

Noise Analysis Summary



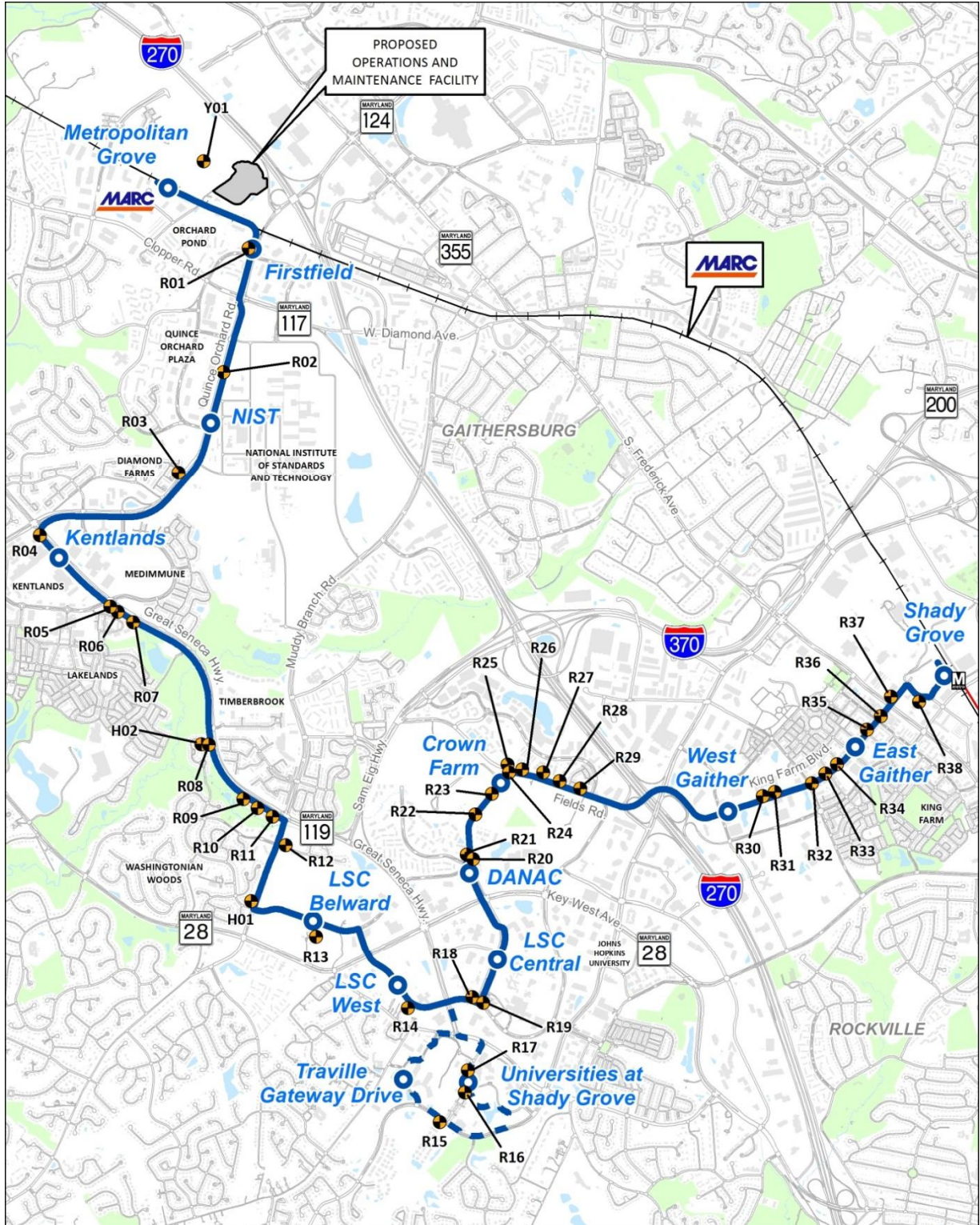
January 14, 2015

A noise impact analysis is required as part of ongoing environmental investigations for the CCT. The analysis has been completed in accordance with the methodologies and procedures outlined in the Federal Transit Administration's (FTA's) *Transit Noise and Vibration Assessment* manual (May 2006). The analysis documents the projected future noise environment resulting from the operation of the proposed CCT system and compares it to the existing noise environment. A complete summary of the noise analysis will be included in the CCT *Environmental Assessment* scheduled to be published in 2015.

- The existing noise environment was measured at a total of 41 representative noise "receptor" sites (see attached map). The receptors include residential and other noise-sensitive properties. The future noise environment was then predicted at these receptors using FTA-approved noise models.
- The FTA impact assessment is determined by comparing the noise generated solely from the proposed CCT service operations against the existing noise environment at each site. Therefore the present ambient noise environment plays a critical role in establishing if impact would occur.
- Impacts are placed into three categories designated by FTA guidance: No Impact, Moderate Impact, and Severe Impact. Of the 41 receptors, 38 were determined to have No Impact. Three were identified as having Moderate Impact.
- The three sites with Moderate impacts are as follows:

Site #	Receptor Site Description	Existing Noise Level (decibels)	FTA Impact Threshold Levels (decibels)		Project Noise Exposure (decibels)
			Moderate	Severe	
R08	421 Upshire Cir, Gaithersburg	61	59-64	>64	61
R09	1083 Hillside Terr, Gaithersburg	57	57-62	>62	60
R10	1015 Hillside Terr, Gaithersburg	58	57-62	>62	59

- The Moderate impacts at these sites occurs because the CCT would encroach closer to these residential areas.
- Noise mitigation measures may be considered at sites with a moderate impact pursuant to state noise policies. In this case, the Maryland State Highway Administration (SHA) guidance will be used. This guidance assesses feasibility and reasonableness of mitigation:
 - Feasibility: Appropriate in consideration of engineering and noise reduction effectiveness
 - Reasonableness: Cost/Benefit per affected resident; majority opinion of community
- The CCT 30% design plans, now underway, will include noise mitigation that is determined reasonable and feasible for the project. In 2015, MTA will be in communication with residents of the moderate impact communities to begin noise mitigation discussion in more detail.



Legend

- Transitway (CCT Direct Service)
- CCT Service via Universities at Shady Grove
- Station Locations
- Noise Receptor Sites

0 0.25 0.5 1 Miles

Corridor Cities Transitway

Representative Noise Receptor Sites