



**Long Branch CAT Meeting #3 – Questions and Responses  
Oak View Elementary  
October 16, 2018**

**Question: How long will nighttime work last?**

Response: We plan to continue working at night in this area until late 2019.

**Question: How do you suggest we mitigate effects caused by the vibration-related noise in our residences? Any soundproofing materials that can be installed in our residences?**

Response: In response to the noise complaints expressed by residents near the Plymouth tunnel excavation work beginning in the October 11, 2018 timeframe, MDOT MTA and PLTP closely monitored the equipment (hoe-ram) that was creating the noise and vibration issues. At that time, no noise or vibration levels above the limit of 0.2 inches/second were generated. However, as tunnel excavation continued, on October 26<sup>th</sup>, PLTP again encountered rock and used the hoe-ram equipment during the early morning hours. While MDOT MTA and PLTP worked toward a reasonable solution to residents' noise concerns, a group of Long Branch residents had an impromptu meeting with the MDOT Secretary Rahn, who assured the group that a solution would be found. Purple Line staff and PLTP reached an agreement on the afternoon of October 29<sup>th</sup> that would provide relief for residents and have minimal impact on the project schedule and costs. The agreement provided:

- When crews encounter rock after 9:00 pm, they may not use a hoe-ram, which is a large jackhammer-like piece of equipment used to break and dislodge rock. Use of the hoe-ram can resume at 6:00 am and work other than hoe-ramming is permitted during the restricted hours.

Following restricting use of the hoe-ram hours, there were no complaints about noise and vibration until mid-November when certain residents were disturbed by nighttime construction noise. MDOT MTA and PLTP are continuing to work closely with these residents in response to their latest noise complaints to gain a better understanding and cause of what they are experiencing inside of their homes, since the noise sensors are currently showing noise levels less than 45db at the Plymouth tunnel.

**Question: Who signed the Memorandum of Agreement (MOA) that exempts excavation of the Plymouth Tunnel from noise limits?**

Response: The MOA was signed in June of 2016 by Montgomery County's Office of the County Executive, Department of Transportation, Department of Permitting Services, and Department of Environmental Protection, as well as the Maryland Transit Administration.

**Question: Does the MOA exempt tunneling work from all noise limits?**

Response: The MOA sets maximum noise levels which the Concessionaire must adhere to. The MOA grants an exception to noise generated from construction work at the Plymouth tunnel, as well as noise from construction work in the Silver Spring Metro Station area, and certain pile driving operations.

**Question: How deep is the rock and how long will blasting last?**

Response: Currently, the tunnel work involves excavating the top portion of the tunnel. It is difficult to accurately predict the type of rock that will be encountered. However, the construction team does not anticipate encountering rock in the next three weeks. Once the top portion of the tunnel is excavated, construction will go back to excavating the bottom portion of the tunnel, which is about eight feet in height and 30 feet in width. The excavation of the bottom portion of the tunnel is expected to last until Spring 2019.

**Question: Is it possible to stop work at 7pm?**

Response: In order to meet the project schedule, we do not plan on further limiting nighttime work, other than the restriction of hours for use of the hoe-ram equipment. Because work will be moving as the tunnel is excavated, the disruption will not remain in one place for an extended period.

**Question: Can you share the MOA with the public?**

Response: Yes, the MOA is available [here](#).

**Question: Can residents be notified via door hangers before blasting occurs?**

Response: Yes, at least 24 hours before any blasting occurs, PLTC will distribute door hangers to residents within a 200-foot radius of the Purple Line tunnel alignment. Door hangers also will be provided to property managers of the multi-unit apartment buildings to insert in residents' mailboxes and to be posted in common areas of the buildings. The construction team strives to perform blasting during daytime hours, but the Maryland Fire Marshal has established 5:00 am to 8:00 pm timeframe to enable safe movement of blasting charges in and out of the site, ensuring they do not remain onsite overnight. Additionally, notification is distributed via PLTC's email/text alert system to those who have signed up to receive the notifications 24 hours prior to blasting.

**Question: Who can we contact to change the set schedule?**

Response: Please see the response to the second Question regarding the limiting of hours now established for using the hoe-ram equipment.

**Question: What is the schedule and financial impacts if nightwork were limited?**

Response: MDOT MTA is continuing to work with PLTP to minimize impacts to the project schedule and costs due to the restriction of hours for removing rock in the tunnel by use of the hoe-ram equipment. Actual impacts cannot be assessed until tunnel construction has been completed.

**Question: What lodging arrangements are available for residents who are affected by the nighttime work?**

Response: Temporary lodging at a nearby hotel was offered to residents along the path of the tunnel by PLTC, but most residents did not accept the offer. The offer for temporary lodging is considered on a case by case basis.

**Question: Would it be possible to receive weekly progress updates on the tunneling work?**

Response: The Concessionaire can provide weekly updates.

**Question: Is there a connection between tunneling coupled with cooler weather and rodent infestation?**

Response: If rodent infestation does become an issue, the Concessionaire team will work to address this issue.

**Question: How can we prevent nonresidents from parking in our neighborhoods?**

Response: This is not a Purple Line issue, but we understand that the Montgomery County Department of Transportation recently proposed the creation of Purple Line Residential Permit Parking (RPP) Impact Areas for areas within 4,000 feet of a future Purple Line station. A public hearing was held in late February of 2018. At the time of this writing, the County Executive is considering the creation of these areas. If the areas are established, residents will have to petition for the installation of permit parking restrictions, which requires support from two-thirds of all the households on the petitioning block. More information on the RPP program is available [here](#).