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Transcript of Hearing

Date: June 7, 2023

Case: The Redland Road Bridge Replacement Project

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MONTGOMERY COUNTY DEPARTMENT OF TRANSPORTATION

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IN RE: :

REPLACEMENT OF REDLAND ROAD : Case No. M-0056

BRIDGE OVER MILL CREEK :

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PUBLIC HEARING
CONDUCTED VIRTUALLY
Wednesday, June 7, 2023
6:35 p.m. EST

Job No.: 494356

Pages: 1 - 45

Recorded By: Sophia Gonzalez

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Hearing, conducted virtually

Pursuant to Agreement, before Sophia Gonzalez,
Court Reporter.

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A P P E A R A N C E S

MICHAEL PAYLOR (Hearing Officer - MCDOT)
TIM CUPPLES (Chief of Division of
Transportation Engineering (DTE) for
MCDOT)
BARRY FUSS (Bridge Design Chief of DTE
for MCDOT)
ANGEL CHENG (Project Manager for MCDOT)
MICHAEL MERCADO (Mercado Consultants)
KATIE WHITEMAN (Mercado Consultants)
LORI MAIN (MCDOT Planning Specialist)

PUBLIC SPEAKERS:

MARY O'NEILL
JOSEPH MILLER
STEVE ZUPPAS
REVATHI VIKRAM
CHRISTINE RUCH
PAUL BARTON
DON DEAN
LUV SUMMER
MARILYN LEUNG

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C O N T E N T S

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Proceedings

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E X H I B I T S

(None marked)

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1 P R O C E E D I N G S

2 (Whereupon, the court reporter was duly
3 sworn.)

4 MR. PAYLOR: Good evening, everyone.
5 Today is Wednesday, June 7th, 2023, and the time is
6 6:35 p.m. My name is Michael Paylor, and I am the
7 hearing officer designee at this hearing for the
8 Montgomery County's Department of Transportation,
9 MCDOT, for the replacement project, the Montgomery
10 County Bridge, number M0056 on Redland Road Bridge
11 off of Mill Creek in Derwood, Maryland.

12 Here with me this evening to conduct this
13 public hearing are Mr. Tim Cupples, Chief of
14 Division of Transportation Engineering, DTE, for
15 Montgomery County Department of Transportation;
16 Mr. Barry Fuss, Bridge Design Chief of DTE for
17 MCDOT; and Ms. Angel Cheng, Project Manager of
18 MCDOT. Mr. Cupples will be providing the
19 information and details regarding (inaudible).

20 Thank you so much for joining us on this
21 virtual platform. Although we have held quite a
22 few virtual hearings, we are still learning, so
23 please bear with us if we encounter any technical
24 difficulties tonight.

25 Tonight's hearing is being held virtually

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1 and it is being recorded. A link to the recording
2 will be posted by 6:30 p.m. tomorrow on the project
3 webpage of the Redland Road Bridge Replacement
4 Project. The link to the -- excuse me, the link to
5 the project webpage is provided at the top of the
6 chat on this virtual platform. Please note, your
7 video camera is turned off by default this evening.
8 This is to reduce the bandwidth of the meeting, and
9 maximize -- maximize technical efficiency. We
10 request that you do not turn on your camera during
11 the hearing. Likewise, the microphones have been
12 muted. Once the testimony portion of this hearing
13 begins, those who have signed up to testify will be
14 called on and unmuted when it is their turn to
15 speak.

16 If you have not signed up in advance to
17 testify, but wish to do so, please raise your hand
18 by clicking on the reactions at the bottom of your
19 screen, and then clicking raise hand. If you are
20 joining us by telephone only, you may raise your
21 hand by pressing star nine on your telephone keypad.
22 Please wait until the testimony portion of this
23 hearing to raise your hand. You may raise your
24 hand at any time during the testimony portion of
25 the hearing. We will call on you to provide your

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1 oral testimony and unmute your microphone when it
2 is your turn to speak. Written testimony and
3 comments may be submitted as well and will be
4 considered with the same weight as oral testimony.
5 Following the testimony portion of this hearing, we
6 will hold a question and answer session, if time
7 allows. During that time, you may raise your hand
8 to ask a question, or you're welcome to type your
9 question in the chat box by clicking on the chat
10 icon at the bottom of your screen.

11 Tonight's hearing is being held pursuant
12 to Section 4953 of the Montgomery County Code. The
13 purpose of a public hearing is to obtain resident
14 testimony and comments regarding the potential
15 project to assist in determining if the project is
16 in the best interest of the public and whether or
17 not it should be authorized for construction in its
18 entirety or any portion thereof. This forum allows
19 you to provide testimony either in support for or
20 in opposition to the project. Testimony and
21 comments received may influence the final design.
22 Your testimony and comments should be focused
23 entirely on the project, which is the topic of
24 discussion.

25 All interested persons are entitled to be

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1 heard at this hearing; however, the testimony
2 portion of this hearing is not a forum for dialogue,
3 questions and answers, or cross examination.
4 Please direct your remarks to the specific project
5 that is the subject of this hearing. If comments
6 stray into area is not related to the project, I
7 will ask that you refocus your comments to the
8 subject of the project.

9 Following the conclusion of this public
10 hearing, the record will remain open for one -- one
11 month to allow any person who was unable to attend
12 this hearing the opportunity to have their comments
13 included to the public record. The official
14 closing date by which written testimony and
15 comments must be received is Friday, July 7th, 2023,
16 at 6:30 p.m. Submission should be provided by the
17 online comment form at the following link which is
18 seen on your screen, which is [https://tinyurl.com/
19 redland-bridge-comments](https://tinyurl.com/redland-bridge-comments), or e-mail to Angel Cheng
20 at angel.cheng@montgomerycountymaryland.gov by the
21 close of the hearing. Please be sure to provide
22 your name and property address on the submission.
23 Written submissions will be considered with the
24 same weight as oral testimony.

25 At the conclusion of the hearing, and

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1 when the record is officially closed, I, as the
2 hearing officer, will review and weigh all the
3 information submitted into the public record and
4 make a recommendation to the Director of the
5 Montgomery County Department of Transportation,
6 Christopher Conklin, for his decision regarding the
7 final (inaudible). And now, to discuss the
8 replacement of Redland Road Bridge a little bit
9 more for you, I present to you, Tim Cupples. Tim?

10 MR. CUPPLES: Good evening, Mr. Paylor,
11 ladies and gentlemen. For the record, I am Tim
12 Cupples, Chief of the Division of Transportation
13 Engineering for Montgomery County Department of
14 Transportation. The subject of this evening's
15 public hearing is to consider a proposal to replace
16 the Redland Road Bridge Number 0056 over Mill Creek
17 and other associated work at the approaches. For
18 your convenience. We have posted a few
19 downloadable displays that aid in the visual
20 description of the project on -- on the project
21 webpage. We will review them as I describe the
22 project.

23 Display A is a map showing the
24 orientation of the project site. The red circle
25 indicates the location of the bridge to be replaced.

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1 The bridge is between Muncaster Mill to the north
2 and Needwood Road to the south.

3 Display B provides a quick review of the
4 existing Redland Road Bridge to be replaced. The
5 existing bridge was constructed circa 1925 and is
6 composed of an approximately 25 -- 24-foot
7 five-inch single span concrete slab with the
8 asphalt wearing surface. The structure carries a
9 two-lane, 25-foot five-inch clear roadway with a
10 one-foot four-inch concrete parapet on both sides
11 for a total out-to-out width of the bridge of
12 approximately 28 feet.

13 Display C includes example photos of the
14 existing deterioration at the bridge referenced
15 from the 2019 Bridge Inspection Report. The bridge
16 currently exhibits several areas of delaminated or
17 swollen concrete, and in addition, the opening
18 beneath the bridge is undersized for a 25-year
19 storm event.

20 Displays D1 through D3 present the scope
21 of the proposed work. One is to replace the
22 existing bridge with the proposed structure. This
23 includes removing the existing bridge deck,
24 abutments, wing walls, and foundation. The
25 proposed structure is a 37-foot-long single-span

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1 bridge which includes a new foundation, abutments,
2 wing walls, pre-stressed concrete solid slab beams,
3 and concrete wearing surface. The proposed bridge
4 width of 48 feet will accommodate a future shared
5 use path that is part of Montgomery County's master
6 plan for this area. Multiple utilities will be
7 relocated prior to bridge construction in order to
8 facilitate the work.

9 Two, we will resurface and repave the
10 asphalt roadway approaches to align with a new
11 bridge. Three, full depth roadway installation is
12 required adjacent to the bridge while the roadway
13 will be milled and overlaid approximately 100 feet
14 from either end of the full depth sections. Four,
15 we will perform stream restoration work to Mill
16 Creek. After construction of the bridge and the
17 roadway is completed, the stream will be
18 rehabilitated to provide an aquatic -- adequate
19 aquatic habitat with erosion-resistant features.
20 The bridge will be closed to traffic during
21 construction.

22 Display E protects -- depicts the
23 proposed vehicular traffic detour route for the
24 maintenance of traffic during construction. The
25 proposed detour road shown in red follows, from

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1 south to north, Crabbs Branch Way, Shady Grove
2 Road, and Maryland Route 115, or Muncaster Mill
3 Road. Proper temporary traffic detour signage will
4 be installed for both directions along the detour
5 route.

6 The proposed --or the total project cost
7 is currently estimated at \$3,500,000, including
8 engineering, construction, and construction
9 management costs. The acquisition of funding is
10 underway and is anticipated to be included in the
11 2025 MCDOT budget; that's fiscal year 2025. The
12 design of the project began in the fall of 2021 and
13 is expected to be completed in the summer of 2024.
14 The construction is anticipated to take
15 approximately 12 to 16 weeks, which will start in
16 the spring of 2025 and end in the summer of 2025,
17 pending approval of funding.

18 This project is using accelerated bridge
19 construction techniques in order to limit the road
20 closure to summer months, as Redland Road is a
21 vital bus route for the public school system.

22 Scope items, such as some utility relocations and
23 stream restoration can be performed without a road
24 closure. The project cost, funding, and schedule
25 are subject to change as the project progresses

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1 until it is complete. Pursuant to Section 49-52 of
2 the Montgomery County Code, there are no properties
3 which are considered to be specially benefited by
4 the proposed improvement, therefore no properties
5 are expected to be assessed.

6 Several exhibits are incorporated
7 in the public record binder for your information
8 and consideration. These include the approved FY
9 20 -- or Fiscal Year '23 Project Description Form
10 for Capital Improvement Program Number 509753,
11 Redland Road Bridge Number M0056; the design plans
12 at the level of 60 percent completion with the
13 latest revisions; the 2019 Biennial Bridge
14 Inspection Report; Washington Times Newspaper
15 online advertisement proof and Montgomery County
16 governmental press release; written testimony
17 provided prior to and after this public hearing; a
18 list of attendees which will be added following
19 this hearing, and the hearing transcript, which
20 will also be added following this hearing.

21 Project-related data and files can be
22 downloaded from the project webpage at [https://](https://montgomerycountymd.gov/dot-dte/projects/redlandroadbridge/index.html)
23 [montgomerycountymd.gov/dot-dte/projects/](https://montgomerycountymd.gov/dot-dte/projects/redlandroadbridge/index.html)
24 [redlandroadbridge/index.html](https://montgomerycountymd.gov/dot-dte/projects/redlandroadbridge/index.html). The files will
25 continue to be available to the public until the

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1 record for this public hearing is officially closed.

2 As previously stated, here with us this
3 evening are Mr. Barry Fuss, Ms. Angel Cheng of
4 MCDOT. In addition, we have Mr. Michael Mercado
5 and Mr. Katie Whiteman from the engineering
6 consulting firm Mercado Consultants present at this
7 hearing. We will be available after the hearing to
8 answer any questions regarding the construction
9 aspects of this project. And now, I turn -- will
10 turn things over back to Mr. Paylor.

11 MR. PAYLOR: Thank you, Mr. Cupples. We
12 will now hear testimony from those in attendance
13 who wish to testify. If you have not signed up to
14 testify, but decide that you would like to, please
15 click on the reaction icon on the bottom menu bar,
16 and then click the raise hand icon to raise your
17 hand. Alternatively, if you joined the meeting by
18 phone, you may dial star nine from your telephone
19 keypad to let us know. Once you're invited to
20 speak, please clearly provide your name and address
21 for the record prior to beginning your testimony.
22 We will begin with those who have signed up in
23 advance to testify. Again, be sure to announce
24 your name and property address before providing the
25 testimony. Ms. Main, would you please announce the

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1 approximate number of speakers that have registered
2 to submit testimony into the public record tonight?

3 MS. MAIN: Actually, we do not have a
4 testimony list. We'll just go with raised hands
5 tonight, if that's okay.

6 MR. PAYLOR: Okay. That's certainly
7 fine. Then I'll -- I'll move on with my time
8 restriction for the -- for the moment. Okay. So
9 now, we'll go to testimony. And so, if I can get
10 your assistance, Ms. Main, in making sure that we
11 get the individuals who would like to speak in
12 order, announce the speakers and we'll proceed from
13 there.

14 MS. MAIN: Okay. First we'll hear from
15 Mary O'Neill. Mary, can you unmute yourself?

16 MS. O'NEILL: Hello. My name is
17 Maryanne O'Neill. I live at 2 Bethayres Court,
18 Derwood, Maryland. Was I supposed to provide any
19 other information?

20 MS. MAIN: No; that's fine.

21 MS. O'NEILL: Okay. I drive this road
22 multiple times a day and have so since about the
23 year 2000. I guess I have a couple concerns. I'll
24 list them as expeditiously as I can. If the bridge
25 was inspected in 2019 and there was delamination

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1 noted then, I guess I'm concerned that a total of
2 six years will pass before the bridge is actually
3 reconstructed. I'm concerned that the guardrails
4 were put up. For a while it was just the concrete
5 sides of the bridge, and we were told the bridge
6 couldn't be replaced because it was historic. The
7 guardrails, while maybe protecting people driving
8 across the bridge, only made the road narrower.

9 I'm concerned that you talk about leaving
10 a right of way, but there will be no sidewalk
11 across the bridge. Right now, it's extremely
12 dangerous for bikers and pedestrians to -- to get
13 across that bridge. There was just stream
14 remediation done to keep some of the standing water
15 off Redland Road. Is that going to be undone by the
16 construction of the bridge?

17 And then just a comment on general -- I
18 -- I know you said limited to Redland, the -- the
19 bridge project -- most of Redland Road is very
20 narrow. The side of the road is crumbled, because
21 it's pavement until there's dirt, and people speed
22 and people cross the lane. There are deer, there
23 are bicyclists, and so it'd be really nice when you
24 made the new road if you made it wide enough so
25 that there was some buffer between the outside line

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1 and the gravel or dirt and made sure that the
2 roadway didn't crumble. It is that way all along
3 Redland Road and all along Muncaster Road at this
4 time. That's all I have right now.

5 MS. MAIN: Thank you, Mary.

6 MR. PAYLOR: Thank you, Ms. O'Neill. We
7 appreciate it. And -- and again, before we launch
8 into the next speaker, please make sure that we
9 keep our comments directly toward the specific
10 project that we're discussing tonight. Thank you
11 very much.

12 MS. MAIN: Okay. Next we'll hear from
13 Joseph Miller. Joseph, you're unmuted. You can
14 speak. I'm afraid we're not hearing you, Joseph.
15 We can circle back to you. Oh -- yes. No; I'm
16 sorry, Joseph. We'll circle back. Actually, we
17 don't have any other raised hands.

18 MR. PAYLOR: Thank you, Joseph. We --
19 we see your note. Is -- is there anyone else on
20 the call tonight that would like to -- there they
21 are.

22 MS. MAIN: There they are, yes, indeed.
23 Okay. Steve Zuppas, did you -- can you unmute?

24 MR. ZUPPAS: Yes. Hi.

25 MS. MAIN: Hi.

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1 MR. ZUPPAS: Just clarification again;
2 how long will the project take before it's
3 completed and when does it start?

4 MR. PAYLOR: Steve, could you please
5 again, for the record, state your name and your
6 address?

7 MR. ZUPPAS: Steve Zuppas. I live on
8 Ground Vista Drive.

9 MR. PAYLOR: Thank you.

10 MR. ZUPPAS: Thank you. And again, just
11 a confirmation/clarification; when is the project
12 expected to start, when will the road be closed,
13 and when is it expected to reopen?

14 MS. MAIN: So, right now, we're doing
15 testimony only. We can answer your questions as
16 soon as the testimony portion of this hearing has
17 ended.

18 MR. ZUPPAS: Okay.

19 MR. CUPPLES: We'll provide that answer
20 at the -- at -- at the end, as soon as we collect
21 everyone's testimony.

22 MR. ZUPPAS: All right. Thank you.

23 MS. MAIN: Okay. Next we'll hear from
24 Revathi Vikram.

25 MS. VIKRAM: Oh, can you hear me now?

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1 Am I unmuted?

2 MS. MAIN: Yes. Yep, you are.

3 MS. VIKRAM: I'm Revathi Vikram and I
4 live on Catalpa Court, and I've lived here for over
5 15 years and I use Redland Road a lot. My concern
6 is at this point, the road -- Redland Road towards
7 the bridge is a big slope and the traffic goes very
8 fast down there and, as I know -- as you've said,
9 it's narrow. Is the road going to be raised or are
10 there going to be, like, any speed bumps or
11 something to keep the traffic from speeding down
12 towards that bridge? Is the bridge going to be
13 raised up so that the road would be less of a
14 slope? Am I clear on that?

15 MR. PAYLOR: Again, at this -- at this
16 point in the hearing, we're taking testimony and
17 not answering questions.

18 MS. VIKRAM: Okay. So one -- one
19 suggestion was to -- whether speed bumps would help
20 to slow people down as they approach the bridge.
21 And that's all I have to say. Thank you.

22 MS. MAIN: Thank you. Okay, Joseph, can
23 you try to unmute yourself?

24 MR. MILLER: Can you hear me now?

25 MS. MAIN: Yes, we can.

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1 MR. MILLER: Perfect. Yeah. I don't
2 know what was going on. I hit the button and it
3 said unmuted. But anyway, as long as there's a
4 sidewalk -- as long as there's a sidewalk on the --
5 and I think it would go on the Briardale side of
6 the -- or the Shady Grove side. That's where I
7 think is where the other bridge has a sidewalk. So
8 as long as there's a consistent sidewalk running
9 all the way down, that's all I care about. Yeah.
10 Because we need a bridge; that's a fact. And as
11 long as there's a sidewalk, then that's --

12 MS. MAIN: Okay. Thank you, Joseph.

13 MR. PAYLOR: Thank you. Joseph. And as
14 a reminder, if anybody else wishes to speak, would
15 you please be so kind as to provide your name and
16 address before you give your testimony? Thank you.

17 MS. MAIN: Okay. Next we'll hear from
18 Christine Ruch.

19 MS. RUCH: Hi. Can you hear me?

20 MS. MAIN: Yes.

21 MS. RUCH: Hi, my name is Christine Ruch,
22 and I live on Founders Mill Drive, and one of my
23 concerns is, right now, that road is used as a
24 cut-through to get to Redland Road, and I was -- I
25 saw the picture of the detour and I'm wondering if

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1 it could be enlarged just so I can see it. My
2 understanding through e-mail was that the detour
3 would not go through Founder's Mill Drive and that
4 it would be on roads that are of a similar
5 structure that Redland Road is now. So that's my
6 concern, what the detour will be.

7 MS. MAIN: Okay. So this is the
8 testimony portion. They'll be answering the
9 questions about the detour after the testimony
10 portion. Did you have any other comments?

11 MS. RUCH: No, that's my comment. Thank
12 you.

13 MS. MAIN: Thank you. Okay. Next we'll
14 hear from Paul Barton.

15 MR. BARTON: Yes. Can you hear me?

16 MS. MAIN: Yes.

17 MR. BARTON: Okay. Yes. I -- I support
18 what the earlier persons said about getting a --
19 making the bridge wide enough for a sidewalk, but I
20 would -- it looks -- I didn't have a chance to
21 really study the exhibit, but it looks like the
22 side -- the bridge may be wide enough for sidewalks
23 on both sides of the road, which seems like the
24 prudent thing to do, to allow for sidewalks on both
25 sides of the road in case they -- they want

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1 sidewalks eventually on both sides. I would
2 suggest building -- since you're going to have a
3 bunch of the road closed now for a long period of
4 time, I would suggest to go ahead and building
5 sidewalk on one side of the road while you're doing
6 the construction.

7 So then the second point I wanted to make
8 is about -- I saw the -- the map with the detour on
9 my -- I didn't give my address. My address is
10 16533 Baederwood Lane. So I'm concerned about the
11 potential for cut-through traffic through Parkside
12 Estates, namely on Baederwood Lane and on Briardale
13 Road, because that's kind of the obvious -- the
14 shortest route, you know, the -- the -- if you're
15 -- if you're coming up Needwood and you turn right
16 on Redland and head up towards the -- the -- the
17 bridge that's closed, you're -- you're probably not
18 going to reroute yourself back to Crabbs Branch.
19 You're probably just going to go ahead and cut
20 through on Briardale or Baederwood. So -- so my
21 concern is that the -- that even though you've
22 got an official detour route, that people may not
23 follow the official detour route and they may cut
24 through on -- on Baederwood or Briardale.

25 I'm also concerned about what mapping

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1 programs like Google Maps will show and whether
2 they will route people on the official detour or
3 will they route people on the shortest route, which
4 is through Parkside States. So -- and then my
5 third question is about the buses, that there's two
6 bus routes that go on Redland Road through the area
7 over the bridge. So I assume you'll reroute those
8 onto the detour. So I'd like to address that also.
9 So those are my three comments. Thank you.

10 MS. MAIN: Thank you, Paul. Okay.
11 That's all I have, Michael.

12 MR. PAYLOR: Thank you so much, Lori.
13 Just to be sure, is there anyone else on the call
14 that would like to testify now for the record that
15 hasn't done so already? All right. As a reminder,
16 written testimony will be considered with the --
17 the written testimony and comments may be submitted
18 as well, and they be considered the same weight as
19 the testimony. We certainly appreciate your
20 testimony and participation so far. Seeing that
21 everyone who wishes to speak has had an opportunity
22 to do so, this concludes the oral testimony portion
23 of the hearing.

24 Right now, we're going to move into
25 the question and answer session. Please click the

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1 reactions icon and then raise your hand or -- and
2 then the raise hand icon to raise your hand, or
3 press star nine on your telephone keypad if you
4 wish to ask a question. You are also welcome to
5 type your questions into the chat box. And --
6 although I don't anticipate this, but if for some
7 reason we run out of time before answering all the
8 questions in the chat box, those questions will be
9 answered by e-mail in the days to come.

10 So, Lori, do we want to go ahead and
11 start with the questions that have already been
12 submitted by the participants so far, and then open
13 the floor to additional questions?

14 MS. MAIN: Yes, absolutely. I actually
15 don't have any questions in the chat. Tim, did you?

16 MR. CUPPLES: Well, we -- we did get
17 some --

18 MS. MAIN: Yeah.

19 MR. CUPPLES: -- in -- in the -- in the
20 -- offered as part of the testimony --

21 MS. MAIN: Yeah.

22 MR. CUPPLES: -- so I've been keeping a
23 note of those and we're -- we're happy to, you
24 know, clarify. And if folks want to raise their
25 hand, if I didn't get them all -- all down quite

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1 right, then we're certainly happy to have a
2 conversation. This part of the hearing is
3 obviously going to be -- it's much more structured
4 to a conversation rather than, you know -- you
5 know, the -- the strict gathering of -- of -- of
6 comments. And if you do have additional comments
7 that come to mind through the course of the
8 question-and-answer period, we still do have the --
9 the Court reporters here, and you're always welcome
10 to submit, you know, written testimony, as Mr.
11 Paylor mentioned.

12 And so, the first question that I have
13 written down here, I think, kind of why are we
14 referencing the -- the 2019 inspection report.
15 Well, that's -- that's the one where we -- you
16 know, the project entered the program. It got to
17 the point that, you know, looking ahead, we had to
18 plan knowing that it takes five or six or seven
19 years to do these projects, that it was time to
20 start working on the design. All of our bridges
21 get inspected more frequently than that.
22 Typically, it is every two years, and -- and we --
23 we monitor bridges that are -- are concerning, you
24 know, even more frequently than that.

25 So I know one caller wanted to know

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1 why -- why are we just getting around to it now.
2 The bridge -- the bridge is safe, and -- and it
3 continue -- will continue to be safe. And, you
4 know, we -- we -- we do this well in advance,
5 because it takes so long to get all of the
6 environmental permits and approvals and secure the
7 funding necessary to do these projects.

8 The other question that came from that
9 particular commenter was, you know, would we raise
10 the road as part of this, you know, in order to do
11 -- you know, address speeding, and I think that's
12 more of a comment that we can take back to maybe
13 bring into design. The road profile will be
14 adjusted a -- a little bit, because we're going to
15 obviously replace the structure type. But its --
16 its intent, really, is -- is not to -- to minimize
17 the change, because we don't want to impact the
18 park.

19 And so, that -- that comment though, to
20 address the speeding, perhaps there may be some
21 other things that we can look at as we progress
22 from, like, where we are right now at 60 percent
23 design through 75, 90, 100 percent and -- and look
24 for other mechanisms. So -- so hopefully that
25 answers that question.

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1 Another question was when will it close
2 and for how long? And so, we are -- intend to
3 request final construction money in the FY25 CIP
4 cycle. That is what will be deliberated on through
5 the course of the fall, and the County Counsel will
6 take those requests up and debate the budget
7 beginning in January. The -- the CE makes his
8 recommended budget in -- in the end of the year,
9 begins deliberations in January, and final budget
10 is adopted in May. So that's the time frame, you
11 know.

12 And depending on what year the -- the --
13 the money actually gets put in, we'll drive when we
14 can go to construction, because, we -- we can't go
15 to construction without the money being
16 appropriated. That said, in the -- the year that
17 the money is appropriated -- and we certainly hope
18 it would be in -- in fiscal year '25 -- the
19 construction will -- contract will be awarded, you
20 know, advertised, awarded. We would anticipate
21 starting construction after school is out and
22 completing it before school opens. So we're
23 talking, you know, around this time in 2025, and by
24 August of 2025, the road is reopened. So about 12
25 weeks or so.

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1 There are utility relocations that are
2 necessary to be performed and stream restoration.
3 That really can happen independent of any impacts
4 to traffic, certainly for the stream restoration.
5 Sometimes the utility companies, you know, have some
6 flagging operations to keep their workers safe, and
7 so, you -- you may see some early construction
8 activity preparing the way for that road closure in
9 advance of that. And there may be some work done
10 after the -- the road closure portion is completed,
11 you know, to kind of wrap up the project and -- and
12 make it all look good.

13 But the -- the -- the intent here is to
14 minimize the impact of the construction on the
15 public. That's why we're selecting Accelerated
16 Bridge Construction techniques for this one,
17 because it is an important bus route. And yes, we
18 would -- that was another question that someone
19 asked. Yes, we -- we coordinate with our Ride On
20 folks. And we do relocate the -- the route during
21 the road closure, but the service will still be
22 provided. Those were all the ones that I had
23 written down, and I think we have some in the chat.

24 MS. MAIN: We do. Luv Summer would like
25 to know, she lives on Mill Creek South and is also

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1 very concerned about cut-through traffic that is
2 being recommended by Waze, Google Maps, Apple Maps,
3 et cetera, and wants to know if the County can
4 minimize this in any way.

5 MR. CUPPLES: Yeah. So we -- we will do
6 our best to provide, you know, signage to intercept
7 vehicles in advance. That's always a -- a -- a
8 challenge, you know, minimizing the cut-through
9 traffic, and I -- I -- it's, you know, the -- we
10 don't have any control over those algorithms that
11 route people. You know, they're -- they're
12 time-based algorithms. And so, you know, in
13 preparation for this meeting, I went and I used
14 some of them to see what -- what the time impact
15 would be of -- of going via Crabbs Branch, which is
16 what we are going to officially sign, versus, you
17 know, the -- the -- the -- the more local streets,
18 you know, the -- the neighborhood streets, and even
19 the Metro Access Road.

20 Metro Access Road is probably the
21 quickest route, but it -- we don't control that;
22 Metro owns that. But I suspect the algorithms are
23 going to send a lot of people up that way to Shady
24 Grove Road and -- and bypass the traffic light at
25 Shady Grove and -- and Crabbs Branch. So yeah, I

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1 mean, we'll -- we'll -- we'll do the best that we
2 can with signage in advance and -- and direct
3 people to the -- the designated route, but we have
4 limited control over those apps, unfortunately.

5 MS. MAIN: Okay. That's all I have for
6 now. Does anybody else have a question? Joseph
7 Miller?

8 MR. MILLER: Hello? Can you hear me?

9 MS. MAIN: Yes.

10 MR. MILLER: All right. I just wanted
11 to talk about the sidewalks again. Is there talks
12 -- is there going to be a sidewalk on it, and is it
13 going to be, like, two sides, or what's the plans
14 for that?

15 MR. CUPPLES: Sure. Good -- good point.
16 I neglected to write that question down. I'm
17 sorry. Thank you for for bringing it up again. So
18 I'll ask our project manager, Angel, to jump in. I
19 think we are following what the master plan calls
20 for in providing room for the shared use path. I
21 don't -- I'm not sure that the -- the -- the
22 sidewalk is what's called for in the master plan.
23 Angel, do you want to --

24 MR. MILLER: Sure. You mean like a bike
25 and -- bike and walk?

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1 MR. CUPPLES: Yes, yes.

2 MR. MILLER: Oh, yep. That's great.
3 Perfect. Yep. I don't even live on that side, but
4 I know we just need to connect the neighborhoods.

5 MR. CUPPLES: So -- so that -- we're --
6 we're -- we're -- we're a common -- because this --
7 the -- these -- the funds that this are for are for
8 the replacement of the bridge. And so, we -- we
9 make the bridge wide to accommodate this on the
10 bridge, but it's a -- it was a -- a whole other
11 ball of wax to, you know, kind of construct the
12 continuous -- I -- I wanted to be clear on that --
13 that, you know, the -- we're proposing the -- the
14 bridge funding specifically to address the
15 structural issues and, you know, constructing a
16 continuous path, you know, kind of linking from the
17 neighborhoods to the bridge, I think is the gist of
18 your comment, and that's a -- a design input. I
19 think that, you know, it's -- it's good input, and
20 -- and Mr. Paylor, I would imagine, would include
21 that, you know, comment in -- in his report. It --
22 it may be the kind of thing that has to come from a
23 different pot of money rather than the -- the
24 funding that is set aside for -- for bridge repairs.

25 MR. MILLER: Yep, that sounds good.

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1 Yeah, like I said, if you don't have it there,
2 it'll never happen; but if you do have it there, it
3 can happen one day.

4 MR. CUPPLES: Yes.

5 MS. CHENG: This is Angel Cheng, the
6 project manager from MCDOT. I just want to confirm
7 what Tim Cupples was saying, that the bridge
8 structure itself, that's wide enough to accommodate
9 a future shared use -- shared use path, but, again,
10 the main focus of this project is the replacement
11 of the structure. So -- so thank you for your
12 comment.

13 MR. MILLER: All right. Sounds great.

14 MS. MAIN: All right. Thank you,
15 Joseph. Next we'll hear from Don Dean.

16 MR. DEAN: Yeah. Yes. Thank you.

17 MS. MAIN: Thank you.

18 MR. DEAN: Following up on the question
19 about cut-through traffic and realizing you can't
20 control the algorithms, but we can -- can you do
21 things to slow traffic down? You know, so when
22 they do use the cut-throughs, the -- the -- the --
23 the speed limit -- the -- the speed is reduced?

24 MR. CUPPLES: Possibly. You know, that's
25 -- that's, you know, that's something we can look

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1 at as the design progresses. You know, I -- I
2 would -- I wouldn't want to venture, you know, what
3 techniques might be feasible, but it's certainly a
4 good comment and something that we can try and look
5 at to try and, you know, make it -- incentivize
6 folks to use the -- the designated detour route.

7 MR. DEAN: Thank you.

8 MS. MAIN: Okay. Next, we have a
9 question from Mary O'Neill.

10 MS. O'NEILL: Hi, I did type a question,
11 but I can read it. I typed a question in the chat.
12 Is a -- is a concrete surface going to be more --
13 or louder than an asphalt surface? We have a big
14 problem with speeding vehicles and modified exhaust
15 systems. Is there any difference in that?

16 MR. CUPPLES: Not -- not really. Having
17 been under a -- a lot of bridges in my life,
18 inspecting them, it's -- it's about the same.
19 There's really no discernible difference,
20 especially once you get -- this -- this particular
21 bridge, where it is located, the -- the -- the
22 decay function for noise is an inverse square. And
23 so, for every -- you know, you -- you -- if you
24 double the distance between, you know, someone
25 listening and -- and the noise source, it goes down

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1 by a fourth, and so you know, 100 feet, you know,
2 it's going to go down, you know, significantly.

3 MS. O'NEILL: Okay.

4 MR. CUPPLES: So, yeah, it's -- it's --
5 it's not not going to be -- it -- it wouldn't be
6 within the realm of what a human ear could detect.
7 Being an engineer, I don't want to say that there's
8 no difference, because, you know, we're -- we're
9 very -- you know, I could probably calculate that
10 out to the tenth decimal point, but it -- it
11 certainly -- the human -- the human ear can only
12 perceive a -- a difference of about two decibels,
13 and it -- it certainly would be much much less than
14 that.

15 MS. O'NEILL: Okay. Well, the distance
16 from the ICC certainly doesn't do anything to
17 diminish the noise from that of a jet engine about
18 to slam into my house, so I was just wondering
19 about this.

20 MR. CUPPLES: That's also one of the
21 things that a noise analysis does is -- is it looks
22 at the background noise and -- and that's another
23 thing that just -- you know, it -- it -- that --
24 it's not going to drown out what -- what is already
25 there from the -- the ICC.

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1 MS. O'NEILL: Well, we were told when
2 they built the -- I know that I'm getting
3 off-topic. We were told when they built the ICC,
4 Shady Grove Road was already so noisy that we
5 wouldn't notice more noise from the ICC, and that
6 certainly wasn't true. I do have a question. A
7 lot of trash flows into the river, and I know there
8 are devices -- like, Caltrans has some to trap
9 trash that ends up -- trash that falls in grass
10 isn't going to go into the creek as fast as trash
11 that falls on a -- a hard surface and will be
12 washed into the creek. Is there any thought or
13 plan to mitigate the amount of trash that's going
14 to come from the roadway that's being replaced --
15 to stick to the project at hand -- the roadway
16 that's being replaced into the creek?

17 MR. CUPPLES: I don't believe the plans
18 currently contemplate that, but that is exactly the
19 kind of comment that these forums are intended to
20 solicit.

21 MS. O'NEILL: Right. So I can send you
22 information. Caltrans has something called a gross
23 solid waste removal device that only needs to be
24 emptied once a year, and that sounds like something
25 that would be great for anything going over creeks

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1 in Montgomery County in general, especially this
2 creek and this -- this roadway. I'll let other
3 people have a turn.

4 MS. MAIN: Okay. Thank you, Mary. I do
5 not have anyone else.

6 MR. PAYLOR: Thank you for that, Lori.
7 Just to confirm and make sure, does anyone else on
8 the call have any questions on this project? Is
9 that a fresh raised hand, Mary?

10 MS. MAIN: Oh, yes, it is. Mary O'Neill.

11 MR. PAYLOR: Yes.

12 MR. CUPPLES: Do -- do you have
13 additional questions, Ms. O'Neill? Or maybe you
14 were -- thought you were putting your hand up and
15 down and the button clicked a couple of times?

16 MS. O'NEILL: No, I did want to ask a
17 question.

18 MR. CUPPLES: Oh, go ahead.

19 MS. O'NEILL: So other places I've seen
20 have no through-construction traffic, and then
21 local traffic only. So I don't know if signs like
22 that could mitigate. I live in the Parkside
23 Estates neighborhood. I'm concerned also because,
24 during the summer, there will be a lot of -- a lot
25 of kids and people at the pool, and that is a very

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1 quick cut-through from Redland over to Shady Grove
2 Road --

3 MR. PAYLOR: Okay.

4 MS. O'NEILL: -- so there should be
5 special attention paid to make sure that people
6 aren't speeding through that area.

7 MR. PAYLOR: Okay. Thank you, Ms.
8 O'Neill.

9 MS. O'NEILL: Now I'm done.

10 MR. PAYLOR: All right. Great. So that
11 was going once, going twice. Does anyone else on
12 the call have any questions you'd like to ask the
13 team?

14 MS. MAIN: Oh, we just had a question in
15 the chat. Excuse me. Douglas Terle would like to
16 know, will the storm drain along Redland be
17 improved to handle heavy storm runoff, specifically
18 the pipe going under Redland Road towards
19 Muncaster? On several occasions over the last 30
20 years we have lived here, the road has flooded from
21 the bridge to Briardale.

22 MR. CUPPLES: Okay. That is a detail
23 I'll have to ask our -- our project team to let me
24 know if that's in -- and I'm not recalling off the
25 top of my head what we're doing with the storm

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1 drain.

2 MR. MERCADO: Hey -- hey Tim, this is
3 this is Michael Mercado, the design consultant. I
4 -- I believe he's referring to the -- there is a
5 storm drain pipe that is approximately 50 feet
6 south of the bridge. It runs diagonal underneath
7 the road. If -- is -- is that -- is that -- I -- I
8 guess that person's only available via chat. Is
9 that the -- the storm drain pipe that you are
10 referring to?

11 MS. MAIN: Yes.

12 MR. MERCADO: Okay. That -- that pipe
13 will remain as is. However, the drainage
14 conditions along the road will be improved. For
15 example, an inlet will be placed on the southwest
16 corner of the bridge to help capture additional
17 runoff. So -- so there will be an improved
18 hydraulics at the bridge, an improved --
19 improvements to the storm drain system around it.

20 That specific pipe is not slated to be
21 replaced, mainly because when we did our -- our
22 initial inspection, the pipe was in good condition;
23 however, we can -- we can assess that and check and
24 see if the capacity does meet current drainage
25 code. But as of now, the project does not extend

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1 that far south. It is just going to be essentially
2 mill and overlay at that point, so resurfacing --
3 it's a fancy word for resurfacing -- up to the
4 proposed bridge, replacement of the bridge, and
5 then beyond it, mill and overlay as well, and then
6 those improvements where we're adding that inlet
7 will be right at the southwest corner of the
8 structure.

9 MR. CUPPLES: That sounds like something
10 we can look into as the design progresses. Thank
11 you for the -- the question, which is turning into
12 a comment. Okay. I see -- I see a few direct
13 messages to me that you guys are probably not --
14 that are not in the -- in the overall chat, so let
15 me skim through real quick and make sure we covered
16 everything. So there's -- there's Mr. Terle's;
17 it's the same question we just addressed. And then
18 Marilyn Leung - she lives on Redland Road -- my
19 driveway is between the bridge and Briardale. How
20 will this make getting out with increased detour
21 traffic?

22 Okay, she lives on Redland between the
23 bridge and Briardale. I think while the bridge is
24 closed, you're probably going to be pretty happy
25 with getting out. I think that's going to be the

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1 -- you'll probably wish the bridge was always
2 closed by the time -- time we're done. I think
3 it'll be much -- much more easy to get out, because
4 we're going to be diverting the -- the vehicles
5 before they get to the bridge. Okay, I don't see
6 any other ones that were direct messages.

7 MR. PAYLOR: I'll ask once again. Is
8 there anyone else on the call who wishes to ask
9 questions about the project? All right.

10 MS. MAIN: Oh, Mary O'Neill has a
11 question.

12 MR. PAYLOR: Mary's just got in under
13 the -- under the wire.

14 MS. MAIN: Yes, indeed.

15 MS. O'NEILL: So I -- I just wanted to
16 -- I had a comment I posted. There was just a
17 storm water runoff repair and management work done
18 exactly around the bridge area. It was done a few
19 weeks ago. It was a Montgomery Parks project. Are
20 you aware of that?

21 MR. CUPPLES: So we -- we do coordinate
22 with parks. They have to issue a permit for us to
23 do this work and --

24 MS. O'NEILL: But -- but were you aware
25 of the work just done?

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1 MR. CUPPLES: I'm not aware of the work
2 just done, but we will reach out to them and find
3 out what's happening, and -- and make sure that
4 it's been coordinated with our design. They --
5 they -- they have seen our design, you know, as
6 we've developed it. So we'll -- we'll -- we'll
7 definitely run that down, because we want to make
8 sure not only that it's coordinated from a drainage
9 standpoint, but we don't want our contractor
10 alleging a differing site condition and try to
11 charge us more after they -- we did the project, so
12 I appreciate that.

13 MS. O'NEILL: Well, and I don't want you
14 to undo -- I don't want you to undo what our tax
15 dollars just paid to do --

16 MR. CUPPLES: Yeah.

17 MS. O'NEILL: -- okay?

18 MR. CUPPLES: Yeah. Well, we -- we
19 appreciate the heads-up on that.

20 MS. O'NEILL: Take some pictures and
21 share it, please. Thank you.

22 MR. CUPPLES: Thank you.

23 MR. PAYLOR: Thank You, Mary.
24 Appreciate that.

25 MR. CUPPLES: Okay. I do have another

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1 one that came in directly to me. Where will --
2 where will construction vehicles be parked,
3 prohibited from the neighbors? That's something
4 that we would address in -- not on the drawings,
5 but we would address in the construction contract.
6 And that's a good comment, and that's something
7 that's easy to add to the construction contract.
8 For a project like this, when you're closing the
9 road, the construction vehicles, the most -- the
10 best place for them, because our workers are lazy
11 and they don't want to walk any longer than they
12 have to, will be within the -- the portion of the
13 roadway that's closed. But that's something that's
14 very easy to put into our special provisions and
15 put restrictions on that, and then we can enforce
16 that as a contractual requirement.

17 MR. PAYLOR: Is there anyone else who
18 has a question? All right. Well, thank you again
19 for everyone who participated in the
20 question-and-answer session, and please note that
21 questions can also be e-mailed to the project
22 manager, Ms. Angel Cheng, after the -- after the
23 hearing.

24 Seeing that all questions have been
25 answered, we will now conclude this public hearing.

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1 As a reminder, we will be keeping the record open
2 for one month. Written testimony and comments are
3 due by Friday, July 7th, 2023, at 6:30 p.m. Any
4 additional written testimony and comments that may
5 be submitted by e-mail, must be received by the
6 close of this hearing day. Those submissions
7 should be sent to Angel Cheng, Ms. Angel Cheng at
8 angel.cheng@montgomerycountymd.gov, or they may be
9 submitted by the online comment form at following
10 link which is seen on your screen,
11 <https://tinyurl.com/redland-bridge-comments>.

12 We certainly appreciate your participation
13 tonight. Thank you for your comments and your
14 questions. At this time, the public hearing is
15 concluded and we hope you all have a great day.

16 (Off the record at 7:28 p.m.)

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CERTIFICATE OF COURT REPORTER

I, Sophia Gonzalez, the officer before whom the foregoing proceedings were taken, do hereby certify that said proceedings were electronically recorded by me; and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

Sophia Gonzalez

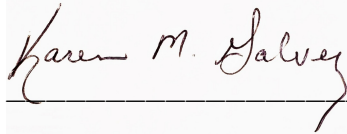
Sophia Gonzalez, Court Reporter

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CERTIFICATION OF TRANSCRIPT

I, Karen M. Galvez, do hereby certify that the foregoing transcript, to the best of my ability, knowledge, and belief, is a true and correct record of the proceedings; that said proceedings were reduced to typewriting under my supervision; and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.



Karen M. Galvez
Planet Depos, LLC
June 20, 2023

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Redland Road Bridge No. M-0056 - Public Hearing Online Comments

First Name:	Last Name:	Address:	Your comments on this project:
Judy	Levy-Stutsky	17113 Founders Mill Drive, Derwood, MD	I don't see any mention of there being an width expansion to safely allow pedestrians to cross this bridge. This has always been a problem and danger, especially when work trucks, dump trucks and school buses use this bridge. (It's actually pretty scary for those of us in regular cars too! Distracted truck drivers do happen.) This is also the reason our neighborhood has never voted to put in sidewalks. We can't safely walk or bike to the metro station without going to the other end of our neighborhood and using Shady Grove Road. So we drive to wherever we're going. AND now on Saturdays, we could walk to the farmer's market at the Neighborhood Church if there was a safe way to walk there with our wagon. But not crossing that bridge as it is now.
William	Wall	7708 White Cliff Terrace	This bridge must have space for pedestrians and cyclists.
Paul	Barton	16533 Baederwood Lane, Derwood	<ol style="list-style-type: none"> 1. The project schedule does not indicate construction duration. How long will the bridge be closed to traffic? 2. What is the official detour route while the bridge is closed? The Metro Access Road should be the detour route rather than Briardale Road or Baederwood Lane. 3. What steps will be taken to minimize the impact of the extra traffic that will use Briardale Road and Baederwood Lane regardless of the official detour route? 4. The new bridge must be wide enough to allow sidewalks on both sides of the bridge. 5. Because of the increased traffic on Baederwood Lane, the Baederwood Lane sidewalk must be completed to Redland Road before the bridge project starts.
Anne	Cardile	7705 Ironforge Court	This is a crucial opportunity to add pedestrian and bicycle safe access to one of the most perilous points of Redland Road. Is this part of the work plan?
John	Kitchen	7509 Julia Terrace, Derwood, MD 20855	<p>Traffic Detour Concerns During Construction</p> <ul style="list-style-type: none"> * Hearing presentation document showed detour route during project to be along Redland to Crabbs Branch Road to Shady Grove Road and vice versa. * County must make efforts to limit commuter traffic flow through Parkside Estates neighborhood as excess commuter traffic and at too high rates of speed would be dangerous and congesting for the neighborhood, including numerous children that wait for and catch school buses, etc. * Morning: Make it "No Left Turn" at traffic signal at Shady Grove Road – Briardale Road for traffic traveling SW on Shady Grove Road from 6 am to 10 am Monday – Friday. The left turn arrow could just be permanently red during that time, along with a sign posted. * Evening: Left turn from Redland Rd. onto Baederwood Lane and/or Briardale Road should be for local residents only from 2 pm to 7 pm. County police regular enforcement would need to occur. * Significant and regular spaced speed bumps placed on Briardale and Baederwood lanes. <p>Traffic Concerns post Bridge Replacement</p> <ul style="list-style-type: none"> * Traffic on Redland Road traveling SW is currently already often traveling well in excess of speed limit coming up out of the bottom where the old bridge is currently. With a replaced bridge and improved road surface and width in that area, traffic would like travel even faster. Regular enforcement of speed limit is needed, including by County Police or by speed camera.
Jonathan	Kruft		Would like to see the small and unmarked parking area for the trail head addressed. Expand the parking area, include signage for both parking and trailhead access

Redland Road Bridge project over Mill Creek

[REDACTED]
Fri 8/11/2023 12:21 PM

To: Cheng, Angel <Angel.Cheng@montgomerycountymd.gov>

Cc: Luedtke's Office, Councilmember <Councilmember.Luedtke@montgomerycountymd.gov>

[EXTERNAL EMAIL]

Dear Angel Cheng,

I realize the public comment period closed last month for this design portion of the project but I wanted to send this for your consideration.

As a Redland resident in the area of this project, I travel that stretch of Redland Road frequently. There is a serious need for a sidewalk along this stretch of Redland Road that would connect the current sidewalk at Redland Road/Briardale Road with the sidewalk in front of the Shady Grove Presbyterian Church (on Redland Road) approximately 50 yards north of the Redland bridge replacement project.

I realize that the Redland Road Bridge project may not include funding for this quarter-mile stretch of new sidewalk, but I am hoping that the new bridge could at least accommodate a possible future sidewalk. If and when the Redland Road sidewalk is connected from Briardale Road to the sidewalk in front of the Shady Grove Presbyterian Church, it would have to traverse the Redland Road bridge. It would be best, and most cost-effective, to accommodate that future sidewalk now as part of the Redland Bridge project.

Please accept this request to accommodate a future sidewalk as part of the planned Redland Road Bridge project over Mill Creek.

I look forward to your reply.

I can be reached at 202-744-8034 at your convenience to discuss this matter further or to visit the site with you.

Thank you for your time.

Sincerely,

Christopher Suzich

16831 Bethayres Road

Derwood, MD 20855

Email at: [REDACTED]

Cc: Councilmember Luedtke