



**Greater Lyttonsville/Woodside CAT Meeting
Rosemary Hills Elementary School
11/2/17**

Will the Talbot Avenue Bridge and Lyttonsville Place Bridge be closed simultaneously?

Response: There are challenges regarding the Talbot Avenue Bridge because of the coordination required with CSX. The ultimate design of the bridge could not be completed as originally scheduled due to the need to coordinate and receive approval. There are also restrictions about the timing of construction near Rosemary Hills so as not to impact school operations. This means we will probably not be able to have these closed at separate times.

How long will the Lyttonsville Place Bridge be closed?

Response: Lyttonsville Bridge is scheduled to close in Spring 2018 for approximately six months, but a short extension may be granted, if necessary.

Will PLTC workers park in the County's Brookville Parking lot?

Response: No. They will use downtown Silver Spring parking garages, and some will park at Spring Center.

What will the new Talbot Avenue Bridge be like? Will it be a pedestrian bridge? A vehicular bridge?

Response: The new bridge will be two lanes wide and also will include the new CCT crossing over the rail corridor. In addition, the angle of the crossing will be slanted, unlike the perpendicular alignment that exists today. In order to meet railroad requirements, outer barriers along the new bridge are required as a safety measure.

Will Leonard Drive, and the parcel which the state has acquired be used as an access point for construction activities? Why was the property purchased for the project? Are there plans to build anything for the project on that parcel? What will happen to the property when the construction is complete?

Response: No, Leonard Drive is too narrow for regular use by heavy equipment. However, PLTC will need to get some heavy equipment in to the property for the demolition of the house. There is not room for the tracks without the use of some of this property and the house is too close to remain. The only thing that will be built is retaining walls next to the tracks. There are no present plans to sell the property for future development.

Will there be both day and night shifts for the whole project for the duration of construction?

Response: Generally, night shifts will only be used for activities where we cannot have daytime impacts – for example – closing lanes of major arterial roads like Connecticut Avenue and Georgia Avenue. The noise regulations are more restrictive at night.

Is the P3 Contract available on the internet?

Response: The contract is on the Purple Line website. The link is <http://www.purplelinemd.com/en/p3>. From the general Information home page click the button on the bottom of the page called "Public Private Partnership".

Will the buildings at Spring Center come down all at once?

Response: Generally, yes. There may be some partial demolition while the Post Office is relocated.

Will the closure of the Spring Street bridge occur at the same time as the closure of the Lyttonsville Place Bridge?

Response: No.

Will Jones Mill Road be closed?

Response: Yes, for a summer.

Will the updated plans for the trail in Woodside (particularly the connection to 16th Street) be posted on the website? The plans that are currently online are out of date or don't show details.

Response: Yes, we are currently working with PLTP to make the latest plans available.

The community has not received a response to the letter they wrote to the County Executive about the Talbot Avenue Bridge. When can they expect to get a response? The topics in the letter included design and plans, traffic, and detour routes.

Response: MTA is coordinating with Montgomery County to respond to the letter.

Will the community get responses to the questions that were sent in to the County Council. Can those responses be put on the Purple Line website?

Response: The responses were provided for all the questions. They are currently on the County Council website at "Frequently Requested Documents"
https://www.montgomerycountymd.gov/COUNCIL/Resources/Files/HomePageDocuments/TE_QandA_10-19-27.pdf.

What are the plans for children to get to the different schools in the area with all the trail and bridge closures? Will the public be given adequate notice (unlike what happened with Bethesda-Chevy Chase High School)?

Response: We regret that we offered such short notice to the Bethesda-Chevy Chase High School. That was a unique situation related to the timing of the federal funding for the project. We will continue coordinate closely with Montgomery County to address access to County public schools.

Will it be possible to reopen the trail once the construction of the trail is complete? The Record of Decision committed to minimizing the closure of the trail.

Response: When the trail is complete and the division between the transitway and the trail is clear it will be possible to open the trail. There is a substantial period of testing of the trains once the construction

is complete; during this period the trail could be opened. While we understand the desire to reopen the trail as soon as possible, the trail will not be opened until there is no risk to public safety.

Will maps of the detour routes be posted on the project website?

Response: Detour routes are typically shown on the public notification information sheets which are on the construction portion of our website.

The trail along the north side of the CSX is kind of a separate entity and is relatively easy construction. Could this be opened up when it is complete, even if the rest of the trail construction is not complete?

Response: Theoretically, if the trail were complete, but the connection into the Silver Spring Transit Center would need to be completed as well.

Were the apartments in the area invited to participate in the Community Advisory Team?

Response: Yes, however not all invited groups have chosen to participate.