

Appendix R
Supporting Noise Information

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 Noise Impact Assessment Spreadsheet
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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		

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	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

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

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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 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)	150
	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)	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)	150
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	Yes
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Project Results Summary

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):	73 ft
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

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 Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	62
	Number of Events/hr	5.866666667
Distance	Distance from Source to Receiver (ft)	150
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	62
	Number of Events/hr	5.866666667
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

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):	29 ft
Dist to Sev. Impact Contour (Sources 1+2):	12 ft

Source 1 Results

Leqh:	56.0 dBA
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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 Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	62
	Number of Events/hr	5.866666667
Distance	Distance from Source to Receiver (ft)	290
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	62
	Number of Events/hr	5.866666667
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

Existing Leq:	64 dBA
Total Project Leq:	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

Leq:	51.7 dBA
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Source 2 Results

Leq:	52.3 dBA
Incremental Leq (Src 1-2):	55.0 dBA

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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 Parameters		Source 1
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Electric Locomotive
Noisiest hr of Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	52
	Number of Events/hr	5.866666667
Distance	Distance from Source to Receiver (ft)	300
	Number of Intervening Rows of Buildings	1
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	52
	Number of Events/hr	5.866666667
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 Parameters		Source 3
	Source Type:	Stationary Source
	Specific Source:	Park & Ride Lot
Noisiest hr of Activity During Sensitive hrs	Number of Autos/hr	106.25
	Number of Buses/hr	5.3125
Distance	Distance from Source to Receiver (ft)	1370
	Number of Intervening Rows of Buildings	3
Adjustments	Noise Barrier?	No

Project Results Summary

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

Distance to Impact Contours

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

Source 1 Results

Leqh:	47.7 dBA
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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

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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 Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	52
	Number of Events/hr	5.866666667
Distance	Distance from Source to Receiver (ft)	580
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	8
	Speed (mph)	52
	Number of Events/hr	5.866666667
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

Existing Leqh:	68 dBA
Total Project Leqh:	51 dBA
Total Noise Exposure:	69 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

(Sources 1+2):	42 ft
(Sources 1+2):	19 ft

Source 1 Results

Leqh:	47.9 dBA
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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	5.866666667
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)	180
	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)	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	1
Adjustments	Noise Barrier?	Yes

Project Results Summary

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:	---

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

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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 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		

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)	1000
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Project Results Summary

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

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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	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)	650
	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)	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

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

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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 Parameters		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)	500
	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	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 Parameters		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	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	69 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 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 Parameters		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		

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	6.06666667
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:	70 dBA
Total Noise Exposure:	73 dBA
Increase:	3 dB
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 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

Source 4 Results

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

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	6.066666667
Distance	Distance from Source to Receiver (ft)	500
	Number of Intervening Rows of Buildings	1
Adjustments		

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

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

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

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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 Parameters		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 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

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 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

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 Parameters		Source 4
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Daytime hrs	Avg. Number of Trains/hr	6.06666667
		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

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

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	2
Distance	Distance from Source to Receiver (ft)	2800
	Number of Intervening Rows of Buildings	1
Adjustments		

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

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

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

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Project: Valley Link

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 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)	750
	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)	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 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)	750
	Number of Intervening Rows of Buildings	0
Adjustments		

Project Results Summary

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):	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

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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 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)	225
	Number of Intervening Rows of Buildings	1
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)	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		

Project Results Summary

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):	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

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Project: 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 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)	250
	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)	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		

Project Results Summary

Existing Ldn:	51 dBA
Total Project Ldn:	67 dBA
Total Noise Exposure:	67 dBA
Increase:	16 dB
Impact?:	Severe

Distance to Impact Contours

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

Source 1 Results

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

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Project: 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 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		

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		

Project Results Summary

Existing Ldn:	52 dBA
Total Project Ldn:	64 dBA
Total Noise Exposure:	64 dBA
Increase:	13 dB
Impact?:	Severe

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

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Project: Valley Link

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	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		

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	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 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)	180
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	54 dBA
Total Project Ldn:	69 dBA
Total Noise Exposure:	70 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):	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

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Project: Valley Link

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		

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		

Project Results Summary

Existing Ldn:	53 dBA
Total Project Ldn:	69 dBA
Total Noise Exposure:	69 dBA
Increase:	16 dB
Impact?:	Severe

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

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Project: 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		

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

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

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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		

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		

Project Results Summary

Existing Ldn:	62 dBA
Total Project Ldn:	71 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):	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

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Project: Valley Link

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 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		

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)	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		

Project Results Summary

Existing Ldn:	69 dBA
Total Project Ldn:	71 dBA
Total Noise Exposure:	73 dBA
Increase:	4 dB
Impact?:	Severe

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

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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 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		

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	0
Adjustments	Noise Barrier?	No

Project Results Summary

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 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

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 Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	58
	Number of Events/hr	3
		58
Distance	Distance from Source to Receiver (ft)	450
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	58
	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

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
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Source 2 Results

Leqh:	45.9 dBA
Incremental Leqh (Src 1-2):	49.1 dBA

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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 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		

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

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):	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

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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		

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

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

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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		

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

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):	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

Valley Link_Noise Levels - DEL - 2040

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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	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		

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

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

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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		

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)	150
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	Yes
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Project Results Summary

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):	87 ft
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**

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 Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	62
	Number of Events/hr	7.066666667
Distance	Distance from Source to Receiver (ft)	150
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	62
	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

Existing Leq _h :	72 dBA
Total Project Leq _h :	60 dBA
Total Noise Exposure:	72 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	33 ft
Dist to Sev. Impact Contour (Sources 1+2):	13 ft

Source 1 Results

Leq _h :	56.8 dBA
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Source 2 Results

Leq _h :	57.4 dBA
Incremental Leq _h (Src 1-2):	60.1 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 Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	62
	Number of Events/hr	7.066666667
Distance	Distance from Source to Receiver (ft)	290
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	62
	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

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
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Source 2 Results

Leqh:	53.1 dBA
Incremental Leqh (Src 1-2):	55.8 dBA

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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 Parameters		Source 1
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Electric Locomotive
Noisiest hr of Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	52
	Number of Events/hr	7.066666667
Distance	Distance from Source to Receiver (ft)	300
	Number of Intervening Rows of Buildings	1
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	52
	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 Parameters		Source 3
	Source Type:	Stationary Source
	Specific Source:	Park & Ride Lot
Noisiest hr of Activity During Sensitive hrs	Number of Autos/hr	190
	Number of Buses/hr	9.5
Distance	Distance from Source to Receiver (ft)	1370
	Number of Intervening Rows of Buildings	3
Adjustments	Noise Barrier?	No

Project Results Summary

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

Distance to Impact Contours

Dist to Mod. Impact Contour:	---
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

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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 Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	52
	Number of Events/hr	7.066666667
Distance	Distance from Source to Receiver (ft)	580
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	8
	Speed (mph)	52
	Number of Events/hr	7.066666667
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

Existing Leqh:	68 dBA
Total Project Leqh:	52 dBA
Total Noise Exposure:	69 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

(Sources 1+2):	47 ft
(Sources 1+2):	21 ft

Source 1 Results

Leqh:	48.8 dBA
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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		

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

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 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

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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 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		

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

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

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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		

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

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

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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 Parameters		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	2.555555556
Distance	Distance from Source to Receiver (ft)	500
	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	2.555555556
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 Parameters		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	2.555555556
		0
Distance	Distance from Source to Receiver (ft)	500
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

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

Dist to Mod. 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 Parameters		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	2.555555556
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	2.555555556
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	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	70 dBA
Total Project Ldn:	70 dBA
Total Noise Exposure:	73 dBA
Increase:	3 dB
Impact?:	Severe

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 Parameters		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	2.555555556
		0
Distance	Distance from Source to Receiver (ft)	500
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Source 4 Results

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

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		

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

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

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

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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 Electric Locomotive
Noisiest hr of Activity During Sensitive hrs	Number of Locos/train	1
	Speed (mph)	35
	Number of Events/hr	7.133333333
Distance	Distance from Source to Receiver (ft)	280
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	35
	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

Existing Leq _h :	63 dBA
Total Project Leq _h :	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

Leq _h :	55.3 dBA
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Source 2 Results

Leq _h :	48.4 dBA
Incremental Leq _h (Src 1-2):	56.1 dBA

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

Source 3 Results

Leqh: 0.0 dBA
Incremental Leqh (Src 1-3): 56.1 dBA

Noise Source Parameters		Source 4
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Noisiest hr of Activity During Sensitive hrs	Number of Trains/hr	7.13333333
		0
Distance	Distance from Source to Receiver (ft)	2800
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Source 4 Results

Leqh: 34.2 dBA
Incremental Leqh (Src 1-4): 56.1 dBA

Noise Source Parameters		Source 5
	Source Type:	Fixed Guideway
	Specific Source:	Locomotive Warning Horn
Noisiest hr of Activity During Sensitive hrs	Speed (mph)	35
	Number of Events/hr	7.13333333
Distance	Distance from Source to Receiver (ft)	2800
	Number of Intervening Rows of Buildings	1
Adjustments		

Source 5 Results

Leqh: 52.2 dBA
Incremental Leqh (Src 1-5): 57.1 dBA

Noise Source Parameters		Source 6
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Noisiest hr of Activity During Sensitive 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

Source 6 Results

Leqh: 39.9 dBA
Incremental Leqh (Src 1-6): 57.7 dBA

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Project: Valley Link

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 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)	750
	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)	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 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)	750
	Number of Intervening Rows of Buildings	0
Adjustments		

Project Results Summary

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):	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

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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 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)	225
	Number of Intervening Rows of Buildings	1
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)	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 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)	225
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	54 dBA
Total Project Ldn:	70 dBA
Total Noise Exposure:	70 dBA
Increase:	17 dB
Impact?:	Severe

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

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Project: 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 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)	250
	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)	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 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)	250
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	51 dBA
Total Project Ldn:	70 dBA
Total Noise Exposure:	70 dBA
Increase:	19 dB
Impact?:	Severe

Distance to Impact Contours

Dist to Mod. 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

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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	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		

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)	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		

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):	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

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Project: Valley Link

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		

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	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 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)	180
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	54 dBA
Total Project Ldn:	72 dBA
Total Noise Exposure:	72 dBA
Increase:	18 dB
Impact?:	Severe

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

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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	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		

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		

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

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

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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		

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

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

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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	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		

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		

Project Results Summary

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

Distance to Impact Contours

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):	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

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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 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		

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)	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		

Project Results Summary

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 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

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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 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		

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

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	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	68 dBA
Total Project Ldn:	60 dBA
Total Noise Exposure:	69 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):	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		

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

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

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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		

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

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

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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		

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

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

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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	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		

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

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

Valley Link_Noise Levels - DMU - 2025

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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 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		

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	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

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

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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 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	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)	150
	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)	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)	150
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	Yes
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Project Results Summary

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):	43 ft
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

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 Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	62
	Number of Events/hr	5.866666667
Distance	Distance from Source to Receiver (ft)	150
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	62
	Number of Events/hr	5.866666667
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

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):	22 ft
Dist to Sev. Impact Contour (Sources 1+2):	9 ft

Source 1 Results

Leqh:	49.9 dBA
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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 Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	62
	Number of Events/hr	5.866666667
Distance	Distance from Source to Receiver (ft)	290
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	62
	Number of Events/hr	5.866666667
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

Existing Leq:	64 dBA
Total Project Leq:	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

Leq:	45.6 dBA
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Source 2 Results

Leq:	52.3 dBA
Incremental Leq (Src 1-2):	53.1 dBA

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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 Parameters		Source 1
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Multiple Unit (DMU)
Noisiest hr of Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	52
	Number of Events/hr	5.866666667
Distance	Distance from Source to Receiver (ft)	300
	Number of Intervening Rows of Buildings	1
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	52
	Number of Events/hr	5.866666667
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 Parameters		Source 3
	Source Type:	Stationary Source
	Specific Source:	Park & Ride Lot
Noisiest hr of Activity During Sensitive hrs	Number of Autos/hr	106.25
	Number of Buses/hr	5.3125
Distance	Distance from Source to Receiver (ft)	1370
	Number of Intervening Rows of Buildings	3
Adjustments	Noise Barrier?	No

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

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

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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 Multiple Unit (DMU)
Noisiest hr of Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	52
	Number of Events/hr	5.866666667
Distance	Distance from Source to Receiver (ft)	580
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	8
	Speed (mph)	52
	Number of Events/hr	5.866666667
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

Existing Leqh:	68 dBA
Total Project Leqh:	48 dBA
Total Noise Exposure:	69 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

(Sources 1+2):	29 ft
(Sources 1+2):	13 ft

Source 1 Results

Leqh:	41.1 dBA
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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 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)	180
	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)	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	1
Adjustments	Noise Barrier?	Yes

Project Results Summary

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

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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	5.866666667
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)	1000
	Number of Intervening Rows of Buildings	1
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)	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)	1000
	Number of Intervening Rows of Buildings	1
Adjustments	Noise Barrier?	No
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Project Results Summary

Existing Ldn:	60 dBA
Total Project Ldn:	49 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):	33.1 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

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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 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		

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

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

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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	6.066666667
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)	500
	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	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 Parameters		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	0
Adjustments	Noise Barrier?	No

Project Results Summary

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		

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	6.06666667
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:	3 dB
Impact?:	Severe

Distance to Impact Contours

Dist to Mod. 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

Source 4 Results

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

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	6.066666667
Distance	Distance from Source to Receiver (ft)	500
	Number of Intervening Rows of Buildings	1
Adjustments		

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

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

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

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Project:	Valley Link
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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		

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

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

Source 3 Results

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

Noise Source Parameters		Source 4
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Daytime hrs	Avg. Number of Trains/hr	6.06666667
		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

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

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	2
Distance	Distance from Source to Receiver (ft)	2800
	Number of Intervening Rows of Buildings	1
Adjustments		

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

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

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

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Project: Valley Link

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 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)	750
	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)	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 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)	750
	Number of Intervening Rows of Buildings	0
Adjustments		

Project Results Summary

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):	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

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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 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)	225
	Number of Intervening Rows of Buildings	1
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)	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		

Project Results Summary

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

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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		

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		

Project Results Summary

Existing Ldn:	51 dBA
Total Project Ldn:	67 dBA
Total Noise Exposure:	67 dBA
Increase:	16 dB
Impact?:	Severe

Distance to Impact Contours

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

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Project: 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 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)	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)	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		

Project Results Summary

Existing Ldn:	52 dBA
Total Project Ldn:	64 dBA
Total Noise Exposure:	64 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):	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

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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 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		

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	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 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)	180
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	54 dBA
Total Project Ldn:	69 dBA
Total Noise Exposure:	69 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):	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

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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	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		

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		

Project Results Summary

Existing Ldn:	53 dBA
Total Project Ldn:	69 dBA
Total Noise Exposure:	69 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):	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

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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		

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

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

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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		

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		

Project Results Summary

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

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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		

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)	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		

Project Results Summary

Existing Ldn:	69 dBA
Total Project Ldn:	71 dBA
Total Noise Exposure:	73 dBA
Increase:	4 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):	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

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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	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		

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	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	68 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):	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

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 Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	58
	Number of Events/hr	3
		58
Distance	Distance from Source to Receiver (ft)	450
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	58
	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

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
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Source 2 Results

Leqh:	45.9 dBA
Incremental Leqh (Src 1-2):	46.9 dBA

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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		

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

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

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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	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		

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

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

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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		

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

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

Valley Link_Noise Levels - DMU - 2040

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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 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		

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

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

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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 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		

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)	150
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	Yes
	Jointed Track?	No
	Embedded Track?	No
	Aerial Structure?	No

Project Results Summary

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):	51 ft
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

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Project: **ACE Track Extension**

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 Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	62
	Number of Events/hr	7.066666667
Distance	Distance from Source to Receiver (ft)	150
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	62
	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

Existing Leq _h :	72 dBA
Total Project Leq _h :	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

Leq _h :	50.7 dBA
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Source 2 Results

Leq _h :	57.4 dBA
Incremental Leq _h (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 Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	62
	Number of Events/hr	7.066666667
Distance	Distance from Source to Receiver (ft)	290
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	62
	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

Existing Leq:	64 dBA
Total Project Leq:	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

Leq:	46.4 dBA
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Source 2 Results

Leq:	53.1 dBA
Incremental Leq (Src 1-2):	53.9 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 Parameters		Source 1
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Multiple Unit (DMU)
Noisiest hr of Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	52
	Number of Events/hr	7.066666667
Distance	Distance from Source to Receiver (ft)	300
	Number of Intervening Rows of Buildings	1
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	52
	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 Parameters		Source 3
	Source Type:	Stationary Source
	Specific Source:	Park & Ride Lot
Noisiest hr of Activity During Sensitive hrs	Number of Autos/hr	190
	Number of Buses/hr	9.5
Distance	Distance from Source to Receiver (ft)	1370
	Number of Intervening Rows of Buildings	3
Adjustments	Noise Barrier?	No

Project Results Summary

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

Distance to Impact Contours

Dist to Mod. 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

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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 Multiple Unit (DMU)
Noisiest hr of Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	52
	Number of Events/hr	7.066666667
Distance	Distance from Source to Receiver (ft)	580
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	8
	Speed (mph)	52
	Number of Events/hr	7.066666667
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

Existing Leqh:	68 dBA
Total Project Leqh:	49 dBA
Total Noise Exposure:	69 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

(Sources 1+2):	33 ft
(Sources 1+2):	15 ft

Source 1 Results

Leqh:	41.9 dBA
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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 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)	180
	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)	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

Project Results Summary

Existing Ldn:	73 dBA
Total Project Ldn:	59 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):	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

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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	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		

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

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

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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 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		

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

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

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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 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	7.133333333
Nighttime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	35
	Avg. Number of Events/hr	2.555555556
Distance	Distance from Source to Receiver (ft)	500
	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	2.555555556
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 Parameters		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	2.555555556
		0
Distance	Distance from Source to Receiver (ft)	500
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	69 dBA
Total Project Ldn:	57 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):	42.9 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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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	7.133333333
Nighttime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	35
	Avg. Number of Events/hr	2.555555556
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	2.555555556
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	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	70 dBA
Total Project Ldn:	70 dBA
Total Noise Exposure:	73 dBA
Increase:	3 dB
Impact?:	Severe

Distance to Impact Contours

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 Parameters		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	2.555555556
		0
Distance	Distance from Source to Receiver (ft)	500
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Source 4 Results

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

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		

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

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

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

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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 Activity During Sensitive hrs	Number of DMU's/train	1
	Speed (mph)	35
	Number of Events/hr	7.133333333
Distance	Distance from Source to Receiver (ft)	280
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Noisiest hr of Activity During Sensitive hrs	Number of Rail Cars/train	6
	Speed (mph)	35
	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	
Existing Leq _h :	63 dBA
Total Project Leq _h :	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	
Leq _h :	46.7 dBA

Source 2 Results	
Leq _h :	48.4 dBA
Incremental Leq _h (Src 1-2):	50.6 dBA

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

Source 3 Results

Leqh: 0.0 dBA
Incremental Leqh (Src 1-3): 50.6 dBA

Noise Source Parameters		Source 4
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Noisiest hr of Activity During Sensitive hrs	Number of Trains/hr	7.13333333
		0
Distance	Distance from Source to Receiver (ft)	2800
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Source 4 Results

Leqh: 34.2 dBA
Incremental Leqh (Src 1-4): 50.7 dBA

Noise Source Parameters		Source 5
	Source Type:	Fixed Guideway
	Specific Source:	Locomotive Warning Horn
Noisiest hr of Activity During Sensitive hrs	Speed (mph)	35
	Number of Events/hr	7.13333333
Distance	Distance from Source to Receiver (ft)	2800
	Number of Intervening Rows of Buildings	1
Adjustments		

Source 5 Results

Leqh: 52.2 dBA
Incremental Leqh (Src 1-5): 53.5 dBA

Noise Source Parameters		Source 6
	Source Type:	Stationary Source
	Specific Source:	Crossing Signals
Noisiest hr of Activity During Sensitive 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

Source 6 Results

Leqh: 39.9 dBA
Incremental Leqh (Src 1-6): 54.7 dBA

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Project: Valley Link

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 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)	750
	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)	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 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)	750
	Number of Intervening Rows of Buildings	0
Adjustments		

Project Results Summary

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):	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

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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 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	5.13333333
Nighttime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	45
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	225
	Number of Intervening Rows of Buildings	1
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)	45
	Avg. Number of Events/hr	5.13333333
Nighttime hrs	Avg. Number of Rail Cars/train	6
	Speed (mph)	45
	Avg. Number of Events/hr	1.88888889
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	5.13333333
Nighttime hrs	Speed	45
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	225
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	54 dBA
Total Project Ldn:	70 dBA
Total Noise Exposure:	70 dBA
Increase:	17 dB
Impact?:	Severe

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

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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	5.13333333
Nighttime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	45
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	250
	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)	45
	Avg. Number of Events/hr	5.13333333
Nighttime hrs	Avg. Number of Rail Cars/train	6
	Speed (mph)	45
	Avg. Number of Events/hr	1.88888889
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	5.13333333
Nighttime hrs	Speed	45
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	250
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	51 dBA
Total Project Ldn:	70 dBA
Total Noise Exposure:	70 dBA
Increase:	19 dB
Impact?:	Severe

Distance to Impact Contours

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

Source 1 Results

Leq(day):	46.0 dBA
Leq(night):	41.7 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

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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 Multiple Unit (DMU)
Daytime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	45
	Avg. Number of Events/hr	5.13333333
Nighttime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	45
	Avg. Number of Events/hr	1.88888889
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)	45
	Avg. Number of Events/hr	5.13333333
Nighttime hrs	Avg. Number of Rail Cars/train	6
	Speed (mph)	45
	Avg. Number of Events/hr	1.88888889
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	5.13333333
Nighttime hrs	Speed	45
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	400
	Number of Intervening Rows of Buildings	1
Adjustments		

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

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Project: Valley Link

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 Multiple Unit (DMU)
Daytime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	45
	Avg. Number of Events/hr	5.13333333
Nighttime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	45
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	180
	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)	45
	Avg. Number of Events/hr	5.13333333
Nighttime hrs	Avg. Number of Rail Cars/train	1
	Speed (mph)	45
	Avg. Number of Events/hr	1.88888889
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 Parameters		Source 3
	Source Type:	Fixed Guideway
	Specific Source:	Locomotive Warning Horn
Daytime hrs	Speed	45
	Avg. Number of Events/hr	5.13333333
Nighttime hrs	Speed	45
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	180
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	54 dBA
Total Project Ldn:	72 dBA
Total Noise Exposure:	72 dBA
Increase:	18 dB
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

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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		

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		

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

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):	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

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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	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)	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)	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

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

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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	5.13333333
Nighttime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	58
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	150
	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	5.13333333
Nighttime hrs	Avg. Number of Rail Cars/train	1
	Speed (mph)	58
	Avg. Number of Events/hr	1.88888889
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	5.13333333
Nighttime hrs	Speed	58
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	150
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

Existing Ldn:	62 dBA
Total Project Ldn:	73 dBA
Total Noise Exposure:	73 dBA
Increase:	11 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):	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

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Project: Valley Link

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	5.13333333
Nighttime hrs	Avg. Number of DMU's/train	1
	Speed (mph)	58
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	150
	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	5.13333333
Nighttime hrs	Avg. Number of Rail Cars/train	6
	Speed (mph)	58
	Avg. Number of Events/hr	1.88888889
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	5.13333333
Nighttime hrs	Speed	58
	Avg. Number of Events/hr	1.88888889
Distance	Distance from Source to Receiver (ft)	150
	Number of Intervening Rows of Buildings	1
Adjustments		

Project Results Summary

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

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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		

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

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	0
Adjustments	Noise Barrier?	No

Project Results Summary

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 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/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		

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

Existing Ldn:	70 dBA
Total Project Ldn:	61 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):	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

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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 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 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

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

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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

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):	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

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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 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		

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

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

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
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn

K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
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	

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	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		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 Avenue	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
Ground Type : Hard
Metric (L_{eq}, L_{dn}, CNEL) : Ldn

K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
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	

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	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		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 Avenue	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
Metric (L_{eq}, L_{dn}, CNEL) : Ldn

K Factor : NA
Traffic Desc. (Peak or ADT) : ADT

Segment	Roadway	Segment		Traffic Vol.	Speed (Mph)	Distance to CL	% Autos	%MT	% HT	Day %	Eve %	Night %	Offset (dB)
		From	To										
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	

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	Roadway	Segment		Noise Levels, dB Ldn				Distance to Traffic Noise Contours, Feet				
		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 Avenue	Isabel Avenue	80.8	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