Appendix R **Supporting Noise Information**

Valley Link_Noise Levels - DEL - 2025

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-26 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 75 dBA |

Noise Source Parameters Number of Noise Sources: 3

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Summary | | |
|-------------------------|--------|--|
| Existing Ldn: | 75 dBA | |
| Total Project Ldn: | 59 dBA | |
| Total Noise Exposure: | 75 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 51.1 dBA Leq(night): 46.6 dBA Ldn: 54.0 dBA

Source 2 Results

Leq(day): 51.6 dBA Leq(night): 47.2 dBA Ldn: 54.6 dBA Incremental Ldn (Src 1-2): 57.3 dBA

| Source Type: Fixed Guideway Specific Source: Transit warning device | Noise Source Para | ameters | Source 3 |
|--|-------------------|---|------------------------|
| Specific Source: Transit warning device | | Source Type: | Fixed Guideway |
| Speed 62 Avg. Number of Events/hr 5.866666667 | | Specific Source: | Transit warning device |
| Speed 62 | Daytime hrs | | |
| Speed 62 Avg. Number of Events/hr 2.111111111 Distance Distance from Source to Receiver (ft) 320 Number of Intervening Rows of Buildings 0 | | Speed | |
| Speed 62 | | Avg. Number of Events/hr | 5.866666667 |
| Speed 62 | | | |
| Avg. Number of Events/hr 2.111111111 Distance Distance from Source to Receiver (ft) 320 Number of Intervening Rows of Buildings 0 | Nighttime hrs | | |
| Distance Distance from Source to Receiver (ft) 320 Number of Intervening Rows of Buildings 0 | | | |
| Number of Intervening Rows of Buildings 0 | | Avg. Number of Events/hr | 2.111111111 |
| Number of Intervening Rows of Buildings 0 | Distance | Distance from Source to Booching (ft) | 320 |
| Adjustments Adjust | Distance | Number of Intervening Rows of Buildings | |
| | Adjustments | ramon or intervening flows or buildings | |
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Leq(day): 52.1 dBA Leq(night): 47.6 dBA Ldn: 55.0 dBA Incremental Ldn (Src 1-3): 59.3 dBA

| Project: | Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-01 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 75 dBA |

Noise Source Parameters Number of Noise Sources: 2

| Noise Source Parar | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parame | eters | Source 2 |
|---------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | Yes |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

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|---------------------------|--------|
| Existing Ldn: | 75 dBA |
| Total Project Ldn: | 60 dBA |
| Total Noise Exposure: | 75 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour | |
|-----------------------------|-------|
| (Sources 1+2): | |
| Dist to Sev. Impact Contour | |
| (Sources 1+2): | 21 ft |

Source 1 Results

Leq(day): 56.0 dBA Leq(night): 51.6 dBA Ldn: 58.9 dBA

Source 2 Results

Leq(day): 51.6 dBA Leq(night): 47.1 dBA Ldn: 54.5 dBA Incremental Ldn (Src 1-2): 60.3 dBA

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| Project: ACE Track Extension |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-02 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 72 dBA |

Noise Source Parameters Number of Noise Sources: 2

| Noise Source Paran | neters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.86666667 |
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| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| roject recounts cummury | |
|-------------------------|--------|
| Existing Leqh: | 72 dBA |
| Total Project Leqh: | 59 dBA |
| Total Noise Exposure: | 72 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour | |
|-----------------------------|-------|
| (Sources 1+2): | |
| Dist to Sev. Impact Contour | |
| (Sources 1+2): | 12 ft |

Source 1 Results

Leqh: 56.0 dBA

Source 2 Results

Leqh: 56.6 dBA

Incremental Leqh (Src 1-2): 59.3 dBA

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| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-25 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 64 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Leqh: | 64 dBA | |
| Total Project Leqh: | 57 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 51.7 dBA

Source 2 Results

Leqh: 52.3 dBA

Incremental Leqh (Src 1-2): 55.0 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 106.25 |
| Activity During | Number of Buses/hr | 5.3125 |
| Sensitive hrs | | |
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| Distance | Distance from Source to Receiver (ft) | 2000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Noisiest hr of | | |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 55.0 dBA

Source 4 Results

Leqh: 52.7 dBA

Incremental Leqh (Src 1-4): 57.0 dBA

| Proje | ct: Valley Link |
|-------|-----------------|
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-24 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 65 dBA |

| Noise Source Parameters | |
|-------------------------|---|
| Number of Noise Sources | 4 |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.86666667 |
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| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Param | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 106.25 |
| Activity During | Number of Buses/hr | 5.3125 |
| Sensitive hrs | | |
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| Distance | Distance from Source to Receiver (ft) | 1370 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Project Results Summary

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|-----------------------------|--------|--|
| Existing Leqh: | 65 dBA | |
| Total Project Leqh: | 52 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Distance to impact contours | | |
|------------------------------|--|--|
| Dist to Mod. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leqh: 47.7 dBA

Source 2 Results

Leqh: 46.0 dBA

Incremental Leqh (Src 1-2): 50.0 dBA

Source 3 Results

Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 50.0 dBA

| Noise Source Para | meters | Source 4 |
|-------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Noisiest hr of | | |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Speed (mpn) | |
| Sensitive nrs | Number of Events/hr | 5.866666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Leqh: 48.7 dBA

Incremental Leqh (Src 1-4): 52.4 dBA

| | Project: Valley Link |
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| Receiver Parameters | | |
|---|------------------|--|
| Receiver: | LT-03 Tri-Valley | |
| Land Use Category: | 3. Institutional | |
| Existing Noise (Measured or Generic Value): | 68 dBA | |

| I | Noise Source Parameters | | |
|---|-------------------------|--------------------------|---|
| ı | | Number of Noise Sources: | 2 |

| Noise Source Paran | neters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.86666667 |
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| Distance | Distance from Source to Receiver (ft) | 580 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 8 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 580 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| rioject Results Sullillary | | |
|----------------------------|--------|--|
| Existing Leqh: | 68 dBA | |
| Total Project Leqh: | 51 dBA | |
| Total Noise Exposure: | 69 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Distance to impact contours | | |
|-----------------------------|-------|--|
| (Sources 1+2): | 42 ft | |
| (Sources 1+2): | 19 ft | |

Source 1 Results

Leqh: 47.9 dBA

Source 2 Results

Leqh: 47.5 dBA

Incremental Leqh (Src 1-2): 50.7 dBA

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| Project | Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-04 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 73 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 4 | |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | Yes |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 413.75 |
| | Avg. Number of Buses/hr | 20.6875 |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 206.875 |
| | Avg. Number of Buses/hr | 10.34375 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | Yes |
| | | |
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Project Results Summary

| r roject recours cummary | | |
|--------------------------|--------|--|
| Existing Ldn: | 73 dBA | |
| Total Project Ldn: | 61 dBA | |
| Total Noise Exposure: | 73 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | |
|--|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 55.6 dBA Leq(night): 51.1 dBA Ldn: 58.5 dBA

Source 2 Results

Leq(day): 48.9 dBA Leq(night): 44.4 dBA Ldn: 51.8 dBA Incremental Ldn (Src 1-2): 59.4 dBA

Source 3 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 59.4 dBA

| Noise Source Parameters | | Source 4 | |
|-------------------------|---|----------------|--|
| | Source Type: | Fixed Guideway | |
| | Specific Source: | | |
| Daytime hrs | | | |
| Ĺ | Speed (mph) | 52 | |
| | Avg. Number of Events/hr | 5.866666667 | |
| | | | |
| Nighttime hrs | | | |
| | Speed (mph) | | |
| L | Avg. Number of Events/hr | 2.111111111 | |
| | | | |
| Distance | Distance from Source to Receiver (ft) | | |
| | Number of Intervening Rows of Buildings | 1 | |
| Adjustments | | | |
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Leq(day): 52.1 dBA Leq(night): 47.6 dBA Ldn: 55.0 dBA Incremental Ldn (Src 1-4): 60.7 dBA

| Projec | t: Valley Link |
|--------|----------------|
| | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-23 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 60 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 60 dBA | |
| Total Project Ldn: | 50 dBA | |
| Total Noise Exposure: | 60 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 39.9 dBA Leq(night): 35.5 dBA Ldn: 42.9 dBA

Source 2 Results

Leq(day): 38.2 dBA Leq(night): 33.8 dBA Ldn: 41.1 dBA Incremental Ldn (Src 1-2): 45.1 dBA

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 413.75 |
| | Avg. Number of Buses/hr | 20.6875 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 156.25 |
| | Avg. Number of Buses/hr | 7.8125 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 3000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
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Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 45.1 dBA

Source 4 Results

Leq(day): 45.4 dBA Leq(night): 41.0 dBA Ldn: 48.4 dBA Incremental Ldn (Src 1-4): 50.0 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-05 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 66 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Froject Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 66 dBA | |
| Total Project Ldn: | 55 dBA | |
| Total Noise Exposure: | 67 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 47.2 dBA Leq(night): 42.8 dBA Ldn: 50.2 dBA

Source 2 Results

Leq(day): 45.5 dBA Leq(night): 41.1 dBA Ldn: 48.5 dBA Incremental Ldn (Src 1-2): 52.4 dBA

| Noise Source Parai | meters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 312.5 |
| | Avg. Number of Buses/hr | 15.625 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 156.25 |
| | Avg. Number of Buses/hr | 7.8125 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 52.4 dBA

Source 4 Results

Leq(day): 48.2 dBA Leq(night): 43.8 dBA Ldn: 51.2 dBA Incremental Ldn (Src 1-4): 54.8 dBA

| Project: Valley Link |
|----------------------|
| |

| Receiver Parameters | |
|---|----------------|
| Receiver: | LT-06 Altamont |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 69 dBA |

Noise Source Parameters Number of Noise Sources: 3

| Noise Source Parar | neters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.06666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Para | meters | Source 3 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 6.066666667 |
| | 0 | |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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Project Results Summary

| Existing Ldn: | 69 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 58 dBA | |
| Total Noise Exposure: | 69 dBA | |
| Increase: | | |
| Impact?: | None | |

Distance to Impact Contours

| - in the first of the party of | | |
|---|--|--|
| Dist to Mod. Impact Contour: | | |
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 50.8 dBA Leq(night): 46.0 dBA Ldn: 53.5 dBA

Source 2 Results

Leq(day): 43.9 dBA Leq(night): 39.1 dBA Ldn: 46.6 dBA Incremental Ldn (Src 1-2): 54.3 dBA

Source 3 Results

Leq(day): 52.2 dBA Leq(night): 47.4 dBA Ldn: 54.9 dBA Incremental Ldn (Src 1-3): 57.6 dBA

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| Project: | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-07 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 70 dBA |

| Noise Source Parameters | |
|--------------------------|---|
| Number of Noise Sources: | 6 |

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.06666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 352.5 |
| | Avg. Number of Buses/hr | 17.625 |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 176.25 |
| | Avg. Number of Buses/hr | 8.8125 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 4500 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Project Results Summary

| . reject recourte cummary | | |
|---------------------------|--------|--|
| Existing Ldn: | 70 dBA | |
| Total Project Ldn: | 70 dBA | |
| Total Noise Exposure: | 73 dBA | |
| Increase: | | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 53.1 dBA Leq(night): 48.3 dBA Ldn: 55.8 dBA

Source 2 Results

Leq(day): 46.2 dBA Leq(night): 41.4 dBA Ldn: 48.9 dBA Incremental Ldn (Src 1-2): 56.6 dBA

Source 3 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 56.6 dBA

| Noise Source Param | neters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 6.066666667 |
| | 0 | |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| 1 | | |

| Noise Source Parar | meters | Source 5 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.06666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.06666667 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | <u>-</u> | |
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| Noise Source Parameters | | Source 6 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Leq(day): 52.2 dBA Leq(night): 47.4 dBA Ldn: 54.9 dBA Incremental Ldn (Src 1-4): 58.9 dBA

Source 5 Results

Leq(day): 62.7 dBA Leq(night): 62.7 dBA Ldn: 69.1 dBA Incremental Ldn (Src 1-5): 69.5 dBA

Source 6 Results

Leq(day): 33.6 dBA Leq(night): 33.6 dBA Ldn: 40.0 dBA Incremental Ldn (Src 1-6): 69.5 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-08 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 63 dBA |

Noise Source Parameters Number of Noise Sources: 6

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.06666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results Cammary | | |
|--------------------------|----------|--|
| Existing Ldn: | 63 dBA | |
| Total Project Ldn: | 59 dBA | |
| Total Noise Exposure: | 64 dBA | |
| Increase: | 2 dB | |
| Impact?: | Moderate | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 54.6 dBA Leq(night): 49.7 dBA Ldn: 57.3 dBA

Source 2 Results

Leq(day): 47.7 dBA Leq(night): 35.1 dBA Ldn: 46.9 dBA Incremental Ldn (Src 1-2): 57.6 dBA

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 350 |
| | Avg. Number of Buses/hr | 17.5 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 41.875 |
| | Avg. Number of Buses/hr | 2.09375 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 50 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | <u>-</u> | |
| | | |

| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 6.066666667 |
| | 0 | |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 2800 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 5 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | - | |
| Distance | Distance from Source to Receiver (ft) | 2800 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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| Noise Source Para | meters | Source 6 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 57.6 dBA

Source 4 Results

Leq(day): 33.5 dBA Leq(night): 28.7 dBA Ldn: 36.2 dBA Incremental Ldn (Src 1-4): 57.7 dBA

Source 5 Results

Leq(day): 51.5 dBA Leq(night): 46.7 dBA Ldn: 54.2 dBA Incremental Ldn (Src 1-5): 59.3 dBA

Source 6 Results

Leq(day): 39.9 dBA Leq(night): 39.9 dBA Ldn: 46.3 dBA Incremental Ldn (Src 1-6): 59.5 dBA

| Project: Valley Link | |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-22 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

| Noise Source Parameters | | |
|-------------------------|--------------------------|---|
| | Number of Noise Sources: | 4 |

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 62 dBA |
|-----------------------|----------|
| Total Project Ldn: | 64 dBA |
| Total Noise Exposure: | 66 dBA |
| Increase: | |
| Impact?: | Moderate |

Distance to Impact Contours

| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | |
|--|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 44.0 dBA Leq(night): 39.2 dBA Ldn: 46.7 dBA

Source 2 Results

Leq(day): 40.4 dBA Leq(night): 35.6 dBA Ldn: 43.1 dBA Incremental Ldn (Src 1-2): 48.3 dBA

Source 3 Results

Leq(day): 61.5 dBA Leq(night): 56.8 dBA Ldn: 64.3 dBA Incremental Ldn (Src 1-3): 64.4 dBA

| Noise Source Parai | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Davidson Los | | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 29.2 dBA Leq(night): 29.2 dBA Ldn: 35.6 dBA Incremental Ldn (Src 1-4): 64.4 dBA

| Pro | roject: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-09 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 54 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 4 | |

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
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| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 54 dBA |
|-----------------------|--------|
| Total Project Ldn: | 68 dBA |
| Total Noise Exposure: | 68 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 47.3 dBA Leq(night): 42.6 dBA Ldn: 50.1 dBA

Source 2 Results

Leq(day): 43.7 dBA Leq(night): 39.0 dBA Ldn: 46.5 dBA Incremental Ldn (Src 1-2): 51.6 dBA

Source 3 Results

Leq(day): 64.9 dBA Leq(night): 60.1 dBA Ldn: 67.6 dBA Incremental Ldn (Src 1-3): 67.7 dBA

| Noise Source Par | ameters | Source 4 |
|-------------------|---|-------------------|
| Noise course i ai | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Day there has | | 120 |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 42.3 dBA Leq(night): 37.8 dBA Ldn: 45.2 dBA Incremental Ldn (Src 1-4): 67.7 dBA

| Project: | Valley Link |
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| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-21 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 51 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 51 dBA |
|-----------------------|--------|
| Total Project Ldn: | 67 dBA |
| Total Noise Exposure: | 67 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 51.1 dBA Leq(night): 46.4 dBA Ldn: 53.9 dBA

Source 2 Results

Leq(day): 47.6 dBA Leq(night): 42.8 dBA Ldn: 50.3 dBA Incremental Ldn (Src 1-2): 55.5 dBA

Source 3 Results

Leq(day): 64.2 dBA Leq(night): 59.4 dBA Ldn: 66.9 dBA Incremental Ldn (Src 1-3): 67.2 dBA

| Noise Source Parai | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Davidson Los | | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| • | 3 | |
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| n | 51.1 6 6 1 5 1 (6) | 050 |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 41.2 dBA Leq(night): 41.2 dBA Ldn: 47.6 dBA Incremental Ldn (Src 1-4): 67.3 dBA

| Project: \ | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-20 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 52 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 52 dBA |
|-----------------------|--------|
| Total Project Ldn: | 64 dBA |
| Total Noise Exposure: | 64 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 48.1 dBA Leq(night): 43.3 dBA Ldn: 50.8 dBA

Source 2 Results

Leq(day): 44.5 dBA Leq(night): 39.7 dBA Ldn: 47.2 dBA Incremental Ldn (Src 1-2): 52.4 dBA

Source 3 Results

Leq(day): 61.1 dBA Leq(night): 56.4 dBA Ldn: 63.9 dBA Incremental Ldn (Src 1-3): 64.2 dBA

| Noise Source Para | | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Day diana han | | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 36.1 dBA Leq(night): 36.1 dBA Ldn: 42.5 dBA Incremental Ldn (Src 1-4): 64.2 dBA

| Projec | : Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-19 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 54 dBA |

| Noise Source Parameters | |
|--------------------------|---|
| Number of Noise Sources: | 4 |

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

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|---------------------------------------|--------|
| Existing Ldn: | 54 dBA |
| Total Project Ldn: | 69 dBA |
| Total Noise Exposure: | 70 dBA |
| Increase: | 15 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 53.3 dBA Leq(night): 48.5 dBA Ldn: 56.0 dBA

Source 2 Results

Leq(day): 49.7 dBA Leq(night): 37.1 dBA Ldn: 48.9 dBA Incremental Ldn (Src 1-2): 56.8 dBA

Source 3 Results

Leq(day): 66.3 dBA Leq(night): 61.6 dBA Ldn: 69.1 dBA Incremental Ldn (Src 1-3): 69.3 dBA

| Noise Source Para | meters | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Daytime nrs | Signal Duration/nr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| Distance | Distance from Source to Receiver (it) | |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 44.7 dBA Leq(night): 44.7 dBA Ldn: 51.1 dBA Incremental Ldn (Src 1-4): 69.4 dBA

| Project: | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-18 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 53 dBA |

| Noise Source Parameters | | |
|-------------------------|--------------------------|---|
| | Number of Noise Sources: | 4 |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | · | |
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Project Results Summary

| Existing Ldn: | 53 dBA |
|-----------------------|--------|
| Total Project Ldn: | 69 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|------------------------------|--|--|
| Dist to Mod. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 52.6 dBA Leq(night): 47.8 dBA Ldn: 55.3 dBA

Source 2 Results

Leq(day): 49.0 dBA Leq(night): 44.2 dBA Ldn: 51.7 dBA Incremental Ldn (Src 1-2): 56.9 dBA

Source 3 Results

Leq(day): 65.6 dBA Leq(night): 60.9 dBA Ldn: 68.4 dBA Incremental Ldn (Src 1-3): 68.7 dBA

| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| Distance | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| Aujustinents | Noise Barrier: | 140 |
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Leq(day): 43.6 dBA Leq(night): 43.6 dBA Ldn: 50.0 dBA Incremental Ldn (Src 1-4): 68.7 dBA

| Project | t: Valley Link |
|---------|----------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-17 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 55 dBA |

Noise Source Parameters Number of Noise Sources: 5

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | · · · · · · · · · · · · · · · · · · · | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Froject Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 55 dBA | |
| Total Project Ldn: | 65 dBA | |
| Total Noise Exposure: | 66 dBA | |
| Increase: | 10 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 47.9 dBA Leq(night): 43.1 dBA Ldn: 50.6 dBA

Source 2 Results

Leq(day): 47.6 dBA Leq(night): 42.8 dBA Ldn: 50.3 dBA Incremental Ldn (Src 1-2): 53.5 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 130 |
| | Avg. Number of Buses/hr | 6.5 |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 65 |
| | Avg. Number of Buses/hr | 3.25 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 50 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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| Noise Source Parameters | | Source 5 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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Leq(day): 62.0 dBA Leq(night): 57.2 dBA Ldn: 64.7 dBA Incremental Ldn (Src 1-3): 65.0 dBA

Source 4 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-4): 65.0 dBA

Source 5 Results

Leq(day): 37.5 dBA Leq(night): 37.5 dBA Ldn: 43.9 dBA Incremental Ldn (Src 1-5): 65.1 dBA

| Project: ACE Track Extension | |
|------------------------------|--|
|------------------------------|--|

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-16 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parai | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| . reject recourte cummary | |
|---------------------------|--------|
| Existing Ldn: | 62 dBA |
| Total Project Ldn: | 71 dBA |
| Total Noise Exposure: | 71 dBA |
| Increase: | 9 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 53.4 dBA Leq(night): 48.6 dBA Ldn: 56.1 dBA

Source 2 Results

Leq(day): 53.1 dBA Leq(night): 40.5 dBA Ldn: 52.3 dBA Incremental Ldn (Src 1-2): 57.6 dBA

Source 3 Results

Leq(day): 67.5 dBA Leq(night): 62.7 dBA Ldn: 70.2 dBA Incremental Ldn (Src 1-3): 70.5 dBA

| Noise Source Parai | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| | | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| ingittiille ilis | olgilai Dalationii (secolias) | 120 |
| - | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | |
| Adjustments | Noise Barrier? | No |
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Leq(day): 46.7 dBA Leq(night): 46.7 dBA Ldn: 53.1 dBA Incremental Ldn (Src 1-4): 70.6 dBA

| Project: \ | Valley Link |
|------------|-------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-15 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 69 dBA |

| Noise Source Parameters | |
|--------------------------|---|
| Number of Noise Sources: | 4 |

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| = | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 69 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 71 dBA | |
| Total Noise Exposure: | 73 dBA | |
| Increase: | | |
| Impact?: | Severe | |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 53.4 dBA Leq(night): 48.6 dBA Ldn: 56.1 dBA

Source 2 Results

Leq(day): 53.1 dBA Leq(night): 48.3 dBA Ldn: 55.8 dBA Incremental Ldn (Src 1-2): 59.0 dBA

Source 3 Results

Leq(day): 67.5 dBA Leq(night): 62.7 dBA Ldn: 70.2 dBA Incremental Ldn (Src 1-3): 70.6 dBA

| Noise Source Parameters | | Source 4 | |
|-------------------------|---|-------------------|--|
| | Source Type: | Stationary Source | |
| | Specific Source: | Crossing Signals | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 | |
| Daytille III's | Signal Duration in (Seconds) | 120 | |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 | |
| | | | |
| | | | |
| | | | |
| Distance | Distance from Source to Receiver (ft) | 150 | |
| 2.01400 | Number of Intervening Rows of Buildings | 0 | |
| Adjustments | Noise Barrier? | No | |
| Aujustinents | Noise Barrier : | INO | |
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Leq(day): 46.7 dBA Leq(night): 46.7 dBA Ldn: 53.1 dBA Incremental Ldn (Src 1-4): 70.6 dBA

| Project: Valley Link | |
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| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-10 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 68 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 3 | |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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Project Results Summary

| Existing Ldn: | 68 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 58 dBA | |
| Total Noise Exposure: | 69 dBA | |
| Increase: | | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 51.5 dBA Leq(night): 46.7 dBA Ldn: 54.2 dBA

Source 2 Results

Leq(day): 51.2 dBA Leq(night): 46.4 dBA Ldn: 53.9 dBA Incremental Ldn (Src 1-2): 57.1 dBA

Source 3 Results

Leq(day): 43.6 dBA Leq(night): 43.6 dBA Ldn: 50.0 dBA Incremental Ldn (Src 1-3): 57.9 dBA

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| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-14 Tracy to Lathrop |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 70 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 58 |
| Sensitive hrs | Number of Events/hr | 3 |
| | | |
| | | |
| | | 58 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Param | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 58 |
| Sensitive hrs | Number of Events/hr | 3 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| roject results cultillary | |
|---------------------------|--------|
| Existing Leqh: | 70 dBA |
| Total Project Leqh: | 61 dBA |
| Total Noise Exposure: | 71 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 46.2 dBA

Source 2 Results

Leqh: 45.9 dBA

Incremental Leqh (Src 1-2): 49.1 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Noisiest hr of | | |
| Activity During | Speed | 58 |
| Sensitive hrs | Number of Events/hr | 3 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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| | | |
| Noise Source Paran | neters | Source 4 |
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| | | |

| Noise Source Para | ameters | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Noisiest hr of | Signal Duration/hr (seconds) | 120 |
| Activity During | | |
| Sensitive hrs | | |
| | | |
| | | |
| | | |
| | | |
| | | 1-2 |
| Distance | Distance from Source to Receiver (ft) | |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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Leqh: 60.4 dBA

Incremental Leqh (Src 1-3): 60.7 dBA

Source 4 Results

Leqh: 34.8 dBA

Incremental Leqh (Src 1-4): 60.7 dBA

| Project | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-11 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 61 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | · · · · · · · · · · · · · · · · · · · | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|----------|--|
| Existing Ldn: | 61 dBA | |
| Total Project Ldn: | 63 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 4 dB | |
| Impact?: | Moderate | |

Distance to Impact Contours

| Ī | Dist to Mod. Impact Contour: | |
|---|------------------------------|--|
| ľ | Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 45.5 dBA Leq(night): 40.8 dBA Ldn: 48.3 dBA

Source 2 Results

Leq(day): 40.7 dBA Leq(night): 36.0 dBA Ldn: 43.5 dBA Incremental Ldn (Src 1-2): 49.5 dBA

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

Leq(day): 59.7 dBA Leq(night): 54.9 dBA Ldn: 62.4 dBA Incremental Ldn (Src 1-3): 62.6 dBA

Source 4 Results

Leq(day): 33.6 dBA Leq(night): 33.6 dBA Ldn: 40.0 dBA Incremental Ldn (Src 1-4): 62.6 dBA

| Project: Valley Link |
|----------------------|
| |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-13 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results cullinary | | |
|----------------------------|----------|--|
| Existing Ldn: | 62 dBA | |
| Total Project Ldn: | 64 dBA | |
| Total Noise Exposure: | 66 dBA | |
| Increase: | 4 dB | |
| Impact?: | Moderate | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 47.0 dBA Leq(night): 42.2 dBA Ldn: 49.7 dBA

Source 2 Results

Leq(day): 46.7 dBA Leq(night): 41.9 dBA Ldn: 49.4 dBA Incremental Ldn (Src 1-2): 52.6 dBA

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

Leq(day): 61.1 dBA Leq(night): 56.4 dBA Ldn: 63.9 dBA Incremental Ldn (Src 1-3): 64.2 dBA

Source 4 Results

Leq(day): 36.1 dBA Leq(night): 36.1 dBA Ldn: 42.5 dBA Incremental Ldn (Src 1-4): 64.2 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-12 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 64 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 1 Toject Results Guillilary | | |
|-----------------------------|--------|--|
| Existing Ldn: | 64 dBA | |
| Total Project Ldn: | 58 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Ī | Dist to Mod. Impact Contour: | |
|---|------------------------------|--|
| ľ | Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 51.5 dBA Leq(night): 46.7 dBA Ldn: 54.2 dBA

Source 2 Results

Leq(day): 51.2 dBA Leq(night): 46.4 dBA Ldn: 53.9 dBA Incremental Ldn (Src 1-2): 57.1 dBA

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 3700 |
| | Number of Intervening Rows of Buildings | 2 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 147.5 |
| | Avg. Number of Buses/hr | 7.375 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 73.75 |
| | Avg. Number of Buses/hr | 3.6875 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 700 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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Leq(day): 45.1 dBA Leq(night): 40.4 dBA Ldn: 47.9 dBA Incremental Ldn (Src 1-3): 57.6 dBA

Source 4 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-4): 57.6 dBA

| Project: Valley Link |
|----------------------|
| |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-26 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 75 dBA |

Noise Source Parameters Number of Noise Sources: 3

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results outlinary | | |
|----------------------------|--------|--|
| Existing Ldn: | 75 dBA | |
| Total Project Ldn: | 61 dBA | |
| Total Noise Exposure: | 75 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 51.9 dBA Leq(night): 48.0 dBA Ldn: 55.2 dBA

Source 2 Results

Leq(day): 52.4 dBA Leq(night): 48.6 dBA Ldn: 55.8 dBA Incremental Ldn (Src 1-2): 58.5 dBA

| Noise Source Para | meters | Source 3 |
|-------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| _ | Speed | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | | |
| - | Speed | 62 2.888888889 |
| - | Avg. Number of Events/hr | 2.888888889 |
| Distance | Distance from Source to Receiver (ft) | 320 |
| Distance | Number of Intervening Rows of Buildings | 0 |
| Adjustments | realiser of intervening from or Buildings | - |
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Leq(day): 52.9 dBA Leq(night): 49.0 dBA Ldn: 56.2 dBA Incremental Ldn (Src 1-3): 60.5 dBA

| Project: | Valley Link |
|----------|-------------|

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-01 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 75 dBA |

Noise Source Parameters Number of Noise Sources: 2

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | · | |
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| Noise Source Parar | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | Yes |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject recounts cummary | |
|---------------------------|--------|
| Existing Ldn: | 75 dBA |
| Total Project Ldn: | 61 dBA |
| Total Noise Exposure: | 75 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour | |
|-----------------------------|-------|
| (Sources 1+2): | |
| Dist to Sev. Impact Contour | |
| (Sources 1+2): | 25 ft |

Source 1 Results

Leq(day): 56.8 dBA Leq(night): 52.9 dBA Ldn: 60.1 dBA

Source 2 Results

Leq(day): 52.4 dBA Leq(night): 48.5 dBA Ldn: 55.7 dBA Incremental Ldn (Src 1-2): 61.5 dBA

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| Project: | ACE Track Extension |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-02 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 72 dBA |

Noise Source Parameters Number of Noise Sources: 2

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| roject Results Guillinary | |
|---------------------------|--------|
| Existing Leqh: | 72 dBA |
| Total Project Leqh: | 60 dBA |
| Total Noise Exposure: | 72 dBA |
| Increase: | |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour | |
|-----------------------------|-------|
| (Sources 1+2): | |
| Dist to Sev. Impact Contour | |
| (Sources 1+2): | 13 ft |

Source 1 Results

Leqh: 56.8 dBA

Source 2 Results

Leqh: 57.4 dBA

Incremental Leqh (Src 1-2): 60.1 dBA

| | Project: Valley Link |
|---|----------------------|
| _ | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-25 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 64 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | · | |
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| | | |

| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | |
|----------------------------|--------|
| Existing Leqh: | 64 dBA |
| Total Project Leqh: | 58 dBA |
| Total Noise Exposure: | 65 dBA |
| Increase: | 1 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 52.5 dBA

Source 2 Results

Leqh: 53.1 dBA

Incremental Leqh (Src 1-2): 55.8 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 190 |
| Activity During | Number of Buses/hr | 9.5 |
| Sensitive hrs | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 2000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

| Distance | Distance from Source to Receiver (ft) | 2000 |
|------------------|---|------------------------|
| 2.01400 | Number of Intervening Rows of Buildings | 0 |
| | | |
| Adjustments | Noise Barrier? | No |
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| Noise Source Par | | Source 4 |
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Noisiest hr of | | |
| | | |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
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| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | 3 | |
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Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 55.8 dBA

Source 4 Results

Leqh: 53.5 dBA

Incremental Leqh (Src 1-4): 57.8 dBA

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| Project: | Valley | Link | |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-24 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 65 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Param | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 190 |
| Activity During | Number of Buses/hr | 9.5 |
| Sensitive hrs | | |
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| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Leqh: | 65 dBA | |
| Total Project Leqh: | 53 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| | Distance to impact contours | | |
|---|---|--|--|
| ı | Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| ı | Dist to Sev. Impact Contour: | | |

Source 1 Results

Leqh: 48.5 dBA

Source 2 Results

Leqh: 46.8 dBA

Incremental Leqh (Src 1-2): 50.8 dBA

Source 3 Results

Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 50.8 dBA

| Noise Source Paran | neters | Source 4 |
|--------------------|--|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Noisiest hr of | | <u> </u> |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/br | |
| Sensitive nrs | Number of Events/hr | 7.066666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | ramor or more coming receive or Damanigo | • |
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Leqh: 49.5 dBA

Incremental Leqh (Src 1-4): 53.2 dBA

| | Project: Valley Link |
|----------------------|----------------------|
| Project: Valley Link | |
| | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-03 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 68 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 2 | |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 580 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 8 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 580 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results outlittary | |
|-----------------------------|--------|
| Existing Leqh: | 68 dBA |
| Total Project Leqh: | 52 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Distance to impact contours | |
|-----------------------------|-------|
| (Sources 1+2): | 47 ft |
| (Sources 1+2): | 21 ft |

Source 1 Results

Leqh: 48.8 dBA

Source 2 Results

Leqh: 48.3 dBA

Incremental Leqh (Src 1-2): 51.5 dBA

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| • | Project: | Valley Link |
|---|----------|-------------|
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-04 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 73 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | Yes |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 133.75 |
| | Avg. Number of Buses/hr | 6.6875 |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 0 |
| | Avg. Number of Buses/hr | 0 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | Yes |
| | | |
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Project Results Summary

| · · · · · · · · · · · · · · · · · · · | |
|---------------------------------------|--------|
| Existing Ldn: | 73 dBA |
| Total Project Ldn: | 62 dBA |
| Total Noise Exposure: | 73 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|---|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 56.4 dBA Leq(night): 52.5 dBA Ldn: 59.7 dBA

Source 2 Results

Leq(day): 49.7 dBA Leq(night): 45.8 dBA Ldn: 53.0 dBA Incremental Ldn (Src 1-2): 60.6 dBA

Source 3 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 60.6 dBA

| Noise Source Parar | neters | Source 4 |
|--------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Leq(day): 52.9 dBA Leq(night): 49.0 dBA Ldn: 56.2 dBA Incremental Ldn (Src 1-4): 61.9 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-23 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 60 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 1 Toject Results Guillilary | | |
|-----------------------------|--------|--|
| Existing Ldn: | 60 dBA | |
| Total Project Ldn: | 51 dBA | |
| Total Noise Exposure: | 60 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 40.7 dBA Leq(night): 36.8 dBA Ldn: 44.0 dBA

Source 2 Results

Leq(day): 39.0 dBA Leq(night): 35.1 dBA Ldn: 42.3 dBA Incremental Ldn (Src 1-2): 46.3 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 113.75 |
| | Avg. Number of Buses/hr | 5.6875 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 0 |
| | Avg. Number of Buses/hr | 0 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 3000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
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Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 46.3 dBA

Source 4 Results

Leq(day): 46.2 dBA Leq(night): 42.3 dBA Ldn: 49.5 dBA Incremental Ldn (Src 1-4): 51.2 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-05 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 66 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Froject Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 66 dBA | |
| Total Project Ldn: | 56 dBA | |
| Total Noise Exposure: | 67 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 48.0 dBA Leq(night): 44.1 dBA Ldn: 51.4 dBA

Source 2 Results

Leq(day): 46.3 dBA Leq(night): 42.4 dBA Ldn: 49.6 dBA Incremental Ldn (Src 1-2): 53.6 dBA

| Noise Source Para | meters | Source 3 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 113.75 |
| | Avg. Number of Buses/hr | 5.6875 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 0 |
| | Avg. Number of Buses/hr | 0 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 53.6 dBA

Source 4 Results

Leq(day): 49.0 dBA Leq(night): 45.1 dBA Ldn: 52.4 dBA Incremental Ldn (Src 1-4): 56.0 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|----------------|
| Receiver: | LT-06 Altamont |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 69 dBA |

| Noise Source Parameters | | |
|-------------------------|-------------------------|---|
| N | umber of Noise Sources: | 3 |

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2.55555556 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | · | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2.55555556 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 7.133333333 |
| | 0 | |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2.55555556 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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Project Results Summary

| · · · · · · · · · · · · · · · · · · · | |
|---------------------------------------|--------|
| Existing Ldn: | 69 dBA |
| Total Project Ldn: | 59 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 51.5 dBA Leq(night): 47.0 dBA Ldn: 54.4 dBA

Source 2 Results

Leq(day): 44.6 dBA Leq(night): 40.2 dBA Ldn: 47.6 dBA Incremental Ldn (Src 1-2): 55.2 dBA

Source 3 Results

Leq(day): 52.9 dBA Leq(night): 48.5 dBA Ldn: 55.9 dBA Incremental Ldn (Src 1-3): 58.6 dBA

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| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-07 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 70 dBA |

Noise Source Parameters Number of Noise Sources: 6

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2.55555556 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2.55555556 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 132.5 |
| | Avg. Number of Buses/hr | 6.625 |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 0 |
| | Avg. Number of Buses/hr | 0 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 4500 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Project Results Summary

| . reject recounts cummary | |
|---------------------------|--------|
| Existing Ldn: | 70 dBA |
| Total Project Ldn: | 70 dBA |
| Total Noise Exposure: | 73 dBA |
| Increase: | 3 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|------------------------------|--|--|
| Dist to Mod. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 53.8 dBA Leq(night): 49.3 dBA Ldn: 56.7 dBA

Source 2 Results

Leq(day): 46.9 dBA Leq(night): 42.5 dBA Ldn: 49.9 dBA Incremental Ldn (Src 1-2): 57.6 dBA

Source 3 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 57.6 dBA

| Noise Source Parar | neters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 7.133333333 |
| | 0 | |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2.55555556 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Noise Source Parar | meters | Source 5 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | - | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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| Noise Source Parameters | | Source 6 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

Leq(day): 52.9 dBA Leq(night): 48.5 dBA Ldn: 55.9 dBA Incremental Ldn (Src 1-4): 59.8 dBA

Source 5 Results

Leq(day): 63.4 dBA Leq(night): 63.4 dBA Ldn: 69.8 dBA Incremental Ldn (Src 1-5): 70.3 dBA

Source 6 Results

Leq(day): 33.6 dBA Leq(night): 33.6 dBA Ldn: 40.0 dBA Incremental Ldn (Src 1-6): 70.3 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-08 Tracy to Lathrop |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 63 dBA |

Noise Source Parameters Number of Noise Sources: 6

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Noisiest hr of | Number of Locos/train | 1 |
| Activity During | Speed (mph) | 35 |
| Sensitive hrs | Number of Events/hr | 7.133333333 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 35 |
| Sensitive hrs | Number of Events/hr | 7.133333333 |
| | | |
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| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Leqh: | 63 dBA | |
| Total Project Leqh: | 58 dBA | |
| Total Noise Exposure: | 64 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 55.3 dBA

Source 2 Results

Leqh: 48.4 dBA

Incremental Leqh (Src 1-2): 56.1 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 132.5 |
| Activity During | Number of Buses/hr | 6.625 |
| Sensitive hrs | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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| Source | ۵. | Raci | ılte |
|--------|----|------|------|

Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 56.1 dBA

| Noise Source Paran | neters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Noisiest hr of | Number of Trains/hr | 7.133333333 |
| Activity During | 0 | |
| Sensitive hrs | | |
| | | |
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| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 2800 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

Source 4 Results

Leqh: 34.2 dBA

Incremental Leqh (Src 1-4): 56.1 dBA

| Noise Source Paramete | ers | Source 5 |
|-----------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Noisiest hr of | | |
| Activity During | Speed (mph) | 35 |
| Sensitive hrs | Number of Events/hr | 7.133333333 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 2800 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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Source 5 Results

Leqh: 52.2 dBA

Incremental Leqh (Src 1-5): 57.1 dBA

| Noise Source Paran | neters | Source 6 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Noisiest hr of | Signal Duration/hr (seconds) | 120 |
| Activity During | | |
| Sensitive hrs | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Source 6 Results

Leqh: 39.9 dBA

Incremental Leqh (Src 1-6): 57.7 dBA

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-22 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 62 dBA |
|-----------------------|--------|
| Total Project Ldn: | 67 dBA |
| Total Noise Exposure: | 68 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | |
|--|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 46.3 dBA Leq(night): 42.0 dBA Ldn: 49.3 dBA

Source 2 Results

Leq(day): 42.7 dBA Leq(night): 38.4 dBA Ldn: 45.8 dBA Incremental Ldn (Src 1-2): 50.9 dBA

Source 3 Results

Leq(day): 63.9 dBA Leq(night): 59.5 dBA Ldn: 66.9 dBA Incremental Ldn (Src 1-3): 67.0 dBA

| Noise Source Parar | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | organia z ananomim (cocomias) | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Leq(day): 29.2 dBA Leq(night): 29.2 dBA Ldn: 35.6 dBA Incremental Ldn (Src 1-4): 67.0 dBA

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-09 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 54 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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Project Results Summary

| Existing Ldn: | 54 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 70 dBA | |
| Total Noise Exposure: | 70 dBA | |
| Increase: | | |
| Impact?: | Severe | |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 49.7 dBA Leq(night): 45.3 dBA Ldn: 52.7 dBA

Source 2 Results

Leq(day): 46.1 dBA Leq(night): 41.7 dBA Ldn: 49.1 dBA Incremental Ldn (Src 1-2): 54.3 dBA

Source 3 Results

Leq(day): 67.2 dBA Leq(night): 62.9 dBA Ldn: 70.2 dBA Incremental Ldn (Src 1-3): 70.3 dBA

| Noise Source Parar | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Daytille ili 3 | olgilai Barationiini (seconas) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 42.3 dBA Leq(night): 37.8 dBA Ldn: 45.2 dBA Incremental Ldn (Src 1-4): 70.4 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-21 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 51 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 4 | |

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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Project Results Summary

| Existing Ldn: | 51 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 70 dBA | |
| Total Noise Exposure: | 70 dBA | |
| Increase: | | |
| Impact?: | Severe | |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 53.5 dBA Leq(night): 49.1 dBA Ldn: 56.5 dBA

Source 2 Results

Leq(day): 49.9 dBA Leq(night): 45.5 dBA Ldn: 52.9 dBA Incremental Ldn (Src 1-2): 58.1 dBA

Source 3 Results

Leq(day): 66.5 dBA Leq(night): 62.2 dBA Ldn: 69.5 dBA Incremental Ldn (Src 1-3): 69.8 dBA

| Noise Source Parai | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Daytime in 3 | olgilai Darationini (secolias) | 120 |
| - | | |
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| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| Aujustilielits | Noise Barrier : | 110 |
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Leq(day): 41.2 dBA Leq(night): 41.2 dBA Ldn: 47.6 dBA Incremental Ldn (Src 1-4): 69.9 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-20 Tracy to Lathrop |
| Land Use Category: 2. Residential | |
| Existing Noise (Measured or Generic Value): | 52 dBA |

| Noise Source Parameters | |
|-------------------------|---|
| Number of Noise Sources | 4 |

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
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| Noise Source Parar | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | · | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

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|---------------------------------------|--------|--|
| Existing Ldn: | 52 dBA | |
| Total Project Ldn: | 67 dBA | |
| Total Noise Exposure: | 67 dBA | |
| Increase: | 15 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 50.4 dBA Leq(night): 46.1 dBA Ldn: 53.4 dBA

Source 2 Results

Leq(day): 46.8 dBA Leq(night): 42.5 dBA Ldn: 49.8 dBA Incremental Ldn (Src 1-2): 55.0 dBA

Source 3 Results

Leq(day): 63.5 dBA Leq(night): 59.1 dBA Ldn: 66.5 dBA Incremental Ldn (Src 1-3): 66.8 dBA

| Noise Source Parar | meters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Daytille ili 3 | olgilai Durationini (secolius) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| Aujustinents | Noise Barrier : | 140 |
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Leq(day): 36.1 dBA Leq(night): 36.1 dBA Ldn: 42.5 dBA Incremental Ldn (Src 1-4): 66.8 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-19 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 54 dBA |

| Noise Source Parameters | |
|--------------------------|---|
| Number of Noise Sources: | 4 |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parai | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 54 dBA |
|-----------------------|--------|
| Total Project Ldn: | 72 dBA |
| Total Noise Exposure: | 72 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|------------------------------|--|--|
| Dist to Mod. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 55.6 dBA Leq(night): 51.3 dBA Ldn: 58.6 dBA

Source 2 Results

Leq(day): 52.0 dBA Leq(night): 39.9 dBA Ldn: 51.3 dBA Incremental Ldn (Src 1-2): 59.4 dBA

Source 3 Results

Leq(day): 68.7 dBA Leq(night): 64.3 dBA Ldn: 71.7 dBA Incremental Ldn (Src 1-3): 71.9 dBA

| Noise Source Parar | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Day diana hara | | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 44.7 dBA Leq(night): 44.7 dBA Ldn: 51.1 dBA Incremental Ldn (Src 1-4): 72.0 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-18 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 53 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parar | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| · · · · · · · · · · · · · · · · · · · | | |
|---------------------------------------|--------|--|
| Existing Ldn: | 53 dBA | |
| Total Project Ldn: | 71 dBA | |
| Total Noise Exposure: | 71 dBA | |
| Increase: | 18 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 54.9 dBA Leq(night): 50.6 dBA Ldn: 58.0 dBA

Source 2 Results

Leq(day): 51.3 dBA Leq(night): 47.0 dBA Ldn: 54.4 dBA Incremental Ldn (Src 1-2): 59.5 dBA

Source 3 Results

Leq(day): 68.0 dBA Leq(night): 63.6 dBA Ldn: 71.0 dBA Incremental Ldn (Src 1-3): 71.3 dBA

| | neters | Source 4 |
|-----------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | orginal Datation (coconido) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| g | o.g.m. zaranom (occomes) | .20 |
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| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 43.6 dBA Leq(night): 43.6 dBA Ldn: 50.0 dBA Incremental Ldn (Src 1-4): 71.3 dBA

| Project | Valley Link |
|---------|-------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-17 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 55 dBA |

Noise Source Parameters Number of Noise Sources: 5

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results outlinary | | |
|----------------------------|--------|--|
| Existing Ldn: | 55 dBA | |
| Total Project Ldn: | 68 dBA | |
| Total Noise Exposure: | 68 dBA | |
| Increase: | 12 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 50.2 dBA Leq(night): 45.8 dBA Ldn: 53.2 dBA

Source 2 Results

Leq(day): 49.9 dBA Leq(night): 45.6 dBA Ldn: 52.9 dBA Incremental Ldn (Src 1-2): 56.1 dBA

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 193.75 |
| | Avg. Number of Buses/hr | 9.6875 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 96.875 |
| | Avg. Number of Buses/hr | 4.84375 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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| Noise Source Parameters | | Source 5 | |
|-------------------------|---|-------------------|--|
| | Source Type: | Stationary Source | |
| | Specific Source: | Crossing Signals | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 | |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 | |
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| | | | |
| Distance | Distance from Source to Receiver (ft) | 350 | |
| | Number of Intervening Rows of Buildings | 0 | |
| Adjustments | Noise Barrier? | No | |
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Leq(day): 64.3 dBA Leq(night): 60.0 dBA Ldn: 67.4 dBA Incremental Ldn (Src 1-3): 67.7 dBA

Source 4 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-4): 67.7 dBA

Source 5 Results

Leq(day): 37.5 dBA Leq(night): 37.5 dBA Ldn: 43.9 dBA Incremental Ldn (Src 1-5): 67.7 dBA

| Project: ACE Track Extension | Project: A | \CET | rack E | Extens | ion |
|------------------------------|------------|-------------|--------|--------|-----|
|------------------------------|------------|-------------|--------|--------|-----|

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-16 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | · | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

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|----------------------------|--------|
| Existing Ldn: | 62 dBA |
| Total Project Ldn: | 73 dBA |
| Total Noise Exposure: | 73 dBA |
| Increase: | 11 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 55.7 dBA Leq(night): 51.4 dBA Ldn: 58.7 dBA

Source 2 Results

Leq(day): 55.4 dBA Leq(night): 43.3 dBA Ldn: 54.7 dBA Incremental Ldn (Src 1-2): 60.2 dBA

Source 3 Results

Leq(day): 69.8 dBA Leq(night): 65.5 dBA Ldn: 72.9 dBA Incremental Ldn (Src 1-3): 73.1 dBA

| Noise Source Parai | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Davidson Los | | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 46.7 dBA Leq(night): 46.7 dBA Ldn: 53.1 dBA Incremental Ldn (Src 1-4): 73.1 dBA

| Project: | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-15 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 69 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 4 | |

| Noise Source Parar | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

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|---------------------------------------|--------|--|
| Existing Ldn: | 69 dBA | |
| Total Project Ldn: | 73 dBA | |
| Total Noise Exposure: | 75 dBA | |
| Increase: | 6 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|--|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 55.7 dBA Leq(night): 51.4 dBA Ldn: 58.7 dBA

Source 2 Results

Leq(day): 55.4 dBA Leq(night): 51.1 dBA Ldn: 58.4 dBA Incremental Ldn (Src 1-2): 61.6 dBA

Source 3 Results

Leq(day): 69.8 dBA Leq(night): 65.5 dBA Ldn: 72.9 dBA Incremental Ldn (Src 1-3): 73.2 dBA

| Noise Source Para | | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Dayunie ins | Signal Duration/iii (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 46.7 dBA Leq(night): 46.7 dBA Ldn: 53.1 dBA Incremental Ldn (Src 1-4): 73.2 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-10 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 68 dBA |

Noise Source Parameters Number of Noise Sources: 3

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Project Results Summary

| Existing Ldn: | 68 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 60 dBA | |
| Total Noise Exposure: | 69 dBA | |
| Increase: | | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | |
|---|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 53.8 dBA Leq(night): 49.5 dBA Ldn: 56.9 dBA

Source 2 Results

Leq(day): 53.5 dBA Leq(night): 49.2 dBA Ldn: 56.6 dBA Incremental Ldn (Src 1-2): 59.7 dBA

Source 3 Results

Leq(day): 43.6 dBA Leq(night): 43.6 dBA Ldn: 50.0 dBA Incremental Ldn (Src 1-3): 60.2 dBA

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| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-14 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 70 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parame | eters | Source 2 |
|---------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 70 dBA | |
| Total Project Ldn: | 62 dBA | |
| Total Noise Exposure: | 71 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 48.5 dBA Leq(night): 44.2 dBA Ldn: 51.6 dBA

Source 2 Results

Leq(day): 48.3 dBA Leq(night): 43.9 dBA Ldn: 51.3 dBA Incremental Ldn (Src 1-2): 54.4 dBA

| Noise Source Para | meters | Source 3 |
|-------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 9.6875 |
| | Avg. Number of Events/hr | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Leq(day): 62.7 dBA Leq(night): 0.0 dBA Ldn: 60.7 dBA Incremental Ldn (Src 1-3): 61.6 dBA

Source 4 Results

Leq(day): 34.8 dBA Leq(night): 34.8 dBA Ldn: 41.2 dBA Incremental Ldn (Src 1-4): 61.6 dBA

| Project: \ | Valley Link |
|------------|-------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-11 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 61 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| · reject recuite Cummary | | |
|--------------------------|--------|--|
| Existing Ldn: | 61 dBA | |
| Total Project Ldn: | 65 dBA | |
| Total Noise Exposure: | 67 dBA | |
| Increase: | 5 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 47.9 dBA Leq(night): 43.5 dBA Ldn: 50.9 dBA

Source 2 Results

Leq(day): 43.1 dBA Leq(night): 38.7 dBA Ldn: 46.1 dBA Incremental Ldn (Src 1-2): 52.1 dBA

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 62.0 dBA Leq(night): 57.7 dBA Ldn: 65.0 dBA Incremental Ldn (Src 1-3): 65.2 dBA

Source 4 Results

Leq(day): 33.6 dBA Leq(night): 33.6 dBA Ldn: 40.0 dBA Incremental Ldn (Src 1-4): 65.3 dBA

| Project: Valley Link |
|----------------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-13 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r reject results cullillary | |
|-----------------------------|--------|
| Existing Ldn: | 62 dBA |
| Total Project Ldn: | 67 dBA |
| Total Noise Exposure: | 68 dBA |
| Increase: | 6 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 49.3 dBA Leq(night): 45.0 dBA Ldn: 52.3 dBA

Source 2 Results

Leq(day): 49.0 dBA Leq(night): 44.7 dBA Ldn: 52.1 dBA Incremental Ldn (Src 1-2): 55.2 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 63.5 dBA Leq(night): 59.1 dBA Ldn: 66.5 dBA Incremental Ldn (Src 1-3): 66.8 dBA

Source 4 Results

Leq(day): 36.1 dBA Leq(night): 36.1 dBA Ldn: 42.5 dBA Incremental Ldn (Src 1-4): 66.8 dBA

| Project | : Valley Link |
|---------|---------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-12 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 64 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Electric Locomotive |
| Daytime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Locos/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 1 Toject Results Cullillary | | |
|-----------------------------|----------|--|
| Existing Ldn: | 64 dBA | |
| Total Project Ldn: | 60 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 2 dB | |
| Impact?: | Moderate | |

Distance to Impact Contours

| Dist to Mod. Impact Contour | : | |
|-----------------------------|---|--|
| Dist to Sev. Impact Contour | : | |

Source 1 Results

Leq(day): 53.8 dBA Leq(night): 49.5 dBA Ldn: 56.9 dBA

Source 2 Results

Leq(day): 53.5 dBA Leq(night): 49.2 dBA Ldn: 56.6 dBA Incremental Ldn (Src 1-2): 59.7 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 3700 |
| | Number of Intervening Rows of Buildings | 2 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 387.5 |
| | Avg. Number of Buses/hr | 19.375 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 193.75 |
| | Avg. Number of Buses/hr | 9.6875 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Leq(day): 47.5 dBA Leq(night): 43.1 dBA Ldn: 50.5 dBA Incremental Ldn (Src 1-3): 60.2 dBA

Source 4 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-4): 60.2 dBA Valley Link_Noise Levels - DMU - 2025

| Project | Valley Link |
|---------|-------------|
| | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-26 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 75 dBA |

Noise Source Parameters Number of Noise Sources: 3

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Froject Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 75 dBA | |
| Total Project Ldn: | 58 dBA | |
| Total Noise Exposure: | 75 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 45.0 dBA Leq(night): 40.6 dBA Ldn: 47.9 dBA

Source 2 Results

Leq(day): 51.6 dBA Leq(night): 47.2 dBA Ldn: 54.6 dBA Incremental Ldn (Src 1-2): 55.4 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed | 62 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | | |
| | Speed | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leq(day): 52.1 dBA Leq(night): 47.6 dBA Ldn: 55.0 dBA Incremental Ldn (Src 1-3): 58.2 dBA

| Project: Valley Link | |
|----------------------|--|
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-01 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 75 dBA |

Noise Source Parameters Number of Noise Sources: 2

| Noise Source Parar | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parame | eters | Source 2 |
|---------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | Yes |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results cultillary | | |
|-----------------------------|--------|--|
| Existing Ldn: | 75 dBA | |
| Total Project Ldn: | 57 dBA | |
| Total Noise Exposure: | 75 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour | | |
|-----------------------------|-------|--|
| (Sources 1+2): | | |
| Dist to Sev. Impact Contour | | |
| (Sources 1+2): | 12 ft | |

Source 1 Results

Leq(day): 49.9 dBA Leq(night): 45.5 dBA Ldn: 52.9 dBA

Source 2 Results

Leq(day): 51.6 dBA Leq(night): 47.1 dBA Ldn: 54.5 dBA Incremental Ldn (Src 1-2): 56.8 dBA

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| Project: | ACE Track | Extension |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-02 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 72 dBA |

Noise Source Parameters Number of Noise Sources: 2

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.86666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| roject recounts cummury | |
|-------------------------|--------|
| Existing Leqh: | 72 dBA |
| Total Project Leqh: | 57 dBA |
| Total Noise Exposure: | 72 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour | | |
|-----------------------------|------|--|
| (Sources 1+2): | | |
| Dist to Sev. Impact Contour | | |
| (Sources 1+2): | 9 ft | |

Source 1 Results

Leqh: 49.9 dBA

Source 2 Results

Leqh: 56.6 dBA

Incremental Leqh (Src 1-2): 57.4 dBA

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| | Project: Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-25 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 64 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.86666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results outlinary | | |
|----------------------------|--------|--|
| Existing Leqh: | 64 dBA | |
| Total Project Leqh: | 56 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 45.6 dBA

Source 2 Results

Leqh: 52.3 dBA

Incremental Leqh (Src 1-2): 53.1 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 106.25 |
| Activity During | Number of Buses/hr | 5.3125 |
| Sensitive hrs | | |
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| Distance | Distance from Source to Receiver (ft) | 2000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Noisiest hr of | | |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 53.1 dBA

Source 4 Results

Leqh: 52.7 dBA

Incremental Leqh (Src 1-4): 55.9 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-24 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 65 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Para | ameters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.86666667 |
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| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 106.25 |
| Activity During | Number of Buses/hr | 5.3125 |
| Sensitive hrs | | |
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| Distance | Distance from Source to Receiver (ft) | 1370 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Project Results Summary

| · · · · · · · · · · · · · · · · · · · | |
|---------------------------------------|--------|
| Existing Leqh: | 65 dBA |
| Total Project Leqh: | 51 dBA |
| Total Noise Exposure: | 65 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 40.9 dBA

Source 2 Results

Leqh: 46.0 dBA

Incremental Leqh (Src 1-2): 47.2 dBA

Source 3 Results

Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 47.2 dBA

| Noise Source Para | ameters | Source 4 |
|-------------------|---|------------------------|
| TOISE COUICE Fall | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Nataland by af | Specific Source. | Transit warning device |
| Noisiest hr of | 9 1/ 1) | |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | - | |
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Leqh: 48.7 dBA

Incremental Leqh (Src 1-4): 51.0 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-03 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 68 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 2 | |

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.86666667 |
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| Distance | Distance from Source to Receiver (ft) | 580 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 8 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 5.866666667 |
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| Distance | Distance from Source to Receiver (ft) | 580 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 1 Toject Hesalts Callinary | |
|----------------------------|--------|
| Existing Leqh: | 68 dBA |
| Total Project Leqh: | 48 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Distance to impact contours | |
|-----------------------------|-------|
| (Sources 1+2): | 29 ft |
| (Sources 1+2): | 13 ft |

Source 1 Results

Leqh: 41.1 dBA

Source 2 Results

Leqh: 47.5 dBA

Incremental Leqh (Src 1-2): 48.4 dBA

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| Project: | Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-04 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 73 dBA |

| Noise Source Parameters |
|----------------------------|
| Number of Noise Sources: 4 |

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | · | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | Yes |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 413.75 |
| | Avg. Number of Buses/hr | 20.6875 |
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| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 206.875 |
| | Avg. Number of Buses/hr | 10.34375 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | Yes |
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Project Results Summary

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|---------------------------------------|--------|
| Existing Ldn: | 73 dBA |
| Total Project Ldn: | 58 dBA |
| Total Noise Exposure: | 73 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 48.7 dBA Leq(night): 44.3 dBA Ldn: 51.7 dBA

Source 2 Results

Leq(day): 48.9 dBA Leq(night): 44.4 dBA Ldn: 51.8 dBA Incremental Ldn (Src 1-2): 54.8 dBA

Source 3 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 54.8 dBA

| Noise Source Parar | meters | Source 4 |
|--------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| • | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | _ | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.11111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Leq(day): 52.1 dBA Leq(night): 47.6 dBA Ldn: 55.0 dBA Incremental Ldn (Src 1-4): 57.9 dBA

| Project | Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-23 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 60 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.86666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 60 dBA | |
| Total Project Ldn: | 49 dBA | |
| Total Noise Exposure: | 60 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Ī | Dist to Mod. Impact Contour: | |
|---|------------------------------|--|
| ľ | Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 33.1 dBA Leq(night): 28.6 dBA Ldn: 36.0 dBA

Source 2 Results

Leq(day): 38.2 dBA Leq(night): 33.8 dBA Ldn: 41.1 dBA Incremental Ldn (Src 1-2): 42.3 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 413.75 |
| | Avg. Number of Buses/hr | 20.6875 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 156.25 |
| | Avg. Number of Buses/hr | 7.8125 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 3000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 42.3 dBA

Source 4 Results

Leq(day): 45.4 dBA Leq(night): 41.0 dBA Ldn: 48.4 dBA Incremental Ldn (Src 1-4): 49.3 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-05 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 66 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| rioject Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 66 dBA | |
| Total Project Ldn: | 53 dBA | |
| Total Noise Exposure: | 66 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 40.4 dBA Leq(night): 35.9 dBA Ldn: 43.3 dBA

Source 2 Results

Leq(day): 45.5 dBA Leq(night): 41.1 dBA Ldn: 48.5 dBA Incremental Ldn (Src 1-2): 49.6 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 312.5 |
| | Avg. Number of Buses/hr | 15.625 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 156.25 |
| | Avg. Number of Buses/hr | 7.8125 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 5.866666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.111111111 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
| | | |

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 49.6 dBA

Source 4 Results

Leq(day): 48.2 dBA Leq(night): 43.8 dBA Ldn: 51.2 dBA Incremental Ldn (Src 1-4): 53.5 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|----------------|
| Receiver: | LT-06 Altamont |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 69 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 3 | |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.06666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 6.066666667 |
| | 0 | |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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Project Results Summary

| r reject recounts cummary | |
|---------------------------|--------|
| Existing Ldn: | 69 dBA |
| Total Project Ldn: | 56 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 42.2 dBA Leq(night): 37.4 dBA Ldn: 44.9 dBA

Source 2 Results

Leq(day): 43.9 dBA Leq(night): 39.1 dBA Ldn: 46.6 dBA Incremental Ldn (Src 1-2): 48.9 dBA

Source 3 Results

Leq(day): 52.2 dBA Leq(night): 47.4 dBA Ldn: 54.9 dBA Incremental Ldn (Src 1-3): 55.9 dBA

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| Project: | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-07 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 70 dBA |

Noise Source Parameters Number of Noise Sources: 6

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.06666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 352.5 |
| | Avg. Number of Buses/hr | 17.625 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 176.25 |
| | Avg. Number of Buses/hr | 8.8125 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 4500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| _ | | |
| | | |
| | | |

Project Results Summary

| Existing Ldn: | 70 dBA |
|-----------------------|--------|
| Total Project Ldn: | 69 dBA |
| Total Noise Exposure: | 73 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 44.6 dBA Leq(night): 39.7 dBA Ldn: 47.3 dBA

Source 2 Results

Leq(day): 46.2 dBA Leq(night): 41.4 dBA Ldn: 48.9 dBA Incremental Ldn (Src 1-2): 51.2 dBA

Source 3 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 51.2 dBA

| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 6.066666667 |
| | 0 | |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
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| Noise Source Parameters | | Source 5 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.06666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 6 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

Leq(day): 52.2 dBA Leq(night): 47.4 dBA Ldn: 54.9 dBA Incremental Ldn (Src 1-4): 56.5 dBA

Source 5 Results

Leq(day): 62.7 dBA Leq(night): 62.7 dBA Ldn: 69.1 dBA Incremental Ldn (Src 1-5): 69.4 dBA

Source 6 Results

Leq(day): 33.6 dBA Leq(night): 33.6 dBA Ldn: 40.0 dBA Incremental Ldn (Src 1-6): 69.4 dBA

| Project: Valley Link | |
|----------------------|--|
| Table 1 | |
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-08 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 63 dBA |

Noise Source Parameters Number of Noise Sources: 6

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 63 dBA | |
| Total Project Ldn: | 56 dBA | |
| Total Noise Exposure: | 64 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 46.0 dBA Leq(night): 41.2 dBA Ldn: 48.7 dBA

Source 2 Results

Leq(day): 47.7 dBA Leq(night): 35.1 dBA Ldn: 46.9 dBA Incremental Ldn (Src 1-2): 50.9 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 350 |
| | Avg. Number of Buses/hr | 17.5 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 41.875 |
| | Avg. Number of Buses/hr | 2.09375 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 50 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 6.066666667 |
| | 0 | |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Noise Source Parameters | | Source 5 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 6.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2 |
| | <u>-</u> | |
| Distance | Distance from Source to Receiver (ft) | 2800 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | - | |
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| Noise Source Parameters | | Source 6 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 50.9 dBA

Source 4 Results

Leq(day): 33.5 dBA Leq(night): 28.7 dBA Ldn: 36.2 dBA Incremental Ldn (Src 1-4): 51.0 dBA

Source 5 Results

Leq(day): 51.5 dBA Leq(night): 46.7 dBA Ldn: 54.2 dBA Incremental Ldn (Src 1-5): 55.9 dBA

Source 6 Results

Leq(day): 39.9 dBA Leq(night): 39.9 dBA Ldn: 46.3 dBA Incremental Ldn (Src 1-6): 56.4 dBA

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-22 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parar | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | <u> </u> | |
| | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
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Project Results Summary

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|---------------------------------------|----------|--|
| Existing Ldn: | 62 dBA | |
| Total Project Ldn: | 64 dBA | |
| Total Noise Exposure: | 66 dBA | |
| Increase: | 4 dB | |
| Impact?: | Moderate | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|---|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 36.5 dBA Leq(night): 31.8 dBA Ldn: 39.3 dBA

Source 2 Results

Leq(day): 40.4 dBA Leq(night): 35.6 dBA Ldn: 43.1 dBA Incremental Ldn (Src 1-2): 44.6 dBA

Source 3 Results

Leq(day): 61.5 dBA Leq(night): 56.8 dBA Ldn: 64.3 dBA Incremental Ldn (Src 1-3): 64.3 dBA

| Noise Source Para | meters | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Davidson Long | Olemat Demetica (lander de la contra | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| ingilitanie in s | olgilai Durationimi (secolids) | 120 |
| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| Aujuotinento | Noise Burner. | 140 |
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Leq(day): 29.2 dBA Leq(night): 29.2 dBA Ldn: 35.6 dBA Incremental Ldn (Src 1-4): 64.3 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-09 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 54 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| . reject recounte cummany | |
|---------------------------|--------|
| Existing Ldn: | 54 dBA |
| Total Project Ldn: | 68 dBA |
| Total Noise Exposure: | 68 dBA |
| Increase: | 14 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 39.9 dBA Leq(night): 35.1 dBA Ldn: 42.6 dBA

Source 2 Results

Leq(day): 43.7 dBA Leq(night): 39.0 dBA Ldn: 46.5 dBA Incremental Ldn (Src 1-2): 48.0 dBA

Source 3 Results

Leq(day): 64.9 dBA Leq(night): 60.1 dBA Ldn: 67.6 dBA Incremental Ldn (Src 1-3): 67.7 dBA

| Noise Source Para | | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 42.3 dBA Leq(night): 37.8 dBA Ldn: 45.2 dBA Incremental Ldn (Src 1-4): 67.7 dBA

| Project: \ | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-21 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 51 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 51 dBA |
|-----------------------|--------|
| Total Project Ldn: | 67 dBA |
| Total Noise Exposure: | 67 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 43.7 dBA Leq(night): 38.9 dBA Ldn: 46.4 dBA

Source 2 Results

Leq(day): 47.6 dBA Leq(night): 42.8 dBA Ldn: 50.3 dBA Incremental Ldn (Src 1-2): 51.8 dBA

Source 3 Results

Leq(day): 64.2 dBA Leq(night): 59.4 dBA Ldn: 66.9 dBA Incremental Ldn (Src 1-3): 67.0 dBA

| Noise Source Parameters | | Source 4 | |
|-------------------------|---|-------------------|--|
| | Source Type: | Stationary Source | |
| | Specific Source: | Crossing Signals | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 | |
| Daytille III's | Signal Duration/iii (Seconds) | 120 | |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 | |
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| Distance | Distance from Source to Receiver (ft) | 250 | |
| | Number of Intervening Rows of Buildings | | |
| Adjustments | Noise Barrier? | No | |
| Aujustinents | Noise Barrier : | 140 | |
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Leq(day): 41.2 dBA Leq(night): 41.2 dBA Ldn: 47.6 dBA Incremental Ldn (Src 1-4): 67.1 dBA

| Project | Valley Link |
|---------|-------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-20 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 52 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 4 | |

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 52 dBA |
|-----------------------|--------|
| Total Project Ldn: | 64 dBA |
| Total Noise Exposure: | 64 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|------------------------------|--|--|
| Dist to Mod. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 40.6 dBA Leq(night): 35.9 dBA Ldn: 43.4 dBA

Source 2 Results

Leq(day): 44.5 dBA Leq(night): 39.7 dBA Ldn: 47.2 dBA Incremental Ldn (Src 1-2): 48.7 dBA

Source 3 Results

Leq(day): 61.1 dBA Leq(night): 56.4 dBA Ldn: 63.9 dBA Incremental Ldn (Src 1-3): 64.0 dBA

| Noise Source Parai | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| ., | 3 | |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 400 |
| Distance | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | |
| Adjustments | Noise Barrier? | No |
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Leq(day): 36.1 dBA Leq(night): 36.1 dBA Ldn: 42.5 dBA Incremental Ldn (Src 1-4): 64.0 dBA

| P | roject: Valley Link |
|---|---------------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-19 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 54 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| _ | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 54 dBA |
|-----------------------|--------|
| Total Project Ldn: | 69 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 45.8 dBA Leq(night): 41.1 dBA Ldn: 48.6 dBA

Source 2 Results

Leq(day): 49.7 dBA Leq(night): 37.1 dBA Ldn: 48.9 dBA Incremental Ldn (Src 1-2): 51.7 dBA

Source 3 Results

Leq(day): 66.3 dBA Leq(night): 61.6 dBA Ldn: 69.1 dBA Incremental Ldn (Src 1-3): 69.1 dBA

| Noise Source Para | meters | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Daytime nrs | Signal Duration/nr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 44.7 dBA Leq(night): 44.7 dBA Ldn: 51.1 dBA Incremental Ldn (Src 1-4): 69.2 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-18 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 53 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parar | neters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| _ | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 53 dBA |
|-----------------------|--------|
| Total Project Ldn: | 69 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 45.1 dBA Leq(night): 40.4 dBA Ldn: 47.9 dBA

Source 2 Results

Leq(day): 49.0 dBA Leq(night): 44.2 dBA Ldn: 51.7 dBA Incremental Ldn (Src 1-2): 53.2 dBA

Source 3 Results

Leq(day): 65.6 dBA Leq(night): 60.9 dBA Ldn: 68.4 dBA Incremental Ldn (Src 1-3): 68.5 dBA

| Noise Source Parar | meters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Daytille III's | Signal Duration/iii (Seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 43.6 dBA Leq(night): 43.6 dBA Ldn: 50.0 dBA Incremental Ldn (Src 1-4): 68.6 dBA

| Project: | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-17 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 55 dBA |

Noise Source Parameters Number of Noise Sources: 5

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | · | |
| | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results outlinary | | |
|----------------------------|--------|--|
| Existing Ldn: | 55 dBA | |
| Total Project Ldn: | 65 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 10 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 41.5 dBA Leq(night): 36.7 dBA Ldn: 44.2 dBA

Source 2 Results

Leq(day): 47.6 dBA Leq(night): 42.8 dBA Ldn: 50.3 dBA Incremental Ldn (Src 1-2): 51.3 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 130 |
| | Avg. Number of Buses/hr | 6.5 |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 65 |
| | Avg. Number of Buses/hr | 3.25 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 50 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Noise Source Parameters | | Source 5 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 62.0 dBA Leq(night): 57.2 dBA Ldn: 64.7 dBA Incremental Ldn (Src 1-3): 64.9 dBA

Source 4 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-4): 64.9 dBA

Source 5 Results

Leq(day): 37.5 dBA Leq(night): 37.5 dBA Ldn: 43.9 dBA Incremental Ldn (Src 1-5): 65.0 dBA

version: 7/3/2007

Project: ACE Track Extension

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-16 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| r reject recounts cummary | |
|---------------------------|--------|
| Existing Ldn: | 62 dBA |
| Total Project Ldn: | 70 dBA |
| Total Noise Exposure: | 71 dBA |
| Increase: | 9 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour | |
|-----------------------------|--|
| Dist to Sev. Impact Contour | |

Source 1 Results

Leq(day): 47.0 dBA Leq(night): 42.2 dBA Ldn: 49.7 dBA

Source 2 Results

Leq(day): 53.1 dBA Leq(night): 40.5 dBA Ldn: 52.3 dBA Incremental Ldn (Src 1-2): 54.2 dBA

Source 3 Results

Leq(day): 67.5 dBA Leq(night): 62.7 dBA Ldn: 70.2 dBA Incremental Ldn (Src 1-3): 70.4 dBA

| Noise Source Para | | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Dayunie ins | Signal Duration/III (Seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 46.7 dBA Leq(night): 46.7 dBA Ldn: 53.1 dBA Incremental Ldn (Src 1-4): 70.4 dBA

| Project: \ | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-15 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 69 dBA |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 4 | |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 69 dBA |
|-----------------------|--------|
| Total Project Ldn: | 71 dBA |
| Total Noise Exposure: | 73 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 47.0 dBA Leq(night): 42.2 dBA Ldn: 49.7 dBA

Source 2 Results

Leq(day): 53.1 dBA Leq(night): 48.3 dBA Ldn: 55.8 dBA Incremental Ldn (Src 1-2): 56.8 dBA

Source 3 Results

Leq(day): 67.5 dBA Leq(night): 62.7 dBA Ldn: 70.2 dBA Incremental Ldn (Src 1-3): 70.4 dBA

| Noise Source Para | | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Dayunie ins | Signal Duration/iii (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 46.7 dBA Leq(night): 46.7 dBA Ldn: 53.1 dBA Incremental Ldn (Src 1-4): 70.5 dBA

| P | roject: | Valley Link |
|---|---------|-------------|
| | | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-10 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 68 dBA |

| Noise Source Parameters | | |
|-------------------------|-------------------------|---|
| N | umber of Noise Sources: | 3 |

| Noise Source Parar | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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Project Results Summary

| Existing Ldn: | 68 dBA |
|-----------------------|--------|
| Total Project Ldn: | 56 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 45.1 dBA Leq(night): 40.4 dBA Ldn: 47.9 dBA

Source 2 Results

Leq(day): 51.2 dBA Leq(night): 46.4 dBA Ldn: 53.9 dBA Incremental Ldn (Src 1-2): 54.9 dBA

Source 3 Results

Leq(day): 43.6 dBA Leq(night): 43.6 dBA Ldn: 50.0 dBA Incremental Ldn (Src 1-3): 56.1 dBA

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| Project: Valley Link | |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-14 Tracy to Lathrop |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 70 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 58 |
| Sensitive hrs | Number of Events/hr | 3 |
| | | |
| | | |
| | | 58 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | · | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 58 |
| Sensitive hrs | Number of Events/hr | 3 |
| | | |
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| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Leqh: | 70 dBA | |
| Total Project Leqh: | 61 dBA | |
| Total Noise Exposure: | 71 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 39.9 dBA

Source 2 Results

Leqh: 45.9 dBA

Incremental Leqh (Src 1-2): 46.9 dBA

| Noise Source Parameters | | Source 3 |
|----------------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Noisiest hr of | | |
| Activity During | Speed | 58 |
| Sensitive hrs | Number of Events/hr | 3 |
| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| Distalle | Number of Intervening Rows of Buildings | 1 |
| Adjustments | rumber of intervening from or buildings | • |
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| Noise Source Parar | | Source 4 |
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Noisiest hr of | Signal Duration/hr (seconds) | 120 |
| Activity During Sensitive hrs | | |
| Sensitive in s | | |
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| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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| Distance | Distance from Source to Receiver (It) | |
|-------------------|---|-------------------|
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Para | | Source 4 |
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Noisiest hr of | | 120 |
| | Signal Duration/hr (seconds) | 120 |
| Activity During | | |
| Sensitive hrs | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| | Number of intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Leqh: 60.4 dBA

Incremental Leqh (Src 1-3): 60.5 dBA

Source 4 Results

Leqh: 34.8 dBA

Incremental Leqh (Src 1-4): 60.6 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-11 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 61 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Froject Results Summary | | |
|-------------------------|----------|--|
| Existing Ldn: | 61 dBA | |
| Total Project Ldn: | 63 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 4 dB | |
| Impact?: | Moderate | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 39.2 dBA Leq(night): 34.4 dBA Ldn: 41.9 dBA

Source 2 Results

Leq(day): 40.7 dBA Leq(night): 36.0 dBA Ldn: 43.5 dBA Incremental Ldn (Src 1-2): 45.8 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parar | neters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |
| | | |

Leq(day): 59.7 dBA Leq(night): 54.9 dBA Ldn: 62.4 dBA Incremental Ldn (Src 1-3): 62.5 dBA

Source 4 Results

Leq(day): 33.6 dBA Leq(night): 33.6 dBA Ldn: 40.0 dBA Incremental Ldn (Src 1-4): 62.5 dBA

| Project: Valley Link |
|----------------------|
| |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-13 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parar | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 1 Toject Results Guilliary | |
|----------------------------|----------|
| Existing Ldn: | 62 dBA |
| Total Project Ldn: | 64 dBA |
| Total Noise Exposure: | 66 dBA |
| Increase: | 4 dB |
| Impact?: | Moderate |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 40.6 dBA Leq(night): 35.9 dBA Ldn: 43.4 dBA

Source 2 Results

Leq(day): 46.7 dBA Leq(night): 41.9 dBA Ldn: 49.4 dBA Incremental Ldn (Src 1-2): 50.4 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

Leq(day): 61.1 dBA Leq(night): 56.4 dBA Ldn: 63.9 dBA Incremental Ldn (Src 1-3): 64.0 dBA

Source 4 Results

Leq(day): 36.1 dBA Leq(night): 36.1 dBA Ldn: 42.5 dBA Incremental Ldn (Src 1-4): 64.1 dBA

| Project: Valley Link |
|----------------------|
| |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-12 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 64 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Froject Results Summary | | |
|-------------------------|--------|--|
| Existing Ldn: | 64 dBA | |
| Total Project Ldn: | 56 dBA | |
| Total Noise Exposure: | 64 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 45.1 dBA Leq(night): 40.4 dBA Ldn: 47.9 dBA

Source 2 Results

Leq(day): 51.2 dBA Leq(night): 46.4 dBA Ldn: 53.9 dBA Incremental Ldn (Src 1-2): 54.9 dBA

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 3 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 3700 |
| | Number of Intervening Rows of Buildings | 2 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 147.5 |
| | Avg. Number of Buses/hr | 7.375 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 73.75 |
| | Avg. Number of Buses/hr | 3.6875 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 700 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

Leq(day): 45.1 dBA Leq(night): 40.4 dBA Ldn: 47.9 dBA Incremental Ldn (Src 1-3): 55.7 dBA

Source 4 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-4): 55.7 dBA Valley Link_Noise Levels - DMU - 2040

| Project: Valley Link | ĺ |
|----------------------|---|
| | |

| Receiver Parameters | | |
|---|------------------|--|
| Receiver: | LT-26 Tri-Valley | |
| Land Use Category: | 2. Residential | |
| Existing Noise (Measured or Generic Value): | 75 dBA | |

Noise Source Parameters Number of Noise Sources: 3

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 1 reject results Summary | | |
|--------------------------|--------|--|
| Existing Ldn: | 75 dBA | |
| Total Project Ldn: | 59 dBA | |
| Total Noise Exposure: | 75 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 45.8 dBA Leq(night): 41.9 dBA Ldn: 49.1 dBA

Source 2 Results

Leq(day): 52.4 dBA Leq(night): 48.6 dBA Ldn: 55.8 dBA Incremental Ldn (Src 1-2): 56.6 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 320 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | - | |
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Leq(day): 52.9 dBA Leq(night): 49.0 dBA Ldn: 56.2 dBA Incremental Ldn (Src 1-3): 59.4 dBA

| Project: Valley Link |
|----------------------|
| |

| Receiver Parameters | | |
|---|------------------|--|
| Receiver: | LT-01 Tri-Valley | |
| Land Use Category: | 2. Residential | |
| Existing Noise (Measured or Generic Value): | 75 dBA | |

Noise Source Parameters Number of Noise Sources: 2

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
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| Noise Source Parame | eters | Source 2 |
|---------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 62 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | Yes |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| . reject recuite Cummury | | |
|--------------------------|--------|--|
| Existing Ldn: | 75 dBA | |
| Total Project Ldn: | 58 dBA | |
| Total Noise Exposure: | 75 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour | |
|-----------------------------|-------|
| (Sources 1+2): | |
| Dist to Sev. Impact Contour | |
| (Sources 1+2): | 15 ft |

Source 1 Results

Leq(day): 50.7 dBA Leq(night): 46.9 dBA Ldn: 54.1 dBA

Source 2 Results

Leq(day): 52.4 dBA Leq(night): 48.5 dBA Ldn: 55.7 dBA Incremental Ldn (Src 1-2): 58.0 dBA

| Project: | ACE | Track | Extens | ion |
|----------|-----|-------|--------|-----|

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-02 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 72 dBA |

Noise Source Parameters Number of Noise Sources: 2

| Noise Source Paran | neters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | · | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
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| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Toject Results Sullillary | | |
|---------------------------|--------|--|
| Existing Leqh: | 72 dBA | |
| Total Project Leqh: | 58 dBA | |
| Total Noise Exposure: | 72 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour | |
|-----------------------------|-------|
| (Sources 1+2): | 25 ft |
| Dist to Sev. Impact Contour | |
| (Sources 1+2): | 10 ft |

Source 1 Results

Leqh: 50.7 dBA

Source 2 Results

Leqh: 57.4 dBA

Incremental Leqh (Src 1-2): 58.2 dBA

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| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-25 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 64 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 1 reject results Summary | |
|--------------------------|--------|
| Existing Leqh: | 64 dBA |
| Total Project Leqh: | 57 dBA |
| Total Noise Exposure: | 65 dBA |
| Increase: | 1 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 46.4 dBA

Source 2 Results

Leqh: 53.1 dBA

Incremental Leqh (Src 1-2): 53.9 dBA

| Noise Source Parame | eters | Source 3 |
|---------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 190 |
| Activity During | Number of Buses/hr | 9.5 |
| Sensitive hrs | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 2000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Noisiest hr of | | |
| Activity During | Speed (mph) | 62 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 290 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 53.9 dBA

Source 4 Results

Leqh: 53.5 dBA

Incremental Leqh (Src 1-4): 56.7 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-24 Tri-Valley |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 65 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Para | ameters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 300 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 190 |
| Activity During | Number of Buses/hr | 9.5 |
| Sensitive hrs | | |
| | | |
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| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1370 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Project Results Summary

| r roject results cultillary | | |
|-----------------------------|--------|--|
| Existing Leqh: | 65 dBA | |
| Total Project Leqh: | 52 dBA | |
| Total Noise Exposure: | 65 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leqh: 41.7 dBA

Source 2 Results

Leqh: 46.8 dBA

Incremental Leqh (Src 1-2): 48.0 dBA

Source 3 Results

Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 48.0 dBA

| Noise Source Para | ameters | Source 4 |
|-------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Noisiest hr of | opecinic dource. | Transit warning device |
| | | |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 300 |
| Distance | Number of Intervening Rows of Buildings | 1 |
| A -11 | Number of intervening Rows of Buildings | |
| Adjustments | | |
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Leqh: 49.5 dBA

Incremental Leqh (Src 1-4): 51.9 dBA

| Project: Valley Link | |
|----------------------|----------------------|
| 1 Tojoot. | Project: Valley Link |

| Receiver Parameters | | |
|---|------------------|--|
| Receiver: | LT-03 Tri-Valley | |
| Land Use Category: | 3. Institutional | |
| Existing Noise (Measured or Generic Value): | 68 dBA | |

| Noise Source Parameters | | |
|-------------------------|----------------------------|--|
| | Number of Noise Sources: 2 | |

| Noise Source Param | neters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 580 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 8 |
| Activity During | Speed (mph) | 52 |
| Sensitive hrs | Number of Events/hr | 7.066666667 |
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| Distance | Distance from Source to Receiver (ft) | 580 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 1 Toject Results Cullinary | | |
|----------------------------|--------|--|
| Existing Leqh: | 68 dBA | |
| Total Project Leqh: | 49 dBA | |
| Total Noise Exposure: | 69 dBA | |
| Increase: | 0 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Distance to impact contours | | |
|-----------------------------|-------|--|
| (Sources 1+2): | 33 ft | |
| (Sources 1+2): | 15 ft | |

Source 1 Results

Leqh: 41.9 dBA

Source 2 Results

Leqh: 48.3 dBA

Incremental Leqh (Src 1-2): 49.2 dBA

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| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-04 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 73 dBA |

| Noise Source Parameters |
|----------------------------|
| Number of Noise Sources: 4 |

| Noise Source Para | meters | Source 1 |
|-------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | · | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | Yes |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 133.75 |
| | Avg. Number of Buses/hr | 6.6875 |
| | · | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 0 |
| | Avg. Number of Buses/hr | 0 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | Yes |
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Project Results Summary

| Existing Ldn: | 73 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 59 dBA | |
| Total Noise Exposure: | 73 dBA | |
| Increase: | | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | |
|--|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 49.5 dBA Leq(night): 45.7 dBA Ldn: 52.9 dBA

Source 2 Results

Leq(day): 49.7 dBA Leq(night): 45.8 dBA Ldn: 53.0 dBA Incremental Ldn (Src 1-2): 56.0 dBA

Source 3 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 56.0 dBA

| Noise Source Parai | meters | Source 4 |
|--------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| , , | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Leq(day): 52.9 dBA Leq(night): 49.0 dBA Ldn: 56.2 dBA Incremental Ldn (Src 1-4): 59.1 dBA

| F | Project: Valley Link | |
|---|----------------------|--|
| | | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-23 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 60 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | |
|----------------------------|--------|
| Existing Ldn: | 60 dBA |
| Total Project Ldn: | 51 dBA |
| Total Noise Exposure: | 60 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 33.9 dBA Leq(night): 30.0 dBA Ldn: 37.2 dBA

Source 2 Results

Leq(day): 39.0 dBA Leq(night): 35.1 dBA Ldn: 42.3 dBA Incremental Ldn (Src 1-2): 43.5 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 113.75 |
| | Avg. Number of Buses/hr | 5.6875 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 0 |
| | Avg. Number of Buses/hr | 0 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 3000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 43.5 dBA

Source 4 Results

Leq(day): 46.2 dBA Leq(night): 42.3 dBA Ldn: 49.5 dBA Incremental Ldn (Src 1-4): 50.5 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------|
| Receiver: | LT-05 Tri-Valley |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 66 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | |
|----------------------------|--------|
| Existing Ldn: | 66 dBA |
| Total Project Ldn: | 55 dBA |
| Total Noise Exposure: | 67 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 41.2 dBA Leq(night): 37.3 dBA Ldn: 44.5 dBA

Source 2 Results

Leq(day): 46.3 dBA Leq(night): 42.4 dBA Ldn: 49.6 dBA Incremental Ldn (Src 1-2): 50.8 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 113.75 |
| | Avg. Number of Buses/hr | 5.6875 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 0 |
| | Avg. Number of Buses/hr | 0 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 1000 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Transit warning device |
| Daytime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 7.066666667 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 52 |
| | Avg. Number of Events/hr | 2.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 650 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 50.8 dBA

Source 4 Results

Leq(day): 49.0 dBA Leq(night): 45.1 dBA Ldn: 52.4 dBA Incremental Ldn (Src 1-4): 54.7 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|----------------|
| Receiver: | LT-06 Altamont |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 69 dBA |

| Noise Source Parameters | | |
|-------------------------|--------------------------|---|
| | Number of Noise Sources: | 3 |

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2.55555556 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | · | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2.55555556 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 7.133333333 |
| | 0 | |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2.55555556 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Project Results Summary

| · · · · · · · · · · · · · · · · · · · | |
|---------------------------------------|--------|
| Existing Ldn: | 69 dBA |
| Total Project Ldn: | 57 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 42.9 dBA Leq(night): 38.5 dBA Ldn: 45.9 dBA

Source 2 Results

Leq(day): 44.6 dBA Leq(night): 40.2 dBA Ldn: 47.6 dBA Incremental Ldn (Src 1-2): 49.8 dBA

Source 3 Results

Leq(day): 52.9 dBA Leq(night): 48.5 dBA Ldn: 55.9 dBA Incremental Ldn (Src 1-3): 56.8 dBA

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| Drojects | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-07 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 70 dBA |

Noise Source Parameters Number of Noise Sources: 6

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2.55555556 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 2.55555556 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 132.5 |
| | Avg. Number of Buses/hr | 6.625 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 0 |
| | Avg. Number of Buses/hr | 0 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 4500 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
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| | | |

Project Results Summary

| Existing Ldn: | 70 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 70 dBA | |
| Total Noise Exposure: | 73 dBA | |
| Increase: | | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|--|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 45.3 dBA Leq(night): 40.8 dBA Ldn: 48.2 dBA

Source 2 Results

Leq(day): 46.9 dBA Leq(night): 42.5 dBA Ldn: 49.9 dBA Incremental Ldn (Src 1-2): 52.1 dBA

Source 3 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-3): 52.1 dBA

| Noise Source Paran | neters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Daytime hrs | Avg. Number of Trains/hr | 7.133333333 |
| | 0 | |
| | <u>-</u> | |
| | | |
| Nighttime hrs | Avg. Number of Trains/hr | 2.55555556 |
| | 0 | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 5 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed (mph) | 35 |
| | Avg. Number of Events/hr | 7.133333333 |
| | - | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | | |
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| Noise Source Parame | ters | Source 6 |
|---------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Leq(day): 52.9 dBA Leq(night): 48.5 dBA Ldn: 55.9 dBA Incremental Ldn (Src 1-4): 57.4 dBA

Source 5 Results

Leq(day): 63.4 dBA Leq(night): 63.4 dBA Ldn: 69.8 dBA Incremental Ldn (Src 1-5): 70.1 dBA

Source 6 Results

Leq(day): 33.6 dBA Leq(night): 33.6 dBA Ldn: 40.0 dBA Incremental Ldn (Src 1-6): 70.1 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-08 Tracy to Lathrop |
| Land Use Category: | 3. Institutional |
| Existing Noise (Measured or Generic Value): | 63 dBA |

Noise Source Parameters Number of Noise Sources: 6

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Noisiest hr of | Number of DMU's/train | 1 |
| Activity During | Speed (mph) | 35 |
| Sensitive hrs | Number of Events/hr | 7.133333333 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
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| Noise Source Paran | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Noisiest hr of | Number of Rail Cars/train | 6 |
| Activity During | Speed (mph) | 35 |
| Sensitive hrs | Number of Events/hr | 7.133333333 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Leqh: | 63 dBA | |
| Total Project Leqh: | 55 dBA | |
| Total Noise Exposure: | 63 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leqh: 46.7 dBA

Source 2 Results

Leqh: 48.4 dBA

Incremental Leqh (Src 1-2): 50.6 dBA

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Noisiest hr of | Number of Autos/hr | 132.5 |
| Activity During | Number of Buses/hr | 6.625 |
| Sensitive hrs | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Source | . 2 | Decuis | h |
|--------|-----|--------|---|

Leqh: 0.0 dBA

Incremental Leqh (Src 1-3): 50.6 dBA

| Noise Source Paran | neters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Rail Yard & Shops |
| Noisiest hr of | Number of Trains/hr | 7.133333333 |
| Activity During | 0 | |
| Sensitive hrs | | |
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| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 2800 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
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| Source | 4 | Resu | ilts |
|--------|---|------|------|
|--------|---|------|------|

Leqh: 34.2 dBA

Incremental Leqh (Src 1-4): 50.7 dBA

| Noise Source Param | neters | Source 5 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Noisiest hr of | | |
| Activity During | Speed (mph) | 35 |
| Sensitive hrs | Number of Events/hr | 7.133333333 |
| | | |
| | | |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 2800 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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Source 5 Results

Leqh: 52.2 dBA

Incremental Leqh (Src 1-5): 53.5 dBA

| Noise Source Paran | neters | Source 6 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Noisiest hr of | Signal Duration/hr (seconds) | 120 |
| Activity During | | |
| Sensitive hrs | | |
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| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 280 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Source 6 Results

Leqh: 39.9 dBA

Incremental Leqh (Src 1-6): 54.7 dBA

| Project: Valley Link |
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| |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-22 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 62 dBA | |
|-----------------------|--------|--|
| Total Project Ldn: | 67 dBA | |
| Total Noise Exposure: | 68 dBA | |
| Increase: | | |
| Impact?: | Severe | |

Distance to Impact Contours

| Distance to impact contours | |
|------------------------------|--|
| Dist to Mod. Impact Contour: | |
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 38.9 dBA Leq(night): 34.5 dBA Ldn: 41.9 dBA

Source 2 Results

Leq(day): 42.7 dBA Leq(night): 38.4 dBA Ldn: 45.8 dBA Incremental Ldn (Src 1-2): 47.2 dBA

Source 3 Results

Leq(day): 63.9 dBA Leq(night): 59.5 dBA Ldn: 66.9 dBA Incremental Ldn (Src 1-3): 66.9 dBA

| Noise Source Parar | meters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Daytille III's | Signal Duration/iii (Seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 750 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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Leq(day): 29.2 dBA Leq(night): 29.2 dBA Ldn: 35.6 dBA Incremental Ldn (Src 1-4): 66.9 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-09 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 54 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parar | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| r roject results cummary | | |
|--------------------------|--------|--|
| Existing Ldn: | 54 dBA | |
| Total Project Ldn: | 70 dBA | |
| Total Noise Exposure: | 70 dBA | |
| Increase: | 17 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Distance to impact contours | | |
|------------------------------|--|--|
| Dist to Mod. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 42.2 dBA Leq(night): 37.9 dBA Ldn: 45.2 dBA

Source 2 Results

Leq(day): 46.1 dBA Leq(night): 41.7 dBA Ldn: 49.1 dBA Incremental Ldn (Src 1-2): 50.6 dBA

Source 3 Results

Leq(day): 67.2 dBA Leq(night): 62.9 dBA Ldn: 70.2 dBA Incremental Ldn (Src 1-3): 70.3 dBA

| Noise Source Para | meters | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Davidson Long | Oleman Demantia and the desire of the | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | 0.g 2 a. a (0000.1.a.) | 120 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 225 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 42.3 dBA Leq(night): 37.8 dBA Ldn: 45.2 dBA Incremental Ldn (Src 1-4): 70.3 dBA

| P | roject: Valley Link |
|---|---------------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-21 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 51 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parar | neters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 250 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| · reject recounts cummary | |
|---------------------------|--------|
| Existing Ldn: | 51 dBA |
| Total Project Ldn: | 70 dBA |
| Total Noise Exposure: | 70 dBA |
| Increase: | 19 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Distance to impact contours | | |
|---|--|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | | |
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 46.0 dBA Leq(night): 41.7 dBA Ldn: 49.0 dBA

Source 2 Results

Leq(day): 49.9 dBA Leq(night): 45.5 dBA Ldn: 52.9 dBA Incremental Ldn (Src 1-2): 54.4 dBA

Source 3 Results

Leq(day): 66.5 dBA Leq(night): 62.2 dBA Ldn: 69.5 dBA Incremental Ldn (Src 1-3): 69.7 dBA

| Noise Source Parameters | | Source 4 | |
|-------------------------|---|-------------------|--|
| | Source Type: | Stationary Source | |
| | Specific Source: | Crossing Signals | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 | |
| - | | | |
| | | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 | |
| | | | |
| Distance | Distance from Source to Receiver (ft) | 250 | |
| | Number of Intervening Rows of Buildings | 0 | |
| Adjustments | Noise Barrier? | No | |
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Leq(day): 41.2 dBA Leq(night): 41.2 dBA Ldn: 47.6 dBA Incremental Ldn (Src 1-4): 69.7 dBA

| Project: V | Valley Link |
|------------|-------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-20 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 52 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
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Project Results Summary

| · · · · · · · · · · · · · · · · · · · | | |
|---------------------------------------|--------|--|
| Existing Ldn: | 52 dBA | |
| Total Project Ldn: | 67 dBA | |
| Total Noise Exposure: | 67 dBA | |
| Increase: | 15 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 43.0 dBA Leq(night): 38.6 dBA Ldn: 46.0 dBA

Source 2 Results

Leq(day): 46.8 dBA Leq(night): 42.5 dBA Ldn: 49.8 dBA Incremental Ldn (Src 1-2): 51.3 dBA

Source 3 Results

Leq(day): 63.5 dBA Leq(night): 59.1 dBA Ldn: 66.5 dBA Incremental Ldn (Src 1-3): 66.6 dBA

| Noise Source Para | meters | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | o.ga. zaranomi (occomas) | 120 |
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| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| • • • • | 3 | |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 36.1 dBA Leq(night): 36.1 dBA Ldn: 42.5 dBA Incremental Ldn (Src 1-4): 66.6 dBA

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-19 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 54 dBA |

| Noise Source Parameters | | |
|-------------------------|--------------------------|---|
| | Number of Noise Sources: | 4 |

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Para | meters | Source 2 |
|-------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 54 dBA |
|-----------------------|--------|
| Total Project Ldn: | 72 dBA |
| Total Noise Exposure: | 72 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 48.2 dBA Leq(night): 43.8 dBA Ldn: 51.2 dBA

Source 2 Results

Leq(day): 52.0 dBA Leq(night): 39.9 dBA Ldn: 51.3 dBA Incremental Ldn (Src 1-2): 54.3 dBA

Source 3 Results

Leq(day): 68.7 dBA Leq(night): 64.3 dBA Ldn: 71.7 dBA Incremental Ldn (Src 1-3): 71.8 dBA

| Noise Source Parar | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Day diana hara | | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | o.g 2 | .20 |
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| Distance | Distance from Source to Receiver (ft) | 180 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 44.7 dBA Leq(night): 44.7 dBA Ldn: 51.1 dBA Incremental Ldn (Src 1-4): 71.8 dBA

| Project: | Valley Link |
|----------|-------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-18 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 53 dBA |

| Noise Source Parameters | |
|--------------------------|---|
| Number of Noise Sources: | 4 |

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| = | Speed (mph) | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 45 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| . reject recours curring | | |
|--------------------------|--------|--|
| Existing Ldn: | 53 dBA | |
| Total Project Ldn: | 71 dBA | |
| Total Noise Exposure: | 71 dBA | |
| Increase: | 18 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contou | r: |
|----------------------------|----|
| Dist to Sev. Impact Contou | r: |

Source 1 Results

Leq(day): 47.5 dBA Leq(night): 43.1 dBA Ldn: 50.5 dBA

Source 2 Results

Leq(day): 51.3 dBA Leq(night): 47.0 dBA Ldn: 54.4 dBA Incremental Ldn (Src 1-2): 55.9 dBA

Source 3 Results

Leq(day): 68.0 dBA Leq(night): 63.6 dBA Ldn: 71.0 dBA Incremental Ldn (Src 1-3): 71.1 dBA

| Noise Source Parameters | | Source 4 | |
|-------------------------|---|-------------------|--|
| | Source Type: | Stationary Source | |
| | Specific Source: | Crossing Signals | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 | |
| Daytime nrs | Signal Duration/iii (Seconds) | 120 | |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 | |
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| Distance | Distance from Source to Receiver (ft) | 200 | |
| | Number of Intervening Rows of Buildings | 0 | |
| Adjustments | Noise Barrier? | No | |
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Leq(day): 43.6 dBA Leq(night): 43.6 dBA Ldn: 50.0 dBA Incremental Ldn (Src 1-4): 71.2 dBA

| Proje | ct: Valley Link |
|-------|-----------------|
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-17 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 55 dBA |

Noise Source Parameters Number of Noise Sources: 5

| Noise Source Parameters | | Source 1 |
|---|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance Distance from Source to Receiver | | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results outlinary | | |
|----------------------------|--------|--|
| Existing Ldn: | 55 dBA | |
| Total Project Ldn: | 68 dBA | |
| Total Noise Exposure: | 68 dBA | |
| Increase: | 12 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 43.8 dBA Leq(night): 39.5 dBA Ldn: 46.9 dBA

Source 2 Results

Leq(day): 49.9 dBA Leq(night): 45.6 dBA Ldn: 52.9 dBA Incremental Ldn (Src 1-2): 53.9 dBA

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 193.75 |
| | Avg. Number of Buses/hr | 9.6875 |
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| Nighttime hrs | Avg. Number of Autos/hr | 96.875 |
| | Avg. Number of Buses/hr | 4.84375 |
| | | |
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| Distance | Distance from Source to Receiver (ft) | 50 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
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| Noise Source Parameters | | Source 5 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 350 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 64.3 dBA Leq(night): 60.0 dBA Ldn: 67.4 dBA Incremental Ldn (Src 1-3): 67.5 dBA

Source 4 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-4): 67.5 dBA

Source 5 Results

Leq(day): 37.5 dBA Leq(night): 37.5 dBA Ldn: 43.9 dBA Incremental Ldn (Src 1-5): 67.6 dBA

Project: ACE Track Extension

| Receiver Parameters | |
|---|----------------|
| Receiver: LT-16 Tracy to Lathrop | |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

| Existing Ldn: | 62 dBA |
|-----------------------|--------|
| Total Project Ldn: | 73 dBA |
| Total Noise Exposure: | 73 dBA |
| Increase: | |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 49.3 dBA Leq(night): 45.0 dBA Ldn: 52.4 dBA

Source 2 Results

Leq(day): 55.4 dBA Leq(night): 43.3 dBA Ldn: 54.7 dBA Incremental Ldn (Src 1-2): 56.7 dBA

Source 3 Results

Leq(day): 69.8 dBA Leq(night): 65.5 dBA Ldn: 72.9 dBA Incremental Ldn (Src 1-3): 73.0 dBA

| Noise Source Para | | Source 4 |
|-------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| Daytime nrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 46.7 dBA Leq(night): 46.7 dBA Ldn: 53.1 dBA Incremental Ldn (Src 1-4): 73.0 dBA

| Project: | Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-15 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 69 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parai | meters | Source 1 |
|--------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parar | neters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
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Project Results Summary

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|---------------------------|--------|--|
| Existing Ldn: | 69 dBA | |
| Total Project Ldn: | 73 dBA | |
| Total Noise Exposure: | 74 dBA | |
| Increase: | 6 dB | |
| Impact?: | Severe | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | | |
|------------------------------|--|--|
| Dist to Sev. Impact Contour: | | |

Source 1 Results

Leq(day): 49.3 dBA Leq(night): 45.0 dBA Ldn: 52.4 dBA

Source 2 Results

Leq(day): 55.4 dBA Leq(night): 51.1 dBA Ldn: 58.4 dBA Incremental Ldn (Src 1-2): 59.4 dBA

Source 3 Results

Leq(day): 69.8 dBA Leq(night): 65.5 dBA Ldn: 72.9 dBA Incremental Ldn (Src 1-3): 73.1 dBA

| Noise Source Parai | | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Davidson Los | | |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
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| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
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| | | |
| Distance | Distance from Source to Receiver (ft) | 150 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
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Leq(day): 46.7 dBA Leq(night): 46.7 dBA Ldn: 53.1 dBA Incremental Ldn (Src 1-4): 73.1 dBA

| Project: Valley Link |
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| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-10 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 68 dBA |

Noise Source Parameters Number of Noise Sources: 3

| Noise Source Parameters | | Source 1 |
|--|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs Avg. Number of DMU's/train | | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
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| Noise Source Parai | meters | Source 2 |
|--------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | · | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

| Noise Source Parameters | | Source 3 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Project Results Summary

| roject nesans cummary | |
|-----------------------|--------|
| Existing Ldn: | 68 dBA |
| Total Project Ldn: | 58 dBA |
| Total Noise Exposure: | 69 dBA |
| Increase: | 0 dB |
| Impact?: | None |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|---|--|
| Dist to Mod. Impact Contour: Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 47.5 dBA Leq(night): 43.1 dBA Ldn: 50.5 dBA

Source 2 Results

Leq(day): 53.5 dBA Leq(night): 49.2 dBA Ldn: 56.6 dBA Incremental Ldn (Src 1-2): 57.5 dBA

Source 3 Results

Leq(day): 43.6 dBA Leq(night): 43.6 dBA Ldn: 50.0 dBA Incremental Ldn (Src 1-3): 58.2 dBA

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| Project: Valley Link |
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| |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-14 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 70 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|---|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs Avg. Number of DMU's | | 1 |
| | Speed (mph) | 58 |
| Avg. Number of Events/ | | 1.888888889 |
| | | |
| Distance Distance from Source to Receiver | | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Project Results Sullillary | | |
|----------------------------|--------|--|
| Existing Ldn: | 70 dBA | |
| Total Project Ldn: | 61 dBA | |
| Total Noise Exposure: | 71 dBA | |
| Increase: | 1 dB | |
| Impact?: | None | |

Distance to Impact Contours

| Ī | Dist to Mod. Impact Contour: | |
|---|------------------------------|--|
| ľ | Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 42.2 dBA Leq(night): 37.8 dBA Ldn: 45.2 dBA

Source 2 Results

Leq(day): 48.3 dBA Leq(night): 43.9 dBA Ldn: 51.3 dBA Incremental Ldn (Src 1-2): 52.2 dBA

| Noise Source Parar | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 9.6875 |
| | Avg. Number of Events/hr | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 4 |
|-------------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| , | | |
| [| | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| [| | |
| ĺ | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 450 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |
| | | |

Leq(day): 62.7 dBA Leq(night): 0.0 dBA Ldn: 60.7 dBA Incremental Ldn (Src 1-3): 61.2 dBA

Source 4 Results

Leq(day): 34.8 dBA Leq(night): 34.8 dBA Ldn: 41.2 dBA Incremental Ldn (Src 1-4): 61.3 dBA

| Project: Valley Link |
|----------------------|
| |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-11 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 61 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parame | eters | Source 2 |
|---------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| Froject Results Sullillary | |
|----------------------------|--------|
| Existing Ldn: | 61 dBA |
| Total Project Ldn: | 65 dBA |
| Total Noise Exposure: | 67 dBA |
| Increase: | 5 dB |
| Impact?: | Severe |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 41.5 dBA Leq(night): 37.2 dBA Ldn: 44.5 dBA

Source 2 Results

Leq(day): 43.1 dBA Leq(night): 38.7 dBA Ldn: 46.1 dBA Incremental Ldn (Src 1-2): 48.4 dBA

| Noise Source Parar | meters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | · | |
| | | |

| Noise Source Parai | meters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Crossing Signals |
| Daytime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Nighttime hrs | Signal Duration/hr (seconds) | 120 |
| | | |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 500 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Leq(day): 62.0 dBA Leq(night): 57.7 dBA Ldn: 65.0 dBA Incremental Ldn (Src 1-3): 65.1 dBA

Source 4 Results

Leq(day): 33.6 dBA Leq(night): 33.6 dBA Ldn: 40.0 dBA Incremental Ldn (Src 1-4): 65.1 dBA

| Project: | Valley Link |
|----------|-------------|
| | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-13 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 62 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Parameters | | Source 1 |
|-------------------------|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parameters | | Source 2 |
|-------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | Jointed Track? | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| 62 dBA |
|--------|
| 67 dBA |
| 68 dBA |
| 6 dB |
| Severe |
| |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 43.0 dBA Leq(night): 38.6 dBA Ldn: 46.0 dBA

Source 2 Results

Leq(day): 49.0 dBA Leq(night): 44.7 dBA Ldn: 52.1 dBA Incremental Ldn (Src 1-2): 53.0 dBA

| Noise Source Paran | neters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 400 |
| | Number of Intervening Rows of Buildings | 1 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Source Type: Stationary Source Specific Source: Crossing Signals Daytime hrs Signal Duration/hr (seconds) Nighttime hrs Signal Duration/hr (seconds) Distance Distance from Source to Receiver (ft) Number of Intervening Rows of Buildings Adjustments Noise Barrier? No | Source 4 | Noise Source Parameters | |
|--|-------------------|---|---------------|
| Daytime hrs Signal Duration/hr (seconds) Nighttime hrs Signal Duration/hr (seconds) Distance Distance from Source to Receiver (ft) Number of Intervening Rows of Buildings 0 | Stationary Source | Source Type: | |
| Nighttime hrs Signal Duration/hr (seconds) 120 Distance Distance from Source to Receiver (ft) 400 Number of Intervening Rows of Buildings 0 | Crossing Signals | Specific Source: | |
| Distance Distance from Source to Receiver (ft) 400 Number of Intervening Rows of Buildings 0 | 120 | Signal Duration/hr (seconds) | Daytime hrs |
| Distance Distance from Source to Receiver (ft) 400 Number of Intervening Rows of Buildings 0 | | | |
| Distance Distance from Source to Receiver (ft) 400 Number of Intervening Rows of Buildings 0 | | | |
| Distance Distance from Source to Receiver (ft) 400 Number of Intervening Rows of Buildings 0 | | | |
| Number of Intervening Rows of Buildings 0 | 120 | Signal Duration/hr (seconds) | Nighttime hrs |
| Number of Intervening Rows of Buildings 0 | | | |
| Number of Intervening Rows of Buildings 0 | | | |
| Number of Intervening Rows of Buildings 0 | | | |
| The state of the s | 400 | Distance from Source to Receiver (ft) | Distance |
| Adjustments Noise Barrier? No | 0 | Number of Intervening Rows of Buildings | |
| | No | Noise Barrier? | Adjustments |
| | | | |
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Leq(day): 63.5 dBA Leq(night): 59.1 dBA Ldn: 66.5 dBA Incremental Ldn (Src 1-3): 66.7 dBA

Source 4 Results

Leq(day): 36.1 dBA Leq(night): 36.1 dBA Ldn: 42.5 dBA Incremental Ldn (Src 1-4): 66.7 dBA

| | Project: Valley Link |
|---|----------------------|
| ľ | |

| Receiver Parameters | |
|---|------------------------|
| Receiver: | LT-12 Tracy to Lathrop |
| Land Use Category: | 2. Residential |
| Existing Noise (Measured or Generic Value): | 64 dBA |

Noise Source Parameters Number of Noise Sources: 4

| Noise Source Para | meters | Source 1 |
|---|---|----------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Diesel Multiple Unit (DMU) |
| Daytime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of DMU's/train | 1 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance Distance from Source to Receiver (fr | | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parar | meters | Source 2 |
|--------------------------|---|----------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Rail Car |
| Daytime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | Avg. Number of Rail Cars/train | 6 |
| | Speed (mph) | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| Avg. Number of Events/hi | | |
| Distance | Distance from Source to Receiver (ft) | 200 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| Jointed Track? | | No |
| | Embedded Track? | No |
| | Aerial Structure? | No |

Project Results Summary

| r roject results Callinary | | | | | | | |
|----------------------------|--------|--|--|--|--|--|--|
| Existing Ldn: | 64 dBA | | | | | | |
| Total Project Ldn: | 58 dBA | | | | | | |
| Total Noise Exposure: | 65 dBA | | | | | | |
| Increase: | 1 dB | | | | | | |
| Impact?: | None | | | | | | |

Distance to Impact Contours

| Dist to Mod. Impact Contour: | |
|------------------------------|--|
| Dist to Sev. Impact Contour: | |

Source 1 Results

Leq(day): 47.5 dBA Leq(night): 43.1 dBA Ldn: 50.5 dBA

Source 2 Results

Leq(day): 53.5 dBA Leq(night): 49.2 dBA Ldn: 56.6 dBA Incremental Ldn (Src 1-2): 57.5 dBA

| Noise Source Param | eters | Source 3 |
|--------------------|---|-------------------------|
| | Source Type: | Fixed Guideway |
| | Specific Source: | Locomotive Warning Horn |
| Daytime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 5.133333333 |
| | | |
| Nighttime hrs | | |
| | Speed | 58 |
| | Avg. Number of Events/hr | 1.888888889 |
| | | |
| Distance | Distance from Source to Receiver (ft) | 3700 |
| | Number of Intervening Rows of Buildings | 2 |
| Adjustments | | |
| | | |
| | | |
| | | |

| Noise Source Parar | meters | Source 4 |
|--------------------|---|-------------------|
| | Source Type: | Stationary Source |
| | Specific Source: | Park & Ride Lot |
| Daytime hrs | Avg. Number of Autos/hr | 387.5 |
| | Avg. Number of Buses/hr | 19.375 |
| | | |
| | | |
| Nighttime hrs | Avg. Number of Autos/hr | 193.75 |
| | Avg. Number of Buses/hr | 9.6875 |
| | | |
| | | |
| Distance | Distance from Source to Receiver (ft) | 700 |
| | Number of Intervening Rows of Buildings | 0 |
| Adjustments | Noise Barrier? | No |
| | | |
| | | |
| | | |

Leq(day): 47.5 dBA Leq(night): 43.1 dBA Ldn: 50.5 dBA Incremental Ldn (Src 1-3): 58.3 dBA

Source 4 Results

Leq(day): 0.0 dBA Leq(night): 0.0 dBA Ldn: 6.4 dBA Incremental Ldn (Src 1-4): 58.3 dBA Traffic Noise Prediction Model

Traffic Noise Prediction Model, (FHWA RD-77-108) Model Input Sheet



Project Name: 60592917 - Valley Link CEQA

Project Number: 60592917 Modeling Condition: Existing

| | | | Seg | ment | | Speed | Distance | | | | | | | Offset |
|--------|--------|---------|------------------|------------------|--------------|-------|----------|---------|-----|------|-------|-------|---------|--------|
| Segmen | t | Roadway | From | То | Traffic Vol. | (Mph) | to CL | % Autos | %MT | % HT | Day % | Eve % | Night % | (dB) |
| 1 | I -580 | | Greenville Road | Vasco Road | 349400 | 65 | 169 | 93 | 2 | 5 | 81 | 0 | 19 | |
| 2 | I -580 | | Vasco Road | First Street | 355000 | 65 | 103 | 93 | 2 | 5 | 81 | 0 | 19 | |
| 3 | I -580 | | First Street | Livermore Avenue | 383900 | 65 | 225 | 93 | 2 | 5 | 81 | 0 | 19 | |
| 4 | I -580 | | Livermore Avenue | Isabel Avenue | 395100 | 65 | 368 | 93 | 2 | 5 | 81 | 0 | 19 | |
| 5 | I -580 | | Isabel Avenue | El Charro Road | 399700 | 65 | 165 | 93 | 2 | 5 | 81 | 0 | 19 | |
| 6 | I -580 | | El Charro Road | Tassajara Road | 426700 | 65 | 100 | 93 | 2 | 5 | 81 | 0 | 19 | |
| 7 | I -580 | | Tassajara Road | Hacienda Drive | 442600 | 65 | 100 | 93 | 2 | 5 | 81 | 0 | 19 | |
| 8 | I -580 | | Hacienda Drive | Hopyard Road | 455600 | 65 | 273 | 93 | 2 | 5 | 81 | 0 | 19 | |
| 9 | I -580 | | Hopyard Road | I-680 | 431400 | 65 | 100 | 93 | 2 | 5 | 81 | 0 | 19 | |

0 Traffic Noise Prediction Model, (FHWA RD-77-108) Predicted Noise Levels



Project Name: 60592917 - Valley Link CEQA

Project Number: 60592917 Modeling Condition: Existing Metric (Leq, Ldn, CNEL): Ldn

| | | | Segment | | Noise Levels, dB Ldn | | | | Distance to Traffic Noise Contours, Feet | | | | |
|---------|--------|---------|-----------------|------------------|----------------------|------|------|-------|--|-------|-------|--------|--------|
| Segment | | Roadway | From | To | Auto | MT | HT | Total | 70 dB | 65 dB | 60 dB | 55 dB | 50 dB |
| 1 | I -580 | | Greenville Road | Vasco Road | 82.3 | 71.8 | 79.3 | 84.3 | 4588 | 14508 | 45879 | 145082 | 458789 |
| 2 | I -580 | | Vasco Road | First Street | 84.6 | 74.0 | 81.5 | 86.6 | 4661 | 14741 | 46614 | 147407 | 466142 |
| 3 | I -580 | | First Street | Livermore Avenue | 81.5 | 71.0 | 78.4 | 83.5 | 5041 | 15941 | 50409 | 159407 | 504090 |
| 4 | I -580 | | Livermore Avenu | e Isabel Avenue | 79.5 | 69.0 | 76.4 | 81.5 | 5188 | 16406 | 51880 | 164058 | 518796 |
| 5 | I -580 | | Isabel Avenue | El Charro Road | 83.0 | 72.5 | 80.0 | 85.0 | 5248 | 16597 | 52484 | 165968 | 524836 |
| 6 | I -580 | | El Charro Road | Tassajara Road | 85.5 | 75.0 | 82.4 | 87.5 | 5603 | 17718 | 56029 | 177179 | 560289 |
| 7 | I -580 | | Tassajara Road | Hacienda Drive | 85.7 | 75.1 | 82.6 | 87.6 | 5812 | 18378 | 58117 | 183781 | 581167 |
| 8 | I -580 | | Hacienda Drive | Hopyard Road | 81.4 | 70.9 | 78.3 | 83.4 | 5982 | 18918 | 59824 | 189179 | 598237 |
| 9 | I -580 | | Hopyard Road | I-680 | 85.5 | 75.0 | 82.5 | 87.5 | 5665 | 17913 | 56646 | 179131 | 566461 |

Traffic Noise Prediction Model, (FHWA RD-77-108) Model Input Sheet



Project Name: 60592917 - Valley Link CEQA

Project Number: 60592917

Modeling Condition: Existing + Project 2025

| | | | Seg | ment | | Speed | Distance | | | | | | | Offset |
|---------|--------|---------|------------------|------------------|--------------|-------|----------|---------|-----|------|-------|-------|---------|--------|
| Segment | t | Roadway | From | То | Traffic Vol. | (Mph) | to CL | % Autos | %MT | % HT | Day % | Eve % | Night % | (dB) |
| 1 | I -580 | | Greenville Road | Vasco Road | 394240 | 65 | 161 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 2 | I -580 | | Vasco Road | First Street | 400558 | 65 | 98 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 3 | I -580 | | First Street | Livermore Avenue | 433167 | 65 | 206 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 4 | I -580 | | Livermore Avenue | Isabel Avenue | 445805 | 65 | 355 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 5 | I -580 | | Isabel Avenue | El Charro Road | 450995 | 65 | 143 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 6 | I -580 | | El Charro Road | Tassajara Road | 481460 | 65 | 100 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 7 | I -580 | | Tassajara Road | Hacienda Drive | 499400 | 65 | 100 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 8 | I -580 | | Hacienda Drive | Hopyard Road | 514069 | 65 | 241 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 9 | I -580 | | Hopyard Road | I-680 | 486763 | 65 | 100 | 97 | 2 | 1 | 81 | 0 | 19 | |

0 Traffic Noise Prediction Model, (FHWA RD-77-108) Predicted Noise Levels



Project Name: 60592917 - Valley Link CEQA

Project Number: 60592917

Modeling Condition : Existing + Project 2025

Metric (Leq, Ldn, CNEL) : Ldn

| | | | Segment | | Noise Levels, dB Ldn | | | | Distance to Traffic Noise Contours, Feet | | | | |
|---------|--------|---------|-----------------|------------------|----------------------|------|------|-------|--|-------|-------|--------|--------|
| Segment | | Roadway | From | To | Auto | MT | HT | Total | 70 dB | 65 dB | 60 dB | 55 dB | 50 dB |
| 1 | I -580 | | Greenville Road | Vasco Road | 83.3 | 72.6 | 73.0 | 84.0 | 4028 | 12737 | 40279 | 127373 | 402790 |
| 2 | I -580 | | Vasco Road | First Street | 85.5 | 74.8 | 75.2 | 86.2 | 4092 | 12941 | 40925 | 129415 | 409246 |
| 3 | I -580 | | First Street | Livermore Avenue | 82.6 | 71.9 | 72.4 | 83.3 | 4426 | 13995 | 44256 | 139950 | 442562 |
| 4 | I -580 | | Livermore Avenu | e Isabel Avenue | 80.4 | 69.7 | 70.1 | 81.1 | 4555 | 14403 | 45547 | 144033 | 455473 |
| 5 | I -580 | | Isabel Avenue | El Charro Road | 84.4 | 73.7 | 74.1 | 85.1 | 4608 | 14571 | 46078 | 145710 | 460776 |
| 6 | I -580 | | El Charro Road | Tassajara Road | 86.2 | 75.5 | 76.0 | 86.9 | 4919 | 15555 | 49190 | 155553 | 491902 |
| 7 | I -580 | | Tassajara Road | Hacienda Drive | 86.4 | 75.6 | 76.1 | 87.1 | 5102 | 16135 | 51023 | 161349 | 510232 |
| 8 | I -580 | | Hacienda Drive | Hopyard Road | 82.7 | 72.0 | 72.4 | 83.4 | 5252 | 16609 | 52522 | 166089 | 525218 |
| 9 | I -580 | | Hopyard Road | I-680 | 86.3 | 75.5 | 76.0 | 87.0 | 4973 | 15727 | 49732 | 157266 | 497320 |

Traffic Noise Prediction Model, (FHWA RD-77-108) **Model Input Sheet**



Project Name: 60592917 - Valley Link CEQA **Project Number**: 60592917

Modeling Condition: Existing + Project 2040

Ground Type : Hard K Factor: NA Traffic Desc. (Peak or ADT): ADT Metric (Leq, Ldn, CNEL): Ldn

| | | | Seg | ment | | Speed | Distance | | | | | | | Offset |
|---------|--------|---------|------------------|------------------|--------------|-------|----------|---------|-----|------|-------|-------|---------|--------|
| Segment | | Roadway | From | То | Traffic Vol. | (Mph) | to CL | % Autos | %MT | % HT | Day % | Eve % | Night % | (dB) |
| 1 | I -580 | | Greenville Road | Vasco Road | 434904 | 65 | 161 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 2 | I -580 | | Vasco Road | First Street | 441874 | 65 | 98 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 3 | I -580 | | First Street | Livermore Avenue | 477846 | 65 | 206 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 4 | I -580 | | Livermore Avenue | Isabel Avenue | 491787 | 65 | 355 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 5 | I -580 | | Isabel Avenue | El Charro Road | 497513 | 65 | 143 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 6 | I -580 | | El Charro Road | Tassajara Road | 531120 | 65 | 100 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 7 | I -580 | | Tassajara Road | Hacienda Drive | 550911 | 65 | 100 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 8 | I -580 | | Hacienda Drive | Hopyard Road | 567093 | 65 | 241 | 97 | 2 | 1 | 81 | 0 | 19 | |
| 9 | I -580 | | Hopyard Road | I-680 | 536970 | 65 | 100 | 97 | 2 | 1 | 81 | 0 | 19 | |

0 Traffic Noise Prediction Model, (FHWA RD-77-108) Predicted Noise Levels



Project Name: 60592917 - Valley Link CEQA

Project Number: 60592917

Modeling Condition: Existing + Project 2040

Metric (Leq, Ldn, CNEL) : Ldn

| | | | Segment | | | oise Leve | ls, dB Ldr | า | Distance to Traffic Noise Contours, Feet | | | | |
|--------|--------|---------|-----------------|------------------|------|-----------|------------|-------|--|-------|-------|--------|--------|
| Segmei | nt | Roadway | From | To | Auto | MT | HT | Total | 70 dB | 65 dB | 60 dB | 55 dB | 50 dB |
| 1 | I -580 | | Greenville Road | Vasco Road | 83.7 | 73.0 | 73.4 | 84.4 | 4443 | 14051 | 44434 | 140511 | 444336 |
| 2 | I -580 | | Vasco Road | First Street | 85.9 | 75.2 | 75.7 | 86.6 | 4515 | 14276 | 45146 | 142764 | 451458 |
| 3 | I -580 | | First Street | Livermore Avenue | 83.0 | 72.3 | 72.8 | 83.7 | 4882 | 15439 | 48821 | 154386 | 488210 |
| 4 | I -580 | | Livermore Avenu | e Isabel Avenue | 8.08 | 70.1 | 70.5 | 81.5 | 5025 | 15889 | 50245 | 158890 | 502454 |
| 5 | I -580 | | Isabel Avenue | El Charro Road | 84.8 | 74.1 | 74.5 | 85.5 | 5083 | 16074 | 50830 | 160740 | 508303 |
| 6 | I -580 | | El Charro Road | Tassajara Road | 86.6 | 75.9 | 76.4 | 87.3 | 5426 | 17160 | 54264 | 171598 | 542640 |
| 7 | I -580 | | Tassajara Road | Hacienda Drive | 86.8 | 76.1 | 76.5 | 87.5 | 5629 | 17799 | 56286 | 177992 | 562860 |
| 8 | I -580 | | Hacienda Drive | Hopyard Road | 83.1 | 72.4 | 72.8 | 83.8 | 5794 | 18322 | 57939 | 183220 | 579392 |
| 9 | I -580 | | Hopyard Road | I-680 | 86.7 | 76.0 | 76.4 | 87.4 | 5486 | 17349 | 54862 | 173488 | 548617 |