as planned. Any requests to modify the functionality may be considered during the testing phase.

**Question: Is it true that the New Carrollton – College Park segment is on track to be completed before the Montgomery County section? Will there be phased openings?**

Response: At this time, we are not planning to do an initial operating segment and would like to open up the entire alignment at one time. The construction sequence will begin on the far eastern side because of the Operation and Maintenance Facility (OMF) location. When our vehicles come in, we'll be testing out from the OMF as tracks are laid there first.

**Question: How heavily is this project relying on Chinese-bought products such as steel?**

Response: Because this project receives federal funding, we must adhere to the Buy America clause for the vehicles and trackwork and infrastructure. All steel products are made in America. FTA's requirements are very strict for American made products. Both the suppliers and the contractors have to certify that all work and materials installed have been in compliance with Buy America.

**Question: Some of us have damage caused by PLTC and have found their insurer and the state unresponsive. How do we get reimbursement for our damages? Do we need to make a big fuss? Not a good sign of the type of neighbor the Purple Line will be.**

Response: All of the claims for damage that have occurred while PLTC was on the project should be being directed to PLTC's claims department. Please let us know if they are not being responsive, we can help follow up on your behalf.

If you do not receive a response from PLTC, please reach out to our MTA-managed outreach hotline if you need assistance and provide all related documentation including photos.

[Outreach@purplelinemd.com](mailto:Outreach@purplelinemd.com)

**Question: Assuming the fall acceptance of a new design-build contractor, when do you anticipate construction to begin and will the MTA have a voice in the sequence of projects completed? Will the Capital Crescent Trail be available during the testing phase?**

Response: The Capital Crescent Trail construction is going to proceed according to the design schedule that the new design-builder puts forward. There are no anticipated delays due to cost overruns that may occur in the future. At this time, the Capital Crescent Trail is fully in the design and part of the construction plans and will be completed with the rest of the project.

**Question: The Jones Mill and Jones Bridge intersection has taken quite a beating, large potholes over there. We like to avoid serious accidents. Can these be addressed?**

Response: We can take a look at this.

**Question: Does MTA have any say in the order in which some construction activities resume? For example, the South entrance to the Bethesda metro station needs to be completed so Elm St. can be reopened. The current state of this entrance is also impacting the Metro Tower project at 7316 Wisconsin.**

Response: The state does not have the ability to dictate sequencing of the work. The design-builder is responsible for creating the critical path to completion. Anything that MDOT MTA would do to change their schedule as far as giving them different priorities would impact their ability to complete the overall project. So, in that case we are limited, and we will essentially hold them to their end date, not interim project milestones.

**Question: When/how often will CAT meetings be held?**

Response: CAT meetings will be held approximately every six months in the spring and fall.