



MARC Northeast Maintenance Facility: Construction FAQ

CONSTRUCTION

What is the total length of time that MD 7 would be impacted?

MD 7 would be improved by construction for both utility and roadway work. There is a proposed sanitary sewer connection to be made at MD 7 which is anticipated to take less than a week in mid-2016 and construction of a proposed waterline along the edge of MD 7 which is anticipated to take two weeks in late in 2016. It is anticipated that this work would be accomplished with daily single lane closures and highway flagging.

Prior to the MD 7 widening, several utility poles would need to be relocated, which would take approximately one month to complete in the spring of 2017. It is anticipated the pole relocation work would be done from the project site rather than the roadway as much as possible. Occasionally, single lane closures and highway flagging would be required.

The MD 7 widening is anticipated to be started and completed in approximately two months in mid-2017, during which time the contractor would operate under single lane closures with highway flagging. The contractor may request a short duration road closure and detour of through traffic (subject to State approval) to complete some of the roadway work. This would reduce the duration of disturbance to MD 7.

How would dust be mitigated during construction?

Standard requirements for dust control would be written into the construction contract. These would include spraying disturbed areas capable of creating dust with water trucks during construction activities as conditions dictate.

How would noise be controlled during construction?

Provisions would be included in the construction contract to limit the hours of work and would require compliance with either the State or Local Noise Ordinances.

Would the work be 24/7 to build the proposed project?

No, construction would take place during daytime hours only.

How would the facility be screened from view?

Perimeter earth berms are proposed to reduce visual impacts. The residents north of the project site, currently look down and across MD 7 over a farm field to the Amtrak tracks. Once construction is completed, earth berms with landscaping would exist along much of MD 7 to screen their view of the new MARC facility. The existing hedgerow along the east side of the site, between the project site and the golf course, will remain. There would be some upper elevation locations from the golf course where the site would be visible over the hedgerow. The properties to the west of the site would be screened from the project site with earth berms, landscaping, and reforestation areas.



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How would this project impact the right-of-way (property lines) on each side of MD 7? Would there be land acquisition from property owners in the widening of the road and the providing of stormwater management for the water runoff?

The current design proposes all the widening to be done on the south side of MD 7 which is the project site side of the road. With this design, there would not be any property acquisition anticipated on the north side of MD 7.