



**Greater Lyttonsville/Woodside CAT Meeting
Rosemary Hills Elementary School
06/25/2019**

At the last meeting residents overwhelmingly preferred the design option (#3) with canopies over the light rail. Why is this option no longer being considered?

Response: At the April 16, 2019 Talbot Avenue Bridge community meeting, three barrier options were presented. However, following the meeting there were additional internal discussions that the project team held regarding the horizontal mesh barrier option. As a result, it was determined that this option doesn't satisfy the solid barrier requirement over the Purple Line track per NESC and OSHA because of the high voltage catenary system. There was also concern expressed with the mesh regarding consideration of maintenance and the potential hazard of water and debris from the horizontal structure falling onto the CSX tracks that are parallel to the Purple Line tracks.

Dump trucks on Milford Avenue should not be there as Purple Line vehicles should not be using that street.

Response: Following investigation by PLTC, it has been determined that the dump trucks belong to a tree company and its work is unrelated to the Purple Line.

What will be the order of materials used on the Talbot Avenue Bridge barrier?

Response: When standing on the bridge the order of materials from the inside out will be aluminum ornamental fencing (wrought iron look) then clear barrier over the Purple Line and aluminum ornamental (wrought iron look) and chain link fencing over CSX.

Who will be responsible for maintenance of the clear barriers on the Talbot Avenue Bridge?

Response: The Talbot Avenue Bridge is owned by Montgomery County and maintenance of the bridge will be the County's responsibility.

The last time we met you described a "Buy America" issue that prevented the use of the clear barrier over CXS tracks, but the clear barrier is still included in the updated design. What has changed?

Response: CSX required a shatter-proof clear barrier over its tracks which could no longer be acquired under Buy America. The clear barrier proposed in the plans presented at the CAT meeting is only being used over the Purple Line tracks. The Purple Line has no such requirement.

What fall protection is provided between Rosemary Hills School and Talbot Avenue?

Response: Clear barriers will separate the school property from Talbot Avenue.

When will the Talbot Avenue Bridge be demolished?

Response: Complete demolition should occur within the first two weeks of July depending on the availability of CSX flaggers.

What is the timeline for the Talbot Avenue utility work?

Response: Work will start as soon as the drawings are released for construction. Some of this work is tied to the CSX spur and requires CSX approval and flagman availability.

What is the deadline for design of the bridge dedication plaque?

Response: MTA will coordinate with the County to determine a timeline.

Will there be sound barriers along Talbot Avenue?

Response: Sound barriers are not required based on noise studies in the area.

Are there plans to reopen the Talbot Avenue Bridge to vehicular traffic?

Response: Yes. The Talbot Avenue Bridge will be rebuilt as a two-lane bridge for vehicular traffic and for pedestrians.

Are there safety measures planned for pedestrians on the Talbot Avenue Bridge?

Response: High visibility pavement markings and a crosswalk are planned for the bridge.

Are Purple Line trucks parking along Lyttonsville Place Road? Vehicles parked in this area obstruct visibility when leaving the Coffield Center parking lot.

Response: Purple Line workers are prohibited from parking in residential areas. If you observe construction vehicle you believe is illegally parked in the community, please call Carla Julian at 240-424-5325 with a photograph or the time, make and license plate information of the vehicle in question. The Purple Line team will investigate and respond accordingly.

Will construction move closer to Rosemary Hills Elementary School?

Response: Purple Line fencing for construction will need to move six feet closer to the school to allow for equipment access to the site. The area where fencing will be placed should be staked.

When will Spring Street bridge be rebuilt?

Response: The Spring Street bridge construction will not begin until 2020. Construction will take place over a 6-month period.

Is it possible to place a sidewalk along 16th Street as a pedestrian detour while Talbot Avenue is closed?

Response: No plans to do this at this time.

Why is there standing water along the alignment near Talbot and Michigan Avenues?

Response: There is a sediment trap located along the CSX spur between Michigan and Stewart that is part of the project's erosion and sediment control requirements.

What will be the barrier used on the Spring Street Bridge?

Response: The design of this bridge is not yet final.

Please explain the Lyttonsville Operation and Maintenance Facility (OMF)

Response: The OMF at Lyttonsville is a smaller version of the facility at Glenridge. It will be located on the west side of the Lyttonsville Place bridge and will be used for vehicle storage and cleaning.

Where is the trail access from 16th Street for the Woodside community?

Response: The Capital Crescent Trail can be accessed from 16th Street via stairs and an Americans with Disabilities ACT (ADA) accessible ramp.

Can design plans be posted to the website?

Response: Not all plans are final at this time. If you have an interest in reviewing current plans, please contact Carla Julian and she will schedule a meeting to walk interested parties through the designs. MTA will consider posting plans on website if they are Released for Construction (RFC). Plan sets that are not RFCed will not be shared with the public.

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. Tim Cupples will work with CSX on pedestrian access concerns.

Website is not user friendly and clunky. Can large maps be made more used friendly?

Response: MTA/PLTC will look at the website and see if map format can be adjusted.

How high are crash barriers separating the Purple Line and CSX?

Response: The crash wall will be six feet tall minimum from the top of the highest rail, whether CSX or the Purple Line.

What activities are taking place on Jones Mill Road?

Response: Utility relocations, test pitting, signal relocation, and excavation work for foundations are currently taking place. A single lane of traffic will be maintained during off-peak hours between 9 am and 3pm for approximately 2-3 weeks.

Comment: Park Sutton would like art on the retaining wall that backs to their property, as well as more trees as part of the landscaping plan.

Response: The Purple Line has met with Park Sutton residences to explain the landscaping plans with the Purple Line right-of-way. Art-in-Transit projects are integrated into the station designs only. MTA suggests residents look for additional artwork with the County and contact the AIT selected artists, if they are interested in funding additional art projects. Neither MTA nor PLTC have resources to fund further art but can supply artist contact info at community request.

Comment: The artwork chosen for the Woodside does not reflect the community.

Response: The selected submissions were chosen by a selection committee made up of MTA, County, art professionals and local residents.

Comment: Businesses on Stewart Avenue have no place for customers to park. Parking on Brookville is also limited.

Response: PLTC will look at this issue and coordinate with County to see if extra parking can be provided along Stewart Avenue and also inquire with County Police about ticketing any vehicles parked illegally in the area. The commercial vehicles currently parking there and making deliveries late at night are not project related.

Can future meetings alternate between Rosemary Hills ES and Woodlin ES now that the bridge is being demoed and access to Rosemary Hills is more difficult to get?

Response: PLTC/MTA has considered this option. In the past, the project has held community meetings at Woodlin Elementary School. We have not found the facilities at Woodlin ES to be as acceptable for public meetings as those at Rosemary Hills ES.