



**Long Branch CAT Meeting #8  
Online presentation – June 15, 2021  
Questions & Responses**

Below is the list of questions and responses discussed during the June 15, 2021, online CAT presentation

**Question: What steps remain for tunnel construction?**

Response: Excavation within the tunnel was completed by the previous contractor. Right now, we are focusing on walls near the tunnel. Once the new design-build contractor is on board, they will finish the construction, including completion of systems, lighting, communications, track placement, construction of the Manchester Place station, and restoring traffic conditions around the tunnel.

**Question: The new builder will have a lot of choices, but should we assume by default that a new concrete facility will be going up by Arliss Street once the new builder is on board?**

Response: The previous plant was used for completion of the tunnel excavation and lining. While we do not yet know exactly how the next builder will complete the project, we do not anticipate that another concrete plant would be installed at this location.

**Question: How is the proposed schedule by the builders included in the competition criteria for choosing the next constructor?**

Response: The proposed initial schedule is one of the technical criteria evaluated in selecting the project's next design-build contractor. The evaluators will be looking for a clear, realistic, achievable, and integrated schedule.

**Question: Under the original contract, there were incentives for getting to opening; the concessionaire holding some of the financings for the project; two payments at key milestones; and the availability payments only starting as the project is open for public transit. We won't know the details on the schedule until a builder is decided on, but are those incentives remaining in place?**

Response: Yes, the new design-build contractor will have similar incentives for getting the light rail line open for service. They won't be the exact same, but it is the same intent.

**Question: Concern expressed regarding the conditions of the road(s) in the Long Branch area (Bradford and Plymouth Street). Roads are in bad shape with lumps, ridges, trenches, and depressions work trucks have left and the patch jobs do not last. Does anyone inspect our streets?**

Response: We will review the roads within our limit of disturbance and determine any repairs. Roads outside of the project limits are the responsibility of the road owner, either the Maryland Department of Transportation State Highway Administration (MDOT SHA) or Montgomery County. If specific sites can be identified, we can help sort through ownership in advance.

**Question: What is the status of the requested graffiti removal at Manchester Place?**

Response: We are finalizing contract arrangements that will allow us to clear graffiti throughout the corridor. We also are arranging for permission to access private properties, such as that owned by Montgomery County Public Schools. Given the various negotiations, we anticipate graffiti cleanup will occur between June 17 and August 15. In the meantime, please alert authorities about any graffiti you see. These are criminal matters that will and should be referred to police.

**Question: Can the black mesh netting on fencing around Flower Avenue be repaired or replaced?**

Response: Yes, we have been replacing the black mesh netting as needed along the alignment. We recognize it is weathered, and this is on the list to replace in the near future. *\*At the time of posting this document, the black mesh netting has been replaced.\**

**Question: Can the third eastbound lane on Piney Branch Road between Arliss Street and University Boulevard be opened to traffic? This would allow for cars marking right turns to advance more quickly and prevent traffic backups at Barron Street.**

Response: The previous MD 320 (Piney Branch Road) roadway alignment consisted of 2 lanes in each direction with varying medians and two-way left turn lanes. The previous contractor merely removed the medians, utilities, and other obstructions along the roadway in an effort to shift the lanes of traffic northerly. This allows the extensive existing and forthcoming construction to continue seamlessly with minimal impact to traffic. MDOT MTA Purple line has no plans to install a new temporary third lane in this section.

**Question: Construction has been starting at the Manchester Place stop prior to 7 a.m., closer to 6:30 a.m. Does this team have an exemption to start early?**

Response: We typically start at 7 a.m. unless we have a specific reason to start earlier. The crew often shows up prior to 7 a.m. to prepare for the workday and hold their daily meetings. If they are actively working before 7 a.m., we can follow up with the team to being mindful of our neighbors out there.

**Question: Arliss Street was supposed to be closed for construction. When will that be happening?**

Response: The portion of Arliss Street between Garland Avenue and Flower Avenue has been closed as part of the tunnel construction. The southern segment will be part of the next design-builder's work to build out the track from the portal all the way down Arliss Street to the station. Access to the apartments will be maintained.

**Question: Northeast-bound Piney Branch Road at Arliss, there's a lane change, and drivers are following the lines. Something else is needed to make drivers aware of the lanes. Can you do cones?**

Response: We will look at it and work with SHA on a solution.

**Question: Is there a stormwater capture and infiltration setup at the new Kenwood House parking lot to prevent stormwater runoff from getting into Piney Branch or wherever it would go?**

Response: The new portion of the Kenwood House parking lot will have a drainage system, which was installed the week of the CAT meeting. During construction, we have a temporary discharge into the Manchester Place station work zone, where we have a pumping system and a water treatment system so the water can be treated. In the final condition, the storm drain from the parking lot will connect into Wayne Avenue and into the normal stormwater management facilities. We follow all MDE stormwater treatment requirements.

**Question: When will the purple wall be taken down?**

Response: The purple wall will likely be taken down some time this summer, once the portal construction is complete. Once the wall is removed, we will reinstall any fencing and secure the site to leave it prepared for the new builder.

**Question: What's the chance of a community tour of the tunnel happening?**

Response: Please send an email to our outreach team: [outreach@purplelinemd.com](mailto:outreach@purplelinemd.com)

**Question: There's a Purple Line camera on Wayne Avenue. We'd like to know if there is a camera that can capture the front of Kenwood House.**

Response: We can get back to you on that one.

**Question: Bus stops and bus routes will be affected. Will the Purple Line be like the Baltimore system?**

Response: We do not dictate the bus stop locations or routes along the project alignment. Those are determined by the bus operators.