

What is the decibel noise level of the light rail trains in comparison to normal traffic noise?

- MTA says existing decibel levels on Elm Street, Oakridge Lane and Lynn Drive average to a range from 55 to 59 dBAs. (for more accurate information: <http://www.townofchevy Chase.org/DocumentCenter/Home/View/241>)
- With mitigation, MTA says the decibel range will increase by only 1 dBA with the trains. However, these ambient measurements are a 24-hour average and don't reflect actual maximum noise levels.
- While there are different ambient noise levels at 1 p.m. and 1 a.m. (when residents will be sleeping), the Federal Transit Administration (FTA) says it is cost-prohibitive to design for maximum sound levels. MTA is not required to design for maximum sound levels, but a 10 Db penalty for night time noise is part of the 24-hour average used.

Is a sound barrier going to be built to buffer the town from the noise of the trains?

- Yes. The State asserted in meetings with the Town's Mitigation Advisory Group that walls intended to block wheel noise will be 6 feet tall, but the FEIS states they will be 4 feet. These walls will not muffle horn soundings required as trains approach the Bethesda station.

How many trains will pass through Chevy Chase on a daily basis and on what schedule?

- Approximately 278 trains will run pass the Town daily
- Trains will run from 5 am to 1 am weekdays
- Trains will run from 5 am to 3 am weekends

How fast will trains be going when approaching Lynn Drive?

- 45 mph

How many trees will be cut down specifically in Chevy Chase?

- The State has said that all trees will be cut from the right of way, including that adjacent to the Town.
- Their conclusion is that 48 acres of forested habitat and 194 specimen trees would be impacted along the entire Purple Line alignment.

What exactly is going to happen to Elm St. Park?

- The Trail will cross over the transitway from the north side of the tracks and enter Elm Street Park at the current Park tunnel entrance. The Trail will then either go through a new tunnel under Wisconsin Avenue (if the County builds it) and/or to a surface trail along 47th Street.

How wide will the thoroughfare (alignment) for the Purple Line be compared to current width of trail?

- The State and County will take the full 66 feet of the Right of Way for construction of both the train tracks to the south and the trail to the north.

How wide will the asphalt "trail" be which will run alongside the electric train tracks?

- 12 feet wide with 2 foot clearances on both sides *where possible*. *Adjacent to the Town, it is unclear that that will be possible due to the narrow right of way.*
- The Trail will become elevated (starting near the Sport and Health Club) in order to fly over the trains and deposit trail users into Elm Street Park.

How wide will the electric track and pedestrian waiting area be?

- The designs for the Purple Line's Bethesda station are still under discussion depending upon whether the Apex Building is used for the station.

Will houses on Leland and Elm feel the vibration of trains passing? Streets further away?

- According to the State's Vibration Studies, vibrations will occur both during construction and during operations.
- Although it should, the State's analysis did not state how many properties would be affected and does not indicate where along the alignment those vibration impacts would be felt.

How long will it take to construct the Purple Line?

- If all goes as planned and funding is available the State says construction on the Purple Line will begin in 2015 and take 3-5 years to complete.
- It is unclear where construction will begin.

Ridership numbers are estimated at 64,000/day by 2020. Is this figure accurate?

- The Town has not hired experts to look into the ridership numbers.
- Columbia Country Club did during the DEIS comment period and they raised questions about the validity of that number.
- Courts are reluctant to weigh one expert's opinion over another's in any transportation project.

Is the \$2.2 billion to construct the Purple Line an accurate estimate?

- As the Town's FEIS comments state, the estimated costs for the PL have "skyrocketed" since the Governor selected the current locally preferred alternative (LPA) in 2009.

- In 2007, the costs of the PL were estimated to be \$1 billion. In August 2009, they were \$1.517 billion. In September 2011, they were \$1.925 billion and in 2012 they were \$2.151 billion. See the Town's FEIS submission outlining cost concerns at <http://www.townofchevy Chase.org/DocumentCenter/Home/View/906>.