



Committee: Directly to Council

Staff: Glenn Orlin, Senior Analyst

Purpose: Receive briefing and have discussion – no vote expected

Keywords: #PurpleLine

AGENDA ITEM #14

September 13, 2022

Discussion

SUBJECT

Briefing by the Maryland Transit Administration (MTA) and Maryland Transit Solutions (MTS) on the status of Purple Line construction

EXPECTED ATTENDEES

Matthew Pollack, Purple Line Executive Director, Maryland Transit Administration

Ray Biggs, Purple Line Project Director, Maryland Transit Administration

Doran Bosso, Chief Executive Officer, Purple Line Transit Partners

Dan Norman, Chief Technical Officer, Purple Line Transit Partners

Terry Gohde, Project Director, Maryland Transit Solutions

Hugo Fontirroig, Deputy Project Director, Maryland Transit Solutions

BACKGROUND

In 2020 Purple Line Transit Constructors (PLTC), a subsidiary of Purple Line Transit Partners (PLTP), terminated its participation in the project. During the 18-month period to solicit and select a new construction partner, MTA advanced construction by completing 77% of underground utility relocations, 17 walls, the eastern portal of the Plymouth Tunnel and Kenwood House parking lot restoration above the western portal, the start-up and commissioning of the Glenridge Operations and Maintenance Facility near New Carrollton, and the manufacture of the initial 26 light rail cars. At the end of 2021 the Board of Public Works approved Maryland Transit Solutions (MTS) as the project's design/build contractor, and it began work in April of this year. (MTS is a consortium led by Meridian and Star America.) The full Purple Line is now projected to open for passenger service in the fall of 2026, about four years behind the originally scheduled opening.

Prior to the pandemic and PLTC's termination, the Council received semi-annual briefings on the status of the Purple Line's construction. The last briefing was in May 2020. This briefing is an opportunity to meet the new team and be updated on the upcoming schedule.

This report contains:

MTA/MTS PowerPoint presentation

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Answers to questions posed by Council staff

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Answers to questions posed recently by Community Action Teams (CATs)

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Purple Line

Project Update for the Montgomery County Council

September 13, 2022

Introductions

Project Overview

Construction Update



MDOT MTA PURPLE LINE LEADERSHIP



Matthew Pollack, PE, PMP
Executive Director



Ray Biggs, II
Project Director

PURPLE LINE TRANSIT PARTNERS LEADERSHIP



Doran Bosso
Chief Executive Officer



Dan Norman
Chief Technical Officer

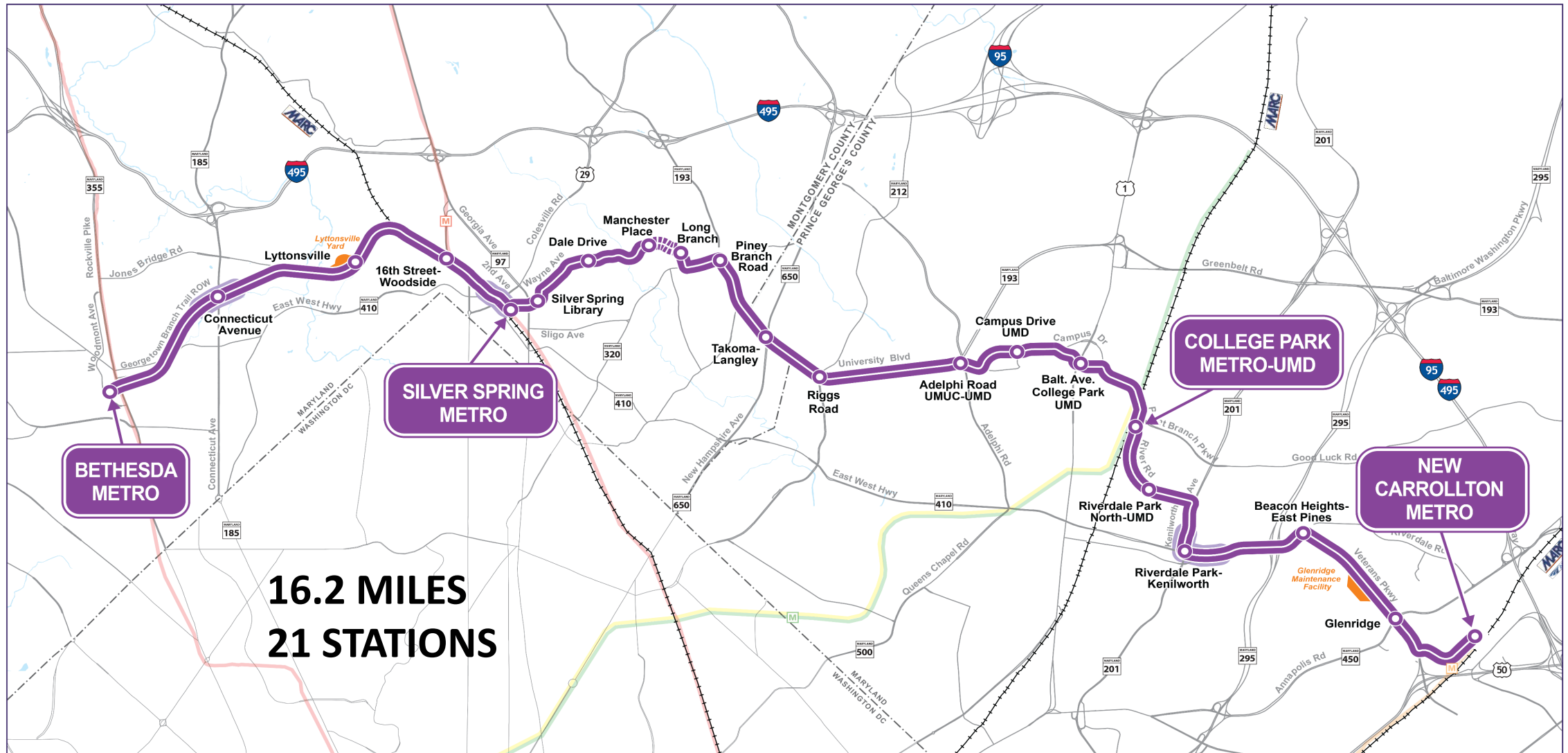


Terry Gohde
Project Director



Hugo Fontirroig
Deputy Project Director

PROJECT OVERVIEW – ALIGNMENT



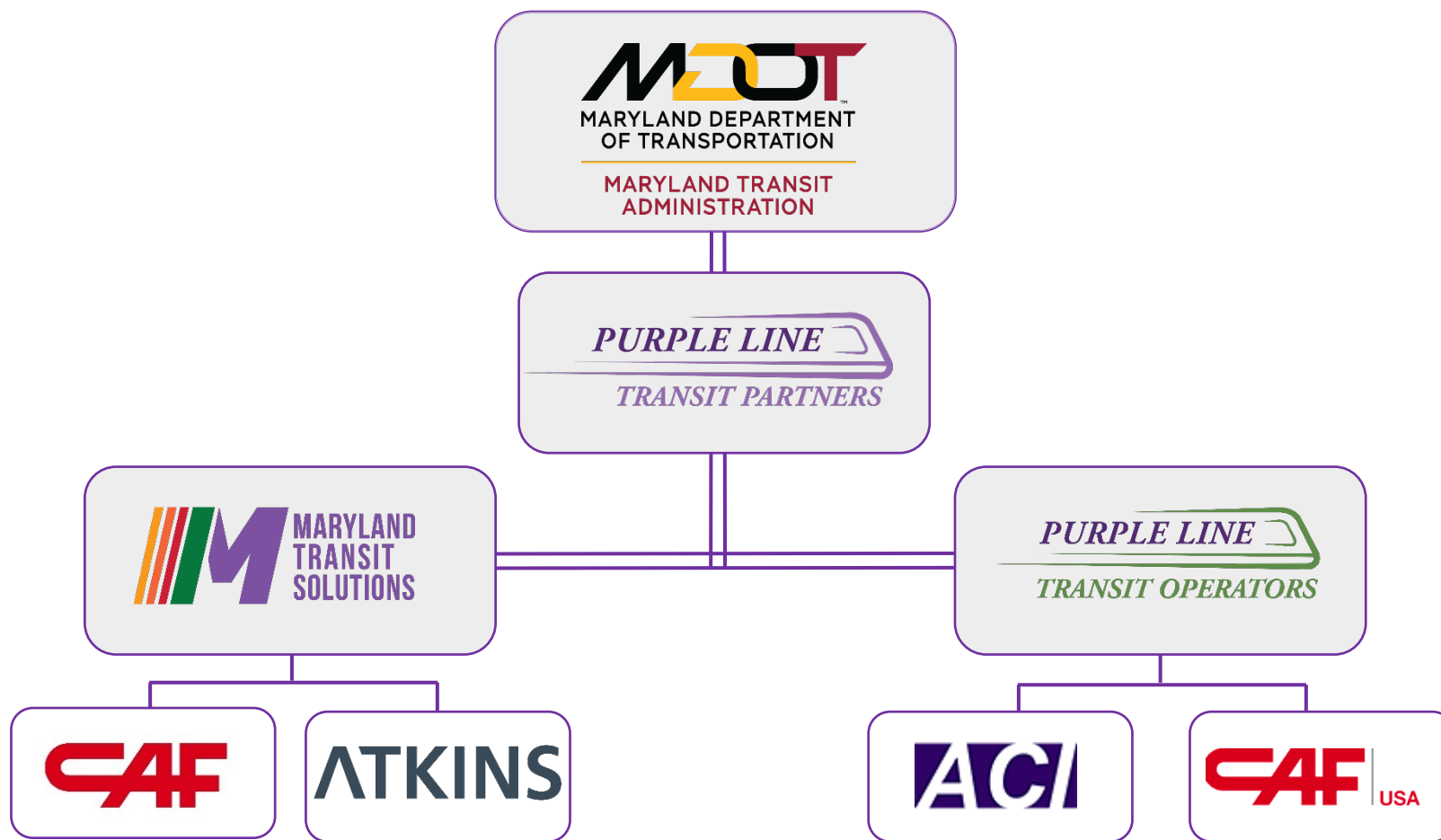
PROJECT OVERVIEW – IMPORTANT BENEFITS



- Create several new multimodal connections across the region.
- Expand transit opportunities to two of the fastest growing counties in the state.
- Create convenient, dependable east-west transit.
- Spur economic growth across two counties.
- Provide significant environmental benefits through the operation of electric vehicles and reduction of vehicular emissions.



PUBLIC PRIVATE PARTNERSHIP STRUCTURE



What is a concessionaire?

- Maintain overall performance responsibility with oversight of:
 - ❑ Design and construction work by Maryland Transit Solutions (MTS)
 - ❑ Operations and maintenance of the system by Purple Line Transit Operators (PLTO)
- Hold the Public-Private Partnership Agreement (P3 Agreement) with MDOT to design, build, finance, operate and maintain the Purple Line
- Led procurement of MTS in close coordination with MDOT MTA
- Joint venture of Meridiam and Star America

PROJECT STATUS – NEW DESIGN BUILDER



- Maryland Board of Public Works unanimously approved the modified contract in January 2022.
- Maryland Transit Solutions (MTS) signed as the new design-builder in April 2022.
- MTS is comprised of construction firms Dragados USA and OHL USA – they bring extensive experience with megaprojects, including the Los Angeles LAX Airport People Mover and the Long Island Railroad East Side Access project in New York.

PROJECT TIMELINE



LIGHT RAIL VEHICLES (LRV)



- Light rail vehicle production continues, with 26 of 26 produced and 19 ready to ship
- Delivery to begin fall 2023 to the Glenridge Operations and Maintenance Facility
- 80 seats available, 400 standing room capacity
- Low floor with wide doorways
- Flexible space and folding seats to allow for eight wheelchairs and bicycle storage



ONGOING: SLEAFORD UNDERPASS

- Grading and construction of staircase connection to Capital Crescent Trail (CCT)
- Installation of lighting in the underpass
- Storm drain installation
- Paving of path from East-West Highway to the underpass
- Final landscaping
- Opening to public this fall



- Work zone extends from under Spring Street west to Noyes Lane along the site of the future CCT
- Installation of the water main and sewer continues
- Jack and bore of sewer main under CSX/WMATA in three locations
- Bradford Place Apartment parking lot reconstruction



Ramsey Street

- Electric relocation continues

Bonifant Street

- Gas, water, sewer, and electric relocations
- Underground telecommunications continue



ONGOING: WAYNE AVENUE

- Sewer from Dale Drive to Springvale Road in the long-term lane closure
- Gas work between Cloverfield Road and Cedar Street
- Overhead relocations continue
- Sewer relocation on East Wayne between Sligo Creek Parkway and Manchester Road



CONSTRUCTION UPDATE: OVERVIEW



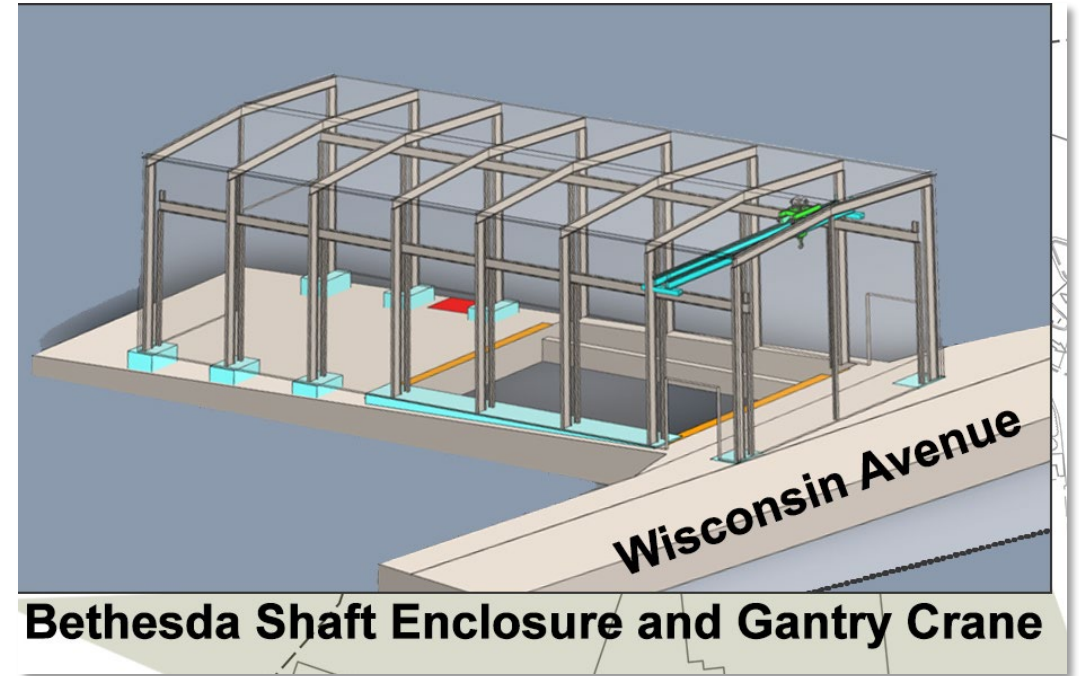
- Extensive survey work
- Inspection of major installed bridges and structures to verify as-built engineering
- Opened administrative offices
- Instituted a safety program and training
- Site clean-up
- Landscaping and maintenance
- Crosswalk restriping
- Area signage adjustment

Ongoing

- Elm Street work zone cleanup
- Demolition of existing crane foundation

Upcoming

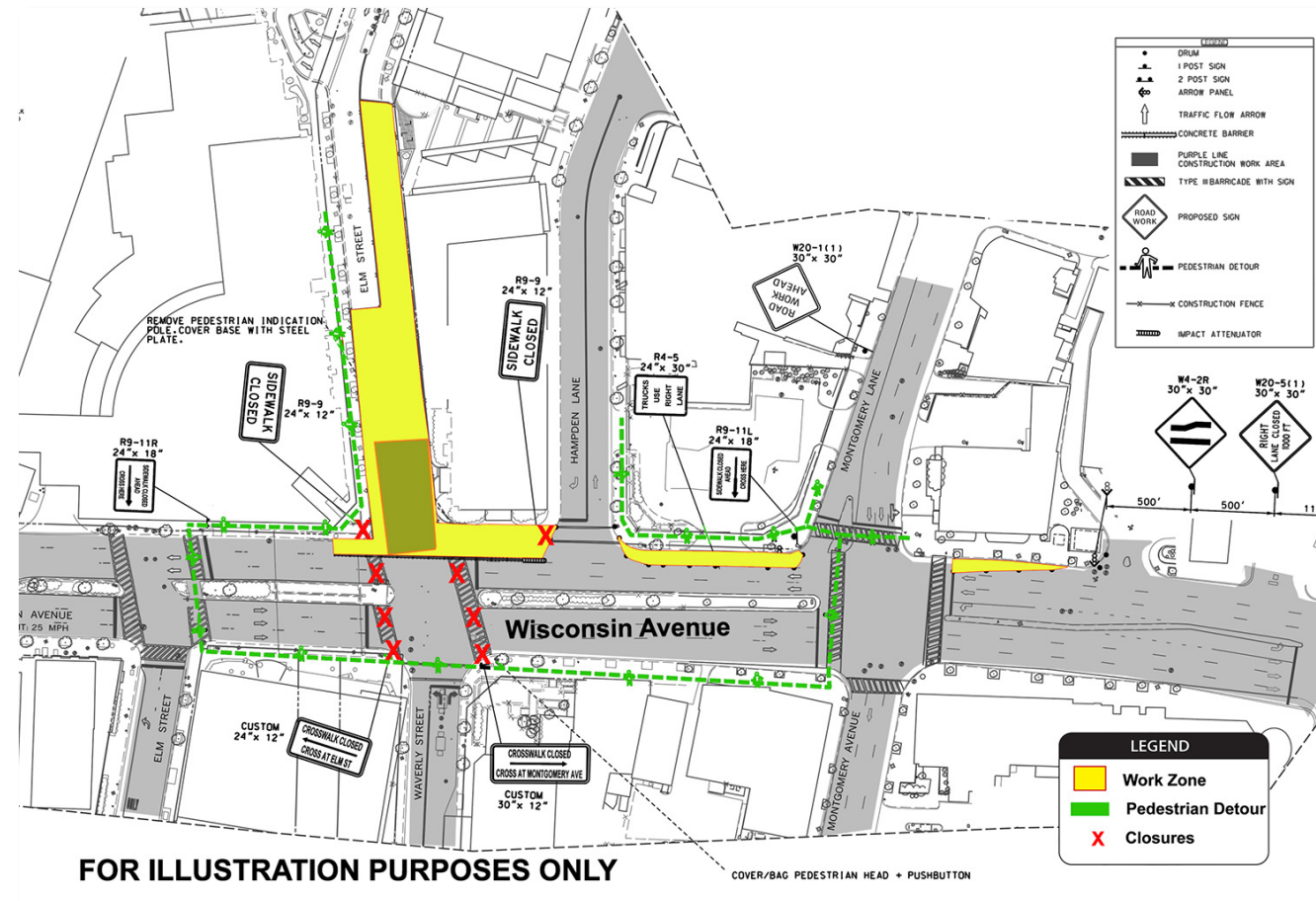
- Temporary lane closures on Wisconsin Avenue to facilitate access to the work zone
- Long-term lane closure scheduled to start this fall
- Begin construction of shaft enclosure building



CONSTRUCTION UPDATE: BETHESDA DETOUR



- Pedestrians will be directed around the re-established work zone to cross Wisconsin Avenue at signalized crosswalks.



CONSTRUCTION UPDATE: JONES MILL ROAD

Ongoing

- Landscaping maintenance/area cleanup
- Refreshed crosswalks prior to start of school year

Upcoming

- Utility relocations along Jones Mill Road
- Concrete work to complete the top of the underpass at Jones Mill Road



CONSTRUCTION UPDATE: ROCK CREEK

Ongoing

- Refresh environmental controls around Rock Creek
- Install safety railings and walkways on the bridge
- Current work does not impact the trail (flaggers if necessary)

Upcoming

- Install form work, rebar, then pour the bridge deck
- Construct the adjacent Capital Crescent Trail Bridge



Ongoing

- Refresh all safety and environmental elements
- Survey Lyttonsville Place Bridge

Upcoming

- Build cast-in-place concrete walls in the Lyttonsville yard area near Stewart Avenue
- Begin work in the Talbot Avenue area



Ongoing

- Completed 3D scans of previously installed work
- Completed survey of station
- Began planning logistics for the mezzanine adjacent to WMATA's Red Line

Upcoming

- Rebar and concrete for the light rail station
- Begin construction of the mezzanine



Ongoing

- Cleaning and preparation for concrete work

Upcoming

- Install concrete foundation for the light rail tracks



Register for Construction Updates:
purpelinemd.com

Email Us:
outreach@purplelinemd.com

Call Us:
[443-451-3706/443-451-3705](tel:443-451-3706) (Español)

Follow Us:



Montgomery County Council Briefing by Purple Line Project Team, 9/13/22

Timing

1. We understand that the target date for opening the full Purple Line to revenue service is fall of 2026. Is that still the case?

Yes, that is correct. The Purple Line is scheduled to open to passengers in the fall of 2026. We anticipate the first vehicle deliveries to begin in the fall of 2023, complete the test track by the summer of 2024, and in winter 2025 construction is expected to have progressed enough to allow system-wide testing to begin and commissioning activities will be ongoing.

2. Under the prior concessionaire there were plans to open an initial segment of the Purple Line to revenue service in Prince George's County. Is that still the case as well? If so, what segment would be opened, and what is the target date for that?

No. The entire light rail system will open at one time.

3. Many elected officials and members of the public have asked that the new Capital Crescent Trail be opened prior to the Purple Line's opening, recognizing that there will be 14 months for train testing after the construction has essentially been completed. Recently it was reiterated that the project would need to the trail for construction access during this period. Why is that so, since construction access will have been provided by other means up until that point? Is there the potential to open the trail to users on days when construction and testing will not be occurring, such as on weekend days and holidays?

We will open the trail as soon as it is safe to do so. Unfortunately, the light rail shares the path of the trail and is a key entry point for construction equipment and materials. As we move forward with construction and get closer to the summer of 2024 and systemwide testing, the project team will re-evaluate whether there will be an opportunity to open the trail prior to the Purple Line's opening. It would not be feasible to open the trail or segments of the trail intermittently, as the testing period will include weekends and sometimes holidays. Our team understands and shares the desire to open the trail for the community, but we can't promise a precise opening date at this time.

Scope

1. What, if any, are the significant changes to the scope of the project under the contract with the new concessionaire?

There are no significant changes to the scope of the project under the new concessionaire. The design has not had any significant changes.

2. The original plan for the Purple Line was run every 6 minutes during peak periods. When the Governor approved the project, he downsized the vehicle purchase so that it would only be able to run every 8 minutes or so. The thought was that more vehicles could be acquired at a later time. Now that the project has been delayed at least 4 years from its initial target date, is there the opportunity to acquire more cars so the Purple Line can run every 6 minutes when it opens in late 2026?

The scope is unchanged and there are no short-term plans to run six-minute peak headways. The Purple Line has purchased an additional two vehicles to support overall reliability. All original 26 vehicles are assembled and either ready to ship or undergoing static testing. The two additional vehicles have commenced fabrication and are scheduled to be delivered the Glenridge OMF mid-to late 2024.

3. What will the fare schedule be? Will it be a distance-based fare like Metrorail, or a flat fare like Metrobus?

The fare structure will be determined by MDOT MTA after a thorough study is done with market conditions relevant to the initial operation period, which begins fall 2026. The Purple Line's technical provisions call for a fare payment system that is compatible with Metro and MDOT MTA.



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.

QUESTON: 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.

QUESTON: 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.

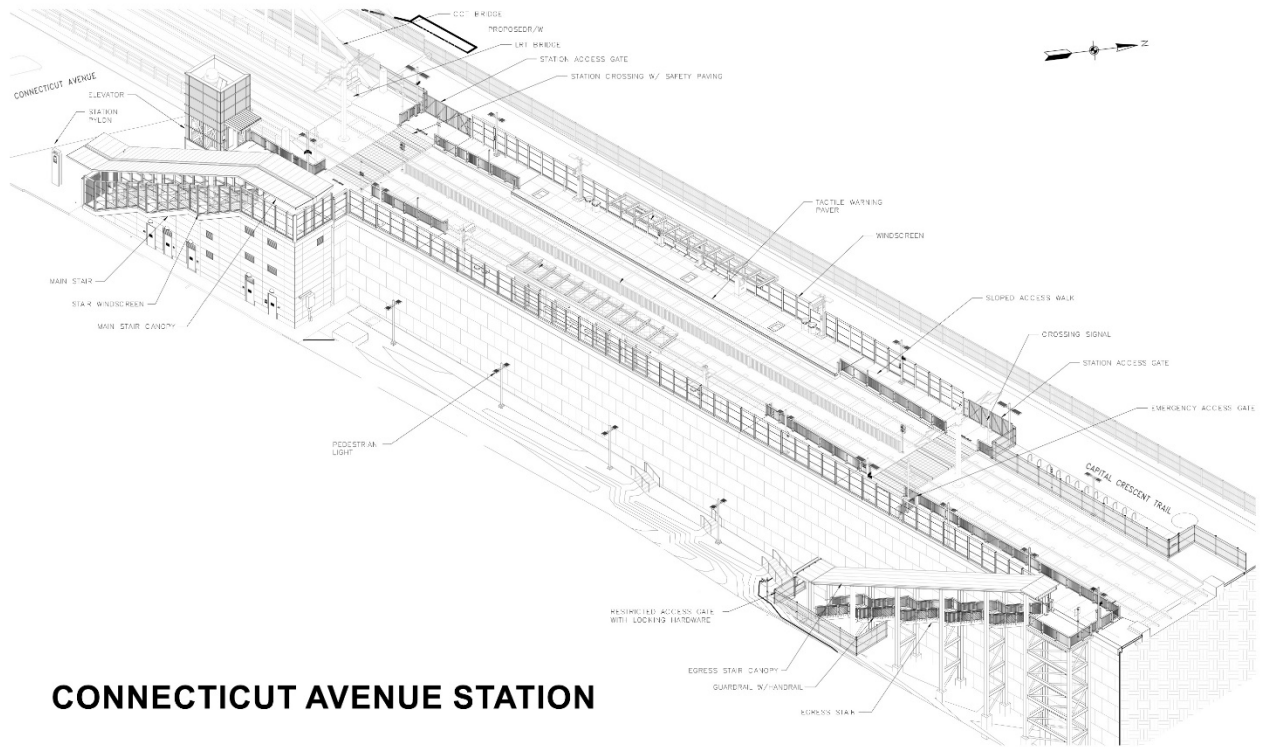
RESPONSE: The state generally does not permit private art exhibits on its properties. An assortment of right-of-way access, licensing agreements and other proprietary issues preclude the state from allowing installations on its thousands of sites. The Purple Line's [Art-In-Transit](#) component, however, 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



Greater Lyttonsville - Woodside CAT #9 Meeting – Questions and Responses
Rosemary Hills Elementary School
June 14, 2022

QUESTION: How much more of Rosemary Hills Elementary School will the Purple Line take?

RESPONSE: There are no additional acquisitions planned, we will not go beyond our limit of disturbance (LOD) – beyond the fencing and environmental controls that are currently installed.

QUESTION: Do you recall the height of the retaining wall height behind Park Sutton?

RESPONSE: The wall height of the finished Capital Crescent Trail will vary the length of the Park Sutton Condominiums property, with a maximum height of approximately 20 feet at the eastern end nearest 16th Street. The coating is expected to be completed this summer.

QUESTION: Are there plans to work on the Lyttonsville Place Bridge in the near future?

RESPONSE: An epoxy overlay will be applied to the bridge deck (roadway surface) and will not require a full shutdown of the Lyttonsville Place Bridge. The overlay will improve ride quality and surface appearance as well as reduce water infiltration. This work is anticipated to occur late summer 2022.

QUESTION: There have been large trucks parking near the Lyttonsville Place Bridge obscuring the view of oncoming traffic. What can be done?

RESPONSE: This concern should be raised with MCDOT to address. Staff from MCDOT was present at the meeting to work with the residents on this issue.

QUESTION: When will the CCT open?

RESPONSE: The CCT will open by fall of 2026. As stated in the past, it will be used as access points to the Purple Line tracks for construction during the testing phase. Following construction of the CCT, the trail will be used as an access to the light rail tracks during construction and testing. 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 completion of construction advances, the project will continue to assess our options for determining the opening of the CCT.

QUESTION: How will riders get to the station, is there parking?

RESPONSE: The Purple Line stations are not designed with parking at the stations, it is meant to be a multi-modal system with users walking or biking to the station. Lyttonsville Station has a kiss and ride lane built into the design of the Lyttonsville Bridge. If residents notice people parking illegally around stations, we encourage you to call local police.

QUESTION: Is there a tunnel from 8600 to the 16th Street-Woodside Station?

RESPONSE: No, there will be sidewalks and crosswalks on 16th Street to facilitate pedestrian movement.

QUESTION: Will the Spring Street Bridge construction occur after the completion of Talbot Avenue Bridge reopens?

RESPONSE: We will start on preliminary work on Spring Street Bridge while Talbot is being commissioned. Spring Street will not be closed until Talbot Avenue Bridge is fully commissioned. At that point, Spring Street will be demolished with a goal of reconstructing and reopening it within a 4-month timeframe.

QUESTION: Roadway surfaces and paving is not as good as it was years ago. What improvements can be made in the Jones Mill Road area?

RESPONSE: After Jones Mill Road reconstruction occurs, that area will be repaved.

QUESTION: Will there be any new traffic controls installed from the Lyttonsville Place Bridge to Brookeville Road?

RESPONSE: The Purple Line will not be installing new traffic controls. Under our work the stop sign that is currently there will remain.

QUESTION: What is the timeline for cleaning up Bonifant Street (roadway and sidewalks)?

RESPONSE: Bonifant Street is very busy with active utility relocations occurring often in two shifts. Gas relocations are almost complete followed by water and sewer. We will be winding down our utility work for MTS to step in at the end of summer and pick up with their work.

QUESTION: With the 3rd Avenue utility relocation work starting soon, how long will this take and what are the impacts?

RESPONSE: This work will take approximately 3-months to complete the waterline relocation. Our goal is to only implement the parking restrictions when trucks need to use the Noyes Lane haul route, as we have been.

QUESTION: When will the staging area near Michigan Avenue be converted the community park?

RESPONSE: This will likely occur sometime in 2024.

QUESTION: When will the storm drain work occur near 3rd Avenue?

RESPONSE: This will be scheduled to begin next year.

QUESTION: When will construction of the Lyttonsville Operations and Maintenance Facility begin?

RESPONSE: Work will begin on the Lyttonsville OMF in fall of 2023 followed by Lyttonsville Station construction which should be complete in 2024.

QUESTION: Do you have all permits needed this work?

RESPONSE: Yes.

QUESTION: Are there plans to adjust as needed for supply chain disruptions?

RESPONSE: Yes, we have looked into purchasing the big-ticket items now even if we don't need them for 2-3 years to stay ahead of any supply chain disruptions.

QUESTION: Will graffiti be removed on the beams?

RESPONSE: Yes, the graffiti removal will be scheduled when we can perform that work safely.

QUESTION: What is the program to maintain quality and warranties for the Light Rail Vehicles and track?

RESPONSE: We have been working with the vehicle manufactures (CAF) and MTA to make sure the LRVs are tested and exercised. There is a full regime that CAF is doing to keep the warranties in place, exercise, test, and storm the LRVs. Additionally, an agreement was made to extend the warranties and insurance until 3-4 years after the line is running. Once on site, the vehicles will go through another set of inspections and certification prior to their operation. Then, the risk will be turned over to the concessionaire and the design-builder.

QUESTION: The Lyttonsville Place Bridge at Brookeville is full of potholes? Who is responsible?

RESPONSE: Our team can take a look at this. Final paving of the bridge and the area will not occur until after the bridge deck is repaired, sidewalk complete and the approach finished.

QUESTION: What will the horn sound like and what is the noise level?

RESPONSE: The wayside audible system identified as the equipment to be deployed has a volume range from 78dB, the equivalent to a washing machine, to 103dB, which is akin to a car stereo at maximum volume. Once the noise walls are installed and the system is in the testing phase in 2025, we will be better positioned to determine the appropriate volume level of the wayside audible warning system that balances safety with potential noise impacts to the community.

QUESTION: What is happening with the project union labor agreements?

RESPONSE: This matter is still under negotiation with MTS and we are hopeful that a path forward will be reached in the near future.

QUESTION: Can the horn for the train be a bell?

RESPONSE: The LRVs have both a warning horn and a warning bell and each is used depending on the specific circumstances for safety requirements.

QUESTION: Is there a plan to repave 16th Street?

RESPONSE: Portions of 16th Street near the Purple Line alignment will be resurfaced prior to completion of the project.



Silver Spring CAT #9 Meeting – Questions and Responses
Silver Spring International Middle School (SSIMS)
June 21, 2022

QUESTION: Can the crews work to perform cleanup around the work zones along the alignment?

RESPONSE: Yes, crews are in the process of cleaning up locations along the alignment. Please let us know the areas you are concerned about, and we will work to address them.

QUESTION: When is construction planned on the Library Station?

RESPONSE: Construction is expected to begin at the end of 2023.

QUESTION: Will pedestrian and cyclist access be maintained on during the Sligo Creek Parkway detour?

RESPONSE: Yes, we will maintain pedestrian and cyclist access.

QUESTION: What are approved construction hours?

RESPONSE: Our typical construction hours are 7 a.m. – 7 p.m., but overnight work is permitted if we have an approved Montgomery County noise waiver in place. The MDOT State Highway Administration determines the specific hours lane closures may occur on each roadway based on traffic studies.

QUESTION: Will explosives be used to support excavation of the dense rock on Wayne Avenue?

RESPONSE: No, crews will use more traditional excavation methods, including a grinding wheel and an excavator, to remove the rock.



Long Branch CAT #9 Meeting – Questions and Responses
Oak View Elementary School
June 28, 2022

QUESTION: Provide an update on the retaining wall at the Giant parking lot.

RESPONSE: That retaining wall will be located along the edge of the Plymouth Tunnel. When construction is complete, Arliss Street and the Giant parking lot will be reconfigured. The new utility poles have been installed within the parking lot, which provides a visual of where the roadway will be located.

QUESTION: Who is responsible for collection of trash in the area?

RESPONSE: Please call our hotline to report your concerns. We'll work with our team and the county to get things cleaned up!

QUESTION: Can you describe the construction around Sligo Creek?

RESPONSE: Sligo Creek Bridge construction on Wayne Avenue will be performed in phases. During the phased construction, Wayne Avenue will be reduced to one lane in each direction. We will maintain pedestrian access to the trail during that time. This work is expected to begin this fall. For additional information, including the detour plans, please see the Silver Spring CAT presentation posted on our website: purplelinemd.com.

QUESTION: There [are] a lot of concrete walls and structures at the Plymouth Tunnel, is there anything that is going to be done to make it more attractive?

RESPONSE: The majority of the walls have an anti-graffiti coating to protect them. There are no plans to include artwork on the exterior walls. The planned station artwork, as part of the Art-in-Transit program will be included inside the station.

QUESTION: Is the test track already installed? Where is it?

RESPONSE: The test track is located on the eastern part of the alignment running adjacent to Veteran's Parkway from Annapolis Road to Riverdale Road.

QUESTION: Is a look-ahead schedule available?

RESPONSE: Not at this time. MTS is still refining its detailed schedule, which we will use to provide updates to community members once it is available.

QUESTION: Where are the trains running on Wayne Avenue?

RESPONSE: The trains will operate in the center of Wayne Avenue, with vehicular traffic traveling on either side. The Light Rail vehicle will travel with the flow of traffic, stop with traffic, and obey traffic signals as other vehicles do.

QUESTION: Does the train always run in the center of the roadway?

RESPONSE: No, the train will operate on various track locations along the alignment -- in dedicated space, on shared lanes with vehicular traffic, or in space adjacent to vehicular traffic.

QUESTION: Can you provide an update on adding traffic signals at University Boulevard/Seek Lane and at Piney Branch/Garland Avenue?

RESPONSE: There are no plans for an interim crossing at Garland Avenue, as a signalized crossing is one block away at Barron Street. We will be adding a temporary pedestrian signal and crosswalk at Seek Lane until the permanent signal is functional. We do not have a timeframe for this to occur, as it is dependent upon construction phasing in that area.

QUESTION: At the Long Branch Recreation Center, how will you maintain pedestrian access and accessibility to the facility?

RESPONSE: The Purple Line rebuilt the entrance and reconstructed the sidewalk along Piney Branch Road. Any driveway or pedestrian access improvements are under the purview of Montgomery County.

QUESTION: The land next to the Long Branch Library, we'd like to see a park there. Can we have input into that design?

RESPONSE: The Purple Line project is performing roadway and sidewalk work near the library. There are no plans for a public park as part of the project.

QUESTION: With the roadwork, will there be Accessible Pedestrian Signals (APS)?

RESPONSE: Yes, as part of the project, every signal along our alignment will be upgraded to current MDOT State Highway Administration standards.

QUESTION: When will repaving of University Boulevard occur?

RESPONSE: Currently, we are performing small repairs along University Boulevard following completion of. We have crews performing work at the intersections for University Boulevard and Riggs Road and University Boulevard and New Hampshire, which is nearing completion. As that work is completed, we will resurface those areas throughout the summer.

QUESTION: Can the sign in the right lane of University Boulevard stating its closed be moved/reopened?

RESPONSE: The work in the area just finished, and we will look into removing the signage if it has not already been taken down.

QUESTION: When will the work at the top of Manchester Place Station start again?

RESPONSE: During the next six months, work around the Manchester Place Station will focus on several walls on Wayne Avenue, work inside the tunnel, and additional walls on Arliss Street. Some minor site work may start on Plymouth Street; however, station construction will not begin until early 2024.

QUESTION: We live directly behind the station and the sidewalk ends right in front of our house. Who can we talk to about getting continuous sidewalk down the road? Is there a way to discuss these issues with County Officials?

RESPONSE: Our outreach team can help connect you to the right people. The Montgomery County Department of Transportation (MCDOT) has a program that provides improvements focused on pedestrian safety and accessibility within ½ mile of the Purple Line Stations. This project has been funded fully. For more information, please visit: [Bicycle-Pedestrian Priority Area Improvements - Purple Line \(P502004\) | Montgomery County Maryland Capital Budget \(montgomerycountymd.gov\)](#)

QUESTION: What is the status of the Art-in-Transit Program?

RESPONSE: The Art-in-Transit program is still active, and coordination has continued with the artists. Most of the art will not be installed until station construction is nearly complete. For more information about the program and artists selected, you can visit our website: <https://purplelinemd.com/about-the-project/stations/art-in-transit>.

QUESTION: How will left turns work with the train running down the middle of the road?

RESPONSE: The Light Rail vehicle will follow the flow of traffic, operate as a vehicle would, and obey traffic signals. Because intersections are being reconstructed, there will be locations where left turns can no longer be made and new signage will be installed.



University Boulevard CAT #9 Meeting – Questions and Responses
Purple Line Project Office – Riverdale
June 23, 2022

QUESTION: With the increase in costs we’ve all seen, how has the project accommodated the increase in prices with the new design-builder?

RESPONSE: The new design-builder had to accommodate product cost increases within their proposal.

QUESTION: When will University Boulevard at Riggs and New Hampshire be resurfaced?

RESPONSE: We have begun resurfacing the roadways where underground utility relocations are complete. Relocation work at both of those intersections will be complete within the next 2-3 weeks and resurfacing will follow. Final paving will not happen until later in the project.

QUESTION: Please explain the configuration of University Boulevard.

RESPONSE: The future Purple Line will be located in the middle of University Boulevard, with vehicle travel lanes on either side. At intersections, the track will be embedded, similar to the existing track on Campus Drive. This will allow vehicular traffic to cross at intersections. The current University Boulevard will need to be widened to accommodate the additional space required for light rail vehicles. University Boulevard will be widened during the next few years to accommodate the new ballasted tracks, and new curbs, sidewalks, and roadways in each direction.

QUESTION: The Purple Line is not providing parking at stations. How will residents and businesses address this?

RESPONSE: If residents or business owners notice people parking illegally around stations, we encourage you to call authorities.

QUESTION: Did recent environmental regulations impact the project’s environmental plans?

RESPONSE: All of our permits were complete, and plans were approved. We worked with Maryland Department of the Environment and Delegated Authority to make any adjustments needed.

QUESTION: Are the large pipes near University of Maryland being used?

RESPONSE: Yes, they are part of the storm drain installation.



Riverdale Road/New Carrollton CAT #9 Meeting – Questions and Responses

Purple Line Project Office – Riverdale

June 9, 2022

QUESTION: Is the Light Rail Vehicle (LRV) car manufacturer different from Metro?

RESPONSE: Yes, the LRVs are built by different manufacturer than what WMATA Metro uses. CAF builds the Purple Line LRVs.

QUESTION: When will Ellin Road reopen?

RESPONSE: The MTS construction schedule shows -Ellin Road expected to open in the first quarter of 2023 as there is still work to be completed before it can reopen.

QUESTION: When will the New Carrollton (WMATA) parking lot be completed?

RESPONSE: Construction of the New Carrollton (WMATA) parking lot will be completed in two phases. Currently, we are in Phase 1 which is the far east end of the parking lot. Retaining walls need to be finished followed by paving in the fall. Phase 2 is the west side, which we will move onto sometime in the fall of 2023 and completion by early winter of 2024. Pedestrian access will be maintained at all times.

QUESTION: What improvements can be made to the intersection of River Road, Tuckerman, and Kenilworth Avenue, including north of River Road?

RESPONSE: Work on these intersections is not scheduled until sometime in 2023. There will be permanent signalization improvements that increase pedestrian safety, but during the interim construction phase there isn't much that can be done until the signals are upgraded. Any area north of River Road on Kenilworth is outside our project limits and should be coordinated directly with State Highway Administration District 3, 301-513-7300.

QUESTION: Is there anything that can be done to improve the safety of the shopping center on Kenilworth Avenue across from Rittenhouse Street where the Post Office is located? Cars drive the wrong way through the parking lot and at the light.

RESPONSE: That parking lot will be reconfigured and restriped in the final condition after Kenilworth is widened. The utility pole in the middle of the entrance is where the traffic signal will be located after the road widening. We have placed signage around the signal pole to help direct traffic, but we can send a team to investigate to see if there are any additional measures that can be taken.

QUESTION: Will there be incremental openings of stations along the alignment?

RESPONSE: No, MTS will not be taking the approach of incremental or a phased opening of the Purple Line and it will all open at once. Because the system is powered by traction power substations (TPSS), the wires that power the catenary system will be continuous.

QUESTION: Can you provide an update on using Union Labor?

RESPONSE: This matter is still under negotiations, and we are hopeful that a path forward will be reached in the near future.

QUESTION: Has there been any interest in any developers to develop the area around the Beacon Heights – East Pines Station? Primarily restaurants so the community would have options close to home.

RESPONSE: There have been a number of developers interested in properties around the Purple Line Stations, which we call transit-oriented development. For more information specific to this area, please contact the Prince George's County Economic Development Corporation at 301-583-4650.

QUESTION: How much of the track is co-located with vehicular traffic and how much of it is stand alone?

RESPONSE: Approximately 15-20% of the alignment is co-located with vehicular traffic. In some cases, the trains travel completely separate from the roadway, such as Veteran's Highway in Riverdale. On University Boulevard, the trains are separated from vehicular traffic by a curb. Sections where the trains share right of way with vehicular traffic include Campus Drive near the College Park Metro Station, as well as Wayne Avenue and Bonifant Street in Silver Spring.

QUESTION: Local Riverdale Park businesses are concerned about impacts due to construction. Can work occur in non-peak hours? How is notice provided.

RESPONSE: Utility work in the area will continue and we will make every effort to schedule work during hours that advance the project in the most efficient manner. While we have the ability to perform nightwork, there are many factors that go into the schedule and time work is performed. Notifications are provided through our notification system in advance of construction occurring. Our Business Engagement team also works directly with businesses to mitigate impacts. If you would like to reach out to the Business Engagement team regarding a direct construction impact please contact us via the Outreach hotline at 443-451-3706 or outreach@purplelinemd.com.

QUESTION: Are there any grants or assistance for impacted businesses?

RESPONSE: The Purple Line does not provide monetary assistance, but grants have been periodically administered through Prince George's and Montgomery counties. Although the Purple Line is not involved in the application process or allocation of funding, we promote awareness of these opportunities to businesses as they become available.

QUESTION: When will the stormwater work occur at the intersection of Riverdale Road and Veterans Parkway?

RESPONSE: Work including the storm drain installation at Riverdale Road and Veterans Parkway intersection will start later this year in the fall of 2022.

QUESTION: Can you explain the Annapolis Road intersection signalization and how it will function with traffic, the light rail system, and pedestrians?

RESPONSE: The Purple Line Tracks cross Annapolis Road on the southerly side of Veterans Parkway. The pedestrian sidewalk crossing the Purple Line tracks on the westerly side of Annapolis is controlled by crossing gates. The vehicular crossing over the Purple Line tracks is controlled by crossing gates. The pedestrian sidewalk crossing the LRV tracks on the easterly side of Annapolis, adjacent to the Glenridge Station, is controlled by active warning devices. The traffic signal will not prioritize LRV traffic and will continue to treat all traffic movements equally.