



Greater Lyttonsville/Woodside CAT Meeting #10

Virtual Meeting – February 28, 2023

Questions & Responses

Below is a summary of questions and responses discussed during the February 28, 2023, virtual Community Advisory Team (CAT) presentation.

Question: What is a catenary system?

Response: A system of overhead wires that will power the light rail vehicles using electricity. Much of our work currently is installing the foundations for the poles.

Question: When will work begin on the Park Sutton section of the Capital Crescent Trail (CCT)?

Response: The estimate to begin work on that section of the trail is fall of 2025. Schedules on large projects such as this are often modified and subject to change.

Question: How can the Purple Line expand their outreach to the community, businesses, and CAT members?

Response: We are always looking for opportunities to improve and welcome your feedback. The Purple Line has dedicated outreach teams that focus on both business and community engagement. Both teams have bilingual staff to be able to meet and produce materials in both English and Spanish. These teams work closely together and with our construction staff to communicate construction impacts in advance of implementation of construction. Our team performs site visits, distributes door hangers, posts the information on our website and social media accounts, and we email the information in both English and Spanish to those subscribed to our alerts. We encourage everyone to sign up for alerts through our website, purplelinemd.com. We also regularly host our Community Advisory Team (CAT) meetings and participate in community events. We highlight businesses along the alignment in our newsletter, on our website and via social media.

Question: Can smaller and more frequent community meetings be held?

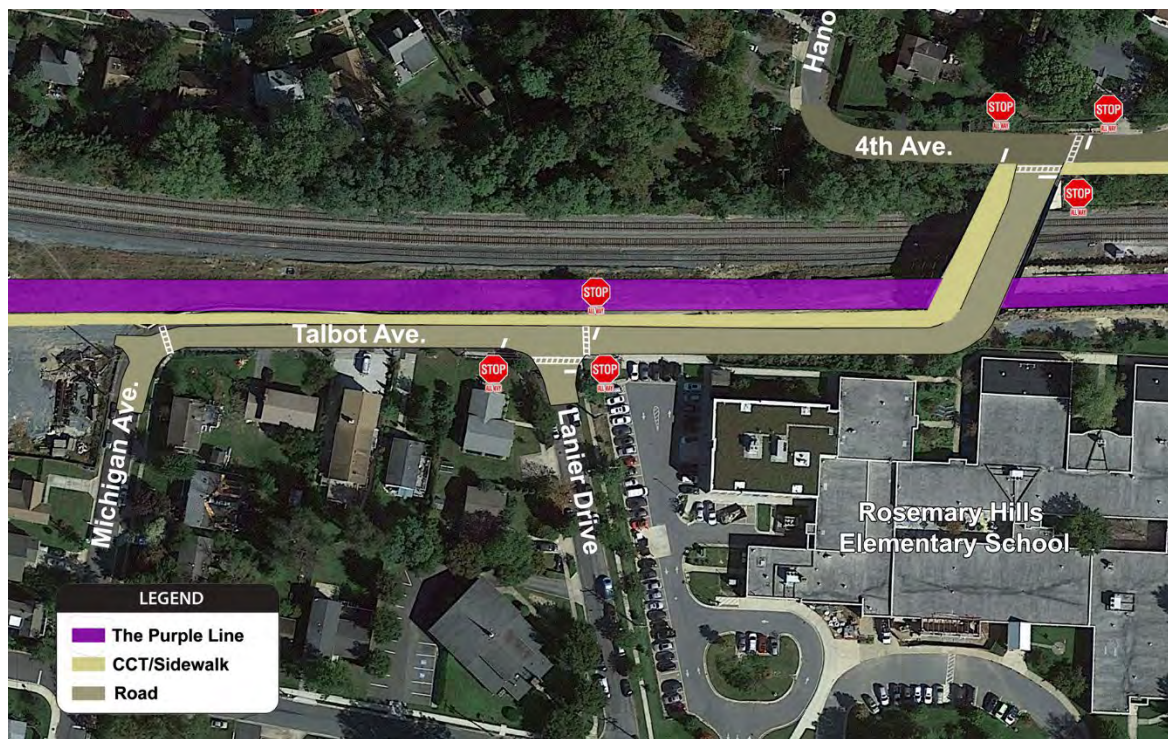
Response: If your community is hosting a meeting and would like a project update, please send a request to our outreach team by calling our hotline, 443-451-3706 (443-451-3705 Espanol) or email us at outreach@purplelinemd.com.

Question: When is Talbot Avenue Bridge estimated to open?

Response: The current estimate is winter of 2023. We were overly optimistic when it was stated at an earlier meeting that the bridge would be open to traffic this spring. Work is underway on the bridge and approaches, and we are looking forward to pouring the concrete deck soon.

Question: Is there a rendering for what the traffic controls will look like on Talbot Avenue Bridge? Will there be a stop sign for cars on the Talbot Avenue Bridge in both directions?

Response: There will be crosswalks for pedestrians and an “all-way” stop for vehicles at Talbot Avenue and Lanier Drive. Talbot Avenue and 4th Avenue will also feature crosswalks for pedestrians and an “All-Way” stop for vehicles. The graphic below identifies the future crosswalks and sign placement.



Question: On the LRV's audible signal, what volume in decibels will it be?

Response: The wayside audible system has a volume range from 78dB (equivalent to a washing machine) to 103dB (akin to a car stereo at maximum volume). Once noise walls are installed and the system is in the testing phase, we will be better able to determine the appropriate volume level that balances safety with potential noise impacts to the community.

Question: Is the Purple Line able to work during Rosemary Hills' spring break and other school holidays?

Response: The project continues to coordinate with Montgomery County Public Schools and Rosemary Hills Elementary School on our work and schedule directly adjacent to the school, to both minimize impacts and advance construction. Work in the area is ongoing while we continue negotiations with the school.

Question: Will any of the bus stops be removed because of the Purple Line?

Response: Bus stops may be shifted due to construction. However, at this time, permanent relocations have not been discussed. This will ultimately be up to the various bus service operators.

Question: Is there a timeline for construction on the Lyttonsville and 16th Street stations?

Response: Work on the Lyttonsville station is scheduled to begin this winter as the completion of the Lyttonsville Place bridge is dependent on the station being constructed. Work on the 16th Street-Woodside station will begin in the spring of 2025. These are estimated timelines, as schedules on large projects such as this are often modified and subject to change.

Question: Is there an update on whether the CCT can open before the train is fully operational?

Response: The trail will be reopened as soon as it is safe to do so. The Purple Line team understands and shares the desire to open the trail for the community – connections such as this are a key part of the project. Unfortunately, the light rail shares the path of the trail and is a key entry point for construction equipment and materials. The project team will continue to evaluate whether there will be an opportunity to open the trail prior to the rest of the system, but we cannot promise an earlier

trail opening will be possible at this time.

Question: Can we schedule a site visit to see how high the Talbot Avenue Bridge is?

Response: Yes. The elevation of the Talbot Avenue Bridge was increased to meet CSX requirements for new structures. Because of this, the bridge is now one foot higher than the old bridge. The approach to the bridge also changed in elevation to accommodate the change in height. The bridge appears to be substantially higher in elevation due to the change in geometry. We would be happy to schedule a site visit. Please contact the outreach team by phone or email.

Question: What is the timing for the Lyttonsville staging area to be converted to Lyttonsville Park?

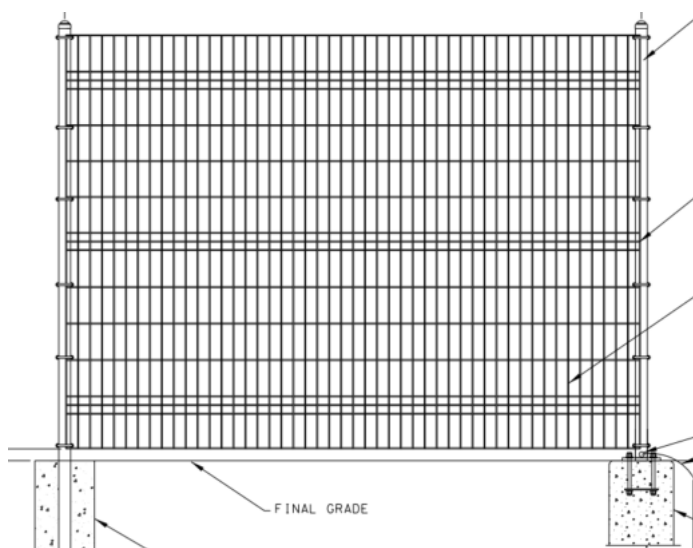
Response: The Purple Line will turn over the property to Montgomery County Park and Planning (<https://montgomeryparks.org/projects/directory/lyttonsville-area-future-neighborhood-park-project/>) following the completion of the project, and that agency will lead the effort to construct the new community park.

Question: Will there be a gap between utility relocations ending and when construction of the retaining walls begins?

Response: Work schedules are very specific to location and type of work. There will be a break between the two construction activities. Utility relocations along 3rd Avenue are scheduled to be complete by the end of April 2023. Retaining wall construction is not scheduled to begin until later this fall and will take approximately three months.

Question: How high will the barriers and fences be along Lyttonsville, between Michigan Avenue and Kansas Avenue? What kind of fencing will be used?

Response: As the trail approaches Kansas Avenue, it will be at a lower elevation than the Purple Line tracks. The tracks will slowly descend in elevation until the trail is higher than the tracks. Along this stretch, the wall separating the tracks from the trail will be approximately 3-4 feet high when viewed from the trail. Additionally, there will be a fence on top of these walls. The fence height on the walls will range from three feet to six feet as the elevation changes. The fencing will be the same design (interlaced metal). It's similar to a chain link fence, but with a rectangular pattern instead of diamond.



Question: When will the sewer and water line replacement between Spring Street and Noyes Lane along Ballard Street/3rd Avenue be completed?

Response: We estimate this work will be completed by the end of April 2023.

Question: When will storm drain work along Ballard Street/3rd Avenue begin?

Response: We estimate this work will begin in fall of 2023. This date is an estimate as schedules on large projects like this are often modified and subject to change.

Question: Utility poles were installed near the Spring Street bridge, but the utilities were not moved, and the old poles were not removed. When will this happen?

Response: This work was deferred as part of the reconstruction of Spring Street bridge. The overhead utility lines will be relocated over the next 12-14 months.

Question: When will the Lyttonsville Place Bridge be completed?

Response: Construction will resume on the bridge and begin on the Lyttonsville Station this spring. There will be lane shifts for several weeks to complete the resurfacing of the bridge. The Lyttonsville Place Bridge will not be considered complete until the Lyttonsville Station that abuts the bridge has been built.

Question: When will replacement of the Spring Street bridge be completed? Will Ballard Street be used as an access point?

Response: This work is estimated to be completed in 2024. Crews will access this area via Spring Street and Fenwick Lane.

Question: When will work resume at the north end of the Purple Line bridge into downtown Silver Spring?

Response: Crews have already mobilized in this area and have begun building the three retaining walls for the bridge abutment (behind Falkland Apartments). Following completion of the walls, fencing, track, and Overhead Catenary System (OCS) foundations will be installed. We anticipate this work will take approximately 18 months, but the schedule may be adjusted.

Question: What is the anticipated completion date of the bridges over Rock Creek Park?

Response: The light rail bridge is substantially complete. We anticipate the trail bridge will be completed by the spring of 2024.

Question: Will parking restrictions on 3rd Avenue and Noyes Lane be lifted for a while after completion of the utility work?

Response: Parking restrictions will be implemented as needed through the completion of the sewer and water line relocations, which are estimated to conclude by the end of April 2023. There are no immediate plans to implement parking restrictions in the area after that work is complete. We will communicate directly with the community in advance if the situation changes.

Question: Will a rough grade be in place after the utility work, or will this not be completed until retaining wall construction?

Response: Grading work will not occur until after the completion of the retaining wall installation this fall.

Question: When will the connection between the CCT and sidewalk at the north end of the 16th Street work, including pavement and landscaping, be complete?

Response: This work is expected to be completed by the end of 2024, including construction of the ramp and stairway to the trail. This date is approximate as schedules on large projects like this are often subject to change.

Question: How long will the service area on 3rd Avenue across from Noyes Lane be fenced?

Response: This area will be fenced through the completion of the trail.

Question: Will 3rd Avenue be restored after utility work has been completed and does that restoration include curbs, gutters, and a sidewalk?

Response: The roadway will be restored to pre-construction condition, which does not include curbs, gutters, or sidewalk. Adjacent to 3rd Avenue, where the trail will be located, will be a paved surface. Any addition of sidewalks in this area should be coordinated with the Montgomery County Department of Transportation. You can reach that office at (240) 777-7170.

Question: Will the Purple Line install a sidewalk on Ballard Street connecting to 2nd Avenue or is that work being performed by the County as a separate project?

Response: The addition of sidewalks in the Woodside area will be performed by the County, as that area is outside of the Purple Line project's boundaries.

Question: Will the sidewalk on the south/east side of 16th Street be widened as it crosses the CSX tracks?

Response: We will not modify the sidewalk on the 16th Street Bridge over the CSX tracks. However, we are installing new sidewalk along the southwest side of 16th Street from the Spring Center entrance to the Bradford Place entrance in the area where there was previously no sidewalk.

Question: Will Ballard Street/3rd Avenue be repaved after completion of utility work?

Response: Yes, we will restore the vehicle turnaround and the roadway once utility work is complete.

Question: When will catenary lines and tracks be installed between Spring Street and Talbot Avenue Bridge?

Response: This work is estimated to occur early in 2025.

Question: When will tracks be installed between Spring Street and the Silver Spring Metro station?

Response: This work is anticipated to occur mid-2025, after completion of the Talbot Avenue and Spring Street bridges.

Question: How frequently is the Spring Center work site cleaned?

Response: Work zones should be kept tidy and cleaned as needed. If you have concerns, please contact our outreach team and we will dispatch crews to investigate and address.

Question: The community is interested in the future plans for the 16th Street area after completion of the station? What is the proposed mixed-use project?

Response: Maisel Development Co. is the owner and will determine how to utilize the property following completion of the Purple Line. You can check out their website at www.maiseldevelopment.com.

Question: Will there be a sidewalk installed on the south side of Talbot Avenue between Lanier and Michigan Avenue?

Response: There will be a new sidewalk installed on the north side of Talbot Avenue nearest the CSX and future Purple Line tracks. The graphic on Page 2 of this document illustrates the sidewalk location.

Question: Will the utility poles on the south side of Talbot Avenue from Kansas Avenue to the new bridge be moved or removed?

Response: The utility poles that are along Talbot Avenue will remain in that location. Utility relocations within this area are complete.

Question: What is the design of the ramp from the bridge to Lanier Drive? Will it involve concrete piers for a flyover?

Response: The ramp will be constructed with a Mechanically Stabilized Earth (MSE) retaining wall after Lanier Drive. There will be no piers, and the ramp will be supported and filled with stone, which will support the roadway.

Question: Can the stormwater management facility be constructed in a way that allows the community to use the area for a ball field or nature area?

Response: The designs for the Stewart Avenue stormwater management facility show that most of the area will contain underground water containment vaults and sand filters. There will only be two feet of earth between the ground and the underground structures, providing insufficient space for tree roots. The area will be nicely landscaped with grass and shrubs.

Question: Can you present a report from the artists doing the Art-in-Transit projects for the area?

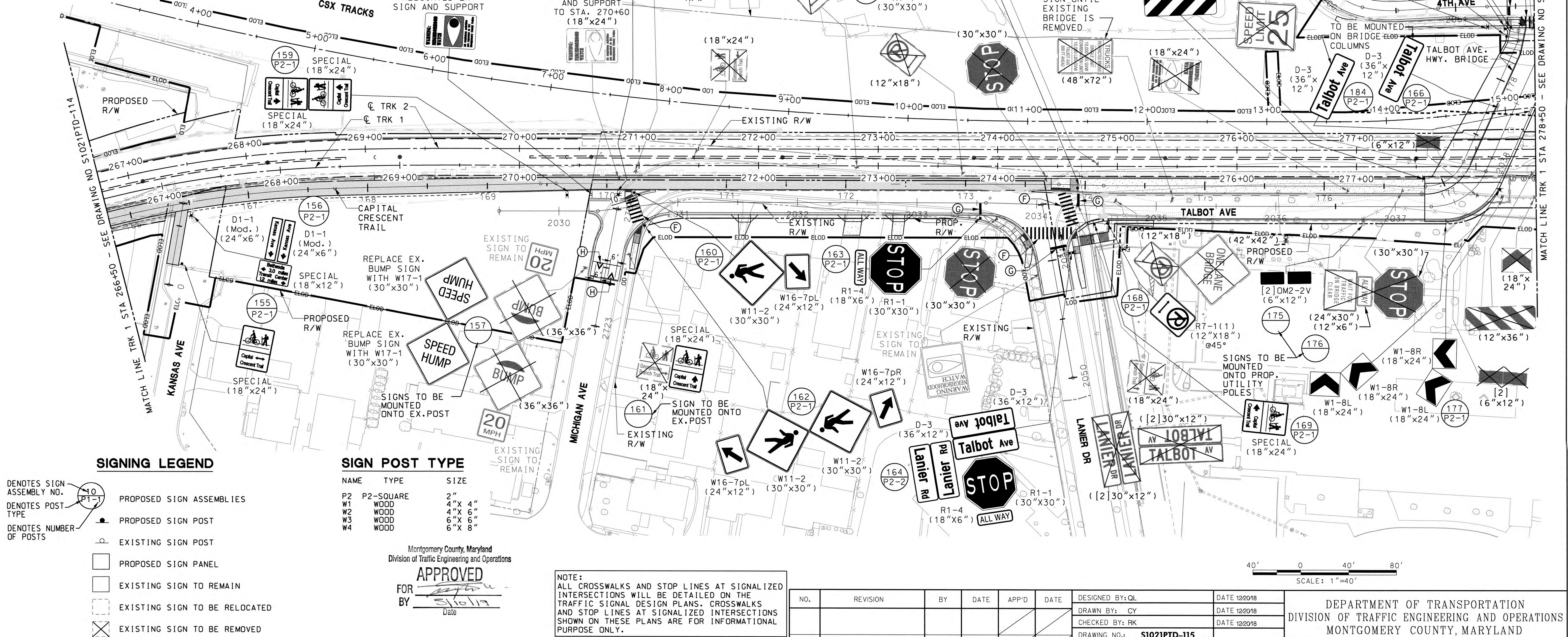
Response: The concepts for Art-in-Transit have not changed. The designs can be found on our website, purplelinemd.com. We are keeping in touch with the artists as we finalize their contracts. We will receive an updated status of the progression of their artwork and share these updates at a later date.

PAVEMENT MARKING LEGEND

- A. 5" SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- B. 5" SOLID DOUBLE YELLOW THERMOPLASTIC PAVEMENT MARKING
- C. 5" SKIP WHITE THERMOPLASTIC PAVEMENT MARKING (10' STRIPE, 30' SPACE)
- D. 10" SOLID WHITE THERMOPLASTIC PAVEMENT MARKING
- E. 5" YELLOW THERMOPLASTIC PAVEMENT MARKING (10' STRIPE, 30' SPACE)
- F. 16" SOLID WHITE PREFORMED THERMOPLASTIC CROSSWALKS (16" LADDER BAR, 24" SPACE)
- G. 24" SOLID WHITE PREFORMED THERMOPLASTIC STOP LINE
- H. WHITE PREFORMED THERMOPLASTIC PAVEMENT MARKING LEGENDS AND SYMBOLS
- I. 5" WHITE THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 3' SPACE)
- J. 5" WHITE THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 9' SPACE)
- K. 15" SOLID YELLOW PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR HATCHING (50' SPACE)
- L. REMOVE EXISTING PAVEMENT MARKINGS
- M. 5" YELLOW THERMOPLASTIC PAVEMENT MARKING (3' STRIPE, 3' SPACE).
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- R. 5" SOLID WHITE CONTRAST PAVEMENT MARKING TAPE WITH SNOWPLOWABLE RAISED PAVEMENT MARKERS
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- U. 5" SOLID DOUBLE YELLOW CONTRAST PAVEMENT MARKING TAPE WITH SNOWPLOWABLE RAISED PAVEMENT MARKERS

SHEET NO.

25 OF 80



SIGNING LEGEND

- P1-1 DENOTES SIGN ASSEMBLY NO.
- P1-1 DENOTES POST TYPE
- P1-1 DENOTES NUMBER OF POSTS
- PROPOSED SIGN ASSEMBLIES
- PROPOSED SIGN POST
- EXISTING SIGN POST
- PROPOSED SIGN PANEL
- EXISTING SIGN TO REMAIN
- EXISTING SIGN TO BE RELOCATED
- EXISTING SIGN TO BE REMOVED

SIGN POST TYPE

NAME	TYPE	SIZE
P2	P2-SQUARE	2" x 4"
W1	WOOD	4" x 4"
W2	WOOD	4" x 6"
W3	WOOD	6" x 6"
W4	WOOD	6" x 8"

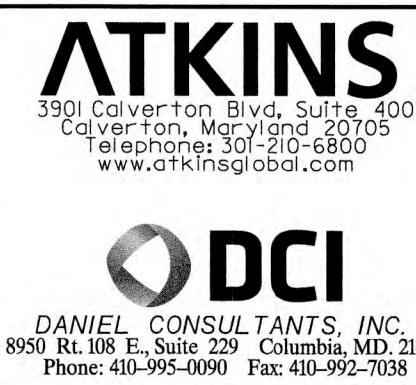
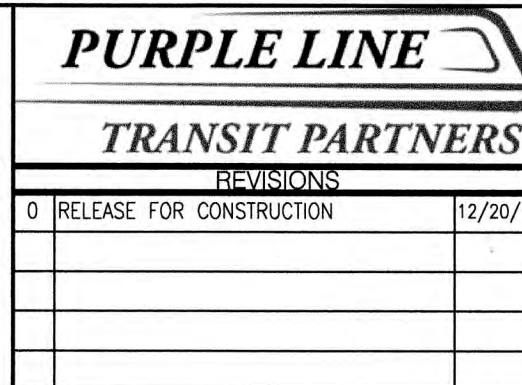
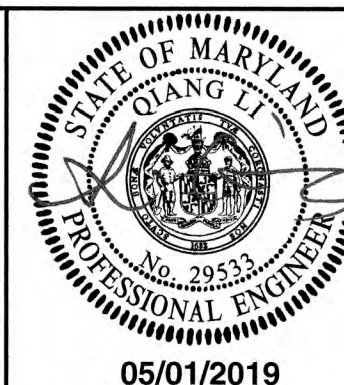
Montgomery County, Maryland
Division of Traffic Engineering and Operations

APPROVED
FOR
BY
Date

NOTE:
ALL CROSSWALKS AND STOP LINES AT SIGNALIZED INTERSECTIONS WILL BE DETAILED ON THE TRAFFIC SIGNAL DESIGN PLANS. CROSSWALKS AND STOP LINES AT SIGNALIZED INTERSECTIONS SHOWN ON THESE PLANS ARE FOR INFORMATIONAL PURPOSE ONLY.

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland.

29533 12/31/2019
License No. Expiration Date



NO.	REVISION	BY	DATE	APP'D	DATE

DESIGNED BY: QL	DATE 12/2018
DRAWN BY: CY	DATE 12/2018
CHECKED BY: RK	DATE 12/2018
DRAWING NO.: S1021PTD-115	

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS
MONTGOMERY COUNTY, MARYLAND

SIGNING & PAVEMENT MARKING PLAN

PURPLE LINE LIGHT RAIL
SEGMENT 1 - TRAFFIC DESIGN
FROM STA. 100+00 TO STA. 320+00

COUNTY: MONTGOMERY
DRAWING NO: S1021PTD-115

SCALE: 1" = 40'

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○ DENOTES POST TYPE
○ DENOTES NUMBER OF POSTS
- PROPOSED SIGN ASSEMBLIES
○ PROPOSED SIGN POST
○ EXISTING SIGN POST
□ PROPOSED SIGN PANEL
□ EXISTING SIGN TO REMAIN
□ EXISTING SIGN TO BE RELOCATED
□ EXISTING SIGN TO BE REMOVED

SIGN POST TYPE

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W4	WOOD	6"X 8"

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Montgomery County, Maryland
Division of Traffic Engineering and Operations

APPROVED

FOR
BY
Date

40' 0 40' 80'
SCALE: 1"=40'

NO.	REVISION	BY	DATE	APP'D	DATE

DESIGNED BY: QL	DATE 12/20/18
DRAWN BY: CY	DATE 12/20/18
CHECKED BY: RK	DATE 12/20/18
DRAWING NO.: S1021PTD-116	

DEPARTMENT OF TRANSPORTATION
DIVISION OF TRAFFIC ENGINEERING AND OPERATIONS
MONTGOMERY COUNTY, MARYLAND

SIGNING & PAVEMENT MARKING PLAN

PURPLE LINE LIGHT RAIL
SEGMENT 1 - TRAFFIC DESIGN
FROM STA. 100+00 TO STA. 320+00

COUNTY: MONTGOMERY
DRAWING NO: S1021PTD-116

MARYLAND DEPARTMENT OF TRANSPORTATION



PURPLE LINE
TRANSIT PARTNERS

REVISIONS	DATE
0 RELEASE FOR CONSTRUCTION	12/20/18

ATKINS
3501 Calverton Blvd., Suite 400
Calverton, Maryland 20705
Telephone: 301-210-6800
www.atkinsinc.com

DCI
DANIEL CONSULTANTS, INC.
8950 Rt. 108 E., Suite 229 Columbia, MD 21045
Phone: 410-995-0090 Fax: 410-992-7038

PROFESSIONAL CERTIFICATION
I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland

29533 12/31/2019
License No. Expiration Date

