



Bethesda - Chevy Chase CAT #9 Meeting – Questions and Responses
North Chevy Chase Elementary School
June 7, 2022

QUESTION: Parking in residential neighborhoods by construction staff is a concern. What is the project doing to help eliminate that?

RESPONSE: There is no reason construction workers should be parking in your neighborhood. They are to park in pre-identified areas per contract requirements. If you see any workers parking on residential streets, please let us know at outreach@purplelinemd.com and if you could provide a vehicle description or license plate we will address ASAP.

QUESTION: When Purple Line is completed, will there be parking at stations? We are concerned riders will take advantage and park in residential areas. Can we implement any parking restrictions?

RESPONSE: The Purple Line system is designed to eliminate the need for a car. Stations are located in close proximity to each other, as well as other transit connections. The stations are located inside of dense neighborhoods to provide maximum convenience whether you are walking, riding your bicycle or carpooling to be dropped off at the light rail. Montgomery County DOT is the agency you'll coordinate implementation and enforcement of residential permit parking programs.

QUESTION: Are there drop off areas at the station?

RESPONSE: There is no kiss and ride, or vehicle drop areas for riders at the Connecticut Avenue Station. There is a kiss and ride lane on the Lyttonsville Place Bridge adjacent to the Purple Line Lyttonsville Station.

QUESTION: Why is there such a long testing phase?

RESPONSE: Typical testing can last from 9 – 14 months. We have projected 14 months for this testing phase as it is very detailed, including training, signalization for the train, and safety certifications which all need to be in completed prior to opening the Purple Line for revenue service.

QUESTION: How confident are you in the 2026 opening?

RESPONSE: We are confident in that date and if the contractor (MTS) does not meet it, there are daily penalties the state can assess until the line is opened.

QUESTION: What work is still to occur over Connecticut Avenue?

RESPONSE: The existing Light Rail Vehicle (LRV) girders are in place, but the decking needs to be placed. This is a priority for the MTS construction schedule as it is a central access point. Then, the Capital Crescent Trail (CCT) bridge girders will be installed and that date has not yet been determined. The installation of those girders will be a very similar operation to the LRV bridge installation with overnight traffic disruptions for a short period of time to set the structure.

QUESTION: Is there an opportunity for the community to provide feedback on the landscaping?

RESPONSE: The landscaping plans were finalized in 2019 and the renderings are posted to the website. The project is not accepting additional feedback at this time.

QUESTION: Can you please clarify on slide 11, will work resume on the retaining walls or noise walls in the upcoming 6 months?

RESPONSE: The Town of Chevy Chase noise walls located behind the homes between Elm Street and Montgomery Avenue are elements of work that will be constructed after utilities as retaining walls and pedestrian trail ramps are sequentially completed. In addition, the noise walls have precast concrete panels with a longer fabrication lead-time and availability will be dictated by the manufacturing schedule for all project noise walls. Existing utilities in the area are currently being confirmed through ongoing MTS test-pitting to ensure there are no conflicts with the design locations of the noise wall foundation posts. The preconstruction baseline schedule anticipates the start of work on these noise walls in the fall of 2023. MTS will have more details as their mobilization continues.

QUESTION: What is the plan and schedule for the intersection of the Jones Mill and Jones Bridge roads?

RESPONSE: The new bridge construction will need to be finished before the maintenance of traffic is shifted. This is expected to occur in the latter part of 2023. Once is constructed, the roadway will be reopened into a similar pre-construction condition.

QUESTION: The current intersection has deteriorated at Jones Mill and Jones Bridge and there is no sidewalk for use on one side. Can you make repairs to improve safety?

RESPONSE: MTS has looked at the condition of the temporary traffic controls with project staff and will take the immediate action to remove the temporary screening on the fencing that is obscuring the sight distance for vehicles. Work planning is underway for resuming the work in the area and additional improvements will be reviewed with the State and the designer to determine what action can be implemented as soon as possible.

QUESTION: Are there any notable design changes from the original design-builder's plans?

RESPONSE: The existing designs will be carried forward, no drastic changes in what is being built but the order in which construction occurs and how things are constructed may differ slightly.

QUESTION: Any timeline for the reopening of Elm Street?

RESPONSE: The excavation at the Bethesda Shaft will continue for approximately another 18 months because of that, pedestrian access in this area will remain limited until it is safe to restore.

QUESTION: Are additional permits and right of way needed?

RESPONSE: Yes, additional permits are needed but most of the larger critical permits have been secured and there is no additional right-of-way procurement that needs to happen.

QUESTION: When will POI 14 (Mews Pond) work occur?

RESPONSE: Likely fall of next year.

QUESTION: When will the temporary structure at the Bethesda Shaft be built?

RESPONSE: Fall of 2022.

QUESTION: When will the CCT open?

RESPONSE: The CCT will open by fall of 2026. As stated in the past, the CCT will be used for construction access once the LRV track has been installed and during the testing phase. Because of this, the public will not be able to safely use the trail during the testing phase until construction access is no longer needed. As construction advances, we will continue to assess our options for determining the opening of the CCT.

QUESTION: Will the sliding gates impact the trail access to the Station?

RESPONSE: No, the sliding gates are meant to restrict platform access to and from the CCT when a train is either approaching or at the platform. If you are using the CCT, you will be able to continue parallel to the Chevy Lakes Station without stopping.

QUESTION: Is the CCT meant for pedestrians and bikes? Is there a bike ramp for access to the trail?

RESPONSE: Yes, the CCT is a shared use trail. Bike level access will be at the end of Newdale Road.

QUESTION: Would additional art on retaining walls near the station be considered? We would really like to see this happen to make it a welcoming gateway and pursue this with all partners.

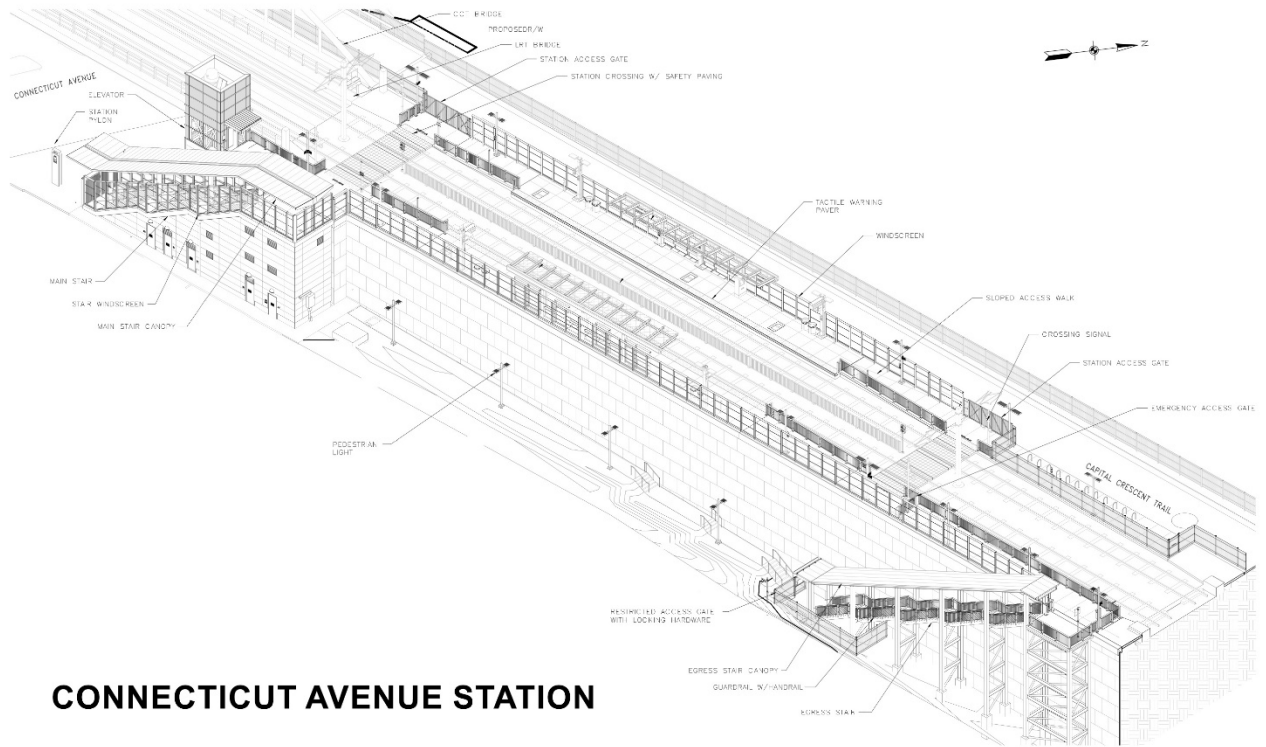
RESPONSE: The state generally does not permit private art exhibits on its properties. An assortment of right-of-way access, licensing agreements and other proprietary issues preclude the state from allowing installations on its thousands of sites. The Purple Line's [Art-In-Transit](#) component, however, is state-sanctioned and will provide artwork for each of the project's stations. The selections of the artists and renderings resulted from an exhaustive, multiple-stage process that encouraged professional, high-quality art projects.

QUESTION: Will there be access to the platform from Chevy Chase Lakes Terrace?

RESPONSE: There is a set of stairs there, but the sidewalk is only from Connecticut Avenue. There may be an opportunity for the County to have sidewalk between the stairs and CCT but that is outside of the Purple Line's limit of disturbance. There is also access from the development to the platform.

QUESTION: Is there anywhere online where we can find station plans beyond the image renderings currently available?

RESPONSE: The next page includes the isometric plan for the Connecticut Avenue Station. If you would like more technical design plans, we invite you to visit our office and we can schedule a meeting to review them. Please contact our outreach team to schedule.



CONNECTICUT AVENUE STATION