



College Park CAT Meeting #8 Online presentation – June 22, 2021

Questions & Responses

Below is the list of questions and responses discussed during the June 22, 2021, online CAT presentation

Question: How loud are the light rail cars?

Response: We expect that the light rail will be quieter than Metro. A lot of Metrorail is up in the air, so it is louder and generating noise through all the elevated structures. The Purple Line will be mostly on street level. The other piece has to do with speed, and they are operating at a higher speed. Additionally, Purple Line cars are equipped with special wheel covers to help reduce noise.

Question: Under the original contract, there were incentives for getting to opening; the concessionaire holding some of the financings for the project; two payments at key milestones; and the availability payments only starting as the project is open for public transit. Are those incentives remaining in place?

Response: Yes, the new design-build contractor will have similar incentives for getting the light rail line open for service. They won't be the exact same, but it is the same intent.

Question: Is it expected that a design-construction partner will be on board before the utility relocation work is completed?

Response: Once the new design-builder is on board, they will complete construction to bring the project to revenue service. We have a certain amount of utility relocation the state is undertaking, but we will not be able to get to all of it before the new design-builder is on board and they will be doing some of their own utility relocations.

Question: What is the anticipated completion date of the project?

Response: We cannot provide that at this time. We are asking the proposers to submit their own schedule as well as pricing to bring us forward to revenue service.

Question: Can you identify when the bus loop will be reopened?

Response: We are anticipating Winter 2021 for the bus loop to be reopened.

Question: What is the design of the bus loop?

Response: The bus loop is a standard loop design. There are two stormwater facilities in between the wall and right near the entrance where the buses will turn from and onto River Road. The bus loop has a saw-tooth pattern and will feature new upgraded lighting and landscaping.

Question: Will bus stops and bus routes be affected? Where will they be located?

Response: We do not dictate the bus stop locations or routes along the project alignment. Those are determined by the bus operators, including the University of Maryland Department of Transportation Services.