



**Long Branch Community Advisory Group Meeting – Questions and Responses  
Oak View Elementary  
October 30, 2017**

**Question: Who is responsible for performing pre-construction surveys?**

Response: This work is the responsibility of PLTP. A consultant for Purple Line Transit Partners (PLTP) is conducting the surveys.

**Question: Have you considered the noise and vibrations that will be generated by overnight construction work in the Arliss area?**

Response: Yes, PLTP will utilize noise silencing functions on construction equipment and build temporary sound walls along Arliss street near the townhomes. During excavation of the tunnel, most of the work will take place underground and noise levels from this work are expected to be minimal at the surface level.

Blasting for Plymouth Tunnel construction will only occur when needed. PLTP has a blasting permit from the state which allows blasting from 7 AM until 9 PM. The plan is to blast during the daytime hours, but if they encounter an issue (i.e. equipment breakdown ) it is possible blasting may occur in the evening. Please note that PLTP is required to issue a public notification at least 72 hours in advance of a blasting activity. Blasting will be monitored and controlled based on peak particle velocity as defined in the Technical Provisions.

**Question: How will the entrance to GIANT from Arliss close when the additional entrance is not being built?**

In November 2017, an agreement was reached to allow the construction of an entrance from Flower Avenue to the GIANT. The temporary entrance was completed and opened on November 17, 2017.

**Question: Concern about property values in the area.**

There have been many studies in the past on rail transit and property values. It is important to look closely at the research to see if they are focused on light rail specifically or any kind of rail (like Metro or commuter "heavy" rail). Many studies combine both, which is not applicable because light rail and heavy rail are not the same in terms of service provided, markets they are intended to serve, potential impacts (noise, amount of infrastructure like big parking lots at stations). Another factor to consider is whether they are looking at residential property values or commercial. Newer LRT systems (built in the last 15 years or so) have not been included in these studies.

Attached is a link to a 2011 article focused on light rail and property values from the website of a Denver Real Estate firm seeking to provide balanced advice for their customers:  
<http://www.alarisproperties.com/fastrack-impact-property-values.html>

**Question: What is happening with the traffic signal at Flower Avenue and Piney Branch Road?**

The traffic signal at Flower Avenue and Piney Branch Road has been modified to increase the southbound left turn from Flower Avenue. Installation of this protected left turn green arrow at the Flower/Piney Branch intersection was completed on December 7, 2017.

**Question: At one time the Traction Power Substation (TPSS) at Arliss St. and Flower Avenue had been eliminated. Is this still the case?**

Response: There will not be a TPSS at this location.

**Question: Is the Small Business Mitigation Plan available on the project website?**

Response: This information is not currently available via the project website. PLTP is required to make sure businesses along the Purple Line will be kept informed on construction activities adjacent to their businesses. Also, the Purple Line Team will work with businesses to mitigate impacts during construction by providing signage, addressing delivery issues and working with the counties to explore potential funding opportunities.

**Question: How much money was allotted by the County to fund the rebuilding of the Capital Crescent Trail?**

Response: \$50-60 Million

**Question: Will MTA sign-off on Maryland National Capital Park and Planning Commission's plan for storm water mitigation in the Long Branch area?**

Response: The Purple Line Project is required to meet all Maryland Department of Environment (MDE) standards and regulations for storm water management. In addition, MTA and the PLTC design team are currently holding a number of comment resolution and coordination meetings with the Montgomery County M-NCPPC, and other Montgomery County agencies, to reach consensus on proposed storm water treatment along the project corridor. M-NCPPC has suggested multiple locations for potential storm water management to be investigated and vetted by the PLTC design team. Site constraints and limitations are currently being reviewed and discussed to ensure that storm water management is being provided to the maximum extent practicable, within permitted project limits, and to an acceptable level by both MTA and M-NCPPC.

**Question: What is the designated pre-construction survey area?**

Response: Properties within 500 feet of the construction work which could affect a structure will receive the opportunity to schedule surveys. Underground work on the tunnel will not begin until all requested surveys have been completed.

**Question: Regarding the closure of Arliss to Walden, how will cut-through traffic be controlled?**

Response: The original detour route was changed to exclude Walden and Plymouth noting local traffic only are now part of the MOT plan. We will continue to monitor the traffic conditions in this area as construction proceeds.

**Question: Please provide information on the road closure at Plymouth.**

Response: On or about November 27, 2017, Plymouth Street between Bradford Road and Hartwell Road closed for property demolition and preliminary setup of the project site. Access will be maintained to all local residences. Immediate work there includes: installation of fencing; installation of project construction trailers/work site; initial clearing and grubbing; tree removal; and utility relocations. The closure is expected to last through 2021.

**Question: What is the process for reporting construction disruptions and violations?**

Response: Please contact the PLTP Outreach team via the Construction Hotline at 240-424-5325 or email at [outreach@pltcllc.com](mailto:outreach@pltcllc.com). Also, a resident could contact the MTA Public Outreach Team at [outreach@purplelinemd.com](mailto:outreach@purplelinemd.com).

**Question: The community was told that Flower Avenue would not be a haul route. Why is it listed as such?**

Response: The commitment is to keep hauling off of Flower Avenue north of Wayne Avenue.

**Question: Will the project provide portable toilets for field workers?**

Response: Yes.

**Question: Will the project provide trash receptacles and recycling bins in the work zone?**

Response: A clean worksite is required. All employees must attend Environmental Protection Training and pass a test before setting foot on site (including subcontractors). Part of this training focuses on management of trash, housekeeping, and being a good neighbor while building the Purple Line. We spend a significant amount of time conveying information on the sensitivity of the adjacent

neighborhoods and communities along the alignment and what is expected of each and every worker, every day. To provide a couple of on-site examples, there are trash cans at all staging/parking areas (where personal trash is most likely to be generated) and we do recycle to the extent possible. Also, all work areas are policed for trash and unnecessary debris at the end of each work day. If the public has a concern about this, please report it through the project's Construction Outreach Hotline at 240-424-5325.

**Question: What can be done about commercial vehicles parking on Arliss Street?**

Response: Please contact Montgomery County Police Department (MCPD) to investigate if vehicles are parked illegally. MCPD is responsible for enforcement of commercial vehicles per Montgomery County Code Section 31-14, *Parking of heavy commercial vehicles, recreational vehicles, utility trailers, or buses*.

Section 31-14 states, "A person may park a heavy commercial vehicle or a bus on a public roadway where both sides of the street abut a property zoned for commercial or industrial use, unless parking is otherwise prohibited by an official sign or other law applicable to all motor vehicles." So, if vehicles are parked in a zone that has residential property on either side, it is unlawful for them to be parked there unless they fall under the two exceptions described below:

Sec. 31-14. Parking of heavy commercial vehicles, recreational vehicles, utility trailers, or buses.

(a) A person must not park any recreational vehicle or utility trailer on any public roadway except:

(1) for up to 18 hours while actively engaged in loading or unloading passengers, merchandise or materials, or

(2) for up to 48 hours if the vehicle is involuntarily parked because of mechanical failure or other emergency.

Relevant definition:

"Heavy Commercial vehicle: Any motor vehicle and tandem axle trailer or semitrailer designed and used for carrying freight or merchandise or used in furtherance of any commercial enterprise that has:

(a) a gross vehicle weight (GVW) of more than 10,000 pounds;

(b) a manufacturer's rated capacity of more than 1 ton;

(c) a length of more than 21 feet measured from the extremes of the vehicle, including any object loaded on the vehicle; or

(d) a height of more than 8 feet with properly inflated tires, measured from the ground to the highest part of the vehicle, including racks, but not antennas.

A heavy commercial vehicle does not include a motor vehicle owned by the County or other governmental agency or a farm machine or vehicle used for agriculture."