



Bethesda/Chevy Chase

CAT Meeting #3

November 27, 2018



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Public Affairs/Community Outreach

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PLTC Area 1 Manager



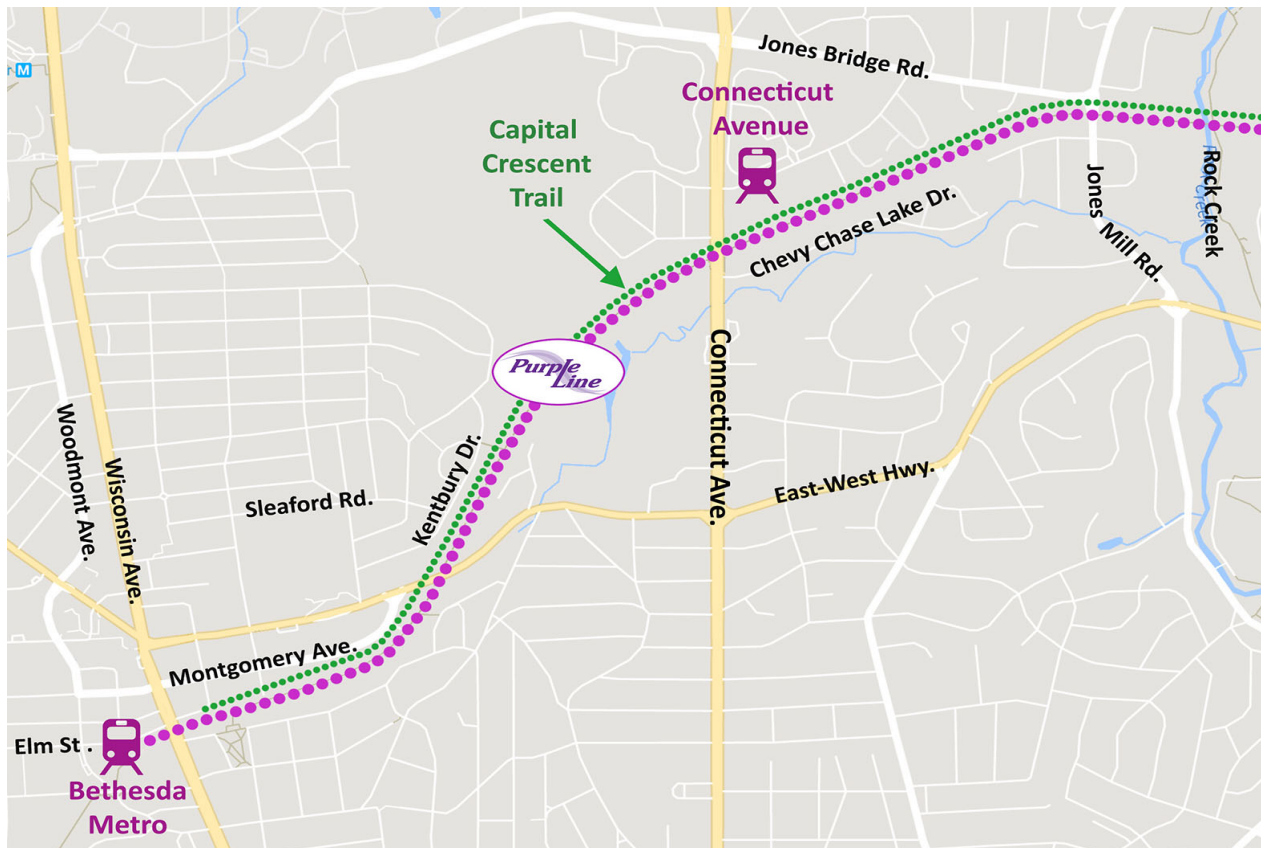
MEETING OVERVIEW

- Construction Progress Overview
- 6-Month Look Ahead
- Bethesda Shaft
- Blasting FAQ
- Traction Power Substation
- East-West Hwy./Sleaford Rd.
 - Pedestrian Crossing
- Construction Work Hours
- Maintenance of Traffic & Pedestrian Safety
- Community & Business Outreach
- Questions & Answers



BETHESDA/CHEVY CHASE CAT SEGMENT

Bethesda Metro Station to Rock Creek Park





COMPLETED/ONGOING CONSTRUCTION WORK

- Segment Wide
 - Utility relocation work ongoing
 - Installation of erosion and sediment controls ongoing
 - Stormwater management facilities for construction ongoing
 - Tree clearing ongoing
 - Excavation of dirt and rock has started and is ongoing from Jones Mill Rd. to Rock Creek Park
- Bethesda Shaft
 - Began excavation
 - Currently about 55 feet deep
- Columbia Country Club
 - Golf cart underpass construction ongoing



Bethesda Shaft
Excavation Nov. 2018



AERIAL VIEW OF BETHESDA DEVELOPMENT





AERIAL VIEW OF BETHESDA DEVELOPMENT

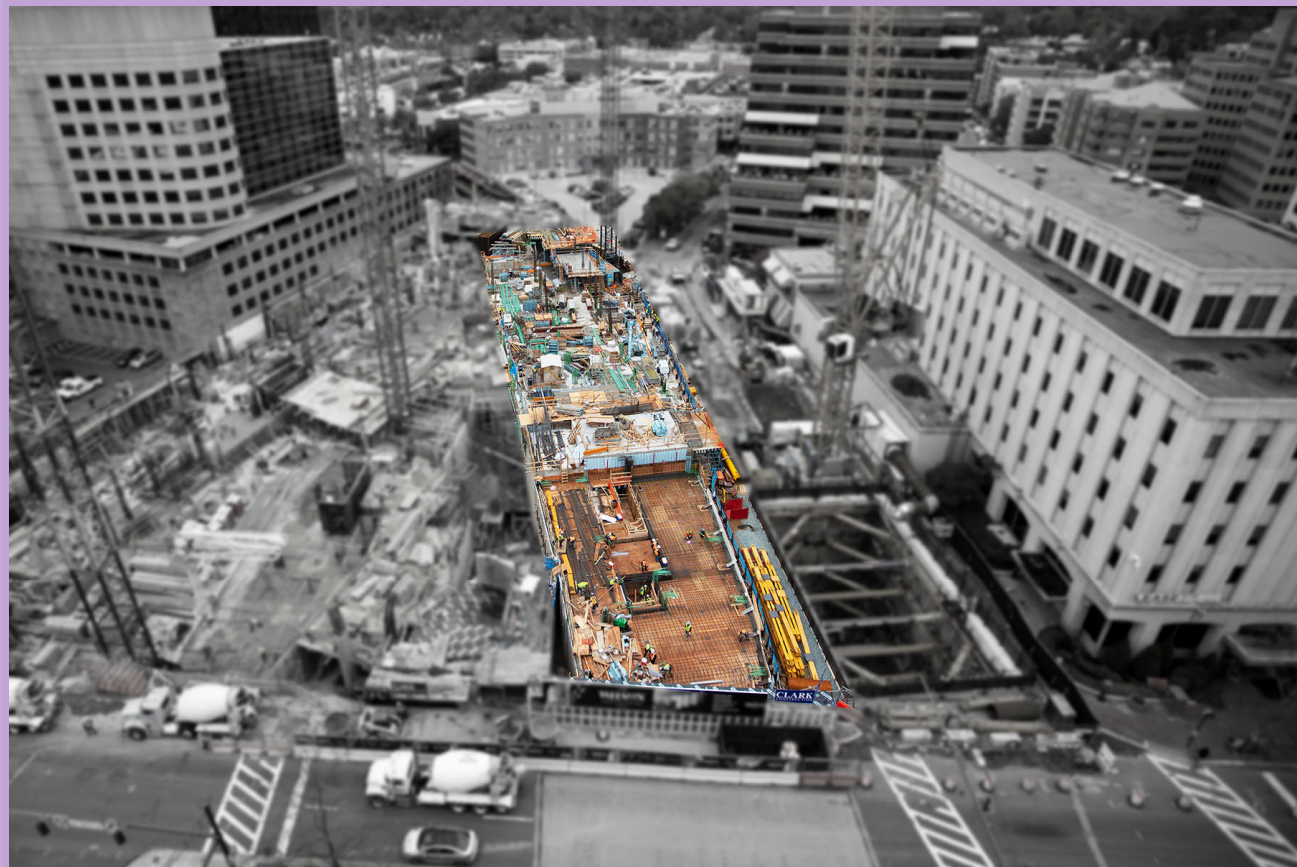
- Bethesda Shaft excavation continues





AERIAL VIEW OF BETHESDA DEVELOPMENT

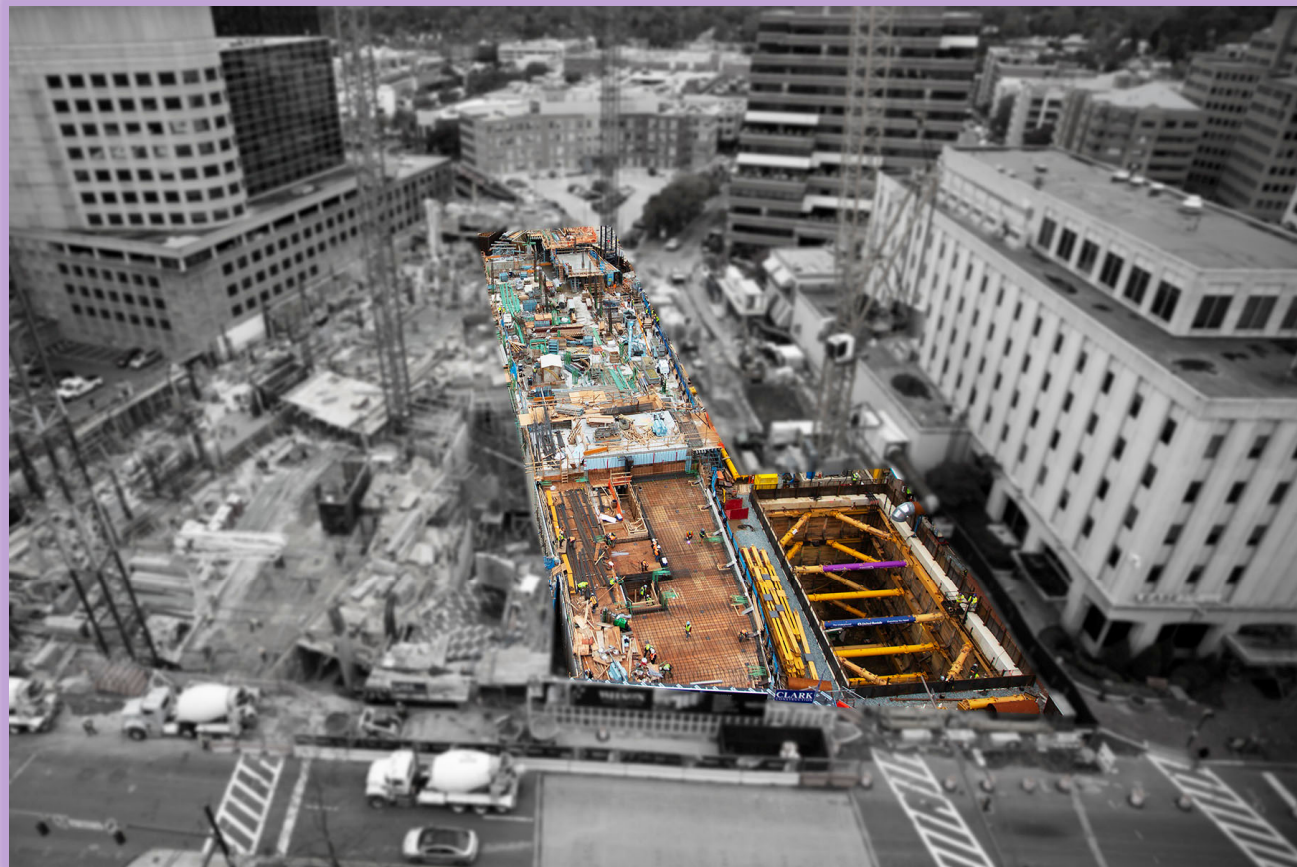
- Bethesda Shaft excavation continues
- Carr Development is responsible for building the structure for the station shell





AERIAL VIEW OF BETHESDA DEVELOPMENT

- Bethesda Shaft excavation continues
- Carr Development is responsible for building the structure for the station shell
- PLTC is responsible for building the station once Carr Development has completed the shell





BETHESDA SHAFT PROGRESS PHOTO

- Excavation of soil
- Wall support
- Approximately 55





SLEAFORD RD. PROGRESS PHOTO

- Underpass connection for Capital Crescent Trail
- Excavation of soil
- Construction of drainage for stormwater management





COLUMBIA COUNTRY CLUB PROGRESS PHOTO

- Construction of drainage for stormwater management
- Preparations for golf cart underpass





6-MONTH LOOK AHEAD

- Segment Wide
 - Overhead and underground utility work along Connecticut Ave. to Rock Creek Park
 - Constructing drainage systems
 - Retaining wall installation at Sleaford Rd., Jones Mill Rd., and Rock Creek Park

*Schedule subject to change





6-MONTH LOOK AHEAD

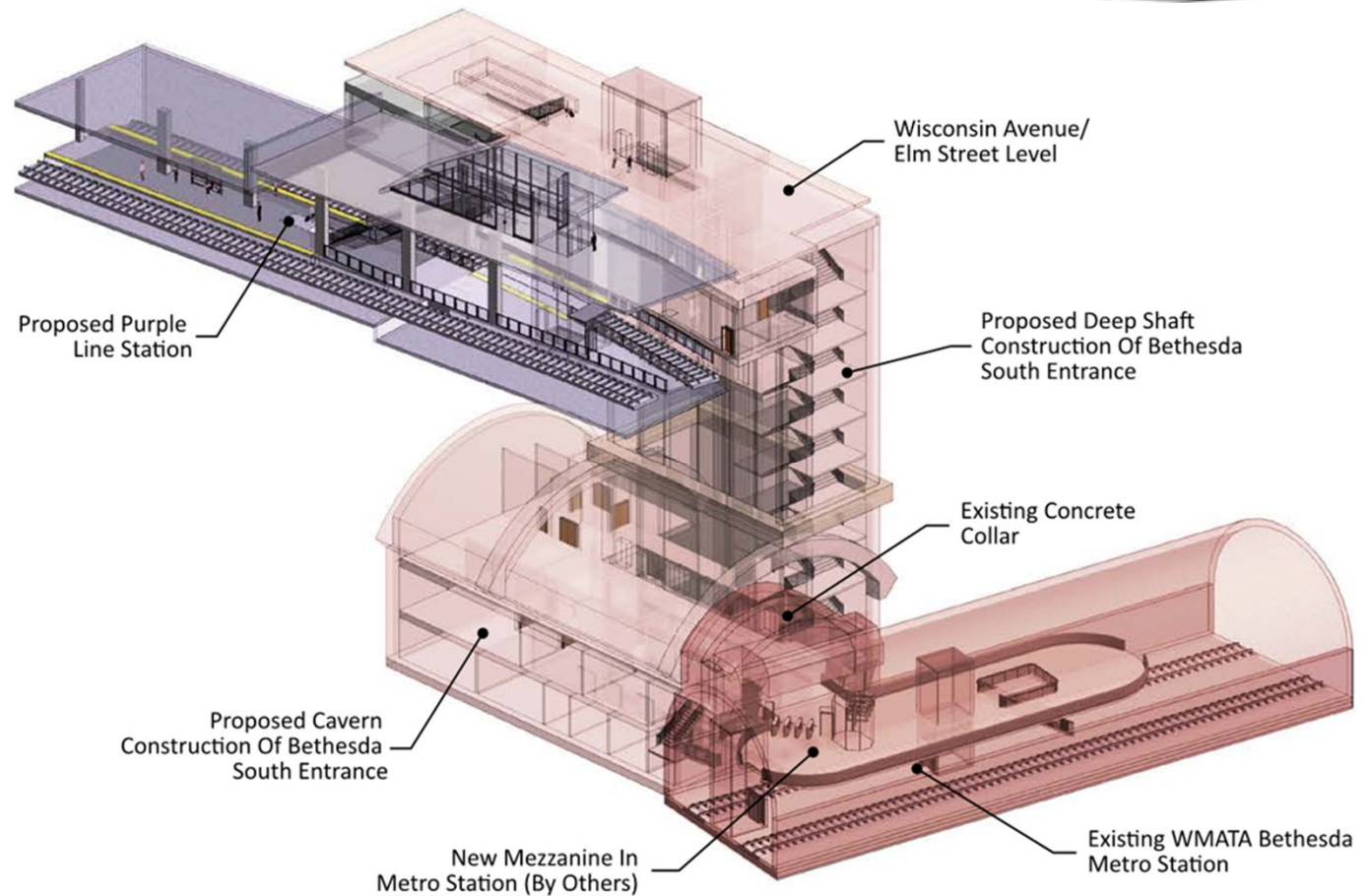
- Bethesda Shaft
 - Excavation continues at the shaft
 - Blasting will occur when necessary, with notice and coordination with WMATA
- Sleaford Rd.
 - Drainage system installation (fall 2018)
- Connecticut Ave.
 - Begin construction of the Chevy Chase Lakes Development Access bridge (winter 2018)
- Rock Creek Park
 - Begin demolition of pedestrian and aerial bridge (fall 2018/winter 2019)
 - Begin foundation work of new hiker/biker aerial bridge (fall 2018/winter 2019)
- Columbia Country Club
 - Excavation for underpass continues
- Lynn Dr.
 - Excavation for underpass (fall 2018/winter 2019)

*Schedule subject to change



BETHESDA SHAFT

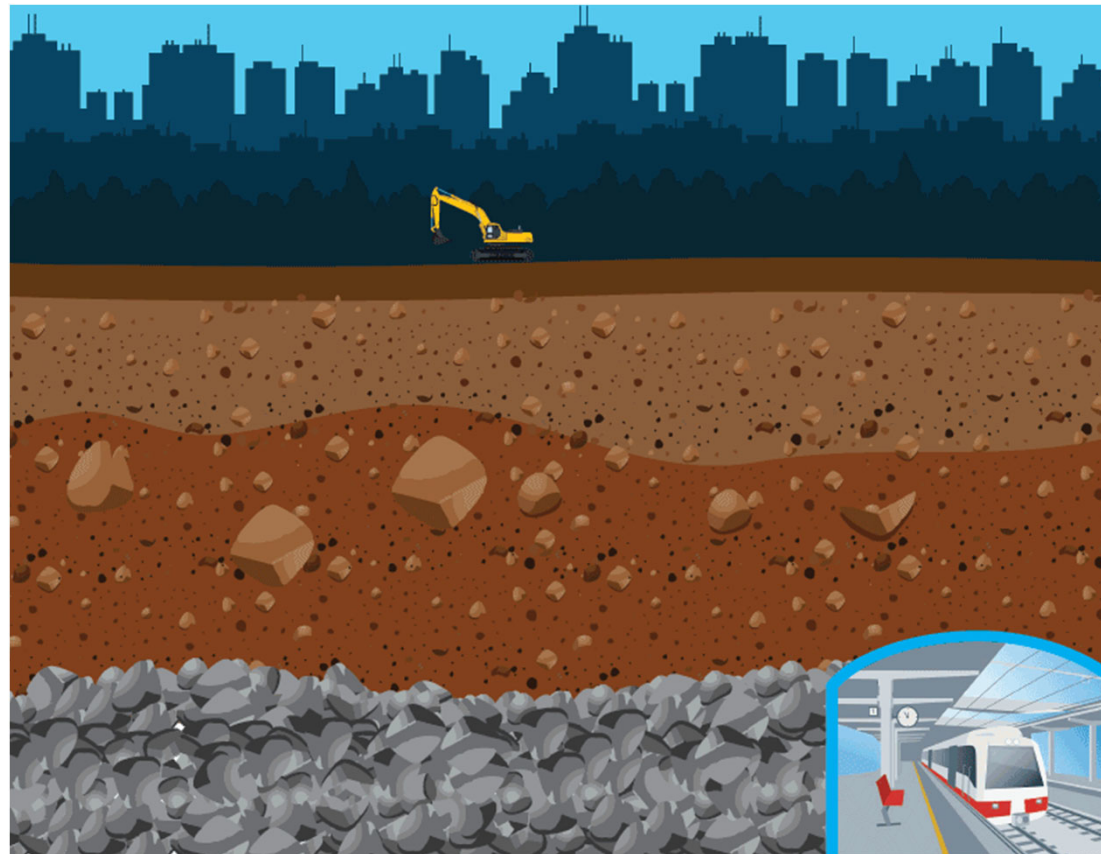
- Connects Purple Line to the existing WMATA Bethesda Metro Station
- Will include six high-speed elevators





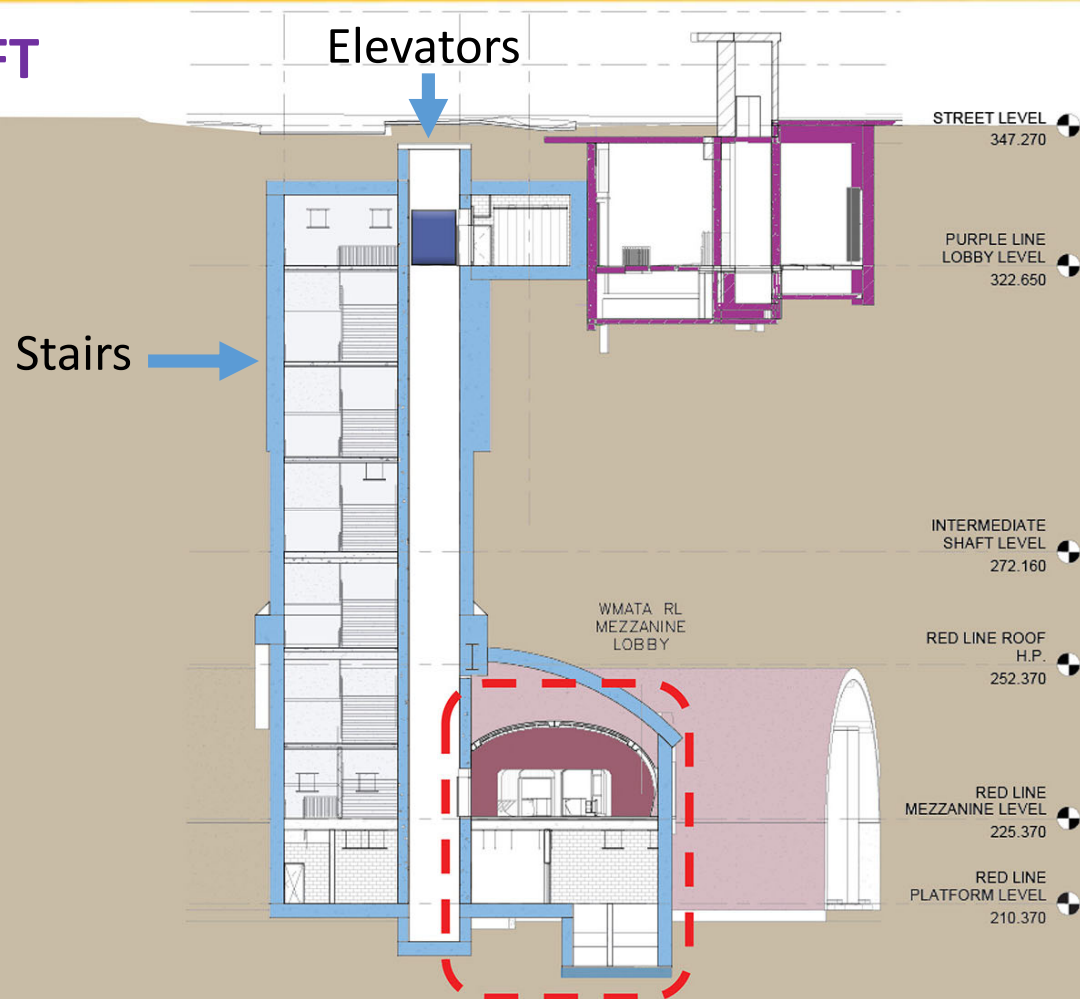
BETHESDA SHAFT

- Construct shaft through soil / decomposed rock (currently underway)
- Drill and blast the shaft down to future cavern level
- Construct permanent shaft concrete lining
- Drill and blast cavern top excavation
- Drill and blast connection to existing Red Line cavern
- Construct permanent cavern concrete, stairwell landings and stairs (spring 2020)





BETHESDA SHAFT





CAVERN AT WMATA STATION LEVEL





BLASTING FAQs

What is blasting?

- Blasting is the controlled use of explosives or gas pressure blasting pyrotechnics, to break rock for excavation.

Are blasters required to have a permit from the Fire Marshal?

- Yes, a permit to transport, use, and purchase explosives is required before any blasting is performed.
- Explosives are transported the day blasting is scheduled and are not kept on site.

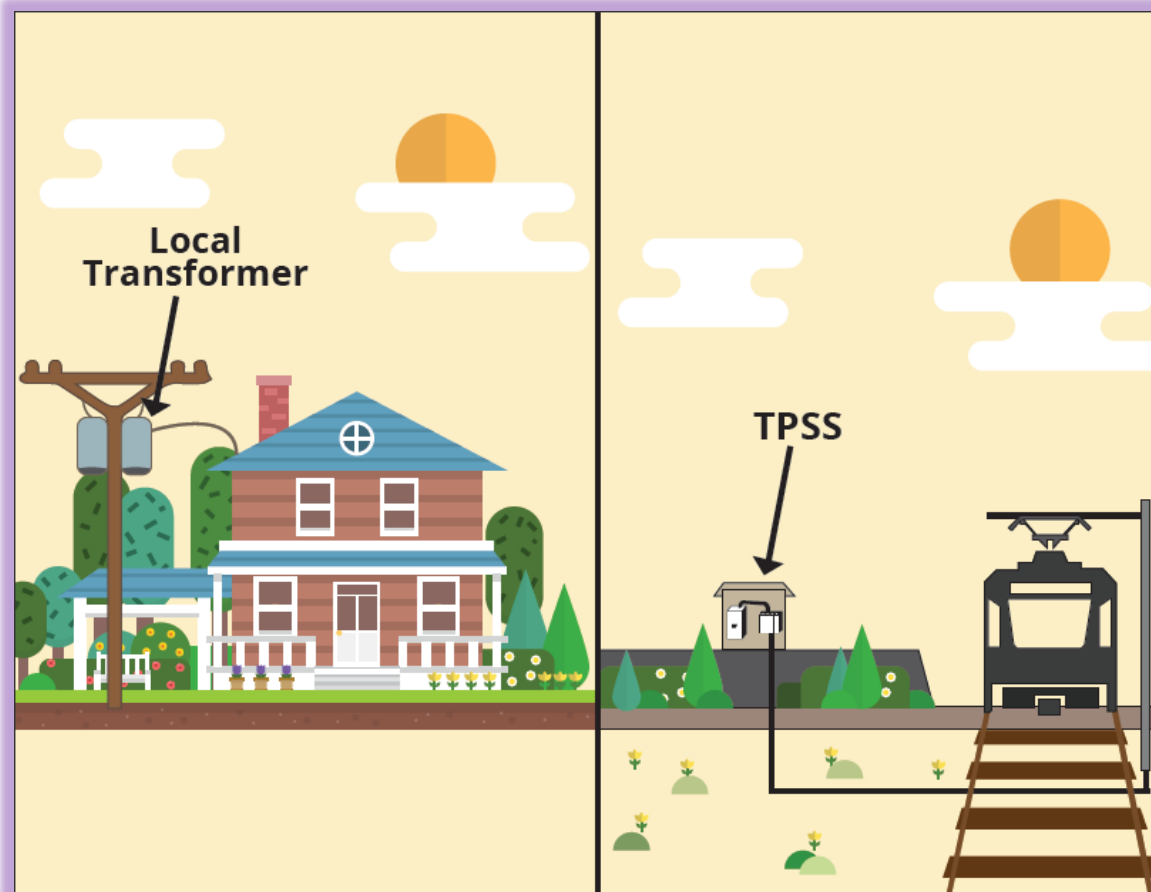
What else should I know about blasting at the shaft?

- PLTC will only use controlled blasting when the rock conditions require.
- PLTC works in coordination with Montgomery County and WMATA for the blasting schedule.
- Prior to each blast, a siren will be used as a precaution for workers within the work zone.
- All blasting operations are monitored by the Fire Marshal.
- Blasting is limited to 5 a.m. – 8 p.m.



TRACTION POWER SUBSTATION (TPSS)

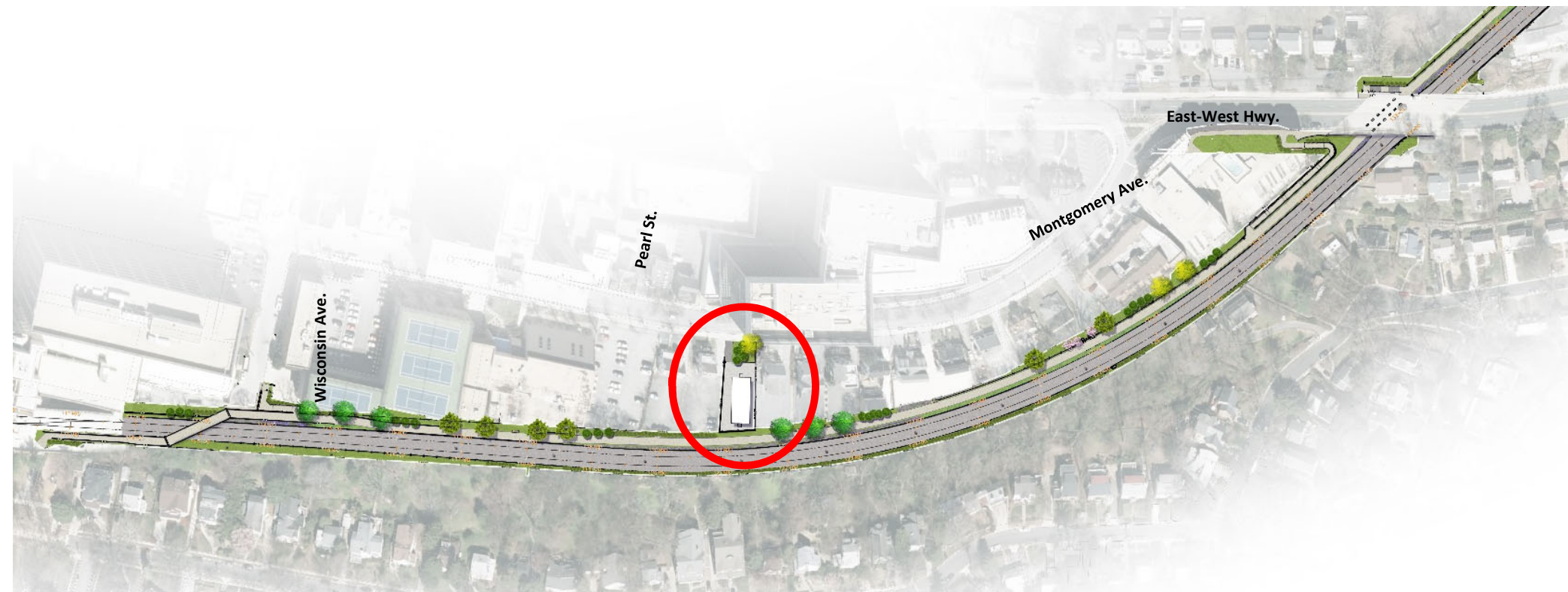
- A **traction power substation** (TPSS) is an electrical substation that converts the electric power from the utility company (PEPCO) to the proper electrical voltage and frequency needed for the operation of the Purple Line trains
- Similar in function to the transformer mounted on utility poles
- TPSS supplies the power to the overhead catenary system of the light rail
- They are located approximately every two miles along the Purple Line alignment





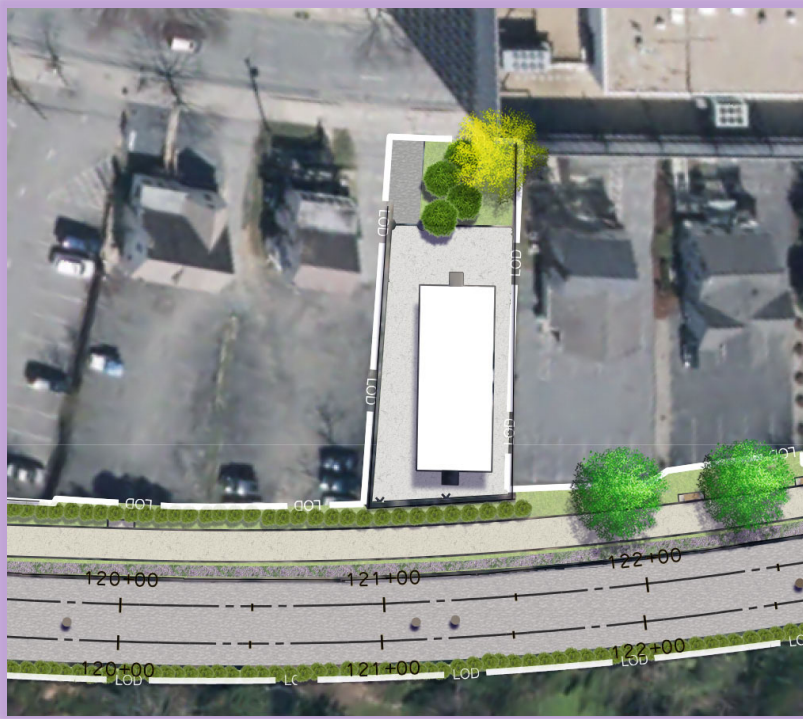
TRACTION POWER SUBSTATION (TPSS) (CONT.)

- Location of TPSS in Bethesda





TRACTION POWER SUBSTATION (TPSS) (CONT.)



- Proposed fencing



EAST-WEST HWY./SLEAFORD RD. ENTRANCES

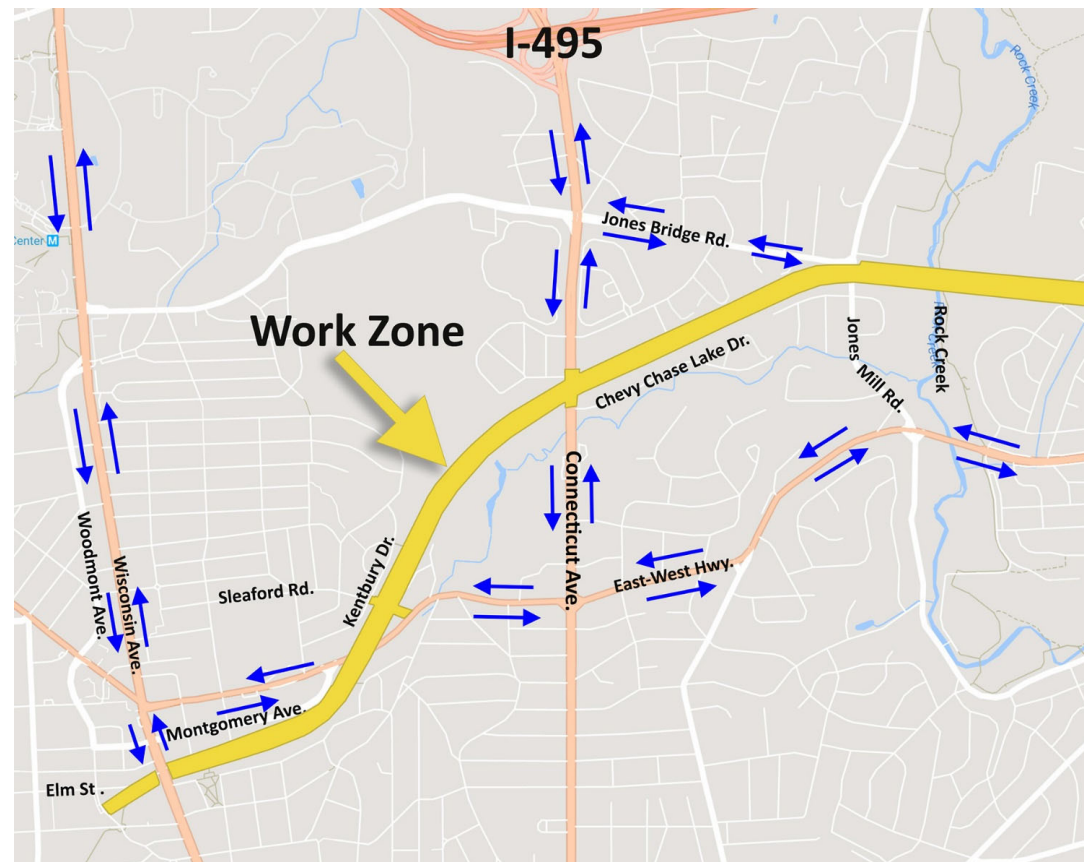
- Controlled access
- Pedestrian crossing sidewalk
- Flag person to assist traffic
- Lane closing for staging construction vehicles





HAUL ROUTES FOR BETHESDA/CHEVY CHASE

- PTLC is required to take specific haul routes when moving materials to and from work zones
 - Work zone is identified in yellow
 - Haul routes are marked with blue arrows
- Routes were established in coordination with Montgomery County and Maryland State Highway Administration (SHA)





MAINTENANCE OF TRAFFIC – WHAT TO EXPECT

- Existing traffic patterns will change as work occurs, as needed
- Work may occur on both sides of the road and across roadways
- When a lane closure is required, a notice will be distributed via text and email (sign-up required through purplelinemd.com)
- Orange cones and barrels (temporary barricades) will be in place
- Flag-person, when required, will direct traffic
- Underground utility work may require temporary road plates





PEDESTRIAN SAFETY

- Work zones will be clearly marked and the public should not enter them
- Pedestrian detours will be clearly signed
- When closures occur, alternate access will be provided
- Pedestrian crossings will be maintained
- ***Pedestrians should obey construction signage and keep out of work zones***





CONSTRUCTION WORK HOURS

- Standard work week is 40 hours
- Make-up / maintenance day will be Saturdays, as required
- Typical day shift: 7 a.m. – 5 p.m.
- Typical night shift: 8 p.m. – 4:30 a.m.
- Typical traffic lane closure: 9 a.m. – 3 p.m.

Public will be notified through notifications on purplelinemd.com for

- Night work
- Weekend work
- Major lane closures
- Utility shutdowns
- Road/driveway closures
- Blasting/pile driving

PURPLE LINE
TRANSIT PARTNERS
CONSTRUCTION INFORMATION

Home About the Project Public Involvement Construction Community Advisory Teams (CATs) Kids Page Contact Us

Select Language

For Construction Inquiries Call
240-424-5325

For Emergencies
Please Call **911**

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Construction Info

The Purple Line project is a new 16-mile east-west light rail line that operates mostly on the surface with 21 stations and connects New Carrollton in Prince George's County and Bethesda in Montgomery County. It also provides a direct connection to four Washington Metrorail lines, three MARC commuter rail lines, Amtrak Northeast Corridor and regional and local bus services.



STAY UP TO DATE ON PURPLE LINE PROGRESS

- Sign up for construction notices at purplelinemd.com
- For construction-related questions and concerns, contact PLTP
 - Email at: outreach@pltcllc.com
 - 24/7 hotline at **240-424-5325**
- For general project questions and comments, contact MTA public outreach
 - Email at: outreach@purplelinemd.com
 - Call: **443-451-3706** or **443-451-3705 (Español)**