
APPENDIX M



Environmental Noise Assessment

Pacific Gateway Specific Plan EIR

San Joaquin County, California

July 31, 2025

Project #230309

Prepared for:



Raney Planning and Management

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Table of Contents

INTRODUCTION	1
ENVIRONMENTAL SETTING	1
<i>BACKGROUND INFORMATION ON NOISE</i>	<i>1</i>
EXISTING NOISE AND VIBRATION ENVIRONMENTS.....	6
<i>EXISTING NOISE RECEPTORS</i>	<i>6</i>
<i>EXISTING GENERAL AMBIENT NOISE LEVELS</i>	<i>6</i>
FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS	7
<i>OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY.....</i>	<i>7</i>
EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS	10
<i>LIMITED INDUSTRIAL LAND USE</i>	<i>10</i>
TRACY MUNICIPAL AIRPORT	14
CONSTRUCTION NOISE ENVIRONMENT	16
CONSTRUCTION VIBRATION ENVIRONMENT	16
REGULATORY CONTEXT	17
<i>FEDERAL</i>	<i>17</i>
<i>STATE.....</i>	<i>17</i>
<i>LOCAL.....</i>	<i>17</i>
<i>CRITERIA FOR ACCEPTABLE VIBRATION</i>	<i>24</i>
IMPACTS AND MITIGATION MEASURES.....	25
<i>THRESHOLDS OF SIGNIFICANCE</i>	<i>25</i>
<i>PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES</i>	<i>27</i>
REFERENCES	75

List of Figures

Figure 1: Site Plan.....	2
Figure 2: Noise Measurement Sites and Receptor Locations	3
Figure 3: Project Operational Noise Contours (L _{eq}) – Phase 1	12
Figure 4: Project Operational Noise Contours (L _{eq}) – Full Buildout	13
Figure 5: Tracy Municipal Airport Noise Contours.....	15
Figure 6: Phase 1 Traffic Noise Impacts	32
Figure 7: Existing Plus Project Traffic Noise Impacts	41
Figure 8: Cumulative Plus Project Traffic Noise Impacts	54
Figure 9: Mitigated Project Noise Contours (L _{eq})	68

List of Tables

Table 1: Typical Noise Levels.....	4
Table 2: Summary of Existing Background Noise Measurement Data	7
Table 3: Existing and Existing Plus Phase 1 Traffic Noise Levels	8
Table 4: Existing and Existing Plus Project Traffic Noise Levels	9
Table 5: Cumulative and Cumulative Plus Project Traffic Noise Levels	10
Table 6: Construction Equipment Noise	16
Table 7: Vibration Levels for Various Construction Equipment.....	16
Table 8: Non-Transportation Noise Level Performance Standards for Noise-Sensitive Uses at Outdoor Activity Areas ^{1,2}	17
Table 9: Maximum Allowable Noise Exposure from Transportation Noise Sources ¹	18
Table 10: Maximum Allowable Noise Exposure – Transportation Noise Sources	21
Table 11: Maximum Allowable Noise Exposure – Stationary Noise Sources.....	21
Table 12: Land Use Compatibility for Community Noise Environment (Figure 9-3).....	22
Table 13: Land Use Compatibility for Community Noise Environment (Figure 9-3).....	23
Table 14: Effects of Vibration on People and Buildings	25
Table 15: Significance of Changes in Noise Exposure	26
Table 16: Existing and Existing Plus Phase 1 Traffic Noise Levels	28
Table 17: Existing and Existing Plus Project Traffic Noise Levels	29
Table 18: Cumulative and Cumulative Plus Project Traffic Noise Levels	30
Table 19: Existing Plus Phase 1 Traffic Noise Impact Assessment	33
Table 20: Existing Plus Project Traffic Noise Impact Assessment	46
Table 21: Cumulative Plus Project Traffic Noise Impact Assessment	59

Appendices

Appendix A: Acoustical Terminology
Appendix B: Field Noise Measurement Data
Appendix C: General Traffic Noise Calculations
Appendix D: Detailed Traffic Noise Calculations
Appendix E: Construction Noise Barrier Calculations

INTRODUCTION

The Pacific Gateway Specific Plan EIR Project will establish the land uses, zoning, development standards, and development regulations for approximately 1,576.7 acres of land in southwest San Joaquin County north of the junction of Interstate I-580 and State Route 132. The project will consist of several designations for limited industrial, general commercial, public, and business park use types. The primary noise-generating components of the project will include industrial warehouse and distribution facility uses. Secondary noise sources include a wastewater treatment plant. Sensitive receptors in the project vicinity include single family homes northeast of the project site.

Figure 1 shows the project site plan. **Figure 2** shows an aerial photo of the project site.

ENVIRONMENTAL SETTING

BACKGROUND INFORMATION ON NOISE

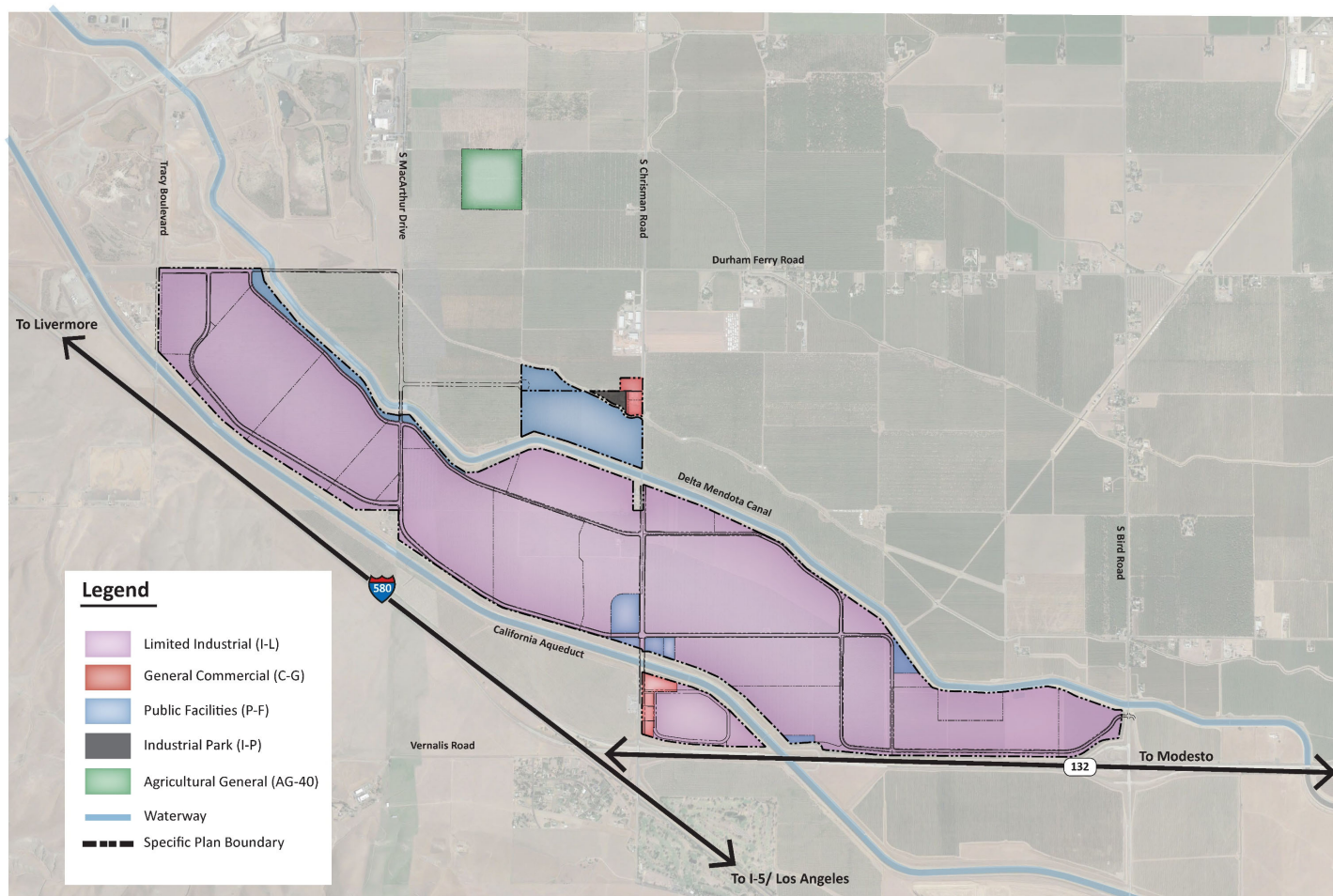
Fundamentals of Acoustics

Acoustics is the science of sound. Sound may be thought of as mechanical energy of a vibrating object transmitted by pressure waves through a medium to human (or animal) ears. If the pressure variations occur frequently enough (at least 20 times per second), then they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second or Hertz (Hz).

Noise is a subjective reaction to different types of sounds. Noise is typically defined as (airborne) sound that is loud, unpleasant, unexpected or undesired, and may therefore be classified as a more specific group of sounds. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale uses the hearing threshold (20 micropascals), as a point of reference, defined as 0 dB. Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels (dB) correspond closely to human perception of relative loudness.

The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by A-weighted sound levels. There is a strong correlation between A-weighted sound levels (expressed as dBA) and the way the human ear perceives sound. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment.



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PACIFIC GATEWAY PROPOSED ZONING PLAN

0 500' 1000' 2000'
SCALE 1"=1000'
SEPTEMBER 17, 2024



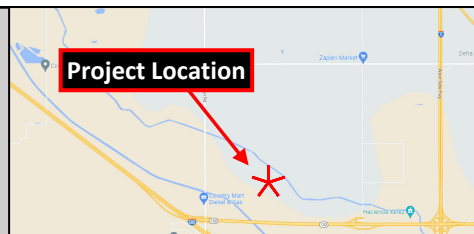
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Pacific Gateway Specific Plan EIR

San Joaquin County, California

Figure 1

Project Site Plan

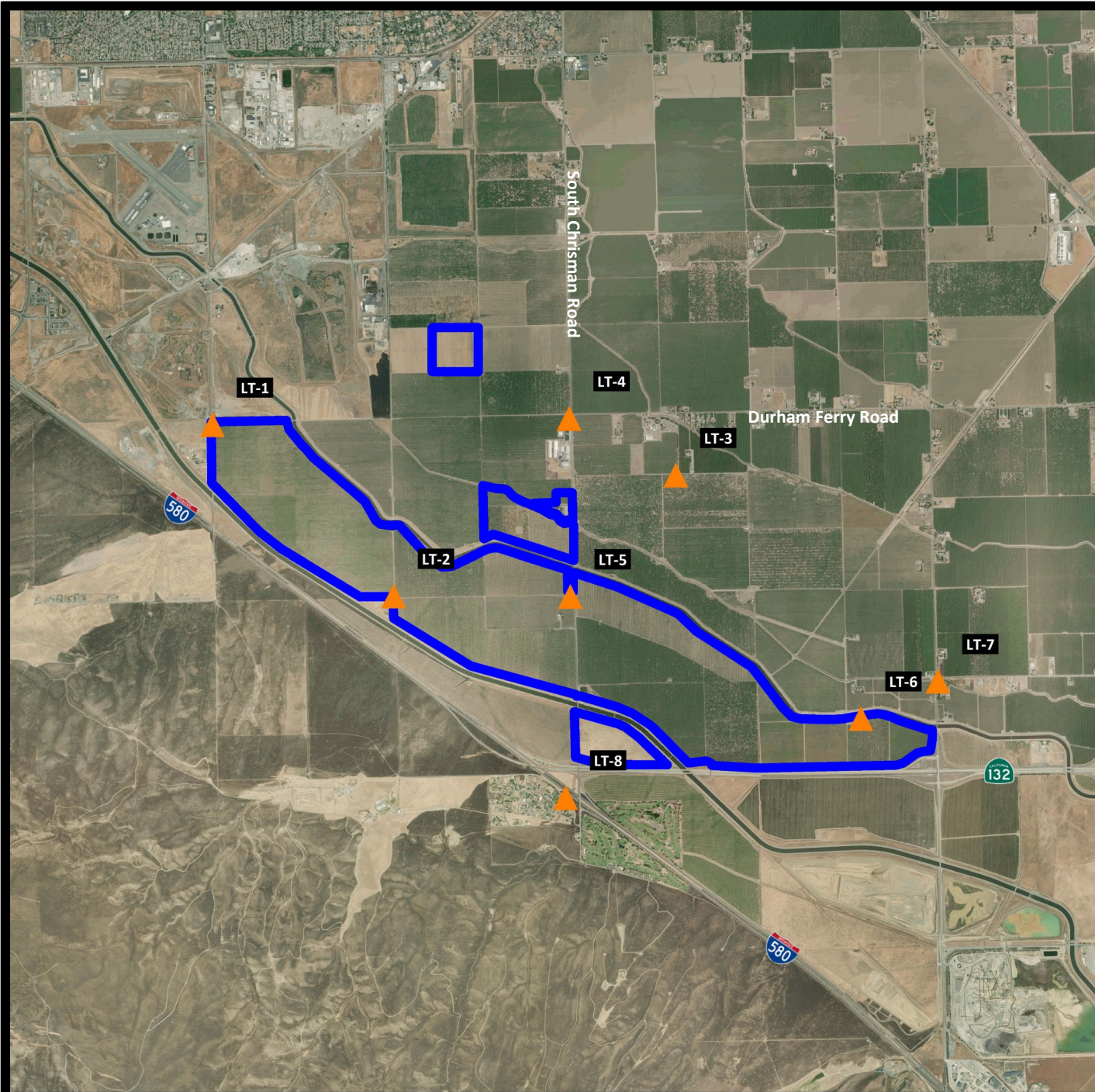


Pacific Gateway Specific Plan

City of Tracy, California

Figure 2

Noise Measurement Sites



Legend

-  Project Site
-  Noise Measurement Site - Long Term



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 02/02/2025



The decibel scale is logarithmic, not linear. In other words, two sound levels 10-dB apart differ in acoustic energy by a factor of 10. When the standard logarithmic decibel is A-weighted, an increase of 10-dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound, and twice as loud as a 60-dBA sound.

Community noise is commonly described in terms of the ambient noise level, which is defined as the all-encompassing noise level associated with a given environment. A common statistical tool is the average, or equivalent, sound level (L_{eq}), which corresponds to a steady-state A-weighted sound level containing the same total energy as a time varying signal over a given time period (usually one hour). The L_{eq} is the foundation of the composite noise descriptor, L_{dn} , and shows very good correlation with community response to noise.

The day/night average level (DNL or L_{dn}) is based upon the average noise level over a 24-hour day, with a +10-decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because L_{dn} represents a 24-hour average, it tends to disguise short-term variations in the noise environment.

Table 1 lists several examples of the noise levels associated with common situations. **Appendix A** provides a summary of acoustical terms used in this report.

TABLE 1: TYPICAL NOISE LEVELS

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	--110--	Rock Band
Jet Fly-over at 300 m (1,000 ft.)	--100--	
Gas Lawn Mower at 1 m (3 ft.)	--90--	
Diesel Truck at 15 m (50 ft.), at 80 km/hr. (50 mph)	--80--	Food Blender at 1 m (3 ft.) Garbage Disposal at 1 m (3 ft.)
Noisy Urban Area, Daytime Gas Lawn Mower, 30 m (100 ft.)	--70--	Vacuum Cleaner at 3 m (10 ft.)
Commercial Area Heavy Traffic at 90 m (300 ft.)	--60--	Normal Speech at 1 m (3 ft.)
Quiet Urban Daytime	--50--	Large Business Office Dishwasher in Next Room
Quiet Urban Nighttime	--40--	Theater, Large Conference Room (Background)
Quiet Suburban Nighttime	--30--	Library
Quiet Rural Nighttime	--20--	Bedroom at Night, Concert Hall (Background)
	--10--	Broadcast/Recording Studio
Lowest Threshold of Human Hearing	--0--	Lowest Threshold of Human Hearing

Source: Caltrans, Technical Noise Supplement, Traffic Noise Analysis Protocol. September, 2013.

Effects of Noise on People

The effects of noise on people can be placed in three categories:

- Subjective effects of annoyance, nuisance, and dissatisfaction
- Interference with activities such as speech, sleep, and learning
- Physiological effects such as hearing loss or sudden startling

Environmental noise typically produces effects in the first two categories. Workers in industrial plants can experience noise in the last category. There is no completely satisfactory way to measure the subjective effects of noise or the corresponding reactions of annoyance and dissatisfaction. A wide variation in individual thresholds of annoyance exists and different tolerances to noise tend to develop based on an individual's past experiences with noise.

Thus, an important way of predicting a human reaction to a new noise environment is the way it compares to the existing environment to which one has adapted: the so-called ambient noise level. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will be judged by those hearing it.

With regards to increases in A-weighted noise level, the following relationships occur:

- Except in carefully controlled laboratory experiments, a change of 1-dBA cannot be perceived;
- Outside of the laboratory, a 3-dBA change is considered a just-perceivable difference;
- A change in level of at least 5-dBA is required before any noticeable change in human response would be expected; and
- A 10-dBA change is subjectively heard as approximately a doubling in loudness and can cause an adverse response.

Stationary point sources of noise – including stationary mobile sources such as idling vehicles – attenuate (lessen) at a rate of approximately 6-dB per doubling of distance from the source, depending on environmental conditions (i.e. atmospheric conditions and either vegetative or manufactured noise barriers, etc.). Widely distributed noises, such as a large industrial facility spread over many acres or a street with moving vehicles, would typically attenuate at a lower rate.

EXISTING NOISE AND VIBRATION ENVIRONMENTS

EXISTING NOISE RECEPTORS

Some land uses are considered more sensitive to noise than others. Land uses often associated with sensitive receptors generally include residences, schools, libraries, hospitals, and passive recreational areas. Sensitive noise receptors may also include threatened or endangered noise-sensitive biological species, although many jurisdictions have not adopted noise standards for wildlife areas. Noise sensitive land uses are typically given special attention in order to achieve protection from excessive noise.

Sensitivity is a function of noise exposure (in terms of both exposure duration and insulation from noise) and the types of activities involved. In the vicinity of the project site, sensitive land uses include existing single-family residential uses around the project site, as well as the Jefferson Middle School adjacent to Chrisman Road at W. Linne Road. Several of the sensitive residential uses are located adjacent to the project site with approximately ten additional residential uses located within approximately 1,000 feet of the project boundaries. A greater number of sensitive receptors are located at varying distances from the project-area roadways, including Chrisman Road, where off-site improvements are required or where project traffic may travel to and from the site.

EXISTING GENERAL AMBIENT NOISE LEVELS

The existing noise environment in the project area is primarily defined by traffic on the local roadway network. To quantify the existing ambient noise environment in the project vicinity, Saxelby Acoustics conducted continuous (24-hr.) noise level measurements at four locations on the project site. Noise measurement locations are shown on **Figure 2**. A summary of the noise level measurement survey results is provided in **Table 2**. **Appendix B** contains the complete results of the noise monitoring.

The sound level meters were programmed to record the maximum, median, and average noise levels at each site during the survey. The maximum value, denoted L_{max} , represents the highest noise level measured. The average value, denoted L_{eq} , represents the energy average of all the noise received by the sound level meter microphone during the monitoring period. The median value, denoted L_{50} , represents the sound level exceeded 50 percent of the time during the monitoring period.

Larson Davis Laboratories (LDL) model 820 precision integrating sound level meters were used for the ambient noise level measurement survey. The meters were calibrated before and after use with a CAL200 acoustical calibrator to ensure the accuracy of the measurements. The equipment used meets all pertinent specifications of the American National Standards Institute for Type 1 sound level meters (ANSI S1.4).

TABLE 2: SUMMARY OF EXISTING BACKGROUND NOISE MEASUREMENT DATA

Location	Date	L _{dn}	Daytime L _{eq}	Daytime L ₅₀	Daytime L _{max}	Nighttime L _{eq}	Nighttime L ₅₀	Nighttime L _{max}
LT-1: 30 feet to CL of S Tracy Blvd.	6/14/23	63	59	45	82	57	47	79
LT-2: 35 feet to CL of S MacArthur Dr.	6/14/23	58	49	46	66	53	51	62
LT-3: 1,800 feet to CL of Durham Ferry Rd.	6/14/23	48	43	38	59	42	41	53
LT-4: 80 feet to CL of S Chrisman Rd.	6/14/23	70	66	54	83	64	47	82
LT-5: 150 feet to CL of S. Chrisman Road	1/11/25	64	61	53	78	57	47	76
LT-6: 1,600 feet north of SR 132 CL, west of S. Bird	1/11/25	66	66	61	77	56	52	71
LT-7: 50 feet to CL of S. Bird at W. Kenner Road	1/11/25	59	56	49	78	52	42	70
LT-8: 200 feet to CL of I-580	1/11/25	72	69	66	86	66	62	80

- All values shown in dBA
- Daytime hours: 7:00 a.m. to 10:00 p.m.
- Nighttime Hours: 10:00 p.m. to 7:00 a.m.
- Source: Saxelby Acoustics, 2023-2025.

FUTURE TRAFFIC NOISE ENVIRONMENT AT OFF-SITE RECEPTORS

OFF-SITE TRAFFIC NOISE IMPACT ASSESSMENT METHODOLOGY

To assess noise impacts due to project-related traffic increases on the local roadway network, traffic noise levels are predicted at sensitive receptors for existing and future, project and no-project conditions.

Existing and Cumulative noise levels due to traffic are calculated using the Federal Highway Administration Highway Traffic Noise Prediction Models (FHWA RD-77-108). The model is based upon the Calveno reference noise factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site.

The FHWA model was developed to predict hourly L_{eq} values for free-flowing traffic conditions. To predict traffic noise levels in terms of L_{dn}, it is necessary to adjust the input volume to account for the day/night distribution of traffic.

Project trip generation volumes were provided by the project traffic engineer (Fehr & Peers 2024), truck usage and vehicle speeds on the local area roadways were estimated from field observations. The predicted increases in traffic noise levels on the local roadway network for Existing and Cumulative conditions which would result from the project are provided in terms of L_{dn} .

Traffic noise levels are predicted at the sensitive receptors located at the closest typical setback distance along each project-area roadway segment. In some locations sensitive receptors may not receive full shielding from noise barriers or may be located at distances which vary from the assumed calculation distance.

Tables 3-5 summarize the modeled traffic noise levels at the nearest sensitive receptors along each roadway segment in the Project area. **Appendix C** provides the complete inputs and results of the FHWA traffic modeling.

TABLE 3: EXISTING AND EXISTING PLUS PHASE 1 TRAFFIC NOISE LEVELS

Roadway	Segment	Existing, dBA Ldn	Existing + Phase 1, dBA Ldn	Change
S Chrisman Rd	11th St to W Schulte Rd	71.5	72.7	1.2
S Chrisman Rd	W Schulte Rd to Valpico Rd	62.2	64.0	1.8
S Chrisman Rd	Valpico Rd to W Linne Rd	67.5	69.4	1.9
W Linne Rd	S Tracy Blvd to S MacArthur Rd	72.6	73.0	0.4
S Tracy Blvd	W Linne Rd to I-580	72.7	72.7	0.0
W Linne Rd	S MacArthur Rd to S Chrisman Rd	68.7	68.9	0.2
S MacArthur Rd	W Linne Rd to Project	59.4	59.4	0.0
Chrisman Rd	W Linne Rd to Durham Ferry Rd	67.8	70.1	2.3
S Chrisman Rd	Durham Ferry Rd to SR-132	58.3	60.6	2.3
Durham Ferry Rd	S Chrisman Rd to S Bird Rd	59.3	59.4	0.1
S. Bird	Durham Ferry Rd to SR-132	55.7	55.7	0.0
S Bird Rd	S Lehman Rd to Durham Ferry Rd	56.9	56.5	-0.4
Durham Ferry Rd	S Bird Rd to I-5	65.2	66.4	1.2
W Lehman Rd	S Bird Rd to Ahern Rd	51.6	50.9	-0.7

Based upon the **Table 3** data, the proposed project Phase 1 is predicted to result in a maximum traffic noise level increase of 2.3 dBA.

TABLE 4: EXISTING AND EXISTING PLUS PROJECT TRAFFIC NOISE LEVELS

Roadway	Segment	Existing, dBA Ldn	Existing + Project, dBA Ldn	Change
S Chrisman Rd	11th St to W Schulte Rd	71.5	76.0	4.5
S Chrisman Rd	W Schulte Rd to Valpico Rd	62.2	67.6	5.4
S Chrisman Rd	Valpico Rd to W Linne Rd	67.5	73.6	6.1
W Linne Rd	S Tracy Blvd to S MacArthur Rd	72.6	74.4	1.8
S Tracy Blvd	W Linne Rd to I-580	72.7	72.7	0.0
W Linne Rd	S MacArthur Rd to S Chrisman Rd	68.7	71.4	2.7
S MacArthur Rd	W Linne Rd to Project	59.4	62.2	2.8
Chrisman Rd	W Linne Rd to Durham Ferry Rd	67.8	74.4	6.6
S Chrisman Rd	Durham Ferry Rd to SR-132	58.3	65.2	6.9
Durham Ferry Rd	S Chrisman Rd to S Bird Rd	59.3	64.7	5.4
S. Bird	Durham Ferry Rd to SR-132	55.7	56.6	0.9
S Bird Rd	S Lehman Rd to Durham Ferry Rd	56.9	62.2	5.3
Durham Ferry Rd	S Bird Rd to I-5	65.2	70.1	4.9
W Lehman Rd	S Bird Rd to Ahern Rd	51.6	58.7	7.1

Based upon the **Table 4** data, the proposed project is predicted to result in a maximum traffic noise level increase of 7.1 dBA under existing plus full project buildout.

TABLE 5: CUMULATIVE AND CUMULATIVE PLUS PROJECT TRAFFIC NOISE LEVELS

Roadway	Segment	Cumulative, dBA Ldn	Cumulative + Project, dBA Ldn	Change
S Chrisman Rd	11th St to W Schulte Rd	73.2	77.1	3.9
S Chrisman Rd	W Schulte Rd to Valpico Rd	65.0	69.0	4.0
S Chrisman Rd	Valpico Rd to W Linne Rd	70.7	75.2	4.5
W Linne Rd	S Tracy Blvd to S MacArthur Rd	76.9	77.8	0.9
S Tracy Blvd	W Linne Rd to I-580	73.0	72.7	-0.3
W Linne Rd	S MacArthur Rd to S Chrisman Rd	71.7	73.0	1.3
S MacArthur Rd	W Linne Rd to Project	59.4	62.2	2.8
Chrisman Rd	W Linne Rd to Durham Ferry Rd	69.4	75.1	5.7
S Chrisman Rd	Durham Ferry Rd to SR-132	60.5	65.9	5.4
Durham Ferry Rd	S Chrisman Rd to S Bird Rd	61.2	65.1	3.9
S. Bird	Durham Ferry Rd to SR-132	53.7	54.8	1.1
S Bird Rd	S Lehman Rd to Durham Ferry Rd	61.4	64.2	2.8
Durham Ferry Rd	S Bird Rd to I-5	69.4	71.9	2.5
W Lehman Rd	S Bird Rd to Ahern Rd	52.2	58.6	6.4

Based upon the **Table 5** data, the proposed project is predicted to result in a maximum traffic noise level increase of 6.4 dBA under cumulative plus full project buildout.

EVALUATION OF PROJECT OPERATIONAL NOISE ON EXISTING SENSITIVE RECEPTORS

LIMITED INDUSTRIAL LAND USE

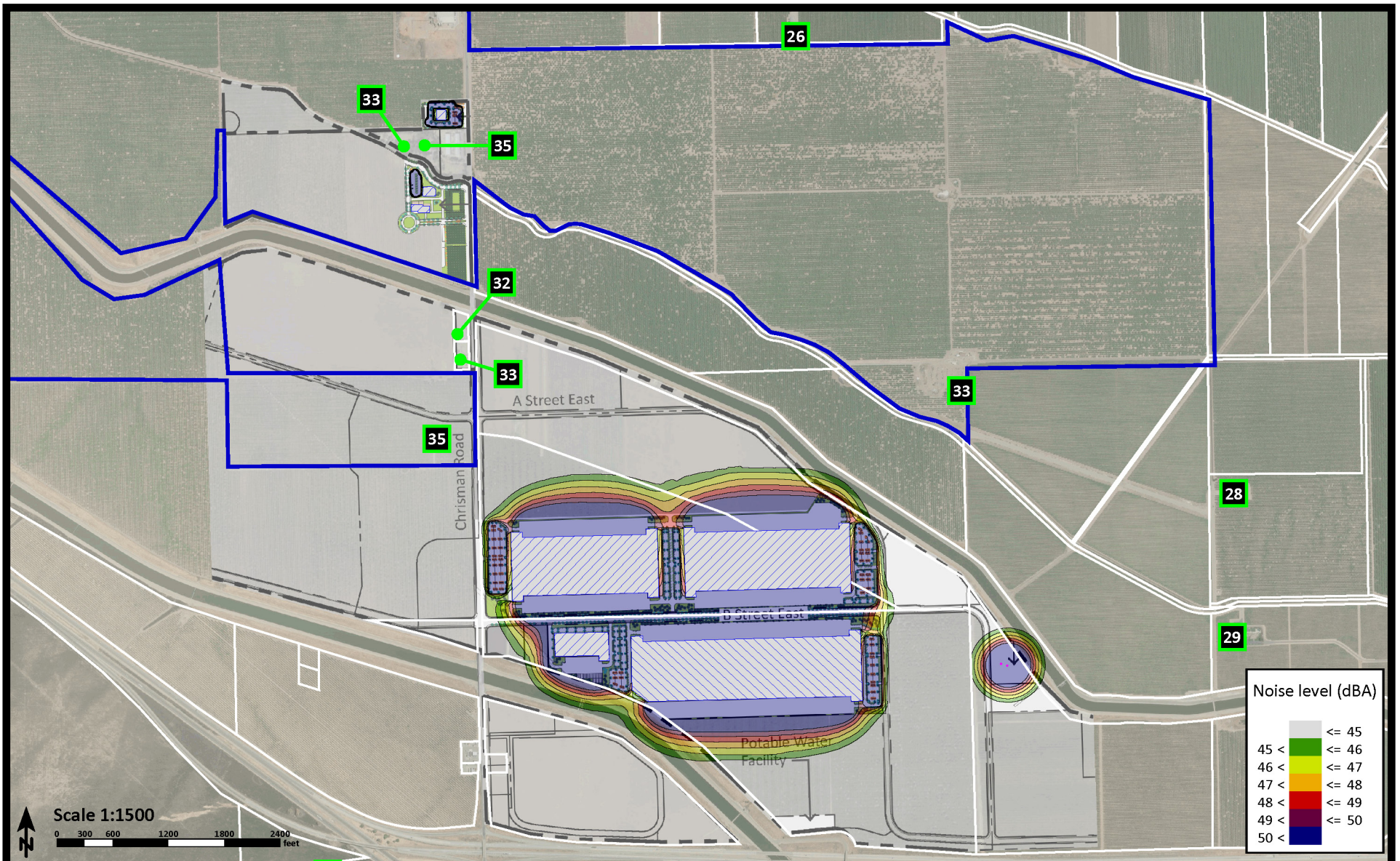
Project site traffic circulation, loading docks, the wastewater treatment plant (WWTP), and the proposed university are considered to be the primary noise sources for this project. The following is a list of assumptions used for the noise modeling. The data used is based upon a combination of manufacturer's provided data and Saxelby Acoustics data from similar operations.

Loading Docks, Truck Circulation, and Truck Parking:

To determine typical loading dock noise levels associated with the proposed loading docks, truck circulation, and parking areas noise level measurement data from a similar warehousing facility was used. Activities during the peak hour of loading dock activities included truck arrival/departures, truck idling, truck backing (including backup alarms), air brake release, and operation of truck-mounted refrigeration units. The results of the loading dock noise measurements indicate that a busy hour generated an average noise level of 61 dBA L_{eq} and 81 dBA L_{max} at the boundary of the truck maneuvering lanes.

- Auto Parking Lots:** Saxelby Acoustics estimated noise generated by employee parking lots at similar warehouse facilities. It was determined that the parking lots produced up to 52 L_{eq} at the edge of each lot during a peak hour. A similar level of activity was assumed for the VFW use.
- WWTP:** Saxelby Acoustics assumed the wastewater treatment plant could consist of two packaged MBR plants operating continuously during the daytime and nighttime, as measured by Saxelby Acoustics at a similar facility. It was assumed that the equipment would be housed within sound attenuation enclosures. The average noise level for this unit was assumed to be 58 dBA at 25 feet in any direction from the plant. Additionally, Saxelby Acoustics assumed a backup generator could be utilized in the operation of the project. It was assumed that the generator could produce noise levels of up to 75 dBA L_{eq} at 23 feet per manufacturer's data.
- Proposed University:** Saxelby Acoustics assumed that the proposed university could generate up to 938 peak hour automobile trips in the peak hour with 1% of these trips consisting of heavy trucks. Parking lot movements are predicted to generate a sound exposure level (SEL) of 71 dBA SEL at 50 feet for cars and 85 dBA SEL at 50 feet for trucks. It was also assumed that the university amenities could include two large sport fields such as soccer or cricket (58 dBA L_{eq} at 200 feet from center of field), one basketball court 55 dBA at 50 feet from center of court), and two pickleball or tennis courts (61 dBA L_{eq} at 25 feet from edge of court). It was assumed that all amenities would be active at this level continuously.

Saxelby Acoustics used the SoundPLAN noise prediction model. Inputs to the model included sound power levels for the proposed amenities, existing and proposed buildings, terrain type, and locations of sensitive receptors. These predictions are made in accordance with International Organization for Standardization (ISO) standard 9613-2:1996 (Acoustics – Attenuation of sound during propagation outdoors). ISO 9613 is the most commonly used method for calculating exterior noise propagation. **Figure 3** shows the noise level contours resulting from operation of the project Phase 1. **Figure 4** shows the full project buildout under a theorized buildout scenario for a site configuration similar to Phase 1 for each of the industrial parcels.

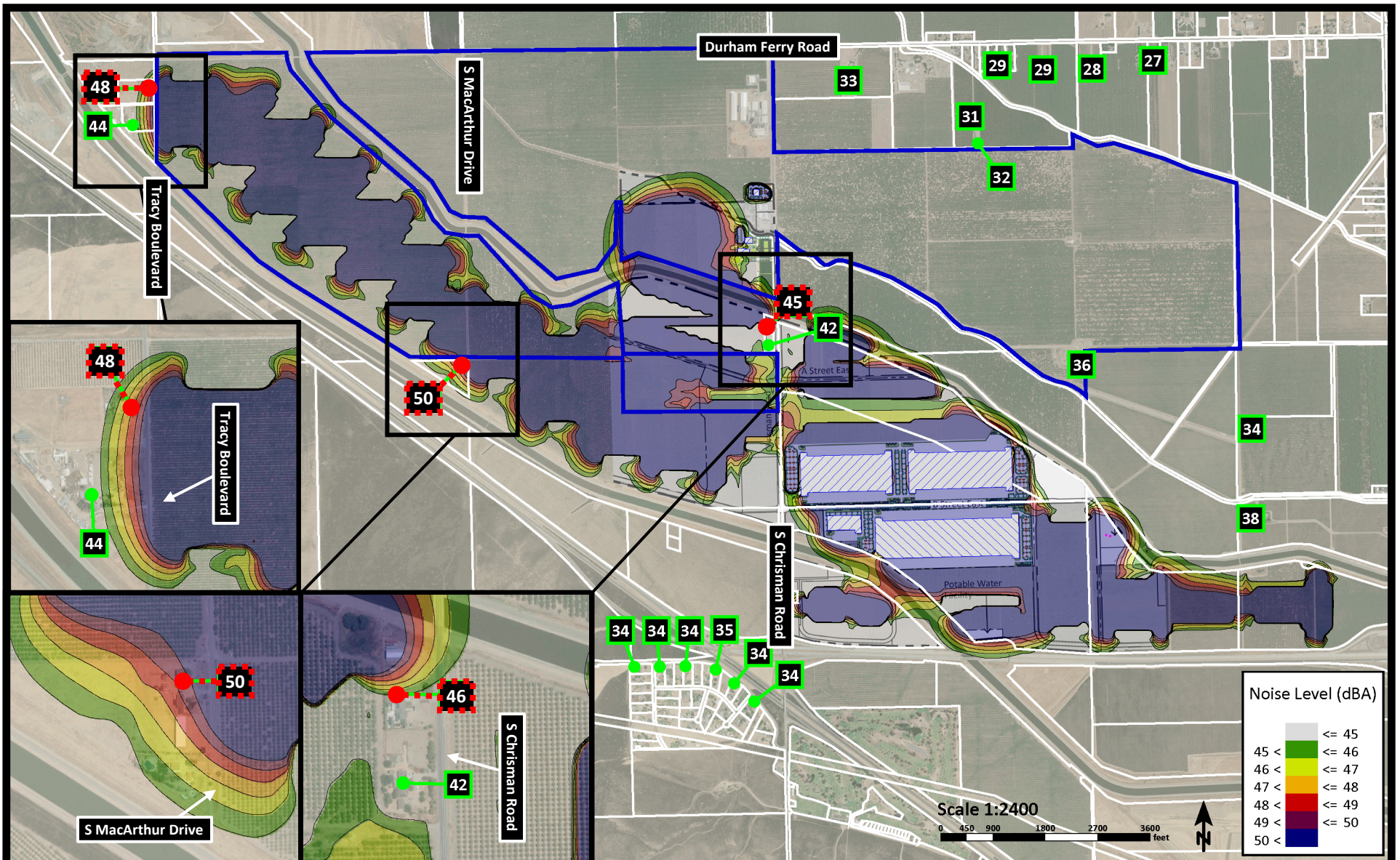


Pacific Gateway Specific Plan EIR

San Joaquin County, California

Figure 3
Phase 1 Noise Levels (dBA L_{eq})





Pacific Gateway Specific Plan EIR

San Joaquin County, California

Figure 4
Full Buildout Noise Levels (dBA L_{eq})



TRACY MUNICIPAL AIRPORT

The Tracy Municipal Airport is located within the boundaries of the City of Tracy and approximately 1.1 miles north of the northwestern project site. **Figure 5** shows the CNEL contours for the Airport as published in the City of Tracy 2011 General Plan in relation to the project site.

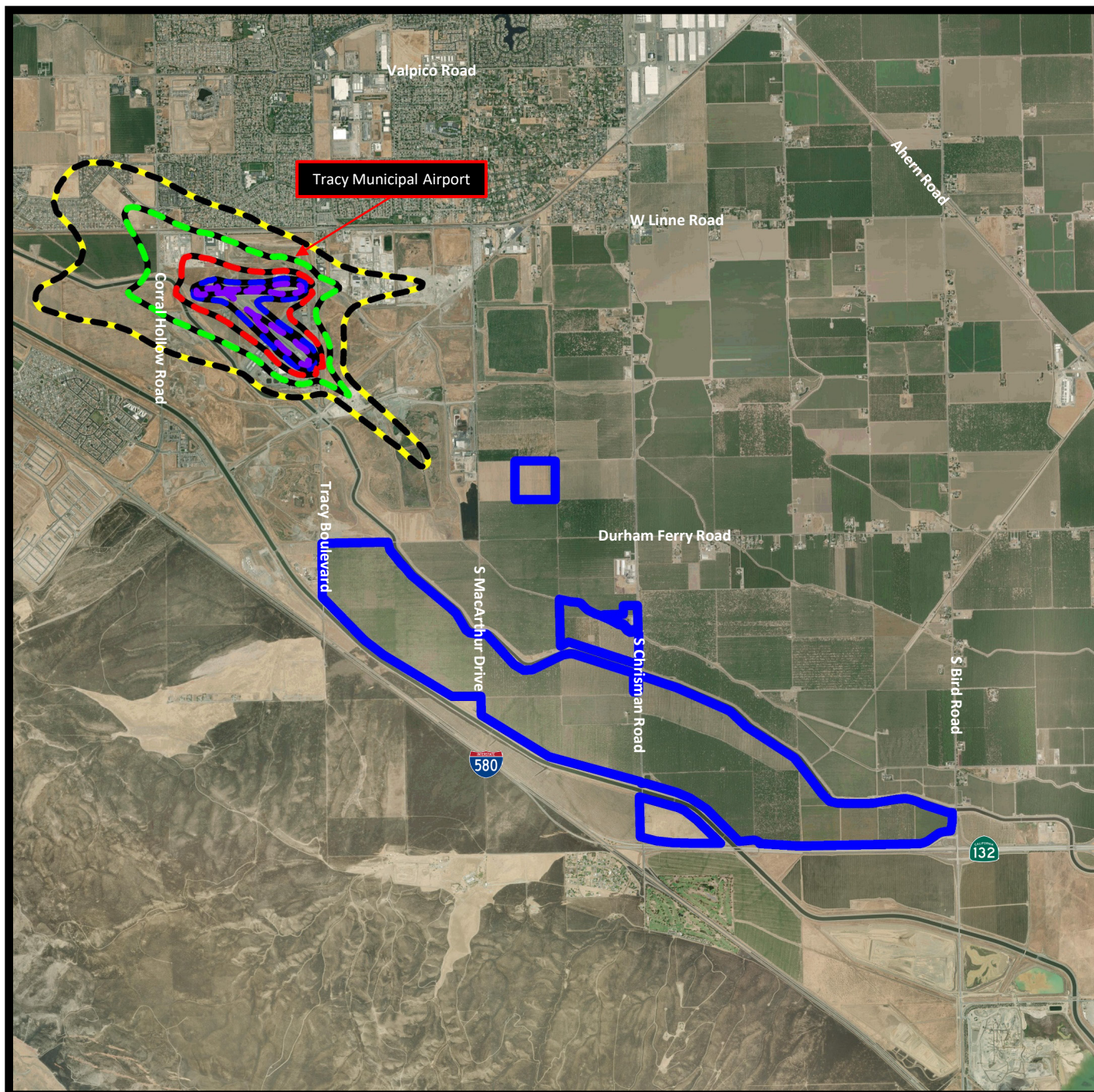


Pacific Gateway Specific Plan EIR

San Joaquin County, California

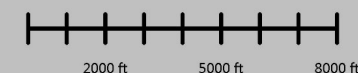
Figure 5

Airport Noise Contours



Legend

- Noise Contour - 55 dBA
- Noise Contour - 60 dBA
- Noise Contour - 65 dBA
- Noise Contour - 70 dBA
- Noise Contour - 75 dBA
- Project Site



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 02/02/2025



CONSTRUCTION NOISE ENVIRONMENT

During the construction of the proposed project, noise from construction activities would temporarily add to the noise environment in the project vicinity. As shown in **Table 6**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dB at a distance of 50 feet.

TABLE 6: CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dBA at 50 feet
Auger Drill Rig	84
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Concrete Mixer Truck	79
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054. January 2006.

CONSTRUCTION VIBRATION ENVIRONMENT

The primary vibration-generating activities associated with the proposed project would occur during construction when activities such as grading, utilities placement, and parking lot construction occur. **Table 7** shows the typical vibration levels produced by construction equipment.

TABLE 7: VIBRATION LEVELS FOR VARIOUS CONSTRUCTION EQUIPMENT

Type of Equipment	Peak Particle Velocity at 25 feet (inches/second)	Peak Particle Velocity at 50 feet (inches/second)	Peak Particle Velocity at 100 feet (inches/second)
Large Bulldozer	0.089	0.031	0.011
Loaded Trucks	0.076	0.027	0.010
Small Bulldozer	0.003	0.001	0.000
Auger/drill Rigs	0.089	0.031	0.011
Jackhammer	0.035	0.012	0.004
Vibratory Hammer	0.070	0.025	0.009
Vibratory Compactor/roller	0.210 (Less than 0.20 at 26 feet)	0.074	0.026

Source: Transit Noise and Vibration Impact Assessment Guidelines. Federal Transit Administration. May 2006.

REGULATORY CONTEXT

FEDERAL

There are no federal regulations related to noise that apply to the Proposed Project.

STATE

California Environmental Quality Act

The California Environmental Quality Act (CEQA) Guidelines, Appendix G, indicate that a significant noise impact may occur if a project exposes persons to noise or vibration levels in excess of local general plans or noise ordinance standards, or cause a substantial permanent or temporary increase in ambient noise levels. CEQA standards are discussed more below under the Thresholds of Significance section.

LOCAL

San Joaquin County General Plan

Table 8 summarizes the noise level standards for noise-sensitive uses (e.g., residential development, lodging, hospitals, nursing homes, schools, day care centers) at outdoor activity areas affected by non-transportation noise sources in the County. **Table 9** presents the noise and land use compatibility standards for various land uses. In addition to these standards, the policies in this section address ways to reduce or eliminate existing and future conflicts between land uses and noise.

TABLE 8: NON-TRANSPORTATION NOISE LEVEL PERFORMANCE STANDARDS FOR NOISE-SENSITIVE USES AT OUTDOOR ACTIVITY AREAS^{1,2}

Noise Level Descriptor	Daytime ³ (7:00 am – 10:00 pm)	Nighttime ³ (10:00 pm – 7:00 am)
Hourly L_{eq} , dB	50	45
Maximum Level, dB	70	65

Notes: These standards apply to new or existing residential areas affected by new or existing non-transportation sources.

¹ Where the location of outdoor activity areas is unknown or is not applicable, the noise standard shall be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards shall be applied on the receiving side of noise barriers or other property line noise mitigation measures.

² Refer to Mountain House Master Plan, Table 11.2, Exterior Noise Standards for Noise-Sensitive Uses Affected by Non-Transportation Noise Sources, Page 11.12, for Mountain House Noise Standards.

³ Each of the noise level standards specified shall be reduced by 5 dB for impulsive noise, single tone noise, or noise consisting primarily of speech or music.

Source: San Joaquin County General Plan Table PHS-1

TABLE 9: MAXIMUM ALLOWABLE NOISE EXPOSURE FROM TRANSPORTATION NOISE SOURCES¹

Noise Sensitive Land Use Types	Outdoor Activity Areas ² (dB L _{dn})	Interior Spaces (dB L _{dn})
Residential	65	45
Administrative Office	-	45
Child Care Services - Child Care Centers	-	45
Community Assembly	65	45
Cultural & Library Services	-	45
Educational Services: General	-	45
Funeral & Interment Services – Undertaking	65	45
Lodging Services	65	45
Medical Services	65	45
Professional Services	-	45
Public Services (excluding hospitals)	-	45
Public Services (hospitals only)	65	45
Recreation – Indoor Spectator	-	45
Religious Assembly	65	45

Notes: These standards apply to new or existing residential areas affected by new or existing non-transportation sources.

¹ Refer to Mountain House Master Plan, Chapter 11, Noise, for Mountain House Noise Standards.

² Where the location of outdoor activity areas is unknown or is not applicable, the noise standard shall be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards shall be applied on the receiving side of noise barriers or other property line noise mitigation measures.

Source: San Joaquin County General Plan Table PHS-2

San Joaquin County Development Title

The County of San Joaquin Development Title provides regulations for vibration and sound. The applicable standards are reproduced below:

9-404.020 - EXEMPTIONS

This Chapter does not apply to:

- (a) **Emergencies.** The emission of sound for the purpose of alerting persons to the existence of an emergency, or the emission of sound in the performance of emergency work. This includes warning devices necessary for the protection of the public safety, such as police, fire, and ambulance sirens.
- (b) **Parks and Schools.** Activities conducted in public parks, playgrounds, and public or private school grounds, including, but not limited to, school athletic and school entertainment events;
- (c) **Construction.** Noise associated with construction, provided such activities do not take place before 6:00 a.m. or after 9:00 p.m. on any day;

- (d) **Residential Property Maintenance.** Noise sources associated with maintenance of residential property located in Residential zones, provided such activities shall take place between 8:00 a.m. and 9:00 p.m. on any day.
- (e) **Residential Air Conditioning.** Noise associated with residential air conditioning equipment, provided such equipment is in good repair;
- (f) **Agricultural Operations.** Noise associated with any agricultural operation, including the processing or transportation of crops when such activities are conducted in Agricultural zones;
- (g) **Community Assembly, Religious Institutions, and Other Similar Organizations.** Unamplified bells, chimes, or other similar devices used for community assembly or by religious institutions and other houses of religious worship.
- (h) **Solid Waste Collection.** Collection of solid waste, vegetative waste, and recyclable materials by the County or under contract with the County.
- (i) **Public Works Construction Projects, Maintenance, and Repair.** Street, utility, and similar construction projects, or the maintenance or repair thereof, undertaken by, under contract to, or at the direction of the County, the State of California, or a public utility. These activities include street sweeping, debris and litter removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers, vacuuming catch basins, repairing of damaged poles, removal of abandoned vehicles, and repairing of water hydrants, watermains, gas lines, oil lines, sewers, storm drains, roads, and sidewalks.
- (j) **Utility Facilities.** Facilities for utilities including, without limitation, electric power transformers and related equipment, sewer lift stations, wastewater processing, wells, and pumping stations.

(Ord. No. 4632, § 12, 9-26-2023)

9-404.040 - NOISE LIMITS

All uses and property must meet the following standards for *noise* from transportation sources and stationary sources.

(a) Transportation Noise Sources.

- (1) Excluding projects on infill lots, proposed *noise* sensitive land uses that will be impacted by *noise* from existing or planned transportation facilities shall be required to mitigate the *noise* levels from these *noise* sources so that the resulting *noise* levels within the site do not exceed the standards specified in Table 9-404.040, Part I (**Table 10**) for the specified *noise* sensitive land uses.
- (2) Proposed projects on infill lots that will be impacted by *noise* from existing or planned transportation facilities shall be required to mitigate the *noise* levels from these *noise*

sources so that the resulting *noise* levels do not exceed the standards specified in Table 9-404.040, Part I (**Table 10**) for interior spaces only for the specified *noise* sensitive land uses.

- (3) Private development projects that include the development of new transportation facilities or the expansion of existing transportation facilities shall be required to mitigate the *noise* levels from these facilities so that the resulting *noise* levels on *noise* sensitive land uses within and adjacent to said development projects do not exceed the standards specified in Table 9-404.040, Part I (**Table 10**) for the specified *noise* sensitive land uses.

(b) **Stationary Noise Sources.**

- (1) Excluding proposed *noise* sensitive land uses on infill lots, proposed *noise* sensitive land uses that will be impacted by stationary *noise* sources shall be required to mitigate the *noise* levels from these sources so that the resulting *noise* levels on the proposed *noise* sensitive land uses do not exceed the standards specified in Table 9-404.040, Part II (**Table 11**) for the specified *noise* sensitive land uses.
- (2) Proposed projects that will create new stationary *noise* sources or expand existing stationary *noise* sources shall be required to mitigate the *noise* levels from these sources, so as not to exceed the *noise* level standards specified in Table 9-404.040, Part II (**Table 11**) for the specified *noise* sensitive land uses.

9-404.060 - ADDITIONAL REGULATIONS FOR SPECIFIC ACTIVITIES

- (a) **Construction.** General construction *noise* shall be limited to weekdays from 6:00 a.m. to 9:00 p.m. Pre-construction activities, including loading and unloading, deliveries, truck idling, backup beeps, and radios, also are limited to these construction *noise* hours.
 - (1) No *noise*-producing construction activities shall be permitted outside of these hours or on Sundays and federal holidays unless a temporary waiver is granted by the Building Official.
 - (2) More restrictive construction *noise* hours may be established as a Condition of Approval of an Administrative Use Permit or a Conditional Use Permit when appropriate given the surrounding neighborhood, the type of *noise*, or other unique factors.
 - (3) Any waiver granted shall take the potential *noise* impacts upon the surrounding neighborhood and the larger community into consideration.
 - (4) Except in emergencies, no construction shall be permitted outside of these hours, including maintenance work on public rights-of-way, that creates construction *noise*.
- (b) **Deliveries.** Deliveries to or pickups from any commercial use sharing a lot line with any conforming residential use may occur between 7:00 a.m. and 10:00 p.m. daily. No deliveries to or pickups from any such use shall occur outside of these hours unless specifically authorized by a Conditional Use Permit.
- (c) **Normal Maintenance.** Maintenance of real property operations may exceed the *noise* standards between 6:00 a.m. and 9:00 p.m.

TABLE 10: MAXIMUM ALLOWABLE NOISE EXPOSURE – TRANSPORTATION NOISE SOURCES

Noise Sensitive Land Use (Use Types)	Outdoor Activity Areas ¹ dB Ldn	Interior Spaces dB Ldn
Residential: all Housing Types and Residential Use Types	65	45
College and Trade School	65	45
Commercial Use Types not separately listed	-	45
Community Assembly/Religious Assembly	65	45
Cultural Institutions	65	45
Hospitals and Clinics	65	45
Offices	-	45
Parks and Recreation Facilities	65	45
Schools	65	45

1. Where the location of outdoor activity areas is unknown or is not applicable, the noise standard shall be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards shall be applied on the receiving side of noise barriers or other property line noise mitigation measures.

2. Each of the noise level standards specified shall be reduced by 5 dB for impulsive noise, single tone noise, or noise consisting primarily of speech or music.

3. If the noise source operates for less than 30 minutes per hour, then the maximum sound level standard shall apply.

Source: Table 9-404.040 (Part I).

TABLE 11: MAXIMUM ALLOWABLE NOISE EXPOSURE – STATIONARY NOISE SOURCES

	Outdoor Activity Areas ¹ Daytime ² (7 a.m. to 10 p.m.)	Outdoor Activity Areas ¹ Nighttime ² (10 p.m. to 7 a.m.)
Hourly Equivalent Sound Level (Leq), dB	55	45
Maximum Sound Level (Lmax), dB	75	65

1. Where the location of outdoor activity areas is unknown or is not applicable, the noise standard shall be applied at the property line of the receiving land use. When determining the effectiveness of noise mitigation measures, the standards shall be applied on the receiving side of noise barriers or other property line noise mitigation measures.

2. Each of the noise level standards specified shall be reduced by 5 dB for impulsive noise, single tone noise, or noise consisting primarily of speech or music.

3. If the noise source operates for less than 30 minutes per hour, then the maximum sound level standard shall apply.

Source: Table 9-404.040 (Part II).

City of Tracy General Plan

Policies

- P8. Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in **Table 12** (Figure 9-3).

TABLE 12: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT (FIGURE 9-3)

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Residential development sites exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code

	NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	CONDITIONALLY ACCEPTABLE Specified land use may be permitted only after detailed analysis of the noise reduction requirements and the needed noise insulation features included in the design.
	UNACCEPTABLE New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Summary of Noise Level Standards

San Joaquin County

The stationary source noise level standards apply to the warehousing and wastewater treatment plant uses proposed by the project. **Table 8** shows the San Joaquin County General Plan noise level standards applicable to stationary noise sources. The General Plan mandates a noise level standard of 50 dBA L_{eq} during daytime (7:00 a.m. to 10:00 p.m.) hours and 45 dBA L_{eq} during nighttime (10:00 p.m. to 7:00 a.m.) hours at the outdoor activity areas of residential uses. The maximum noise level standards for San Joaquin County are 70 dBA L_{max} and 65 dBA L_{max} during daytime and nighttime hours, respectively. It should be noted that the County Development Title allows for daytime noise of up to 55 dBA L_{eq} and 75 dBA L_{max} , 5 dB higher than that allowed under the General Plan standards. For this analysis, the lower standards of the General Plan will be utilized.

For transportation noise, the County applies a 65 dBA L_{dn} exterior noise standard (**Table 10**) to outdoor activity areas of residential uses.

City of Tracy General Plan

The relevant standards of the City of Tracy are shown below for receptors within the City which may be affected by the proposed project.

Objective N-1.1 Policies

- P8. Measures to attenuate exterior and/or interior noise levels to acceptable levels shall be incorporated into all development projects. Acceptable, conditionally acceptable and unacceptable noise levels are presented in **Table 13** (Figure 9-3).

TABLE 13: LAND USE COMPATIBILITY FOR COMMUNITY NOISE ENVIRONMENT (FIGURE 9-3)

Land Use Category	Exterior Noise Exposure (L_{dn})					
	55	60	65	70	75	80
Single-Family Residential						
Multi-Family Residential, Hotels, and Motels		(a)				
Outdoor Sports and Recreation, Neighborhood Parks and Playgrounds						
Schools, Libraries, Museums, Hospitals, Personal Care, Meeting Halls, Churches						
Office Buildings, Business Commercial, and Professional						
Auditoriums, Concert Halls, Amphitheaters						

(a) Residential development sites exposed to noise levels exceeding 60 L_{dn} shall be analyzed following protocols in Appendix Chapter 12, Section 1208A, Sound Transmission Control, California Building Code

	NORMALLY ACCEPTABLE Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
	CONDITIONALLY ACCEPTABLE Specified land use may be permitted only after detailed analysis of the noise reduction requirements and the needed noise insulation features included in the design.
	UNACCEPTABLE New construction or development should generally not be undertaken because mitigation is usually not feasible to comply with noise element policies.

Objective N-1.2 Policies

- P2. Mitigation measures shall be required for new development projects that exceed the following criteria:
- Cause the L_{dn} at noise-sensitive uses to increase by 3 dB or more and exceed the “normally acceptable” level.
 - Cause the L_{dn} at noise-sensitive uses to increase 5 dB or more and remain “normally acceptable.”
 - Cause new noise levels to exceed the City of Tracy Noise Ordinance limits.
- P4. All construction in the vicinity of noise sensitive land uses, such as residences, hospitals, or convalescent homes, shall be limited to daylight hours or 7:00 a.m. to 7:00 p.m. In addition, the

following construction noise control measures shall be included as requirements at construction sites to minimize construction noise impacts:

- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction area.
- Utilize “quiet” air compressors and other stationary noise sources where technology exists.

CRITERIA FOR ACCEPTABLE VIBRATION

Vibration is like noise in that it involves a source, a transmission path, and a receiver. While vibration is related to noise, it differs in that noise is generally considered to be pressure waves transmitted through air, whereas vibration usually consists of the excitation of a structure or surface. As with noise, vibration consists of an amplitude and frequency. A person’s perception to the vibration will depend on their individual sensitivity to vibration, as well as the amplitude and frequency of the source and the response of the system which is vibrating.

Vibration can be measured in terms of acceleration, velocity, or displacement. A common practice is to monitor vibration measures in terms of peak particle velocities in inches per second. Standards pertaining to perception as well as damage to structures have been developed for vibration levels defined in terms of peak particle velocities.

Human and structural response to different vibration levels is influenced by a number of factors, including ground type, distance between source and receptor, duration, and the number of perceived vibration events. **Table 14**, which was developed by Caltrans, shows the vibration levels which would normally be required to result in damage to structures. The vibration levels are presented in terms of peak particle velocity in inches per second.

Table 14 indicates that the threshold for architectural damage to structures is 0.20 in/sec p.p.v. A threshold of 0.20 in/sec p.p.v. is considered to be a reasonable threshold for short-term construction projects.

TABLE 14: EFFECTS OF VIBRATION ON PEOPLE AND BUILDINGS

Peak Particle Velocity		Human Reaction	Effect on Buildings
mm/second	in/second		
0.15-0.30	0.006-0.019	Threshold of perception; possibility of intrusion	Vibrations unlikely to cause damage of any type
2.0	0.08	Vibrations readily perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
2.5	0.10	Level at which continuous vibrations begin to annoy people	Virtually no risk of “architectural” damage to normal buildings
5.0	0.20	Vibrations annoying to people in buildings (this agrees with the levels established for people standing on bridges and subjected to relative short periods of vibrations)	Threshold at which there is a risk of “architectural” damage to normal dwelling - houses with plastered walls and ceilings. Special types of finish such as lining of walls, flexible ceiling treatment, etc., would minimize “architectural” damage
10-15	0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause “architectural” damage and possibly minor structural damage

Source: Transportation Related Earthborne Vibrations. Caltrans. TAV-02-01-R9601. February 20, 2002.

IMPACTS AND MITIGATION MEASURES

THRESHOLDS OF SIGNIFICANCE

Appendix G of the CEQA Guidelines states that a project would normally be considered to result in significant noise impacts if noise levels conflict with adopted environmental standards or plans or if noise generated by the project would substantially increase existing noise levels at sensitive receivers on a permanent or temporary basis. Significance criteria for noise impacts are drawn from CEQA Guidelines Appendix G (Items XI [a-c]).

Would the project:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- Generate excessive groundborne vibration or groundborne noise levels?
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Temporary Construction Noise Impacts

With temporary noise impacts (construction), identification of “substantial increases” depends upon the duration of the impact, the temporal daily nature of the impact, and the absolute change in decibel levels. Per the San Joaquin County Development Title, construction activities operating between 6:00 a.m. to 9:00 p.m. on any day, is exempt from the outlined noise requirements.

The City of Tracy and San Joaquin County have not adopted any formal standard for evaluating temporary construction noise which occurs within allowable hours. For short-term noise associated with Project construction, Saxelby Acoustics recommends use of the Caltrans increase criteria of 12 dBA (Caltrans Traffic Noise Protocol, 2020), applied to existing residential receptors in the project vicinity. This level of increase is approximately equivalent to a doubling of sound energy and has been the standard of significance for Caltrans projects at the state level for many years. Application of this standard to construction activities is considered reasonable considering the temporary nature of construction activities.

Noise Level Increase Criteria for Long-Term Project-Related Noise Level Increases

The California Environmental Quality Act (CEQA) guidelines define a significant impact of a project if it “increases substantially the ambient noise levels for adjoining areas.” Generally, a project may have a significant effect on the environment if it will substantially increase the ambient noise levels for adjoining areas or expose people to severe noise levels. In practice, more specific professional standards have been developed. These standards state that a noise impact may be considered significant if it would generate noise that would conflict with local project criteria or ordinances, or substantially increase noise levels at noise sensitive land uses. The potential increase in traffic noise from the project is a factor in determining significance. Research into the human perception of changes in sound level indicates the following:

- A 3-dB change is barely perceptible,
- A 5-dB change is clearly perceptible, and
- A 10-dB change is perceived as being twice or half as loud.

A limitation of using a single noise level increase value to evaluate noise impacts is that it fails to account for pre-project noise conditions. **Table 15** is based upon recommendations made by the Federal Interagency Committee on Noise (FICON) to provide guidance in the assessment of changes in ambient noise levels resulting from aircraft operations. The recommendations are based upon studies that relate aircraft noise levels to the percentage of persons highly annoyed by the noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, it has been accepted that they are applicable to all sources of noise described in terms of cumulative noise exposure metrics such as the L_{dn} .

TABLE 15: SIGNIFICANCE OF CHANGES IN NOISE EXPOSURE

Ambient Noise Level Without Project, L_{dn}	Increase Required for Significant Impact
<60 dB	+5.0 dB or more
60-65 dB	+3.0 dB or more
>65 dB	+1.5 dB or more

Source: Federal Interagency Committee on Noise (FICON).

Based on the **Table 15** data, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise levels are less than 60 dB L_{dn} , or 3 dB or more where existing noise levels are between 60

to 65 dB L_{dn} . Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB L_{dn} . The rationale for the **Table 15** criteria is that, as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance.

It should also be noted that the City of Tracy establishes a similar test of significance. As shown above, Objective N-1.2 Policy P2 establishes 3 dB, or more, as the test of significance where noise levels would exceed the City's "normally acceptable" (60 dBA L_{dn}) exterior noise standard at residential uses. A 5 dBA, or more, limit is set where increased noise levels would remain less than the "normally acceptable" limit. In essence, this is equivalent to the FICON standards shown in **Table 15** with the exception that FICON includes a test of 1.5 dBA, or more, where exterior noise levels exceed 65 dBA L_{dn} . This is stricter than the 3 dBA test of significance for Tracy for cases where exterior noise would exceed 60 dBA L_{dn} . For simplicity, the stricter **Table 15** standards will be applied at all receptor locations in the City of Tracy or San Joaquin County.

PROJECT-SPECIFIC IMPACTS AND MITIGATION MEASURES

Impact 1: *Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

Traffic Noise Increases at Off-Site Receptors

Based upon the **Table 15** FICON criteria, where existing traffic noise levels are greater than 65 dBA L_{dn} , at the outdoor activity areas of noise-sensitive uses, a +1.5 dBA L_{dn} increase in roadway noise levels will be considered significant. Where traffic noise levels are between 60 dBA L_{dn} and 65 dBA L_{dn} , a +3.0 dB L_{dn} increase in roadway noise levels will be considered significant. Where traffic noise levels are less than 60 dBA L_{dn} , a +5.0 dB L_{dn} increase in roadway noise levels will be considered significant. Additionally, an impact would occur where the proposed project would cause noise levels to exceed the San Joaquin County 65 dBA L_{dn} exterior noise standard, or the City of Tracy 60 dBA L_{dn} exterior noise standard (for receptors within the City).

Tables 16-18 list each roadway segment and whether project-related traffic noise increases constitute a significant impact as defined by the FICON criteria, or exceedance of the local noise standard.

TABLE 16: EXISTING AND EXISTING PLUS PHASE 1 TRAFFIC NOISE LEVELS

Segment #	Roadway	Segment Description	Existing	Existing + Phase 1	Change	Local Noise Standard, Ldn	Criteria	Impact?
1	S Chrisman Rd	11th St to W Schulte Rd	71.5	72.7	1.2	65 dBA	+1.5 dBA	No
2	S Chrisman Rd	W Schulte Rd to Valpico Rd	62.2	64.0	1.8	65 dBA	+3.0 dBA or >65 dBA	No
3	S Chrisman Rd	Valpico Rd to W Linne Rd	67.5	69.4	1.9	60 dBA	+1.5 dBA	Yes
4	W Linne Rd	S Tracy Blvd to S MacArthur Rd	72.6	73.0	0.4	65 dBA	+1.5 dBA	No
5	S Tracy Blvd	W Linne Rd to I-580	72.7	72.7	0.0	65 dBA	+1.5 dBA	No
6	W Linne Rd	S MacArthur Rd to S Chrisman Rd	68.7	68.9	0.2	65 dBA	+1.5 dBA	No
7	S MacArthur Rd	W Linne Rd to Project	59.4	59.4	0.0	65 dBA	+5.0 dBA or >65 dBA	No
8	Chrisman Rd	W Linne Rd to Durham Ferry Rd	67.8	70.1	2.3	65 dBA	+1.5 dBA	Yes
9	S Chrisman Rd	Durham Ferry Rd to SR-132	58.3	60.6	2.3	65 dBA	+5.0 dBA or >65 dBA	No
10	Durham Ferry Rd	S Chrisman Rd to S Bird Rd	59.3	59.4	0.1	65 dBA	+5.0 dBA or >65 dBA	No
11	S. Bird	Durham Ferry Rd to SR-132	55.7	55.7	0.0	65 dBA	+5.0 dBA or >65 dBA	No
12	S Bird Rd	S Lehman Rd to Durham Ferry Rd	56.9	56.5	-0.4	65 dBA	+5.0 dBA or >65 dBA	No
13	Durham Ferry Rd	S Bird Rd to I-5	65.2	66.4	1.2	65 dBA	+1.5 dBA	No
14	W Lehman Rd	S Bird Rd to Ahern Rd	51.6	50.9	-0.7	65 dBA	+5.0 dBA or >65 dBA	No

Based upon the **Table 16** data, the proposed project Phase 1 is predicted to result in significant increases on two roadway segments, both on Chrisman Road. It should be noted that this table is for screening purposes and does not account for varying setbacks along each roadway segment. A more in-depth house-by-house analysis is discussed later in this report.

TABLE 17: EXISTING AND EXISTING PLUS PROJECT TRAFFIC NOISE LEVELS

Segment #	Roadway	Segment	Existing	Existing + Project	Change	Local Noise Standard, Ldn	Criteria	Impact?
1	S Chrisman Rd	11th St to W Schulte Rd	71.5	76.0	4.5	65 dBA	+1.5 dBA	Yes
2	S Chrisman Rd	W Schulte Rd to Valpico Rd	62.2	67.6	5.4	65 dBA	+3.0 dBA or >65 dBA	Yes
3	S Chrisman Rd	Valpico Rd to W Linne Rd	67.5	73.6	6.1	60 dBA	+1.5 dBA	Yes
4	W Linne Rd	S Tracy Blvd to S MacArthur Rd	72.6	74.4	1.8	65 dBA	+1.5 dBA	Yes
5	S Tracy Blvd	W Linne Rd to I-580	72.7	72.7	0.0	65 dBA	+1.5 dBA	No
6	W Linne Rd	S MacArthur Rd to S Chrisman Rd	68.7	71.4	2.7	65 dBA	+1.5 dBA	Yes
7	S MacArthur Rd	W Linne Rd to Project	59.4	62.2	2.8	65 dBA	+5.0 dBA or >65 dBA	No
8	Chrisman Rd	W Linne Rd to Durham Ferry Rd	67.8	74.4	6.6	65 dBA	+1.5 dBA	Yes
9	S Chrisman Rd	Durham Ferry Rd to SR-132	58.3	65.2	6.9	65 dBA	+5.0 dBA or >65 dBA	Yes
10	Durham Ferry Rd	S Chrisman Rd to S Bird Rd	59.3	64.7	5.4	65 dBA	+5.0 dBA or >65 dBA	Yes
11	S. Bird	Durham Ferry Rd to SR-132	55.7	56.6	0.9	65 dBA	+5.0 dBA or >65 dBA	No
12	S Bird Rd	S Lehman Rd to Durham Ferry Rd	56.9	62.2	5.3	65 dBA	+5.0 dBA or >65 dBA	Yes
13	Durham Ferry Rd	S Bird Rd to I-5	65.2	70.1	4.9	65 dBA	+1.5 dBA	Yes
14	W Lehman Rd	S Bird Rd to Ahern Rd	51.6	58.7	7.1	65 dBA	+5.0 dBA or >65 dBA	Yes

Based upon the **Table 17** data, the proposed project is predicted to result in significant increases on all but three roadway segments analyzed in this report. It should be noted that this table is for screening purposes and does not account for varying setbacks along each roadway segment. A more in-depth house-by-house analysis is discussed later in this report.

TABLE 18: CUMULATIVE AND CUMULATIVE PLUS PROJECT TRAFFIC NOISE LEVELS

Segment #	Roadway	Segment	Cumulative	Cumulative + Project	Change	Local Noise Standard, Ldn	Criteria	Impact?
1	S Chrisman Rd	11th St to W Schulte Rd	73.2	77.1	3.9	65 dBA	+1.5 dBA	Yes
2	S Chrisman Rd	W Schulte Rd to Valpico Rd	65.0	69.0	4.0	65 dBA	+1.5 dBA	Yes
3	S Chrisman Rd	Valpico Rd to W Linne Rd	70.7	75.2	4.5	60 dBA	+1.5 dBA	Yes
4	W Linne Rd	S Tracy Blvd to S MacArthur Rd	76.9	77.8	0.9	65 dBA	+1.5 dBA	No
5	S Tracy Blvd	W Linne Rd to I-580	73.0	72.7	-0.3	65 dBA	+1.5 dBA	No
6	W Linne Rd	S MacArthur Rd to S Chrisman Rd	71.7	73.0	1.3	65 dBA	+1.5 dBA	No
7	S MacArthur Rd	W Linne Rd to Project	59.4	62.2	2.8	65 dBA	+5.0 dBA or >65 dBA	No
8	Chrisman Rd	W Linne Rd to Durham Ferry Rd	69.4	75.1	5.7	65 dBA	+1.5 dBA	Yes
9	S Chrisman Rd	Durham Ferry Rd to SR-132	60.5	65.9	5.4	65 dBA	+3.0 dBA or >65 dBA	Yes
10	Durham Ferry Rd	S Chrisman Rd to S Bird Rd	61.2	65.1	3.9	65 dBA	+3.0 dBA or >65 dBA	Yes
11	Corral hollow Rd	W Linne Rd to I-580	53.7	54.8	1.1	65 dBA	+5.0 dBA or >65 dBA	No
12	S Bird Rd	S Lehman Rd to Durham Ferry Rd	61.4	64.2	2.8	65 dBA	+3.0 dBA or >65 dBA	No
13	Durham Ferry Rd	S Bird Rd to I-5	69.4	71.9	2.5	65 dBA	+1.5 dBA	Yes
14	W Lehman Rd	S Bird Rd to Ahern Rd	52.2	58.6	6.4	65 dBA	+5.0 dBA or >65 dBA	Yes

Based upon the **Table 18** data, the proposed project is predicted to result in significant increases on a total of eight roadway segments analyzed in this report, under cumulative conditions. It should be noted that this table is for screening purposes and does not account for varying setbacks along each roadway segment. A more in-depth house-by-house analysis is discussed later in this report.

In order to reduce the impact of the traffic noise increases outlined in **Tables 16-18** the use of sound walls or quiet pavement overlay would be required. Construction of new sound walls could be a potential mitigation measure. However, the majority of the impacted residential uses along the roadway segments listed above are accessed directly via driveways off the main roadway or already have installed sound walls. As such, a sound wall would require many driveway openings, resulting in partial noise barriers. These openings in the sound wall would substantially reduce the noise barrier performance. Additionally, construction of noise barriers at off-site locations would result in encroachment into private property. Such encroachment would require private property owners to allow permission to enter their property. Therefore, noise barriers are not considered to be a practical option.

Quiet pavement overlays are typically assumed to provide a 3 to 5 dBA reduction. Assuming a minimum reduction of 4 dBA, quiet pavement placed along sensitive receptors on the roadway segments predicted to see a significant increase in traffic noise levels could reduce noise level increases to a less than significant level. Due to the large number of potentially impacted receptors, Saxelby Acoustics analyzed traffic noise increases at each sensitive receptor, or groups of receptors, located along each of the roadway segments where a potentially significant impact was identified. The complete results of this analysis are provided in **Appendix D**. The following is a list of terms used in this detailed analysis:

Receiver ID:

The receiver ID represents the specific point where traffic noise levels have been analyzed. Impacted receiver points are shown on **Figures 6-8**. Some receiver points may represent more than one noise sensitive receptor where the receptors have similar noise exposure. Grouping of sensitive receptors where more than one receptor have a similar noise exposure is a common method for conducting traffic noise impact studies to minimize the number of analysis points. Please note that some receptor locations have been moved due to changes in the proposed project and may appear out of order in the tables below and some receptor numbers are not used.

Segment #:

The segment number represents the individual roadway segment along which the analyzed receptor is located. The study included a review of fourteen different roadway segments which are numbered 1-14 in **Appendix C** and in **Tables 19-21**.

Address:

This address corresponds to the location of the Receiver ID where the traffic analysis point is located.

of Sensitive Receptors Represented:

This indicates the number of unique sensitive receptors represented by the Receiver ID number.

Summary of Traffic Noise Impacts

Existing Plus Phase 1

Based upon the detailed traffic noise analysis shown in **Appendix D** it was found that under the Existing plus Phase 1 project, a total of 27 sensitive receptors were identified as impacted due to either the increase in traffic noise or the project causing noise levels to exceed the applicable San Joaquin County or City of Tracy exterior noise standards. With the use of quiet pavement, it was determined that all of these impacts could be reduced to less than significant. The total amount of quiet pavement overlay is estimated to be approximately 1 mile in total. **Figure 6** shows the locations where quiet pavement would be required under Phase 1 of the proposed project. **Table 19** shows the predicted noise levels at each receiver location under the Existing plus Phase 1 project traffic conditions.

Pacific Gateway Specific Plan

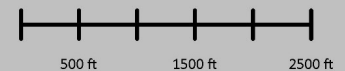
San Joaquin County, California

**Figure 6 – Existing Plus Phase 1
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

-  Recommended Quiet Pavement
-  Receiver Point - Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

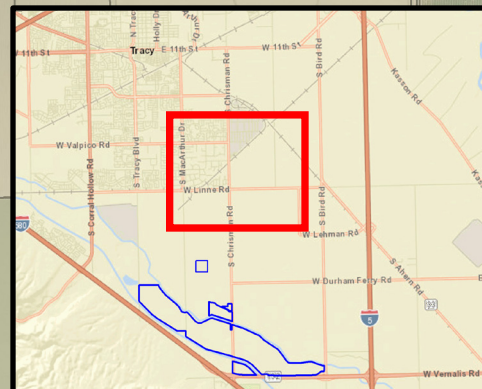


Figure Location

TABLE 19: EXISTING PLUS PHASE 1 TRAFFIC NOISE IMPACT ASSESSMENT

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Phase 1, dBA L _{dn}						Existing Plus Phase 1 – with Quiet Pavement at Impacted Receptors, dBA L _{dn}					
				Existing	Existing Plus Phase 1	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	
R1	1	24169 S Chrisman Rd, Tracy, CA 95304	1	71.5	72.7	1.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R2	1	24301 S Chrisman Rd Unit B, Tracy, CA 95304	1	62.9	64.1	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R3	1	24353 S Chrisman Rd, Tracy, CA 95304	1	60.6	61.8	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R4	1	24591 S Chrisman Rd, Tracy, CA 95304	1	60.6	61.8	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R5	1	24711 S Chrisman Rd, Tracy, CA 95304	1	60.1	61.3	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R6	1	25023 S Chrisman Rd, Tracy, CA 95304	1	62.2	63.4	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R7	1	25079 S Chrisman Rd, Tracy, CA 95304	1	61.0	62.2	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R8	1	25111 S Chrisman Rd, Tracy, CA 95304	1	60.4	61.6	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R9	1	25288 S Chrisman Rd, Tracy, CA 95304	1	59.1	60.3	1.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R10	2	25673 S Chrisman Rd, Tracy, CA 95304	1	62.2	64.0	1.8	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R11	2	25909 S Chrisman Rd, Tracy, CA 95304	1	55.7	57.5	1.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R12	2	1728 Toulouse Ct, Tracy, CA 95304	29	62.2	64.0	1.8	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R13	3	27000 Hillview St, Tracy, CA 95304	1	67.5	69.4	1.9	1.5	No	Yes	-2.1	65.4	1.5	No	No	
R14	3	27070 Hillview St, Tracy, CA 95304	1	60.0	61.9	1.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R15	3	27120 Hillview St, Tracy, CA 95304	1	61.2	63.1	1.9	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R16	3	27150 Hillview St, Tracy, CA 95304	1	61.2	63.1	1.9	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R17	3	27200 Hillview St, Tracy, CA 95304	1	66.5	68.4	1.9	1.5	No	Yes	-2.1	64.4	1.5	No	No	
R18	3	27251 S Chrisman Rd, Tracy, CA 95304	1	69.1	71.0	1.9	1.5	No	Yes	-2.1	67.0	1.5	No	No	
R19	3	27320 Hillview St, Tracy, CA 95304	1	65.9	67.8	1.9	1.5	No	Yes	-2.1	63.8	1.5	No	No	

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Phase 1, dBA L _{dn}						Existing Plus Phase 1 – with Quiet Pavement at Impacted Receptors, dBA L _{dn}					
				Existing	Existing Plus Phase 1	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	
R20	3	22360 Walnut Ct, Tracy, CA 95304	1	60.8	62.7	1.9	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R21	3	27398 Walnut Ct, Tracy, CA 95304	1	63.2	65.1	1.9	3.0	Yes	Yes	-2.1	61.1	3.0	No	No	
R22	3	27503 S Chrisman Rd, Tracy, CA 95304	2	69.1	71.0	1.9	1.5	No	Yes	-2.1	67.0	1.5	No	No	
R23	3	27527 S Chrisman Rd, Tracy, CA 95304	15	66.8	68.7	1.9	1.5	No	Yes	-2.1	64.7	1.5	No	No	
R26	4	10450 W Linne Rd, Tracy, CA 95377	1	72.6	73.0	0.4	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R27	4	10322 W Linne Rd, Tracy, CA 95377	2	59.1	59.5	0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R28	4	4717 Bonsai Ave, Tracy, CA 95377	6	53.6	54.0	0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R29	4	4739 Windchime Way, Tracy, CA 95377	4	60.1	60.5	0.4	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R30	4	4723 Cherub Way, Tracy, CA 95377	5	53.4	53.8	0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R31	4	187 Glenhaven Dr, Tracy, CA 95377	11	52.3	52.7	0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R32	4	4740 Glenbrook Dr, Tracy, CA 95377	15	53.7	54.1	0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R33	4	9362 Lorraine Rd, Tracy, CA 95377	1	61.6	62.0	0.4	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R34	4	9310 Lorraine Rd, Tracy, CA 95377	1	62.5	62.9	0.4	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R35	4	9262 Lorraine Rd, Tracy, CA 95377	1	60.3	60.7	0.4	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R36	4	28455 S MacArthur Dr, Tracy, CA 95377	1	64.1	64.5	0.4	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R37	5	28700 S Tracy Blvd, Tracy, CA 95377	1	72.7	72.7	0.0	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R25	5	28584 S Tracy Blvd, Tracy, CA 95377	1	55.9	56.3	0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R38	5	28770 S Tracy Blvd, Tracy, CA 95377	1	62.9	62.9	0.0	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R39	5	6683 S Tracy Blvd, Tracy, CA 95377	1	65.5	65.5	0.0	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R40	5	30558 S Tracy Blvd, Tracy, CA 95377	1	57.5	57.5	0.0	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R41	5	30773 S Tracy Blvd, Tracy, CA 95377	1	60.5	60.5	0.0	3.0	No	No	N/A	N/A	N/A	N/A	N/A	

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Phase 1, dBA L _{dn}						Existing Plus Phase 1 – with Quiet Pavement at Impacted Receptors, dBA L _{dn}					
				Existing	Existing Plus Phase 1	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	
R42	6	8393 W Linne Rd, Tracy, CA 95304	1	68.7	68.9	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R43	6	8806 Waterwell Way, Tracy, CA 95304	1	60.4	60.6	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R44	6	8762 Waterwell Way, Tracy, CA 95304	1	60.2	60.4	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R45	6	8738 Waterwell Way, Tracy, CA 95304	1	60.2	60.4	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R46	6	8706 Waterwell Way, Tracy, CA 95304	1	59.9	60.1	0.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R47	6	8672 Waterwell Way, Tracy, CA 95304	1	60.0	60.2	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R48	6	8650 Waterwell Way, Tracy, CA 95304	2	60.5	60.7	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R49	6	8556 Waterwell Way, Tracy, CA 95304	1	59.2	59.4	0.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R50	6	8538 Waterwell Way, Tracy, CA 95304	1	58.5	58.7	0.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R51	6	8512 Waterwell Way, Tracy, CA 95304	1	57.0	57.2	0.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R52	6	28552 S MacArthur Dr, Tracy, CA 95377	1	57.5	57.7	0.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R53	6	28475 Depot Master Dr, Tracy, CA 95304	1	68.3	68.5	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R54	6	28480 Depot Master Dr, Tracy, CA 95304	1	68.7	68.9	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R55	6	8120 Depot Master Ct, Tracy, CA 95304	1	68.7	68.9	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R56	6	28460 Jack Godwin Ct, Tracy, CA 95304	1	70.3	70.5	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R57	6	28443 Jack Godwin Ct, Tracy, CA 95304	1	69.2	69.4	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R58	6	28450 Jack Godwin Ct, Tracy, CA 95304	1	69.2	69.4	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R59	6	7897 W Linne Rd, Tracy, CA 95304	1	64.0	64.2	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R60	6	7860 Zilli Dr, Tracy, CA 95304	1	70.3	70.5	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R61	6	7831 W Linne Rd, Tracy, CA 95304	1	64.2	64.4	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Phase 1, dBA L _{dn}						Existing Plus Phase 1 – with Quiet Pavement at Impacted Receptors, dBA L _{dn}					
				Existing	Existing Plus Phase 1	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	
R62	6	7831 W Linne Rd, Tracy, CA 95304	1	70.9	71.1	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R63	6	7783 W Linne Rd, Tracy, CA 95304	1	63.7	63.9	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R64	6	7717 W Linne Rd, Tracy, CA 95304	1	62.4	62.6	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R65	6	7705 W Linne Rd, Tracy, CA 95304	1	68.3	68.5	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R66	6	7681 W Linne Rd, Tracy, CA 95304	1	65.2	65.4	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R67	6	7594 W Linne Rd, Tracy, CA 95304	1	71.7	71.9	0.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A	
R68	6	7700 W Linne Rd, Tracy, CA 95304	1	63.1	63.3	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R69	6	7714 W Linne Rd, Tracy, CA 95304	1	59.1	59.3	0.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R70	6	7790 W Linne Rd, Tracy, CA 95304	1	58.9	59.1	0.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R71	6	7834 W Linne Rd, Tracy, CA 95304	1	59.4	59.6	0.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R72	6	7902 W Linne Rd, Tracy, CA 95304	1	62.7	62.9	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R73	6	7936 W Linne Rd, Tracy, CA 95304	1	62.2	62.4	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R74	6	8000 W Linne Rd, Tracy, CA 95304	1	60.3	60.5	0.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A	
R75	7	28544 S MacArthur Dr, Tracy, CA 95377	1	59.4	59.4	0.0	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R76	7	30144 S MacArthur Dr, Tracy, CA 95377	1	58.3	58.3	0.0	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R77	8	7170 W Linne Rd, Tracy, CA 95304	2	67.8	70.1	2.3	1.5	No	Yes	-1.7	66.1	1.5	No	No	
R78	8	28981 S Chrisman Rd, Tracy, CA 95304	1	67.5	69.8	2.3	1.5	No	Yes	-1.7	65.8	1.5	No	No	
R79	8	29325 S Chrisman Rd, Tracy, CA 95304	1	69.3	71.6	2.3	1.5	No	Yes	-1.7	67.6	1.5	No	No	
R80	8	29423 S Chrisman Rd, Tracy, CA 95304	1	57.2	59.5	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R81	8	29400 S Chrisman Rd, Tracy, CA 95304	1	58.0	60.3	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R82	8	29430 S Chrisman Rd, Tracy, CA 95304	1	59.9	62.2	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A	

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Phase 1, dBA L _{dn}						Existing Plus Phase 1 – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Phase 1	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R83	8	29430 S Chrisman Rd, Tracy, CA 95304	1	57.0	59.3	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R84	8	29466 S Chrisman Rd, Tracy, CA 95304	1	59.7	62.0	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R85	8	29466 S Chrisman Rd, Tracy, CA 95304	1	57.5	59.8	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R86	8	29500 S Chrisman Rd, Tracy, CA 95304	1	59.9	62.2	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R87	8	29534 S Chrisman Rd, Tracy, CA 95304	1	59.9	62.2	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R88	8	29561 S Chrisman Rd, Tracy, CA 95304	1	60.6	62.9	2.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R89	8	29879 S Chrisman Rd, Tracy, CA 95304	1	58.6	60.9	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R90	8	29929 S Chrisman Rd, Tracy, CA 95304	1	59.7	62.0	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R91	8	29750 S Chrisman Rd, Tracy, CA 95304	1	61.6	63.9	2.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R92	8	29800 S Chrisman Rd, Tracy, CA 95304	1	57.5	59.8	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R93	8	29850 S Chrisman Rd, Tracy, CA 95304	1	55.8	58.1	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R94	8	30000 S Chrisman Rd, Tracy, CA 95304	1	53.0	55.3	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R94b	8	7500 W Linne Rd, Tracy, CA 95304 (Jefferson School)	1	61.3	63.6	2.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R95	9	32851 S Chrisman Rd, Tracy, CA 95304	1	58.3	60.6	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R96	9	32951 S Chrisman Rd, Tracy, CA 95304	1	58.3	60.6	2.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R97	10	6601 Durham Ferry Rd, Tracy, CA 95304	1	59.3	59.4	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R98	10	6685 Durham Ferry Rd, Tracy, CA 95304	1	51.2	51.3	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R99	10	7060 Durham Ferry Rd, Tracy, CA 95304	1	43.8	43.9	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R100	10	6610 Durham Ferry Rd, Tracy, CA 95304	1	51.2	51.3	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R101	10	6554 Durham Ferry Rd, Tracy, CA 95304	1	49.5	49.6	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R102	10	6512 Durham Ferry Rd, Tracy, CA 95304	1	47.7	47.8	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Phase 1, dBA L _{dn}						Existing Plus Phase 1 – with Quiet Pavement at Impacted Receptors, dBA L _{dn}					
				Existing	Existing Plus Phase 1	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	
R103	10	6500 Durham Ferry Rd, Tracy, CA 95304	1	48.0	48.1	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R104	10	6410 Durham Ferry Rd, Tracy, CA 95304	1	46.9	47.0	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R105	10	6368 Durham Ferry Rd, Tracy, CA 95304	1	46.7	46.8	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R106	10	6312 Durham Ferry Rd, Tracy, CA 95304	1	47.1	47.2	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R107	10	6120 Durham Ferry Rd, Tracy, CA 95304	1	44.7	44.8	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R108	10	5922 Durham Ferry Rd, Tracy, CA 95304	1	50.2	50.3	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R109	10	5850 Durham Ferry Rd, Tracy, CA 95304	1	51.4	51.5	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R110	10	5850 Durham Ferry Rd, Tracy, CA 95304	1	52.8	52.9	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R111	10	5801 Durham Ferry Rd, Tracy, CA 95304	1	50.8	50.9	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R112	10	5700 Durham Ferry Rd, Tracy, CA 95304	1	48.9	49.0	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R113	10	5366 Durham Ferry Rd, Tracy, CA 95304	1	44.3	44.4	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R114	10	5404 Durham Ferry Rd, Tracy, CA 95304	1	48.7	48.8	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R115	10	5613 Durham Ferry Rd, Tracy, CA 95304	1	45.2	45.3	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R116	10	5392 Durham Ferry Rd, Tracy, CA 95304	1	48.6	48.7	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R117	10	5336 Durham Ferry Rd, Tracy, CA 95304	1	47.5	47.6	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R118	10	30751 S Bird Rd, Tracy, CA 95304	1	51.7	51.8	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R119	10	4952 Durham Ferry Rd, Tracy, CA 95304	1	46.4	46.5	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R120	10	4911 Durham Ferry Rd, Tracy, CA 95304	1	50.1	50.2	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R121	10	4952 Durham Ferry Rd, Tracy, CA 95304	1	43.1	43.2	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R122	10	4876 Durham Ferry Rd, Tracy, CA 95304	1	48.3	48.4	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R123	10	4873 Durham Ferry Rd, Tracy, CA 95304	1	52.6	52.7	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	
R124	10	4820 Durham Ferry Rd, Tracy, CA 95304	1	48.7	48.8	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A	

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Phase 1, dBA L _{dn}						Existing Plus Phase 1 – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Phase 1	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R125	10	4699 Durham Ferry Rd, Tracy, CA 95304	1	50.1	50.2	0.1	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R127	12	31154 S Bird Rd, Tracy, CA 95304	2	56.9	56.5	-0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R128	12	31069 S Bird Rd, Tracy, CA 95304	1	53.3	52.9	-0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R129	12	30920 S Bird Rd, Tracy, CA 95304	1	51.3	50.9	-0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R130	12	30908 S Bird Rd, Tracy, CA 95304	1	53.5	53.1	-0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R131	12	30830 S Bird Rd, Tracy, CA 95304	1	52.4	52.0	-0.4	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R132a	13	4447 Durham Ferry Rd, Tracy, CA 95304	1	65.2	66.4	1.2	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R132b	13	4303 Durham Ferry Rd, Tracy, CA 95304	1	60.7	61.9	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R133	13	4001 Durham Ferry Rd, Tracy, CA 95304	1	61.7	62.9	1.2	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R134	13	3652 Durham Ferry Rd, Tracy, CA 95304	1	49.1	50.3	1.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R135	13	3652 Durham Ferry Rd, Tracy, CA 95304	1	53.4	54.6	1.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R136	13	3081 Durham Ferry Rd, Tracy, CA 95304	1	54.7	55.9	1.2	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R137	14	4494 W Lehman Rd, Tracy, CA 95304	1	51.6	50.9	-0.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R138	14	3994 W Lehman Rd, Tracy, CA 95304	1	39.7	39.0	-0.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R139	14	3656 W Lehman Rd, Tracy, CA 95304	1	40.2	39.5	-0.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R140	14	3545 W Lehman Rd, Tracy, CA 95304	1	43.6	42.9	-0.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R141	14	3350 W Lehman Rd, Tracy, CA 95304	1	46.8	46.1	-0.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
Total Impacted Receiver Points, without Mitigation:									10	Total Impacted Receiver Points, with Mitigation				0
Total Impacted Receptors, without Mitigation:									27	Total Impacted Receptors, with Mitigation				0

¹ Please note that some receptor locations have been moved due to changes in the proposed project and may appear out of order and some receptor numbers are not used.
Note: **Bold** indicates where project-related traffic is predicted to exceed the increase criteria or cause traffic noise levels to exceed the local exterior noise standard.

Existing Plus Full Project Buildout

Based upon the detailed traffic noise analysis shown in **Appendix D** it was found that under the Existing plus full project buildout, a total of 150 sensitive receptors were identified as impacted due to either the increase in traffic noise or the project causing noise levels to exceed the applicable San Joaquin County or City of Tracy exterior noise standards. With the use of quiet pavement, it was determined that all but 27 of these impacts could be reduced to less than significant. The total amount of quiet pavement is estimated to be approximately 6.9 miles in total.

For example, approximately 29 receptors along Durham Ferry Road are predicted to experience an increase in traffic noise levels of approximately 5.4 dBA under existing plus full project buildout. With the use of quiet pavement this increase is predicted to be reduced to 1.4 dBA and would be less than significant.

However, 27 sensitive receptors along S. Chrisman Road would have significant unavoidable impacts due to increased traffic noise. The 27 sensitive receptors are predicted to have mitigated exterior noise levels ranging between 65.3 to 71.9 dBA L_{dn} . **Figure 7** shows the locations where quiet pavement would be required under existing plus full project buildout, as well as which receptors would remain significant after mitigation. **Table 20** shows the predicted noise levels at each receiver location under the Existing plus project traffic conditions.

Pacific Gateway Specific Plan

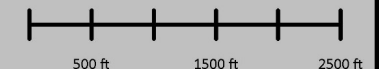
San Joaquin County, California

**Figure 7A – Existing Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

- Recommended Quiet Pavement
- Receiver Point - Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

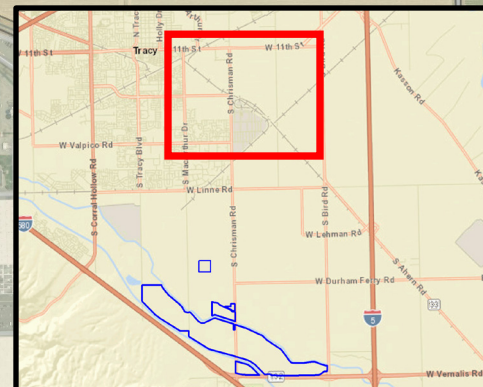


Figure Location

Pacific Gateway Specific Plan

San Joaquin County, California

**Figure 7B – Existing Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

- Recommended Quiet Pavement
- Receiver Point - Fully Mitigated
- Receiver Point - Not Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

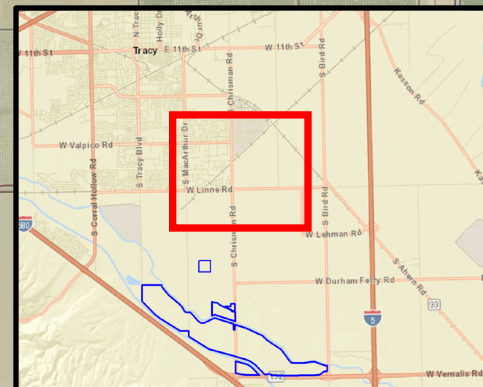


Figure Location

Pacific Gateway Specific Plan

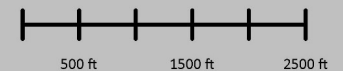
San Joaquin County, California

Figure 7C – Existing Plus Project Potentially Impacted Traffic Noise Receptors

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

- Project Site
- Recommended Quiet Pavement
- Receiver Point - Fully Mitigated
- Receiver Point - Not Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

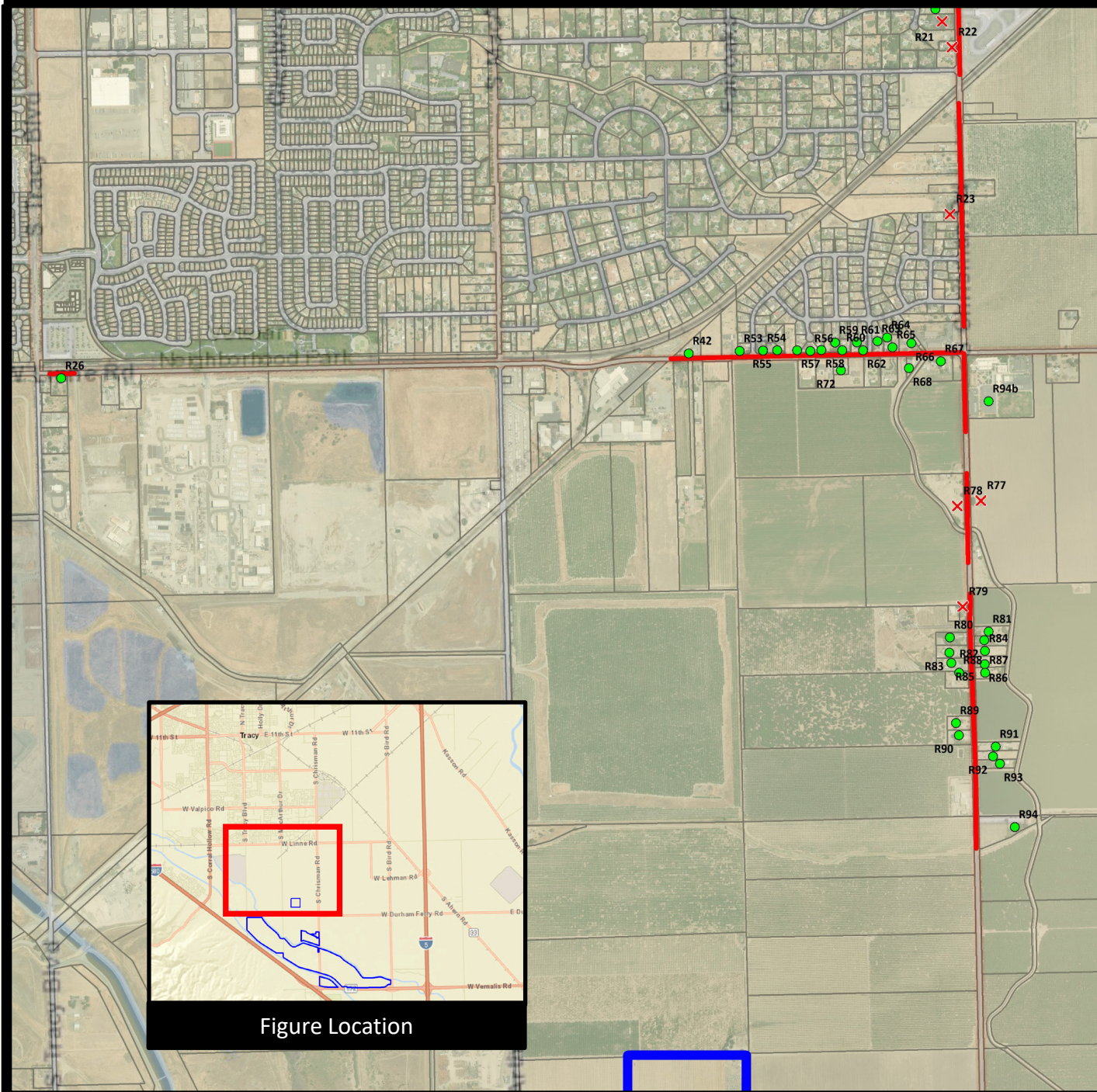


Figure Location

Pacific Gateway Specific Plan

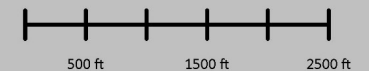
San Joaquin County, California

**Figure 7D – Existing Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

-  Project Site
-  Recommended Quiet Pavement
-  Receiver Point - Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

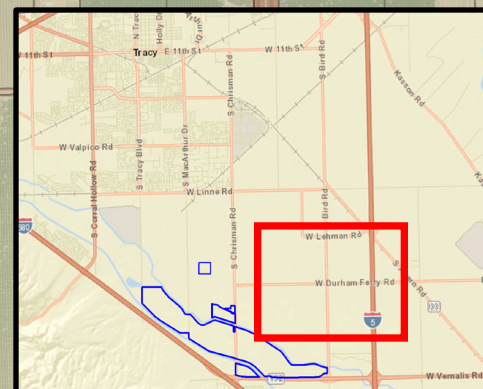


Figure Location

Pacific Gateway Specific Plan

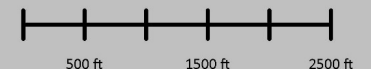
San Joaquin County, California

**Figure 7E – Existing Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

-  Project Site
-  Recommended Quiet Pavement
-  Receiver Point - Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

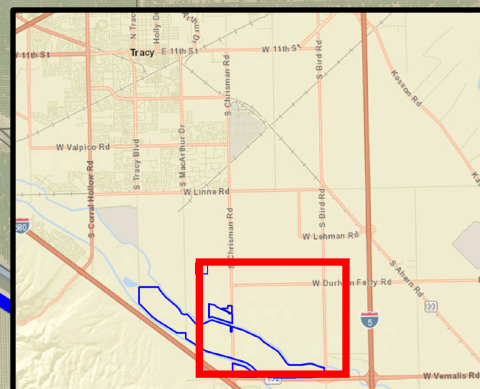


Figure Location

TABLE 20: EXISTING PLUS PROJECT TRAFFIC NOISE IMPACT ASSESSMENT

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Project, dBA L _{dn}						Existing Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R1	1	24169 S Chrisman Rd, Tracy, CA 95304	1	71.5	76.0	4.5	1.5	No	Yes	0.5	72.0	1.5	No	No
R2	1	24301 S Chrisman Rd Unit B, Tracy, CA 95304	1	62.9	67.4	4.5	3.0	Yes	Yes	0.5	63.4	3.0	No	No
R3	1	24353 S Chrisman Rd, Tracy, CA 95304	1	60.6	65.1	4.5	3.0	Yes	Yes	0.5	61.1	3.0	No	No
R4	1	24591 S Chrisman Rd, Tracy, CA 95304	1	60.6	65.1	4.5	3.0	Yes	Yes	0.5	61.1	3.0	No	No
R5	1	24711 S Chrisman Rd, Tracy, CA 95304	1	60.1	64.6	4.5	3.0	No	Yes	0.5	60.6	3.0	No	No
R6	1	25023 S Chrisman Rd, Tracy, CA 95304	1	62.2	66.7	4.5	3.0	Yes	Yes	0.5	62.7	3.0	No	No
R7	1	25079 S Chrisman Rd, Tracy, CA 95304	1	61.0	65.5	4.5	3.0	Yes	Yes	0.5	61.5	3.0	No	No
R8	1	25111 S Chrisman Rd, Tracy, CA 95304	1	60.4	64.9	4.5	3.0	No	Yes	0.5	60.9	3.0	No	No
R9	1	25288 S Chrisman Rd, Tracy, CA 95304	1	59.1	63.6	4.5	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R10	2	25673 S Chrisman Rd, Tracy, CA 95304	1	62.2	67.6	5.4	3.0	Yes	Yes	1.4	63.6	3.0	No	No
R11	2	25909 S Chrisman Rd, Tracy, CA 95304	1	55.7	61.1	5.4	5.0	No	Yes	1.4	57.1	5.0	No	No
R12	2	1728 Toulouse Ct, Tracy, CA 95304	29	62.2	67.6	5.4	3.0	No	Yes	1.4	63.6	3.0	No	No
R13	3	27000 Hillview St, Tracy, CA 95304	1	67.5	73.6	6.1	1.5	No	Yes	2.1	69.6	1.5	No	Yes
R14	3	27070 Hillview St, Tracy, CA 95304	1	60.0	66.1	6.1	5.0	Yes	Yes	2.1	62.1	5.0	No	No
R15	3	27120 Hillview St, Tracy, CA 95304	1	61.2	67.3	6.1	3.0	Yes	Yes	2.1	63.3	3.0	No	No
R16	3	27150 Hillview St, Tracy, CA 95304	1	61.2	67.3	6.1	3.0	Yes	Yes	2.1	63.3	3.0	No	No
R17	3	27200 Hillview St, Tracy, CA 95304	1	66.5	72.6	6.1	1.5	No	Yes	2.1	68.6	1.5	No	Yes
R18	3	27251 S Chrisman Rd, Tracy, CA 95304	1	69.1	75.2	6.1	1.5	No	Yes	2.1	71.2	1.5	No	Yes
R19	3	27320 Hillview St, Tracy, CA 95304	1	65.9	72.0	6.1	1.5	No	Yes	2.1	68.0	1.5	No	Yes
R20	3	22360 Walnut Ct, Tracy, CA 95304	1	60.8	66.9	6.1	3.0	Yes	Yes	2.1	62.9	3.0	No	No

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Project, dBA L _{dn}						Existing Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R21	3	27398 Walnut Ct, Tracy, CA 95304	1	63.2	69.3	6.1	3.0	Yes	Yes	2.1	65.3	3.0	Yes	Yes
R22	3	27503 S Chrisman Rd, Tracy, CA 95304	2	69.1	75.2	6.1	1.5	No	Yes	2.1	71.2	1.5	No	Yes
R23	3	27527 S Chrisman Rd, Tracy, CA 95304	15	66.8	72.9	6.1	1.5	No	Yes	2.1	68.9	1.5	No	Yes
R26	4	10450 W Linne Rd, Tracy, CA 95377	1	72.6	74.4	1.8	1.5	No	Yes	-2.2	70.4	1.5	No	No
R27	4	10322 W Linne Rd, Tracy, CA 95377	2	59.1	60.9	1.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R28	4	4717 Bonsai Ave, Tracy, CA 95377	6	53.6	55.4	1.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R29	4	4739 Windchime Way, Tracy, CA 95377	4	60.1	61.9	1.8	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R30	4	4723 Cherub Way, Tracy, CA 95377	5	53.4	55.2	1.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R31	4	187 Glenhaven Dr, Tracy, CA 95377	11	52.3	54.1	1.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R32	4	4740 Glenbrook Dr, Tracy, CA 95377	15	53.7	55.5	1.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R33	4	9362 Lorraine Rd, Tracy, CA 95377	1	61.6	63.4	1.8	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R34	4	9310 Lorraine Rd, Tracy, CA 95377	1	62.5	64.3	1.8	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R35	4	9262 Lorraine Rd, Tracy, CA 95377	1	60.3	62.1	1.8	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R36	4	28455 S MacArthur Dr, Tracy, CA 95377	1	64.1	65.9	1.8	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R37	5	28700 S Tracy Blvd, Tracy, CA 95377	1	72.7	72.7	0.0	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R25	5	28584 S Tracy Blvd, Tracy, CA 95377	1	55.9	56.0	0.0	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R38	5	28770 S Tracy Blvd, Tracy, CA 95377	1	62.9	62.9	0.0	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R39	5	6683 S Tracy Blvd, Tracy, CA 95377	1	65.5	65.5	0.0	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R40	5	30558 S Tracy Blvd, Tracy, CA 95377	1	57.5	57.5	0.0	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R41	5	30773 S Tracy Blvd, Tracy, CA 95377	1	60.5	60.5	0.0	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R42	6	8393 W Linne Rd, Tracy, CA 95304	1	68.7	71.4	2.7	1.5	No	Yes	-1.3	67.4	1.5	No	No

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Project, dBA L _{dn}						Existing Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R43	6	8806 Waterwell Way, Tracy, CA 95304	1	60.4	63.1	2.7	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R44	6	8762 Waterwell Way, Tracy, CA 95304	1	60.2	62.9	2.7	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R45	6	8738 Waterwell Way, Tracy, CA 95304	1	60.2	62.9	2.7	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R46	6	8706 Waterwell Way, Tracy, CA 95304	1	59.9	62.6	2.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R47	6	8672 Waterwell Way, Tracy, CA 95304	1	60.0	62.7	2.7	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R48	6	8650 Waterwell Way, Tracy, CA 95304	2	60.5	63.2	2.7	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R49	6	8556 Waterwell Way, Tracy, CA 95304	1	59.2	61.9	2.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R50	6	8538 Waterwell Way, Tracy, CA 95304	1	58.5	61.2	2.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R51	6	8512 Waterwell Way, Tracy, CA 95304	1	57.0	59.7	2.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R52	6	28552 S MacArthur Dr, Tracy, CA 95377	1	57.5	60.2	2.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R53	6	28475 Depot Master Dr, Tracy, CA 95304	1	68.3	71.0	2.7	1.5	No	Yes	-1.3	67.0	1.5	No	No
R54	6	28480 Depot Master Dr, Tracy, CA 95304	1	68.7	71.4	2.7	1.5	No	Yes	-1.3	67.4	1.5	No	No
R55	6	8120 Depot Master Ct, Tracy, CA 95304	1	68.7	71.4	2.7	1.5	No	Yes	-1.3	67.4	1.5	No	No
R56	6	28460 Jack Godwin Ct, Tracy, CA 95304	1	70.3	73.0	2.7	1.5	No	Yes	-1.3	69.0	1.5	No	No
R57	6	28443 Jack Godwin Ct, Tracy, CA 95304	1	69.2	71.9	2.7	1.5	No	Yes	-1.3	67.9	1.5	No	No
R58	6	28450 Jack Godwin Ct, Tracy, CA 95304	1	69.2	71.9	2.7	1.5	No	Yes	-1.3	67.9	1.5	No	No
R59	6	7897 W Linne Rd, Tracy, CA 95304	1	64.0	66.7	2.7	3.0	Yes	Yes	-1.3	62.7	3.0	No	No
R60	6	7860 Zilli Dr, Tracy, CA 95304	1	70.3	73.0	2.7	1.5	No	Yes	-1.3	69.0	1.5	No	No
R61	6	7831 W Linne Rd, Tracy, CA 95304	1	64.2	66.9	2.7	3.0	Yes	Yes	-1.3	62.9	3.0	No	No
R62	6	7831 W Linne Rd, Tracy, CA 95304	1	70.9	73.6	2.7	1.5	No	Yes	-1.3	69.6	1.5	No	No
R63	6	7783 W Linne Rd, Tracy, CA 95304	1	63.7	66.4	2.7	3.0	Yes	Yes	-1.3	62.4	3.0	No	No

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Project, dBA L _{dn}						Existing Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R64	6	7717 W Linne Rd, Tracy, CA 95304	1	62.4	65.1	2.7	3.0	Yes	Yes	-1.3	61.1	3.0	No	No
R65	6	7705 W Linne Rd, Tracy, CA 95304	1	68.3	71.0	2.7	1.5	No	Yes	-1.3	67.0	1.5	No	No
R66	6	7681 W Linne Rd, Tracy, CA 95304	1	65.2	67.9	2.7	1.5	No	Yes	-1.3	63.9	1.5	No	No
R67	6	7594 W Linne Rd, Tracy, CA 95304	1	71.7	74.4	2.7	1.5	No	Yes	-1.3	70.4	1.5	No	No
R68	6	7700 W Linne Rd, Tracy, CA 95304	1	63.1	65.8	2.7	3.0	Yes	Yes	-1.3	61.8	3.0	No	No
R69	6	7714 W Linne Rd, Tracy, CA 95304	1	59.1	61.8	2.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R70	6	7790 W Linne Rd, Tracy, CA 95304	1	58.9	61.6	2.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R71	6	7834 W Linne Rd, Tracy, CA 95304	1	59.4	62.1	2.7	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R72	6	7902 W Linne Rd, Tracy, CA 95304	1	62.7	65.4	2.7	3.0	Yes	Yes	-1.3	61.4	3.0	No	No
R73	6	7936 W Linne Rd, Tracy, CA 95304	1	62.2	64.9	2.7	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R74	6	8000 W Linne Rd, Tracy, CA 95304	1	60.3	63.0	2.7	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R75	7	28544 S MacArthur Dr, Tracy, CA 95377	1	59.4	62.2	2.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R76	7	30144 S MacArthur Dr, Tracy, CA 95377	1	58.3	61.1	2.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R77	8	7170 W Linne Rd, Tracy, CA 95304	2	67.8	74.4	6.6	1.5	No	Yes	2.6	70.4	1.5	No	Yes
R78	8	28981 S Chrisman Rd, Tracy, CA 95304	1	67.5	74.1	6.6	1.5	No	Yes	2.6	70.1	1.5	No	Yes
R79	8	29325 S Chrisman Rd, Tracy, CA 95304	1	69.3	75.9	6.6	1.5	No	Yes	2.6	71.9	1.5	No	Yes
R80	8	29423 S Chrisman Rd, Tracy, CA 95304	1	57.2	63.8	6.6	5.0	No	Yes	2.6	59.8	5.0	No	No
R81	8	29400 S Chrisman Rd, Tracy, CA 95304	1	58.0	64.6	6.6	5.0	No	Yes	2.6	60.6	5.0	No	No
R82	8	29430 S Chrisman Rd, Tracy, CA 95304	1	59.9	66.5	6.6	5.0	Yes	Yes	2.6	62.5	5.0	No	No
R83	8	29430 S Chrisman Rd, Tracy, CA 95304	1	57.0	63.6	6.6	5.0	No	Yes	2.6	59.6	5.0	No	No
R84	8	29466 S Chrisman Rd, Tracy, CA 95304	1	59.7	66.3	6.6	5.0	Yes	Yes	2.6	62.3	5.0	No	No

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Project, dBA L _{dn}						Existing Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R85	8	29466 S Chrisman Rd, Tracy, CA 95304	1	57.5	64.1	6.6	5.0	No	Yes	2.6	60.1	5.0	No	No
R86	8	29500 S Chrisman Rd, Tracy, CA 95304	1	59.9	66.5	6.6	5.0	Yes	Yes	2.6	62.5	5.0	No	No
R87	8	29534 S Chrisman Rd, Tracy, CA 95304	1	59.9	66.5	6.6	5.0	Yes	Yes	2.6	62.5	5.0	No	No
R88	8	29561 S Chrisman Rd, Tracy, CA 95304	1	60.6	67.2	6.6	3.0	Yes	Yes	2.6	63.2	3.0	No	No
R89	8	29879 S Chrisman Rd, Tracy, CA 95304	1	58.6	65.2	6.6	5.0	Yes	Yes	2.6	61.2	5.0	No	No
R90	8	29929 S Chrisman Rd, Tracy, CA 95304	1	59.7	66.3	6.6	5.0	Yes	Yes	2.6	62.3	5.0	No	No
R91	8	29750 S Chrisman Rd, Tracy, CA 95304	1	61.6	68.2	6.6	3.0	Yes	Yes	2.6	64.2	3.0	No	No
R92	8	29800 S Chrisman Rd, Tracy, CA 95304	1	57.5	64.1	6.6	5.0	No	Yes	2.6	60.1	5.0	No	No
R93	8	29850 S Chrisman Rd, Tracy, CA 95304	1	55.8	62.4	6.6	5.0	No	Yes	2.6	58.4	5.0	No	No
R94	8	30000 S Chrisman Rd, Tracy, CA 95304	1	53.0	59.6	6.6	5.0	No	Yes	2.6	55.6	5.0	No	No
R94b	8	7500 W Linne Rd, Tracy, CA 95304 (Jefferson School)	1	61.3	67.9	6.6	3.0	Yes	Yes	2.6	63.9	3.0	No	No
R95	9	32851 S Chrisman Rd, Tracy, CA 95304	1	58.3	65.2	6.9	5.0	Yes	Yes	2.9	61.2	5.0	No	No
R96	9	32951 S Chrisman Rd, Tracy, CA 95304	1	58.3	65.2	6.9	5.0	Yes	Yes	2.9	61.2	5.0	No	No
R97	10	6601 Durham Ferry Rd, Tracy, CA 95304	1	59.3	64.7	5.4	5.0	No	Yes	1.4	60.7	5.0	No	No
R98	10	6685 Durham Ferry Rd, Tracy, CA 95304	1	51.2	56.6	5.4	5.0	No	Yes	1.4	52.6	5.0	No	No
R99	10	7060 Durham Ferry Rd, Tracy, CA 95304	1	43.8	49.2	5.4	5.0	No	Yes	1.4	45.2	5.0	No	No
R100	10	6610 Durham Ferry Rd, Tracy, CA 95304	1	51.2	56.6	5.4	5.0	No	Yes	1.4	52.6	5.0	No	No
R101	10	6554 Durham Ferry Rd, Tracy, CA 95304	1	49.5	54.9	5.4	5.0	No	Yes	1.4	50.9	5.0	No	No
R102	10	6512 Durham Ferry Rd, Tracy, CA 95304	1	47.7	53.1	5.4	5.0	No	Yes	1.4	49.1	5.0	No	No
R103	10	6500 Durham Ferry Rd, Tracy, CA 95304	1	48.0	53.4	5.4	5.0	No	Yes	1.4	49.4	5.0	No	No
R104	10	6410 Durham Ferry Rd, Tracy, CA 95304	1	46.9	52.3	5.4	5.0	No	Yes	1.4	48.3	5.0	No	No

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Project, dBA L _{dn}						Existing Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R105	10	6368 Durham Ferry Rd, Tracy, CA 95304	1	46.7	52.1	5.4	5.0	No	Yes	1.4	48.1	5.0	No	No
R106	10	6312 Durham Ferry Rd, Tracy, CA 95304	1	47.1	52.5	5.4	5.0	No	Yes	1.4	48.5	5.0	No	No
R107	10	6120 Durham Ferry Rd, Tracy, CA 95304	1	44.7	50.1	5.4	5.0	No	Yes	1.4	46.1	5.0	No	No
R108	10	5922 Durham Ferry Rd, Tracy, CA 95304	1	50.2	55.6	5.4	5.0	No	Yes	1.4	51.6	5.0	No	No
R109	10	5850 Durham Ferry Rd, Tracy, CA 95304	1	51.4	56.8	5.4	5.0	No	Yes	1.4	52.8	5.0	No	No
R110	10	5850 Durham Ferry Rd, Tracy, CA 95304	1	52.8	58.2	5.4	5.0	No	Yes	1.4	54.2	5.0	No	No
R111	10	5801 Durham Ferry Rd, Tracy, CA 95304	1	50.8	56.2	5.4	5.0	No	Yes	1.4	52.2	5.0	No	No
R112	10	5700 Durham Ferry Rd, Tracy, CA 95304	1	48.9	54.3	5.4	5.0	No	Yes	1.4	50.3	5.0	No	No
R113	10	5366 Durham Ferry Rd, Tracy, CA 95304	1	44.3	49.7	5.4	5.0	No	Yes	1.4	45.7	5.0	No	No
R114	10	5404 Durham Ferry Rd, Tracy, CA 95304	1	48.7	54.1	5.4	5.0	No	Yes	1.4	50.1	5.0	No	No
R115	10	5613 Durham Ferry Rd, Tracy, CA 95304	1	45.2	50.6	5.4	5.0	No	Yes	1.4	46.6	5.0	No	No
R116	10	5392 Durham Ferry Rd, Tracy, CA 95304	1	48.6	54.0	5.4	5.0	No	Yes	1.4	50.0	5.0	No	No
R117	10	5336 Durham Ferry Rd, Tracy, CA 95304	1	47.5	52.9	5.4	5.0	No	Yes	1.4	48.9	5.0	No	No
R118	10	30751 S Bird Rd, Tracy, CA 95304	1	51.7	57.1	5.4	5.0	No	Yes	1.4	53.1	5.0	No	No
R119	10	4952 Durham Ferry Rd, Tracy, CA 95304	1	46.4	51.8	5.4	5.0	No	Yes	1.4	47.8	5.0	No	No
R120	10	4911 Durham Ferry Rd, Tracy, CA 95304	1	50.1	55.5	5.4	5.0	No	Yes	1.4	51.5	5.0	No	No
R121	10	4952 Durham Ferry Rd, Tracy, CA 95304	1	43.1	48.5	5.4	5.0	No	Yes	1.4	44.5	5.0	No	No
R122	10	4876 Durham Ferry Rd, Tracy, CA 95304	1	48.3	53.7	5.4	5.0	No	Yes	1.4	49.7	5.0	No	No
R123	10	4873 Durham Ferry Rd, Tracy, CA 95304	1	52.6	58.0	5.4	5.0	No	Yes	1.4	54.0	5.0	No	No
R124	10	4820 Durham Ferry Rd, Tracy, CA 95304	1	48.7	54.1	5.4	5.0	No	Yes	1.4	50.1	5.0	No	No
R125	10	4699 Durham Ferry Rd, Tracy, CA 95304	1	50.1	55.5	5.4	5.0	No	Yes	1.4	51.5	5.0	No	No

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Existing Plus Project, dBA L _{dn}						Existing Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Existing	Existing Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R127	12	31154 S Bird Rd, Tracy, CA 95304	2	56.9	62.2	5.3	5.0	No	Yes	1.3	58.2	5.0	No	No
R128	12	31069 S Bird Rd, Tracy, CA 95304	1	53.3	58.6	5.3	5.0	No	Yes	1.3	54.6	5.0	No	No
R129	12	30920 S Bird Rd, Tracy, CA 95304	1	51.3	56.6	5.3	5.0	No	Yes	1.3	52.6	5.0	No	No
R130	12	30908 S Bird Rd, Tracy, CA 95304	1	53.5	58.8	5.3	5.0	No	Yes	1.3	54.8	5.0	No	No
R131	12	30830 S Bird Rd, Tracy, CA 95304	1	52.4	57.7	5.3	5.0	No	Yes	1.3	53.7	5.0	No	No
R132a	13	4447 Durham Ferry Rd, Tracy, CA 95304	1	65.2	70.1	4.9	1.5	No	Yes	0.9	66.1	1.5	No	No
R132b	13	4303 Durham Ferry Rd, Tracy, CA 95304	1	60.7	65.6	4.9	3.0	Yes	Yes	0.9	61.6	3.0	No	No
R133	13	4001 Durham Ferry Rd, Tracy, CA 95304	1	61.7	66.6	4.9	3.0	Yes	Yes	0.9	62.6	3.0	No	No
R134	13	3652 Durham Ferry Rd, Tracy, CA 95304	1	49.1	54.0	4.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R135	13	3652 Durham Ferry Rd, Tracy, CA 95304	1	53.4	58.3	4.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R136	13	3081 Durham Ferry Rd, Tracy, CA 95304	1	54.7	59.6	4.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R137	14	4494 W Lehman Rd, Tracy, CA 95304	1	51.6	58.7	7.1	5.0	No	Yes	3.1	54.7	5.0	No	No
R138	14	3994 W Lehman Rd, Tracy, CA 95304	1	39.7	46.8	7.1	5.0	No	Yes	3.1	42.8	5.0	No	No
R139	14	3656 W Lehman Rd, Tracy, CA 95304	1	40.2	47.3	7.1	5.0	No	Yes	3.1	43.3	5.0	No	No
R140	14	3545 W Lehman Rd, Tracy, CA 95304	1	43.6	50.7	7.1	5.0	No	Yes	3.1	46.7	5.0	No	No
R141	14	3350 W Lehman Rd, Tracy, CA 95304	1	46.8	53.9	7.1	5.0	No	Yes	3.1	49.9	5.0	No	No
Total Impacted Receiver Points, without Mitigation:									104	Total Impacted Receiver Points, with Mitigation				10
Total Impacted Receptors, without Mitigation:									150	Total Impacted Receptors, with Mitigation				27

¹ Please note that some receptor locations have been moved due to changes in the proposed project and may appear out of order and some receptor numbers are not used.
Note: **Bold** indicates where project-related traffic is predicted to exceed the increase criteria or cause traffic noise levels to exceed the local exterior noise standard.

Cumulative Plus Full Project Buildout

Based upon the detailed traffic noise analysis shown in **Appendix D** it was found that under the Cumulative plus full project buildout, a total of 97 sensitive receptors were identified as impacted due to either the increase in traffic noise or the project causing noise levels to exceed the applicable San Joaquin County or City of Tracy exterior noise standards. With the use of quiet pavement, it was determined that 93 of these impacts could be reduced to less than significant. The total amount of quiet pavement is estimated to be approximately 4.2 miles in total. For example, approximately 40 receptors along S. Chrisman Road are predicted to experience an increase in traffic noise levels of approximately 3.9 to 5.7 dBA under cumulative plus full project buildout conditions. With the use of quiet pavement this increase is predicted to be reduced to less than 1.7 dBA and would be less than significant.

However, four sensitive receptors would experience significant unavoidable impacts due to increased traffic noise. These receptors would see increases in noise of 1.7 dBA after installation of quiet pavement and would experience exterior noise levels of 70.8 to 72.6 dBA Ldn. **Figure 8** shows the locations where quiet pavement would be required under cumulative plus full project buildout, as well as which receptors would remain significant after mitigation. **Table 21** shows the predicted noise levels at each receiver location under the Cumulative plus project traffic conditions.

Pacific Gateway Specific Plan

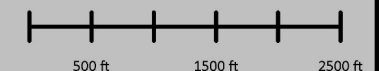
San Joaquin County, California

**Figure 8A – Future Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

- Recommended Quiet Pavement
- Receiver Point - Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

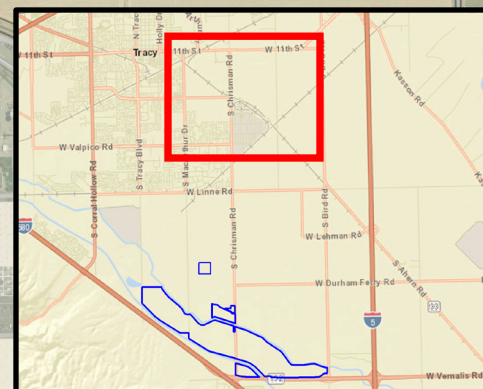


Figure Location

Pacific Gateway Specific Plan

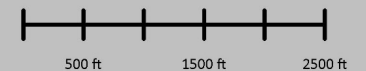
San Joaquin County, California

**Figure 8B – Future Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

- Recommended Quiet Pavement
- Receiver Point - Fully Mitigated
- Receiver Point - Not Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

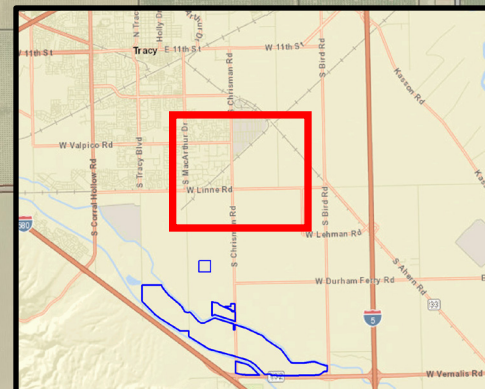


Figure Location

Pacific Gateway Specific Plan

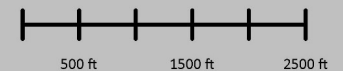
San Joaquin County, California

**Figure 8C – Future Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

- Project Site
- Recommended Quiet Pavement
- Receiver Point - Fully Mitigated
- Receiver Point - Not Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

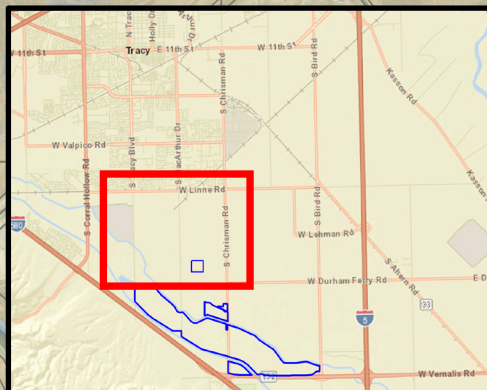


Figure Location

Pacific Gateway Specific Plan

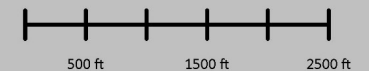
San Joaquin County, California

**Figure 8D – Future Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

-  Project Site
-  Recommended Quiet Pavement
-  Receiver Point - Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

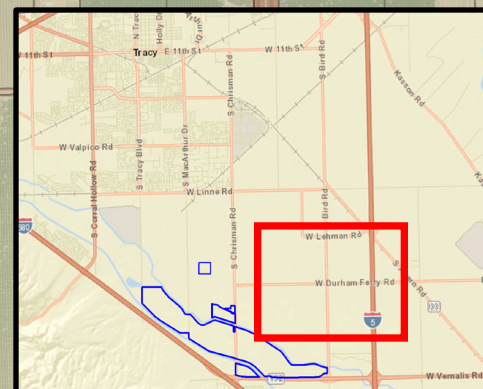


Figure Location

Pacific Gateway Specific Plan

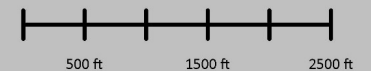
San Joaquin County, California

**Figure 8E – Future Plus Project
Potentially Impacted Traffic Noise
Receptors**

Note: This figure shows locations where quiet pavement could be utilized to mitigate project-related traffic noise increases. Receiver points shown with a green dot indicate that the quiet pavement is predicted to reduce traffic noise increases to less than significant (LTS). A red X indicates a residual noise impact not mitigated by the quiet pavement either due to the magnitude of the traffic noise increase, or due to the project causing total noise levels to exceed the exterior noise level standard of the local jurisdiction.

Legend

-  Project Site
-  Recommended Quiet Pavement
-  Receiver Point - Fully Mitigated



Projection: UTM Zone 10 / WGS84 / meters
Rev. Date: 03/04/2025

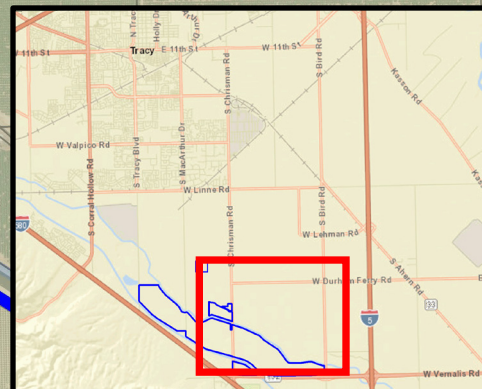


Figure Location

TABLE 21: CUMULATIVE PLUS PROJECT TRAFFIC NOISE IMPACT ASSESSMENT

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Cumulative Plus Project, dBA L _{dn}						Cumulative Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Cumulative	Cumulative Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R1	1	24169 S Chrisman Rd, Tracy, CA 95304	1	73.2	77.1	3.9	1.5	No	Yes	-0.1	73.1	1.5	No	No
R2	1	24301 S Chrisman Rd Unit B, Tracy, CA 95304	1	64.6	68.5	3.9	3.0	Yes	Yes	-0.1	64.5	3.0	No	No
R3	1	24353 S Chrisman Rd, Tracy, CA 95304	1	62.3	66.2	3.9	3.0	Yes	Yes	-0.1	62.2	3.0	No	No
R4	1	24591 S Chrisman Rd, Tracy, CA 95304	1	62.3	66.2	3.9	3.0	Yes	Yes	-0.1	62.2	3.0	No	No
R5	1	24711 S Chrisman Rd, Tracy, CA 95304	1	61.8	65.7	3.9	3.0	Yes	Yes	-0.1	61.7	3.0	No	No
R6	1	25023 S Chrisman Rd, Tracy, CA 95304	1	63.9	67.8	3.9	3.0	Yes	Yes	-0.1	63.8	3.0	No	No
R7	1	25079 S Chrisman Rd, Tracy, CA 95304	1	62.7	66.6	3.9	3.0	Yes	Yes	-0.1	62.6	3.0	No	No
R8	1	25111 S Chrisman Rd, Tracy, CA 95304	1	62.1	66.0	3.9	3.0	Yes	Yes	-0.1	62.0	3.0	No	No
R9	1	25288 S Chrisman Rd, Tracy, CA 95304	1	60.8	64.7	3.9	3.0	No	Yes	-0.1	60.7	3.0	No	No
R10	2	25673 S Chrisman Rd, Tracy, CA 95304	1	65.0	69.0	4.0	3.0	No	Yes	0.0	65.0	3.0	No	No
R11	2	25909 S Chrisman Rd, Tracy, CA 95304	1	58.5	62.5	4.0	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R12	2	1728 Toulouse Ct, Tracy, CA 95304	29	65.0	69.0	4.0	3.0	No	Yes	0.0	65.0	3.0	No	No
R13	3	27000 Hillview St, Tracy, CA 95304	1	70.7	75.2	4.5	1.5	No	Yes	0.5	71.2	1.5	No	No
R14	3	27070 Hillview St, Tracy, CA 95304	1	63.2	67.7	4.5	3.0	Yes	Yes	0.5	63.7	3.0	No	No
R15	3	27120 Hillview St, Tracy, CA 95304	1	64.4	68.9	4.5	3.0	Yes	Yes	0.5	64.9	3.0	No	No
R16	3	27150 Hillview St, Tracy, CA 95304	1	64.4	68.9	4.5	3.0	Yes	Yes	0.5	64.9	3.0	No	No
R17	3	27200 Hillview St, Tracy, CA 95304	1	69.7	74.2	4.5	1.5	No	Yes	0.5	70.2	1.5	No	No
R18	3	27251 S Chrisman Rd, Tracy, CA 95304	1	72.3	76.8	4.5	1.5	No	Yes	0.5	72.8	1.5	No	No

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Cumulative Plus Project, dBA L _{dn}						Cumulative Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Cumulative	Cumulative Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R19	3	27320 Hillview St, Tracy, CA 95304	1	69.1	73.6	4.5	1.5	No	Yes	0.5	69.6	1.5	No	No
R20	3	22360 Walnut Ct, Tracy, CA 95304	1	64.0	68.5	4.5	3.0	Yes	Yes	0.5	64.5	3.0	No	No
R21	3	27398 Walnut Ct, Tracy, CA 95304	1	66.4	70.9	4.5	1.5	No	Yes	0.5	66.9	1.5	No	No
R22	3	27503 S Chrisman Rd, Tracy, CA 95304	2	72.3	76.8	4.5	1.5	No	Yes	0.5	72.8	1.5	No	No
R23	3	27527 S Chrisman Rd, Tracy, CA 95304	15	70.0	74.5	4.5	1.5	No	Yes	0.5	70.5	1.5	No	No
R26	4	10450 W Linne Rd, Tracy, CA 95377	1	76.9	77.8	0.9	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R27	4	10322 W Linne Rd, Tracy, CA 95377	2	63.4	64.3	0.9	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R28	4	4717 Bonsai Ave, Tracy, CA 95377	6	57.9	58.8	0.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R29	4	4739 Windchime Way, Tracy, CA 95377	4	64.4	65.3	0.9	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R30	4	4723 Cherub Way, Tracy, CA 95377	5	57.7	58.6	0.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R31	4	187 Glenhaven Dr, Tracy, CA 95377	11	56.6	57.5	0.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R32	4	4740 Glenbrook Dr, Tracy, CA 95377	15	58.0	58.9	0.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R33	4	9362 Lorraine Rd, Tracy, CA 95377	1	65.9	66.8	0.9	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R34	4	9310 Lorraine Rd, Tracy, CA 95377	1	66.8	67.7	0.9	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R35	4	9262 Lorraine Rd, Tracy, CA 95377	1	64.6	65.5	0.9	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R36	4	28455 S MacArthur Dr, Tracy, CA 95377	1	68.4	69.3	0.9	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R37	5	28700 S Tracy Blvd, Tracy, CA 95377	1	73.0	72.7	-0.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R25	5	28584 S Tracy Blvd, Tracy, CA 95377	1	60.2	61.1	0.9	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R38	5	28770 S Tracy Blvd, Tracy, CA 95377	1	63.2	62.9	-0.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R39	5	6683 S Tracy Blvd, Tracy, CA 95377	1	65.8	65.5	-0.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Cumulative Plus Project, dBA L _{dn}						Cumulative Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Cumulative	Cumulative Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R40	5	30558 S Tracy Blvd, Tracy, CA 95377	1	57.8	57.5	-0.3	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R41	5	30773 S Tracy Blvd, Tracy, CA 95377	1	60.8	60.5	-0.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R42	6	8393 W Linne Rd, Tracy, CA 95304	1	71.7	73.0	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R43	6	8806 Waterwell Way, Tracy, CA 95304	1	63.4	64.7	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R44	6	8762 Waterwell Way, Tracy, CA 95304	1	63.2	64.5	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R45	6	8738 Waterwell Way, Tracy, CA 95304	1	63.2	64.5	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R46	6	8706 Waterwell Way, Tracy, CA 95304	1	62.9	64.2	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R47	6	8672 Waterwell Way, Tracy, CA 95304	1	63.0	64.3	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R48	6	8650 Waterwell Way, Tracy, CA 95304	2	63.5	64.8	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R49	6	8556 Waterwell Way, Tracy, CA 95304	1	62.2	63.5	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R50	6	8538 Waterwell Way, Tracy, CA 95304	1	61.5	62.8	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R51	6	8512 Waterwell Way, Tracy, CA 95304	1	60.0	61.3	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R52	6	28552 S MacArthur Dr, Tracy, CA 95377	1	60.5	61.8	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R53	6	28475 Depot Master Dr, Tracy, CA 95304	1	71.3	72.6	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R54	6	28480 Depot Master Dr, Tracy, CA 95304	1	71.7	73.0	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R55	6	8120 Depot Master Ct, Tracy, CA 95304	1	71.7	73.0	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R56	6	28460 Jack Godwin Ct, Tracy, CA 95304	1	73.3	74.6	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R57	6	28443 Jack Godwin Ct, Tracy, CA 95304	1	72.2	73.5	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R58	6	28450 Jack Godwin Ct, Tracy, CA 95304	1	72.2	73.5	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R59	6	7897 W Linne Rd, Tracy, CA 95304	1	67.0	68.3	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Cumulative Plus Project, dBA L _{dn}						Cumulative Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Cumulative	Cumulative Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R60	6	7860 Zilli Dr, Tracy, CA 95304	1	73.3	74.6	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R61	6	7831 W Linne Rd, Tracy, CA 95304	1	67.2	68.5	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R62	6	7831 W Linne Rd, Tracy, CA 95304	1	73.9	75.2	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R63	6	7783 W Linne Rd, Tracy, CA 95304	1	66.7	68.0	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R64	6	7717 W Linne Rd, Tracy, CA 95304	1	65.4	66.7	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R65	6	7705 W Linne Rd, Tracy, CA 95304	1	71.3	72.6	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R66	6	7681 W Linne Rd, Tracy, CA 95304	1	68.2	69.5	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R67	6	7594 W Linne Rd, Tracy, CA 95304	1	74.7	76.0	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R68	6	7700 W Linne Rd, Tracy, CA 95304	1	66.1	67.4	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R69	6	7714 W Linne Rd, Tracy, CA 95304	1	62.1	63.4	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R70	6	7790 W Linne Rd, Tracy, CA 95304	1	61.9	63.2	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R71	6	7834 W Linne Rd, Tracy, CA 95304	1	62.4	63.7	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R72	6	7902 W Linne Rd, Tracy, CA 95304	1	65.7	67.0	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R73	6	7936 W Linne Rd, Tracy, CA 95304	1	65.2	66.5	1.3	1.5	No	No	N/A	N/A	N/A	N/A	N/A
R74	6	8000 W Linne Rd, Tracy, CA 95304	1	63.3	64.6	1.3	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R75	7	28544 S MacArthur Dr, Tracy, CA 95377	1	59.4	62.2	2.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R76	7	30144 S MacArthur Dr, Tracy, CA 95377	1	58.3	61.1	2.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R77	8	7170 W Linne Rd, Tracy, CA 95304	2	69.4	75.1	5.7	1.5	No	Yes	1.7	71.1	1.5	No	Yes
R78	8	28981 S Chrisman Rd, Tracy, CA 95304	1	69.1	74.8	5.7	1.5	No	Yes	1.7	70.8	1.5	No	Yes
R79	8	29325 S Chrisman Rd, Tracy, CA 95304	1	70.9	76.6	5.7	1.5	No	Yes	1.7	72.6	1.5	No	Yes

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Cumulative Plus Project, dBA L _{dn}						Cumulative Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Cumulative	Cumulative Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/Quiet Pavement	Level w/Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R80	8	29423 S Chrisman Rd, Tracy, CA 95304	1	58.8	64.5	5.7	5.0	No	Yes	1.7	60.5	5.0	No	No
R81	8	29400 S Chrisman Rd, Tracy, CA 95304	1	59.6	65.3	5.7	5.0	Yes	Yes	1.7	61.3	5.0	No	No
R82	8	29430 S Chrisman Rd, Tracy, CA 95304	1	61.5	67.2	5.7	3.0	Yes	Yes	1.7	63.2	3.0	No	No
R83	8	29430 S Chrisman Rd, Tracy, CA 95304	1	58.6	64.3	5.7	5.0	No	Yes	1.7	60.3	5.0	No	No
R84	8	29466 S Chrisman Rd, Tracy, CA 95304	1	61.3	67.0	5.7	3.0	Yes	Yes	1.7	63.0	3.0	No	No
R85	8	29466 S Chrisman Rd, Tracy, CA 95304	1	59.1	64.8	5.7	5.0	No	Yes	1.7	60.8	5.0	No	No
R86	8	29500 S Chrisman Rd, Tracy, CA 95304	1	61.5	67.2	5.7	3.0	Yes	Yes	1.7	63.2	3.0	No	No
R87	8	29534 S Chrisman Rd, Tracy, CA 95304	1	61.5	67.2	5.7	3.0	Yes	Yes	1.7	63.2	3.0	No	No
R88	8	29561 S Chrisman Rd, Tracy, CA 95304	1	62.2	67.9	5.7	3.0	Yes	Yes	1.7	63.9	3.0	No	No
R89	8	29879 S Chrisman Rd, Tracy, CA 95304	1	60.2	65.9	5.7	3.0	Yes	Yes	1.7	61.9	3.0	No	No
R90	8	29929 S Chrisman Rd, Tracy, CA 95304	1	61.3	67.0	5.7	3.0	Yes	Yes	1.7	63.0	3.0	No	No
R91	8	29750 S Chrisman Rd, Tracy, CA 95304	1	63.2	68.9	5.7	3.0	Yes	Yes	1.7	64.9	3.0	No	No
R92	8	29800 S Chrisman Rd, Tracy, CA 95304	1	59.1	64.8	5.7	5.0	No	Yes	1.7	60.8	5.0	No	No
R93	8	29850 S Chrisman Rd, Tracy, CA 95304	1	57.4	63.1	5.7	5.0	No	Yes	1.7	59.1	5.0	No	No
R94	8	30000 S Chrisman Rd, Tracy, CA 95304	1	54.6	60.3	5.7	5.0	No	Yes	1.7	56.3	5.0	No	No
R94b	8	7500 W Linne Rd, Tracy, CA 95304 (Jefferson School)	1	62.9	68.6	5.7	3.0	Yes	Yes	1.7	64.6	3.0	No	No
R95	9	32851 S Chrisman Rd, Tracy, CA 95304	1	60.5	65.9	5.4	3.0	Yes	Yes	1.4	61.9	3.0	No	No
R96	9	32951 S Chrisman Rd, Tracy, CA 95304	1	60.5	65.9	5.4	3.0	Yes	Yes	1.4	61.9	3.0	No	No
R97	10	6601 Durham Ferry Rd, Tracy, CA 95304	1	61.2	65.1	3.9	3.0	Yes	Yes	-0.1	61.1	3.0	No	No
R98	10	6685 Durham Ferry Rd, Tracy, CA 95304	1	53.1	57.0	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Cumulative Plus Project, dBA L _{dn}						Cumulative Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Cumulative	Cumulative Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R99	10	7060 Durham Ferry Rd, Tracy, CA 95304	1	45.7	49.6	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R100	10	6610 Durham Ferry Rd, Tracy, CA 95304	1	53.1	57.0	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R101	10	6554 Durham Ferry Rd, Tracy, CA 95304	1	51.4	55.3	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R102	10	6512 Durham Ferry Rd, Tracy, CA 95304	1	49.6	53.5	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R103	10	6500 Durham Ferry Rd, Tracy, CA 95304	1	49.9	53.8	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R104	10	6410 Durham Ferry Rd, Tracy, CA 95304	1	48.8	52.7	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R105	10	6368 Durham Ferry Rd, Tracy, CA 95304	1	48.6	52.5	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R106	10	6312 Durham Ferry Rd, Tracy, CA 95304	1	49.0	52.9	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R107	10	6120 Durham Ferry Rd, Tracy, CA 95304	1	46.6	50.5	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R108	10	5922 Durham Ferry Rd, Tracy, CA 95304	1	52.1	56.0	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R109	10	5850 Durham Ferry Rd, Tracy, CA 95304	1	53.3	57.2	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R110	10	5850 Durham Ferry Rd, Tracy, CA 95304	1	54.7	58.6	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R111	10	5801 Durham Ferry Rd, Tracy, CA 95304	1	52.7	56.6	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R112	10	5700 Durham Ferry Rd, Tracy, CA 95304	1	50.8	54.7	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R113	10	5366 Durham Ferry Rd, Tracy, CA 95304	1	46.2	50.1	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R114	10	5404 Durham Ferry Rd, Tracy, CA 95304	1	50.6	54.5	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R115	10	5613 Durham Ferry Rd, Tracy, CA 95304	1	47.1	51.0	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R116	10	5392 Durham Ferry Rd, Tracy, CA 95304	1	50.5	54.4	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R117	10	5336 Durham Ferry Rd, Tracy, CA 95304	1	49.4	53.3	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R118	10	30751 S Bird Rd, Tracy, CA 95304	1	53.6	57.5	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R119	10	4952 Durham Ferry Rd, Tracy, CA 95304	1	48.3	52.2	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Cumulative Plus Project, dBA L _{dn}						Cumulative Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Cumulative	Cumulative Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R120	10	4911 Durham Ferry Rd, Tracy, CA 95304	1	52.0	55.9	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R121	10	4952 Durham Ferry Rd, Tracy, CA 95304	1	45.0	48.9	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R122	10	4876 Durham Ferry Rd, Tracy, CA 95304	1	50.2	54.1	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R123	10	4873 Durham Ferry Rd, Tracy, CA 95304	1	54.5	58.4	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R124	10	4820 Durham Ferry Rd, Tracy, CA 95304	1	50.6	54.5	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R125	10	4699 Durham Ferry Rd, Tracy, CA 95304	1	52.0	55.9	3.9	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R127	12	31154 S Bird Rd, Tracy, CA 95304	2	61.4	64.2	2.8	3.0	No	No	N/A	N/A	N/A	N/A	N/A
R128	12	31069 S Bird Rd, Tracy, CA 95304	1	57.8	60.6	2.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R129	12	30920 S Bird Rd, Tracy, CA 95304	1	55.8	58.6	2.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R130	12	30908 S Bird Rd, Tracy, CA 95304	1	58.0	60.8	2.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R131	12	30830 S Bird Rd, Tracy, CA 95304	1	56.9	59.7	2.8	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R132a	13	4447 Durham Ferry Rd, Tracy, CA 95304	1	69.4	71.9	2.5	1.5	No	Yes	-1.5	67.9	1.5	No	No
R132b	13	4303 Durham Ferry Rd, Tracy, CA 95304	1	64.9	67.4	2.5	3.0	Yes	Yes	-1.5	63.4	3.0	No	No
R133	13	4001 Durham Ferry Rd, Tracy, CA 95304	1	65.9	68.4	2.5	1.5	No	Yes	-1.5	64.4	1.5	No	No
R134	13	3652 Durham Ferry Rd, Tracy, CA 95304	1	53.3	55.8	2.5	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R135	13	3652 Durham Ferry Rd, Tracy, CA 95304	1	57.6	60.1	2.5	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R136	13	3081 Durham Ferry Rd, Tracy, CA 95304	1	58.9	61.4	2.5	5.0	No	No	N/A	N/A	N/A	N/A	N/A
R137	14	4494 W Lehman Rd, Tracy, CA 95304	1	52.2	58.6	6.4	5.0	No	Yes	2.4	54.6	5.0	No	No
R138	14	3994 W Lehman Rd, Tracy, CA 95304	1	40.3	46.7	6.4	5.0	No	Yes	2.4	42.7	5.0	No	No
R139	14	3656 W Lehman Rd, Tracy, CA 95304	1	40.8	47.2	6.4	5.0	No	Yes	2.4	43.2	5.0	No	No

Receiver ID ¹	Segment #	Address	# of Sensitive Receptors Represented	Cumulative Plus Project, dBA L _{dn}						Cumulative Plus Project – with Quiet Pavement at Impacted Receptors, dBA L _{dn}				
				Cumulative	Cumulative Plus Project	Change	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?	Change, w/ Quiet Pavement	Level w/ Quiet Pavement	Increase Criteria	Exceed City or County Exterior Noise Standard Due to Project?	Impact?
R140	14	3545 W Lehman Rd, Tracy, CA 95304	1	44.2	50.6	6.4	5.0	No	Yes	2.4	46.6	5.0	No	No
R141	14	3350 W Lehman Rd, Tracy, CA 95304	1	47.4	53.8	6.4	5.0	No	Yes	2.4	49.8	5.0	No	No
Total Impacted Receiver Points, without Mitigation:									52	Total Impacted Receiver Points, with Mitigation				3
Total Impacted Receptors, without Mitigation:									97	Total Impacted Receptors, with Mitigation				4

¹ Please note that some receptor locations have been moved due to changes in the proposed project and may appear out of order and some receptor numbers are not used. Note: **Bold** indicates where project-related traffic is predicted to exceed the increase criteria or cause traffic noise levels to exceed the local exterior noise standard.

Operational Noise at Existing Sensitive Receptors

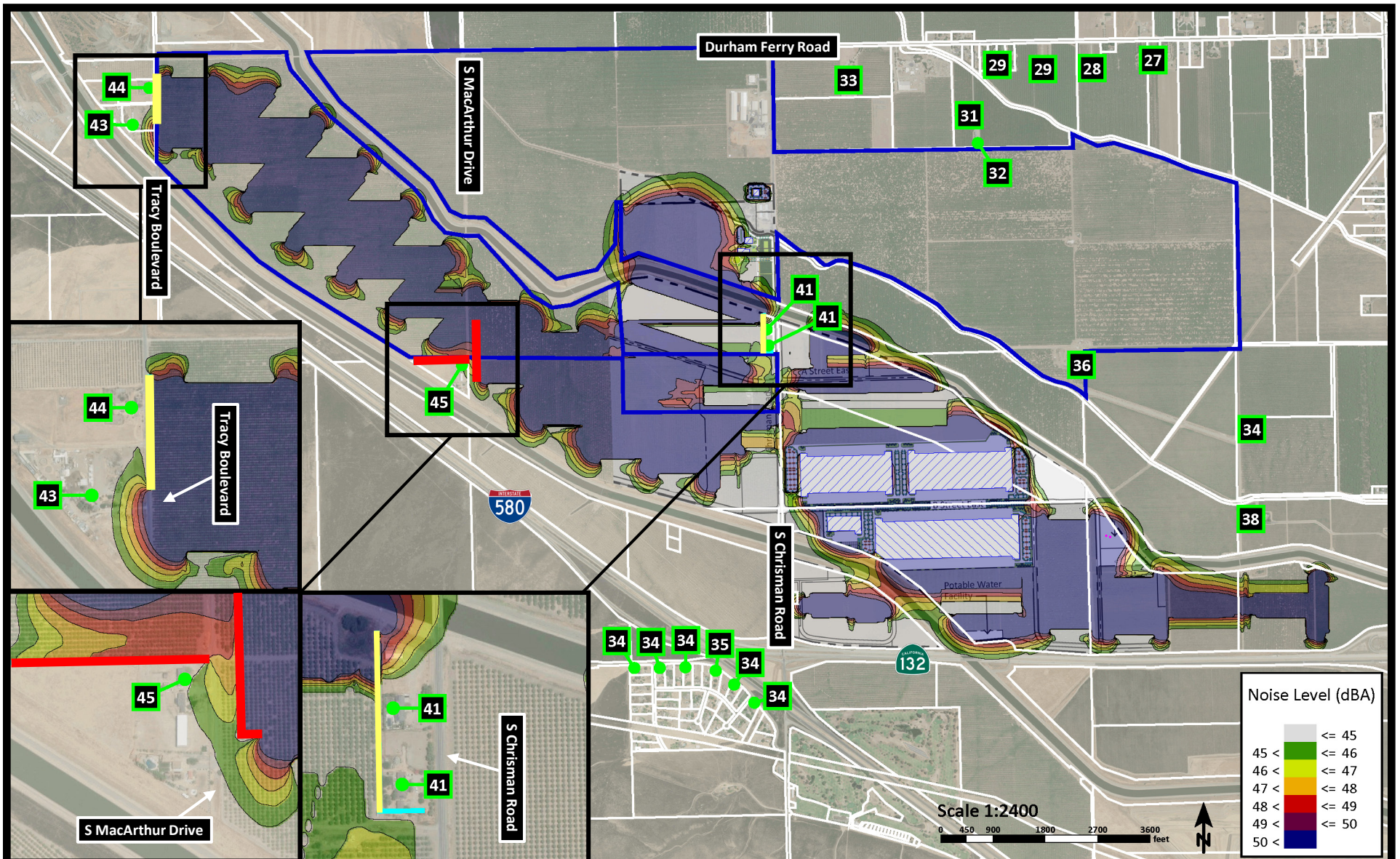
As shown on **Figure 3**, the Phase 1 project would not expose nearby residences to noise levels exceeding 35 dBA L_{eq} during either the peak daytime or nighttime hours. Therefore, no mitigation would be required to achieve compliance with the County's 50 dBA L_{eq} daytime or 45 dBA L_{eq} nighttime noise standards.

As shown on **Figure 4**, the full buildout of the project is predicted to expose nearby residences to noise levels up to 50 dBA, L_{eq} during daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) hours. The predicted project noise levels would exceed the San Joaquin County Development Title 45 dBA L_{eq} nighttime noise standard for non-transportation noise sources. This would be a ***potentially significant*** impact and requires mitigation.

Saxelby Acoustics recommends the construction of 8-foot-tall to 12-foot-tall sound walls along portions of the project boundaries to shield the nearest single-family residences. **Figure 9** shows the location of the sound walls and resulting noise level contours. As shown on the figure, construction of the sound walls would reduce noise levels to the 45 dBA L_{eq} noise level standard, or less.

It should be noted that maximum noise levels generated by the loading docks and on-site vehicle circulation are predicted to be 20 dBA, or less, than the average (L_{eq}) values. This is based on similar facilities which consisted primarily of loading dock noise and truck circulation. The San Joaquin County maximum (L_{max}) nighttime noise level standard is 65 dBA L_{max} , which is 20 dBA higher than the L_{eq} standard. Therefore, where average noise levels are in compliance with the L_{eq} standards, maximum noise levels will also meet the County's standards. Based upon the highest average noise levels of 45 dBA, the maximum (L_{max}) noise levels will be 65 dBA and comply with the County maximum standards.

Therefore, implementation of Mitigation Measure 1(a) would reduce impacts due to operational noise to ***less-than-significant***.



Pacific Gateway Specific Plan

San Joaquin County, California

Figure 9

Full Buildout Noise Levels with Mitigation (dBA L_{eq})



Construction Noise

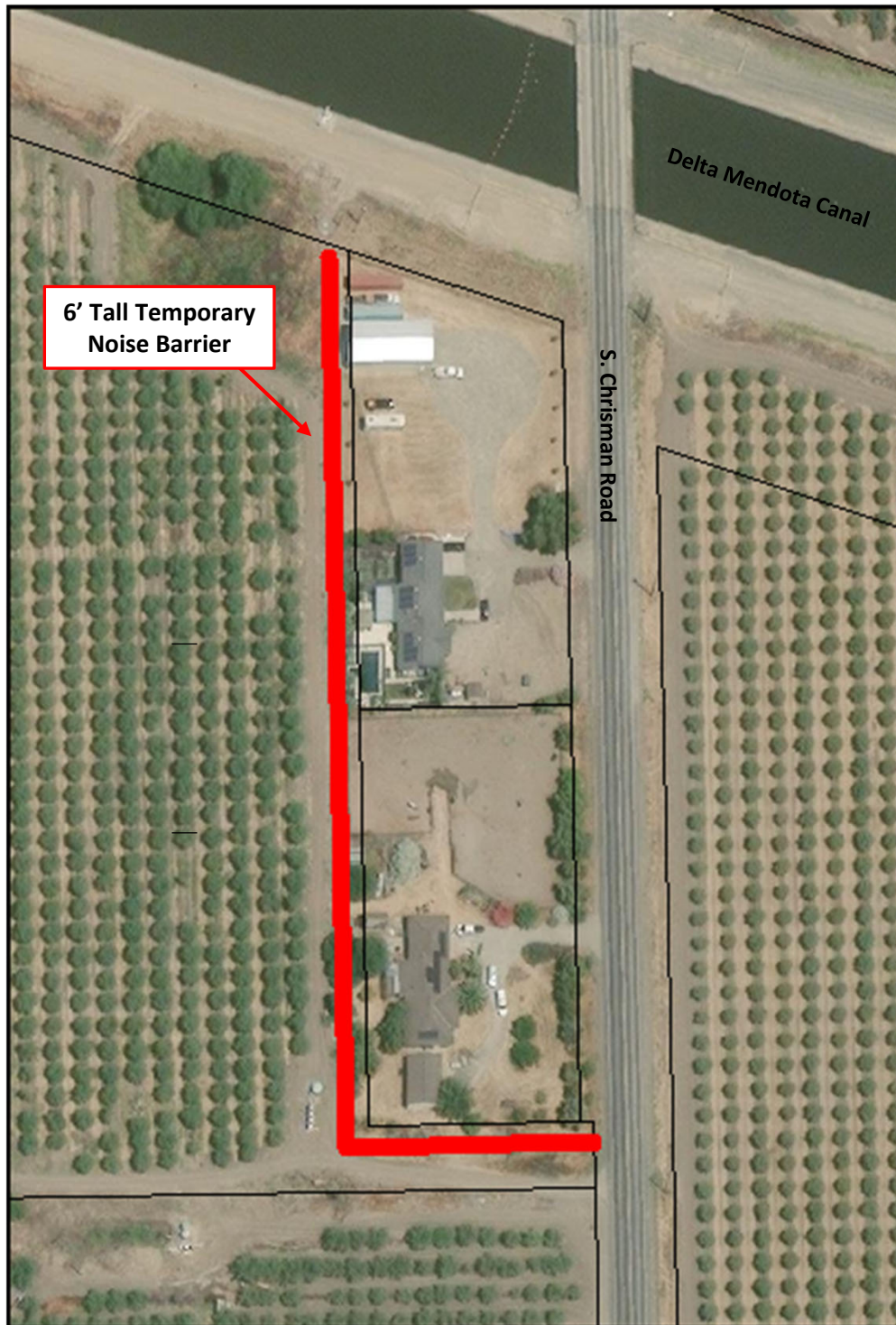
During the construction phases of the project, noise from construction activities would add to the noise environment in the immediate project vicinity. As indicated in **Table 6**, activities involved in construction would generate maximum noise levels ranging from 76 to 90 dBA $L_{\max}$ at a distance of 50 feet. Construction activities would also be temporary in nature and are anticipated to occur during normal daytime working hours. The San Joaquin County Development Title exempts construction noise from the noise ordinance provided that activities do not occur before 6:00 a.m. or after 9:00 p.m. The City of Tracy limits construction activity to 7:00 a.m. to 7:00 p.m.

Caltrans defines a significant increase due to noise as an increase of 12 dBA over existing ambient noise levels; Saxelby Acoustics used this criterion to evaluate increases due to construction noise associated with the project. As shown in **Table 6**, construction equipment is predicted to generate noise levels of up to 90 dBA $L_{\max}$ at 50 feet. Construction noise is evaluated as occurring at the edge of the site to represent the loudest expected noise levels generated during project construction. The closest residential uses share a property line with the project site and could experience periods of construction as close as 50 feet. Therefore, maximum noise levels of up to 90 dBA $L_{\max}$ could occur. While the majority of construction would occur at much larger distances, worst case noise levels of up to 90 dBA $L_{\max}$ could occur. The average daytime maximum noise level in the vicinity of the sensitive receptors was measured to be 77-78 dBA (LT-5 and LT-6). Therefore, project construction could cause an increase of up to 12-13 dBA $L_{\max}$ over existing noise levels.

In order to reduce daytime construction noise, it is recommended that a 6-foot-tall temporary noise barrier be installed to shield existing residential uses from project construction. The 6-foot-tall barrier would be expected to reduce construction noise levels by a minimum of 5 dBA (**Appendix E**), to 85 dBA $L_{\max}$, for an increase of 7-8 dBA over ambient conditions. Therefore, the use of temporary noise barriers at construction areas located in close proximity from existing receptors would reduce on-site construction noise to less than significant. Saxelby Acoustics conservatively recommends use of construction noise barriers where construction occurs at distances of 100 feet, or less, from existing noise sensitive receptors, as shown on **Figure 10**.

Noise would also be generated during the construction phase by increased truck traffic on area roadways. A project-generated noise source would be truck traffic associated with transport of heavy materials and equipment to and from the construction site. This noise increase would be of short duration and would be similar to noise levels associated with existing trucking traffic.

The project would also require occasional early morning (pre 7:00 a.m.) concrete pours to avoid daytime heat. This could require up to 20 peak hour concrete mixer trucks to arrive to pour foundations and tilt up wall panels. As shown in **Table 6**, a concrete mixer truck is expected to generate a maximum noise levels of 79 dBA $L_{\max}$ at 50 feet. The closest residential uses share a property line with the project site and could experience periods of construction as close as 50 feet. This location would have placement of a 6-foot-tall temporary construction noise barrier which would be expected to reduce noise levels by 5 dBA. Therefore, maximum noise levels of up to 74 dBA $L_{\max}$ could occur during these early morning nighttime hours. The average nighttime maximum noise level in the vicinity of the sensitive receptors was measured to be 71-76 dBA (LT-5 and LT-6). Therefore, nighttime project construction could cause an increase of up to 3 dBA $L_{\max}$ over existing noise levels. This is within the allowable +12 dBA increase criteria.



6' Tall Temporary
Noise Barrier

S. Chrisman Road

Delta Mendota Canal

Pacific Gateway EIR
San Joaquin County, California

Figure 10
Temporary Construction Noise Barrier



The project also includes various off-site roadway improvements. Many of the roadway improvement areas are located along undeveloped lands, or sparsely populated areas, especially south of W. Linne Road along S. Chrisman Road. One of the potential off-site roadway improvements is the widening of Chrisman Road to 4-lanes from 11th Street to SR 132. This would likely include roadway construction activity within 50 feet of existing noise-sensitive receptors. At this distance, construction noise would be expected to range between 76 to 90 dBA L_{max} . Additional off-site improvements will likely be required along W. Linne Road between Tracy Boulevard and Chrisman Road. Receptors along this stretch of roadway are located within approximately 60 feet to approximately 400 feet. At 60 feet, construction noise would be expected to range between 74 to 88 dBA L_{max} . Based upon noise measurements collected at site LT-4, existing maximum noise levels ranged from 79-88 dBA L_{max} along Chrisman Road. Based upon the predicted off-site construction noise levels of up to 88-90 dBA L_{max} , project construction may not cause an increase of greater than 12 dBA over existing ambient noise levels. However, due to the programmatic nature of the off-site improvements, it cannot be definitely stated that temporary construction of off-site improvements would not exceed 12 dBA in all potential areas.

Although construction activities are temporary in nature and would occur during normal daytime working hours, construction-related noise could result in sleep interference at existing noise-sensitive land uses in the vicinity of the construction if construction activities were to occur outside the normal daytime hours or could exceed an ambient noise increase exceeding 12 dBA due to the close proximity of construction activities. Therefore, impacts resulting from noise levels temporarily exceeding the threshold of significance due to construction would be considered **significant**. Mitigation measure 1(d) would reduce construction noise impacts but this would be a **significant unavoidable** impact.

Mitigation Measures

- 1(a) To reduce traffic noise increases under Existing Plus Phase 1 conditions, quiet pavement overlays should be installed on the roadway segments shown on **Figure 6**, prior to the operation of the Phase 1 portion of the project. Quiet pavement overlays shall follow industry best practices as outlined by Caltrans (Quiet Pavement, Acoustic Measurement and Performance, February 2018), or a similar industry publication.
- 1(b) To reduce traffic noise increases under Cumulative Plus Project conditions, quiet pavement should be installed on the roadway segments shown on **Figure 8**, prior to the operation of the full project buildout.
- 1(c) Under full project buildout, an 8-foot to 12-tall sound walls should be constructed along portions of the project boundary to shield the closest sensitive receptors. **Figure 9** shows the suggested locations of the sound walls. If desired, sound walls may also be placed off-site on adjacent property owner's property if preferred and agreed to by the property owner. This mitigation measure may be waived if a future noise study prepared by a qualified acoustical engineer shows it to be unnecessary based upon the proposed future site layout(s).
- 1(d) The County shall establish the following as conditions of approval for any permit that results in the use of construction equipment:
 - Construction shall be limited to between 6:00 a.m. and 9:00 p.m. for projects within San Joaquin County and 7:00 a.m. to 7:00 p.m. for off-site improvements within the City of Tracy.

- All construction equipment powered by internal combustion engines shall be properly muffled and maintained.
- Quiet construction equipment, particularly air compressors, are to be selected whenever possible.
- All stationary noise-generating construction equipment such as generators or air compressors are to be located as far as is practical from existing residences. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- Unnecessary idling of internal combustion engines is prohibited.
- The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.
- On-site construction occurring within 100 feet, or less, from existing residential uses should be shielded by a 6-foot-tall temporary construction noise barrier as shown on **Figure 10**. The sound barrier should consist of ½" plywood or minimum STC 27 sound curtains. The barrier should be free from gaps, openings, or penetrations to ensure maximum performance.

Timing/Implementation: Implemented prior to approval of grading and/or building permits

Enforcement/Monitoring: County of San Joaquin Community Development Services Department

Implementation of mitigation measures 1(a) through 1(c) would help to reduce traffic-generated noise levels. However, with mitigation, this portion of the impact would not be fully mitigated, and this would be considered a **significant unavoidable impact**.

Implementation of mitigation measures 1(d) would reduce site-generated noise levels to a **less than significant** level.

Implementation of mitigation measure 1(e) would reduce construction noise levels. However, with mitigation, this portion of the impact may not be fully mitigated, and this would be considered a **significant unavoidable impact**.

Impact 2: *Would the project generate excessive groundborne vibration or groundborne noise levels?*

Construction vibration impacts include human annoyance and building structural damage. Human annoyance occurs when construction vibration rises significantly above the threshold of perception. Building damage can take the form of cosmetic or structural.

The **Table 7** data indicate that construction vibration levels anticipated for the project are less than the 0.2 in/sec threshold at distances of 26 feet. Sensitive receptors which could be impacted by construction related vibrations, especially vibratory compactors/rollers, are located further than 26 feet from typical on-site construction activities. At distances greater than 26 feet construction vibrations are not predicted to exceed acceptable levels. Additionally, construction activities would be temporary in nature and would likely occur during normal daytime working hours. However, off-site improvements could occur in close proximity to sensitive receptors. Because the exact location of construction is unknown at this time, this is considered a ***potentially significant*** impact.

Mitigation Measures

- 2 If use of vibratory compactors are required within 25 feet, or less, of a residential structure, pre-construction crack documentation and construction vibration monitoring shall be conducted to ensure that construction vibrations do not cause damage to any adjacent structures. Alternatively, use of hand compaction equipment could be employed to minimize ground vibrations.

Implementation of mitigation measures 2 would reduce groundborne vibration levels to a ***less than significant*** level.

Impact 3: *For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?*

Based upon **Figure 5**, the proposed project is located outside the Tracy Municipal Airport 55 dBA CNEL contour. Land use may be carried out with essentially no interference from the noise exposure. This is a **less-than-significant** impact, and no mitigation is required.



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- International Organization for Standardization. (1996). *Acoustic - ISO 9613-2: Attenuation of sound during propagation outdoors. Part 2: General methods of calculation*. Geneva: I.S.O.
- SoundPLAN. SoundPLAN GmbH. Backnang, Germany. <http://www.soundplan.eu/english/>

Appendix A: Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
ASTC	Apparent Sound Transmission Class. Similar to STC but includes sound from flanking paths and correct for room reverberation. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound, A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by +5 dBA and nighttime hours weighted by +10 dBA.
DNL	See definition of Ldn.
IIC	Impact Insulation Class. An integer-number rating of how well a building floor attenuates impact sounds, such as footsteps. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz (Hz).
Ldn	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
Leq	Equivalent or energy-averaged sound level.
Lmax	The highest root-mean-square (RMS) sound level measured over a given period of time.
L(n)	The sound level exceeded a described percentile over a measurement period. For instance, an hourly L50 is the sound level exceeded 50% of the time during the one-hour period.
Loudness	A subjective term for the sensation of the magnitude of sound.
NIC	Noise Isolation Class. A rating of the noise reduction between two spaces. Similar to STC but includes sound from flanking paths and no correction for room reverberation.
NNIC	Normalized Noise Isolation Class. Similar to NIC but includes a correction for room reverberation.
Noise	Unwanted sound.
NRC	Noise Reduction Coefficient. NRC is a single-number rating of the sound-absorption of a material equal to the arithmetic mean of the sound-absorption coefficients in the 250, 500, 1000, and 2,000 Hz octave frequency bands rounded to the nearest multiple of 0.05. It is a representation of the amount of sound energy absorbed upon striking a particular surface. An NRC of 0 indicates perfect reflection; an NRC of 1 indicates perfect absorption.
RT60	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
Sabin	The unit of sound absorption. One square foot of material absorbing 100% of incident sound has an absorption of 1 Sabin.
SEL	Sound Exposure Level. SEL is a rating, in decibels, of a discrete event, such as an aircraft flyover or train pass by, that compresses the total sound energy into a one-second event.
SPC	Speech Privacy Class. SPC is a method of rating speech privacy in buildings. It is designed to measure the degree of speech privacy provided by a closed room, indicating the degree to which conversations occurring within are kept private from listeners outside the room.
STC	Sound Transmission Class. STC is an integer rating of how well a building partition attenuates airborne sound. It is widely used to rate interior partitions, ceilings/floors, doors, windows and exterior wall configurations. The STC rating is typically used to rate the sound transmission of a specific building element when tested in laboratory conditions where flanking paths around the assembly don't exist. A larger number means more attenuation. The scale, like the decibel scale for sound, is logarithmic.
Threshold of Hearing	The lowest sound that can be perceived by the human auditory system, generally considered to be 0 dB for persons with perfect hearing.
Threshold of Pain	Approximately 120 dB above the threshold of hearing.
Impulsive	Sound of short duration, usually less than one second, with an abrupt onset and rapid decay.
Simple Tone	Any sound which can be judged as audible as a single pitch or set of single pitches.

Appendix B: Continuous Ambient Noise Measurement Results



Appendix B1: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Wednesday, June 14, 2023	0:00	54	79	46	43
Wednesday, June 14, 2023	1:00	50	79	44	39
Wednesday, June 14, 2023	2:00	44	55	41	37
Wednesday, June 14, 2023	3:00	55	82	47	43
Wednesday, June 14, 2023	4:00	56	78	48	44
Wednesday, June 14, 2023	5:00	61	82	52	49
Wednesday, June 14, 2023	6:00	59	83	46	44
Wednesday, June 14, 2023	7:00	60	83	46	42
Wednesday, June 14, 2023	8:00	56	80	47	39
Wednesday, June 14, 2023	9:00	57	82	41	38
Wednesday, June 14, 2023	10:00	59	84	39	36
Wednesday, June 14, 2023	11:00	58	81	44	38
Wednesday, June 14, 2023	12:00	56	79	44	40
Wednesday, June 14, 2023	13:00	59	80	46	42
Wednesday, June 14, 2023	14:00	61	87	49	45
Wednesday, June 14, 2023	15:00	62	84	50	46
Wednesday, June 14, 2023	16:00	59	81	49	44
Wednesday, June 14, 2023	17:00	60	83	45	41
Wednesday, June 14, 2023	18:00	59	82	43	39
Wednesday, June 14, 2023	19:00	58	81	45	42
Wednesday, June 14, 2023	20:00	60	82	45	41
Wednesday, June 14, 2023	21:00	54	77	46	43
Wednesday, June 14, 2023	22:00	59	87	49	45
Wednesday, June 14, 2023	23:00	59	85	45	42

Statistics	L _{eq}	L _{max}	L ₅₀	L ₉₀
Day Average	59	82	45	41
Night Average	57	79	47	43
Day Low	54	77	39	36
Day High	62	87	50	46
Night Low	44	55	41	37
Night High	61	87	52	49
Ldn	63	Day %	75	
CNEL	64	Night %	25	

Site: LT-1

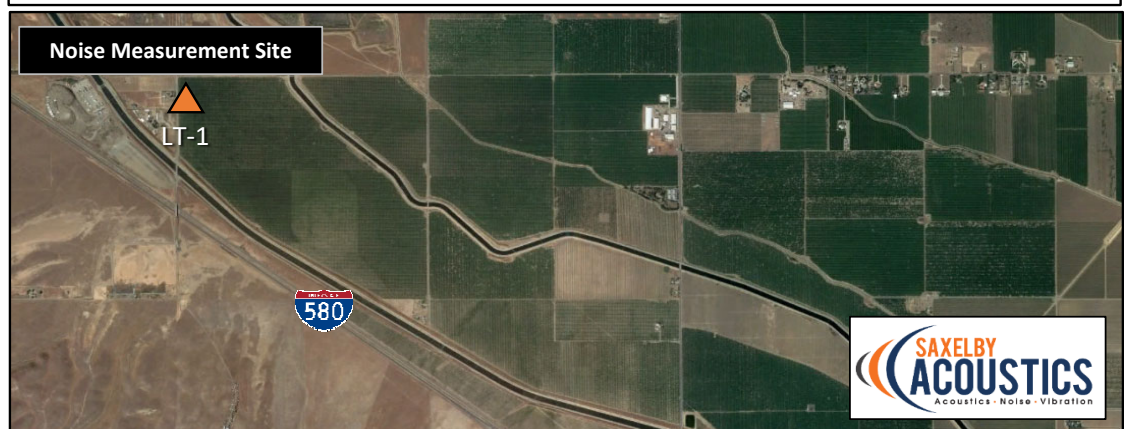
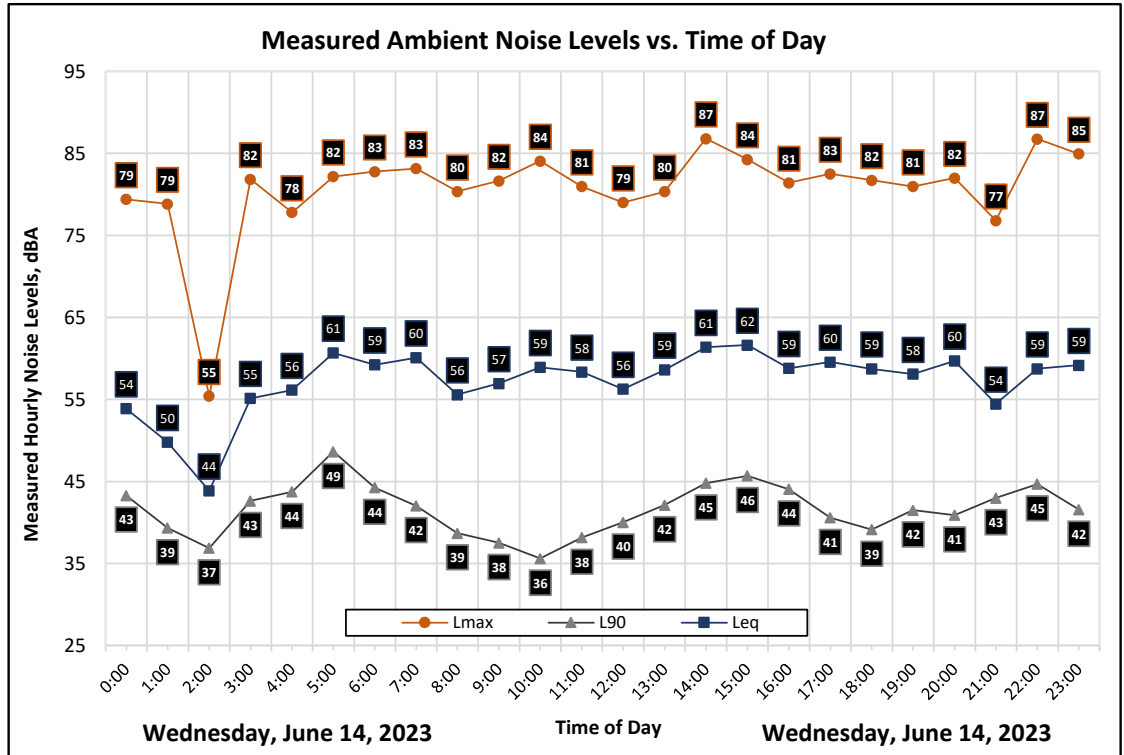
Project: Pacific Gateway Specific Plan EIR

Location: Western Project Boundary

Coordinates: (37.6668507, -121.4342800)

Meter: LDL 820-3

Calibrator: CAL200



Appendix B2: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Wednesday, June 14, 2023	0:00	54	61	53	51
Wednesday, June 14, 2023	1:00	51	60	50	47
Wednesday, June 14, 2023	2:00	49	58	47	44
Wednesday, June 14, 2023	3:00	54	62	53	51
Wednesday, June 14, 2023	4:00	55	61	55	51
Wednesday, June 14, 2023	5:00	54	63	53	49
Wednesday, June 14, 2023	6:00	51	68	50	48
Wednesday, June 14, 2023	7:00	50	73	47	44
Wednesday, June 14, 2023	8:00	45	69	43	41
Wednesday, June 14, 2023	9:00	45	59	43	40
Wednesday, June 14, 2023	10:00	46	67	41	39
Wednesday, June 14, 2023	11:00	44	63	41	39
Wednesday, June 14, 2023	12:00	45	62	43	40
Wednesday, June 14, 2023	13:00	48	69	44	40
Wednesday, June 14, 2023	14:00	49	71	47	43
Wednesday, June 14, 2023	15:00	49	64	48	45
Wednesday, June 14, 2023	16:00	49	68	47	44
Wednesday, June 14, 2023	17:00	49	64	47	44
Wednesday, June 14, 2023	18:00	50	71	48	45
Wednesday, June 14, 2023	19:00	50	59	48	45
Wednesday, June 14, 2023	20:00	54	68	52	50
Wednesday, June 14, 2023	21:00	53	62	53	50
Wednesday, June 14, 2023	22:00	50	60	49	44
Wednesday, June 14, 2023	23:00	50	60	49	44

Statistics	L _{eq}	L _{max}	L ₅₀	L ₉₀
Day Average	49	66	46	43
Night Average	53	62	51	48
Day Low	44	59	41	39
Day High	54	73	52	50
Night Low	49	58	47	44
Night High	55	68	55	51
Ldn	58	Day %		44
CNEL	58	Night %		56

Site: LT-2

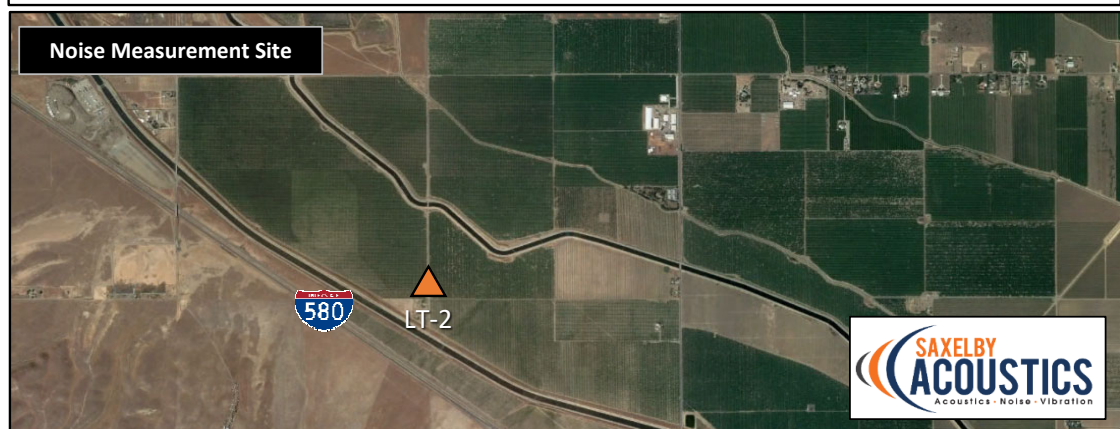
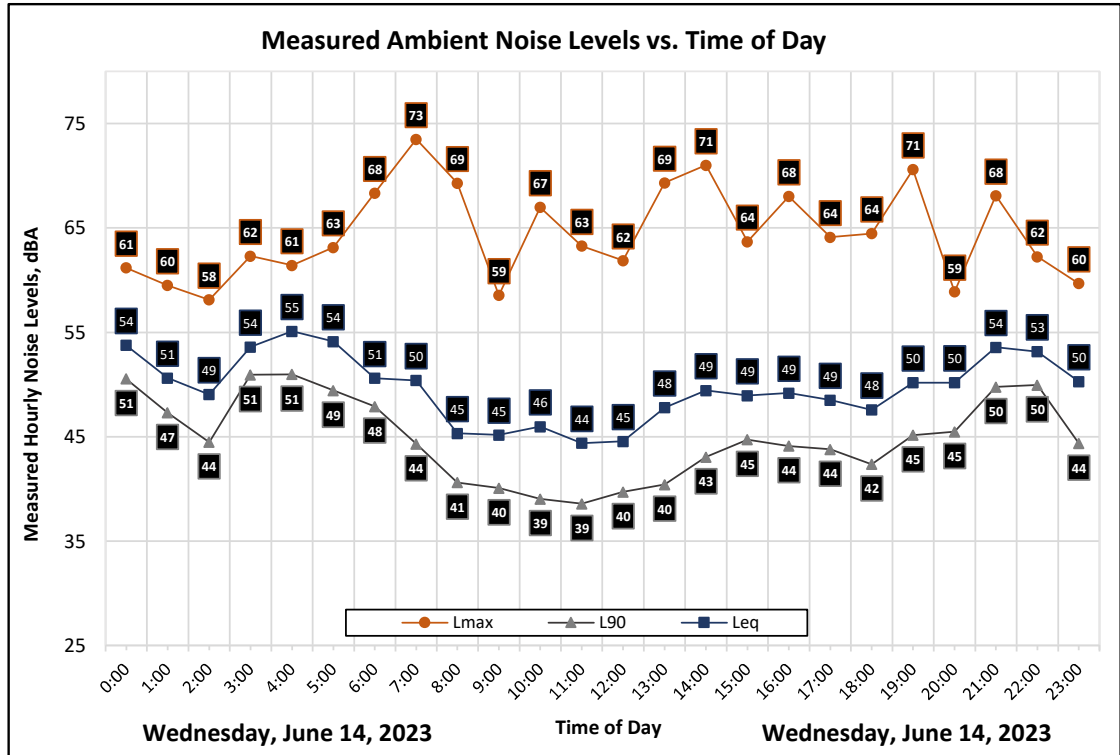
Project: Pacific Gateway Specific Plan EIR

Location: South Western Project Boundary

Coordinates: (37.6527623, -121.4161704)

Meter: LDL 820-5

Calibrator: CAL200



Appendix B3: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Wednesday, June 14, 2023	0:00	40	50	39	38
Wednesday, June 14, 2023	1:00	42	64	41	39
Wednesday, June 14, 2023	2:00	40	49	39	38
Wednesday, June 14, 2023	3:00	40	52	39	36
Wednesday, June 14, 2023	4:00	44	55	42	39
Wednesday, June 14, 2023	5:00	44	52	44	42
Wednesday, June 14, 2023	6:00	43	54	43	41
Wednesday, June 14, 2023	7:00	41	52	40	38
Wednesday, June 14, 2023	8:00	40	63	38	36
Wednesday, June 14, 2023	9:00	38	56	35	33
Wednesday, June 14, 2023	10:00	39	57	32	30
Wednesday, June 14, 2023	11:00	40	62	33	30
Wednesday, June 14, 2023	12:00	40	55	36	33
Wednesday, June 14, 2023	13:00	39	55	36	33
Wednesday, June 14, 2023	14:00	49	77	39	36
Wednesday, June 14, 2023	15:00	48	76	42	39
Wednesday, June 14, 2023	16:00	47	69	41	38
Wednesday, June 14, 2023	17:00	42	57	39	35
Wednesday, June 14, 2023	18:00	42	57	40	37
Wednesday, June 14, 2023	19:00	40	50	39	36
Wednesday, June 14, 2023	20:00	41	51	41	38
Wednesday, June 14, 2023	21:00	42	52	41	40
Wednesday, June 14, 2023	22:00	41	49	41	39
Wednesday, June 14, 2023	23:00	41	51	40	38

Statistics	L _{eq}	L _{max}	L ₅₀	L ₉₀
Day Average	43	59	38	35
Night Average	42	53	41	39
Day Low	38	50	32	30
Day High	49	77	42	40
Night Low	40	49	39	36
Night High	44	64	44	42
Ldn	48	Day %		72
CNEL	48	Night %		28

Site: LT-3

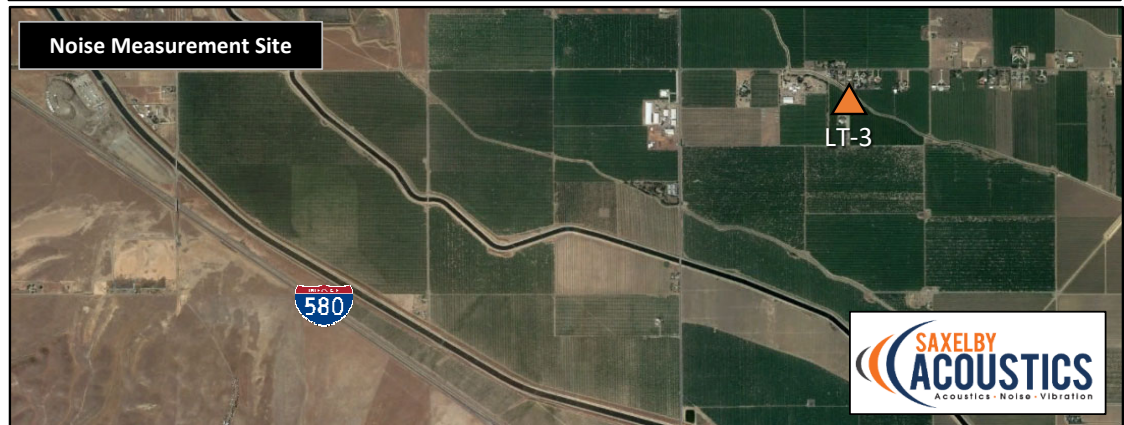
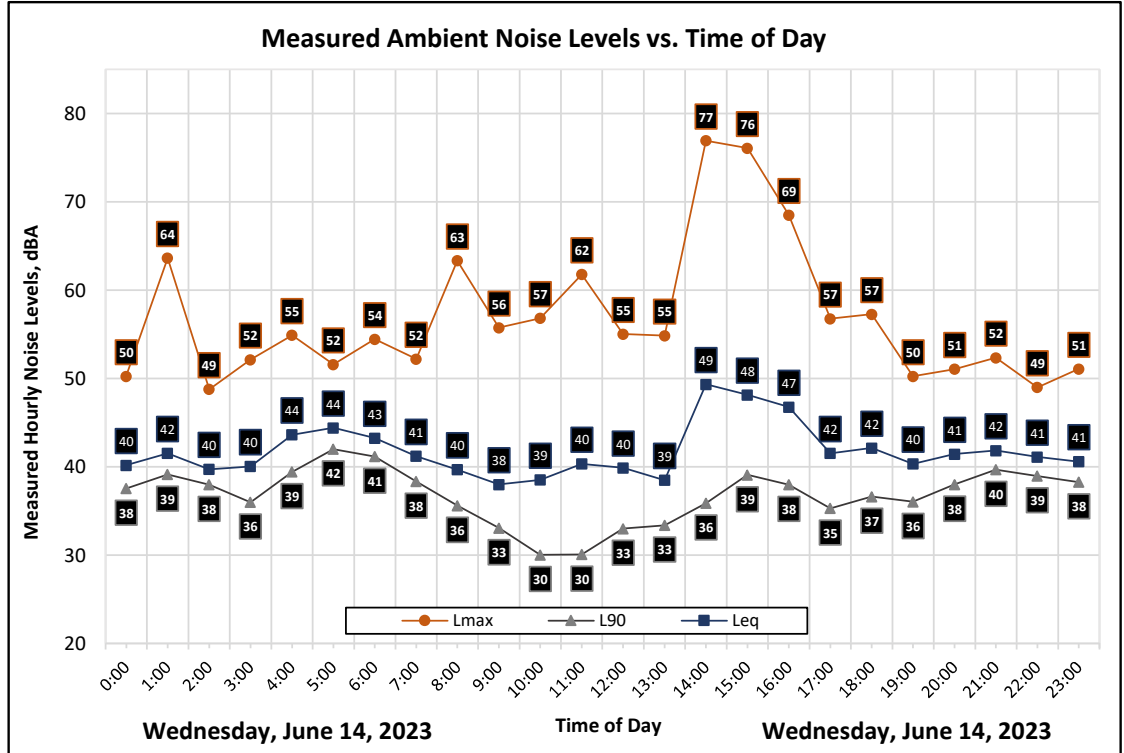
Project: Pacific Gateway Specific Plan EIR

Location: North Eastern Project Boundary

Coordinates: (37.6621503, -121.3872900)

Meter: LDL 820-1

Calibrator: CAL200



Appendix B4: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Wednesday, June 14, 2023	0:00	60	83	41	38
Wednesday, June 14, 2023	1:00	56	80	42	39
Wednesday, June 14, 2023	2:00	56	81	41	38
Wednesday, June 14, 2023	3:00	62	82	44	37
Wednesday, June 14, 2023	4:00	64	82	51	42
Wednesday, June 14, 2023	5:00	67	82	58	49
Wednesday, June 14, 2023	6:00	68	84	59	48
Wednesday, June 14, 2023	7:00	70	85	63	49
Wednesday, June 14, 2023	8:00	67	81	56	45
Wednesday, June 14, 2023	9:00	66	81	54	42
Wednesday, June 14, 2023	10:00	65	81	52	41
Wednesday, June 14, 2023	11:00	65	82	51	38
Wednesday, June 14, 2023	12:00	65	83	53	41
Wednesday, June 14, 2023	13:00	65	80	54	41
Wednesday, June 14, 2023	14:00	66	86	57	47
Wednesday, June 14, 2023	15:00	65	82	59	52
Wednesday, June 14, 2023	16:00	66	83	57	46
Wednesday, June 14, 2023	17:00	66	88	55	43
Wednesday, June 14, 2023	18:00	65	87	52	40
Wednesday, June 14, 2023	19:00	63	83	49	38
Wednesday, June 14, 2023	20:00	63	84	49	36
Wednesday, June 14, 2023	21:00	60	79	47	39
Wednesday, June 14, 2023	22:00	61	81	43	38
Wednesday, June 14, 2023	23:00	61	81	43	38

Statistics	Leq	Lmax	L50	L90
Day Average	66	83	54	42
Night Average	64	82	47	41
Day Low	60	79	47	36
Day High	70	88	63	52
Night Low	56	80	41	37
Night High	68	84	59	49
Ldn	70	Day %	74	
CNEL	70	Night %	26	

Site: LT-4

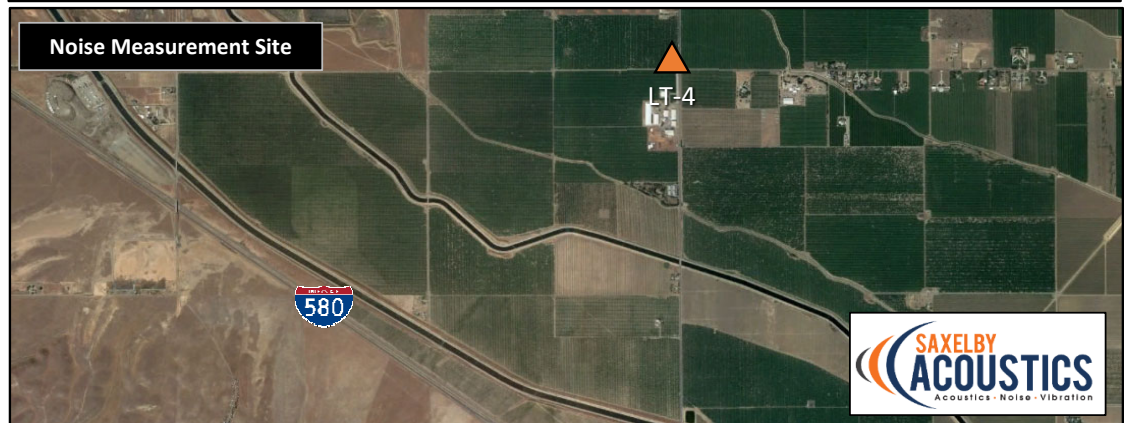
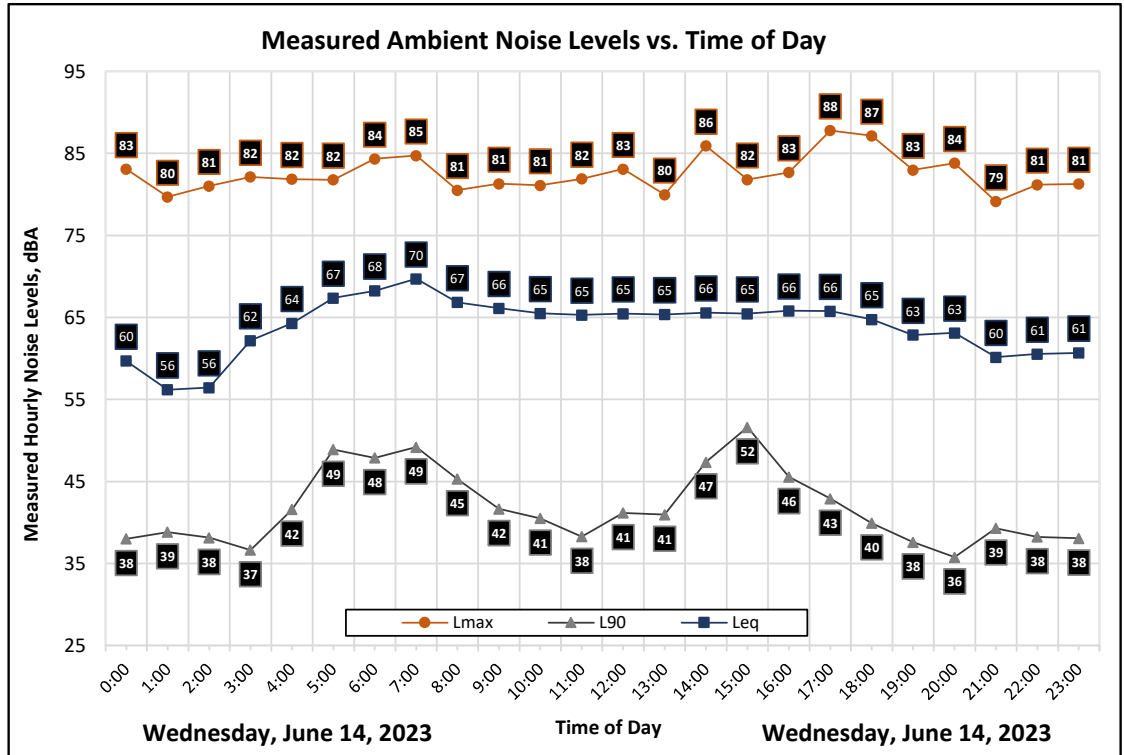
Project: Pacific Gateway Specific Plan EIR

Location: Northern Project Boundary

Coordinates: (37.6669327, -121.3980953)

Meter: LDL 820-2

Calibrator: CAL200



Appendix B5: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Saturday, January 11, 2025	0:00	57	78	46	42
Saturday, January 11, 2025	1:00	56	76	45	43
Saturday, January 11, 2025	2:00	54	75	45	43
Saturday, January 11, 2025	3:00	54	74	46	43
Saturday, January 11, 2025	4:00	57	77	47	44
Saturday, January 11, 2025	5:00	59	76	48	44
Saturday, January 11, 2025	6:00	59	75	50	46
Saturday, January 11, 2025	7:00	60	77	51	47
Saturday, January 11, 2025	8:00	60	75	52	47
Saturday, January 11, 2025	9:00	61	76	55	48
Saturday, January 11, 2025	10:00	60	76	55	49
Saturday, January 11, 2025	11:00	62	76	57	51
Saturday, January 11, 2025	12:00	62	77	57	50
Saturday, January 11, 2025	13:00	61	77	57	49
Saturday, January 11, 2025	14:00	61	76	57	48
Saturday, January 11, 2025	15:00	64	92	56	47
Saturday, January 11, 2025	16:00	59	75	52	45
Saturday, January 11, 2025	17:00	61	81	52	45
Saturday, January 11, 2025	18:00	60	75	50	44
Saturday, January 11, 2025	19:00	57	76	47	43
Saturday, January 11, 2025	20:00	57	77	47	43
Saturday, January 11, 2025	21:00	58	77	48	44
Saturday, January 11, 2025	22:00	56	77	48	44
Saturday, January 11, 2025	23:00	55	75	47	43

Statistics	Leq	Lmax	L50	L90
Day Average	61	78	53	47
Night Average	57	76	47	43
Day Low	57	75	47	43
Day High	64	92	57	51
Night Low	54	74	45	42
Night High	59	78	50	46
Ldn	64	Day %		81
CNEL	64	Night %		19

Site: LT-5

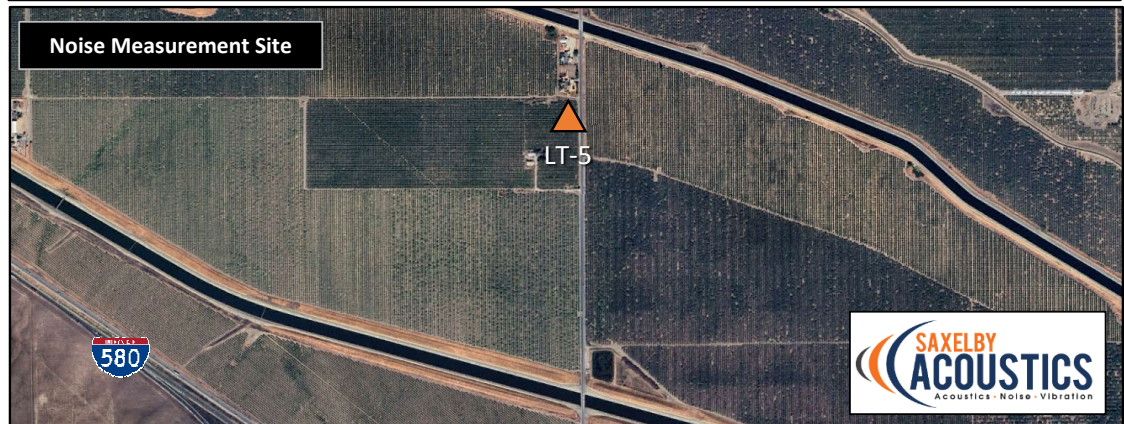
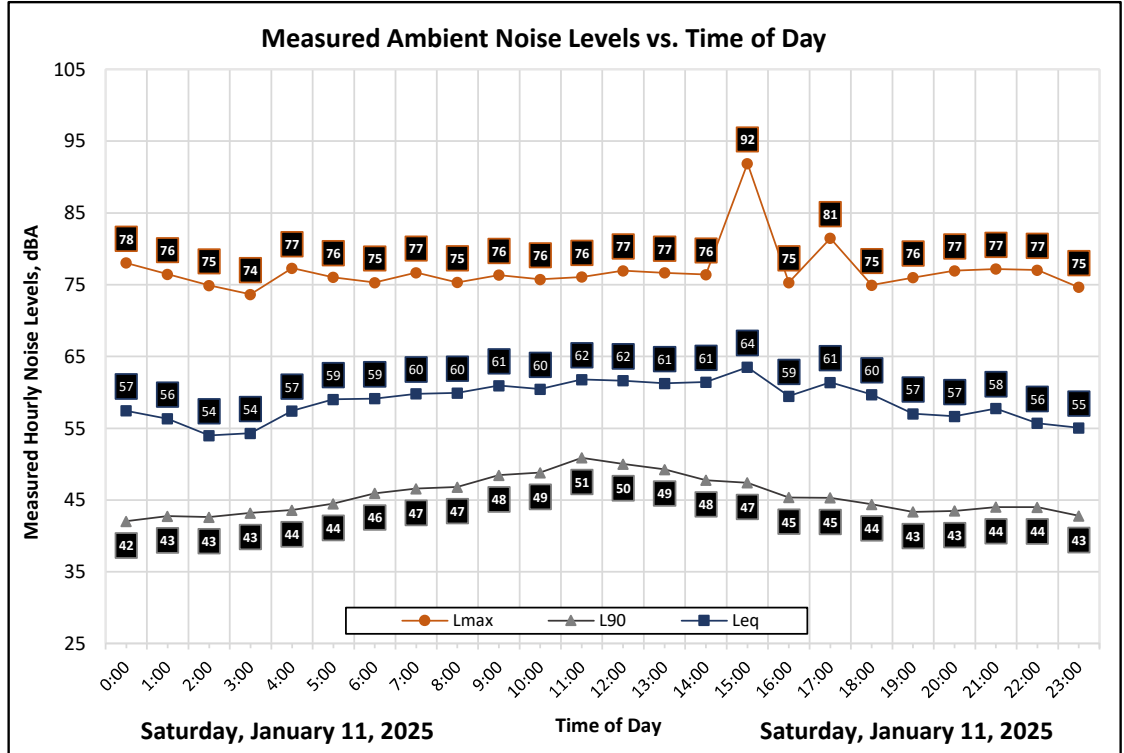
Project: Pacific Gateway Specific Plan EIR

Location: Northern Project Boundary

Coordinates: (37.6524855, -121.3980363)

Meter: LDL 820-3

Calibrator: CAL200



Appendix B6: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Saturday, January 11, 2025	0:00	44	55	42	39
Saturday, January 11, 2025	1:00	53	73	47	42
Saturday, January 11, 2025	2:00	49	67	46	41
Saturday, January 11, 2025	3:00	56	72	53	46
Saturday, January 11, 2025	4:00	57	76	55	49
Saturday, January 11, 2025	5:00	57	72	55	49
Saturday, January 11, 2025	6:00	60	77	56	50
Saturday, January 11, 2025	7:00	62	76	59	53
Saturday, January 11, 2025	8:00	64	76	61	55
Saturday, January 11, 2025	9:00	67	79	65	58
Saturday, January 11, 2025	10:00	67	79	65	58
Saturday, January 11, 2025	11:00	69	80	67	60
Saturday, January 11, 2025	12:00	70	83	68	62
Saturday, January 11, 2025	13:00	69	82	67	61
Saturday, January 11, 2025	14:00	70	82	67	61
Saturday, January 11, 2025	15:00	66	81	63	56
Saturday, January 11, 2025	16:00	61	77	56	48
Saturday, January 11, 2025	17:00	55	71	51	46
Saturday, January 11, 2025	18:00	60	76	56	50
Saturday, January 11, 2025	19:00	58	73	56	49
Saturday, January 11, 2025	20:00	59	73	57	51
Saturday, January 11, 2025	21:00	59	74	56	50
Saturday, January 11, 2025	22:00	61	75	59	52
Saturday, January 11, 2025	23:00	58	71	55	49

Statistics	Leq	Lmax	L50	L90
Day Average	66	77	61	55
Night Average	56	71	52	46
Day Low	55	71	51	46
Day High	70	83	68	62
Night Low	44	55	42	39
Night High	60	77	59	52
Ldn	66	Day %	94	
CNEL	66	Night %	6	

Site: LT-6

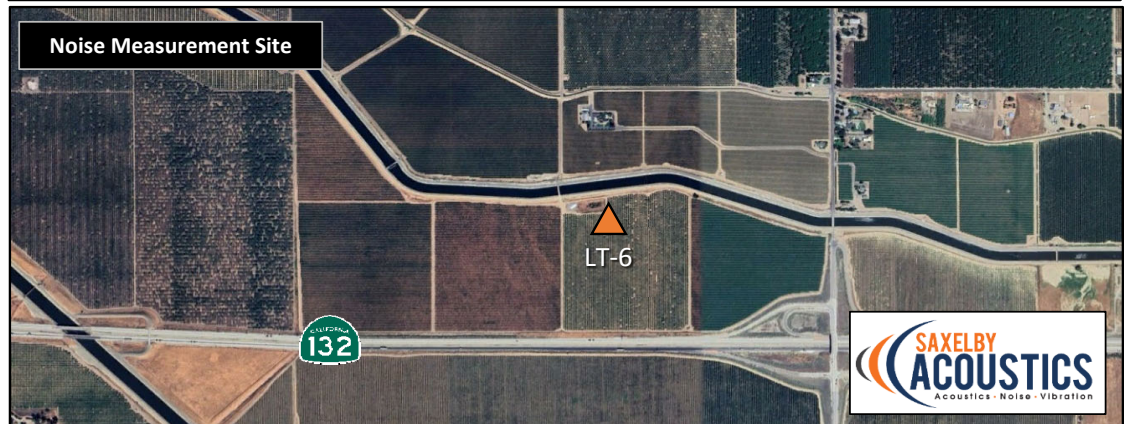
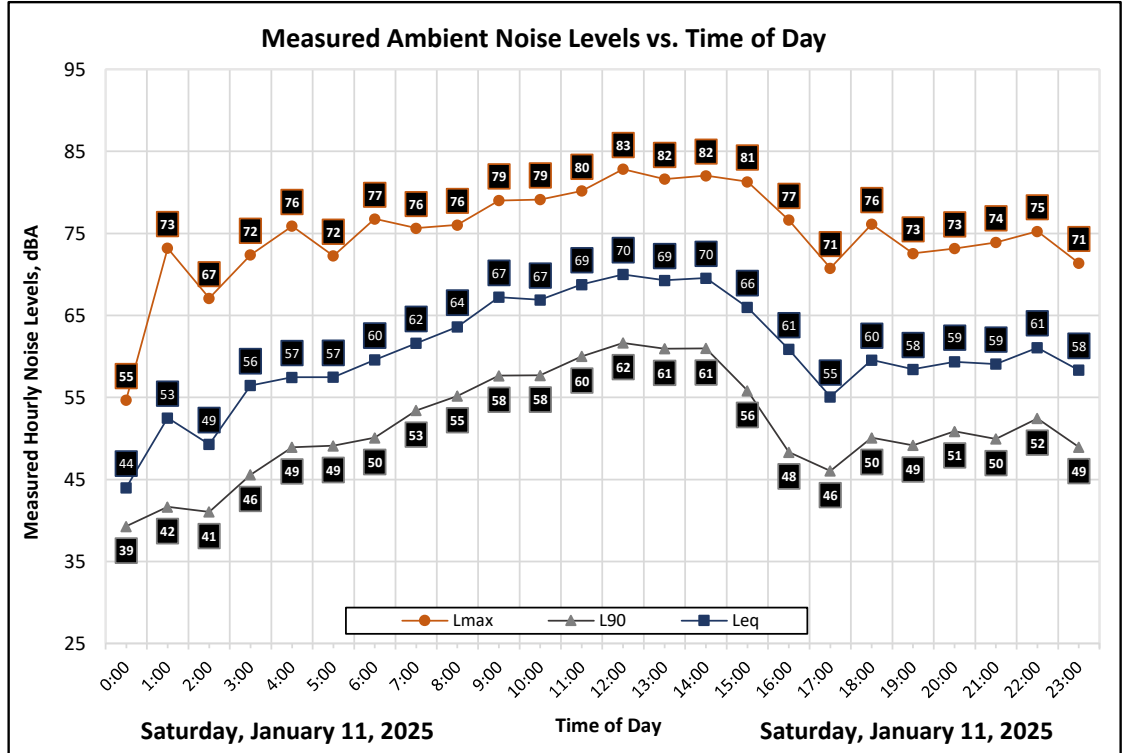
Project: Pacific Gateway Specific Plan EIR

Location: Eastern Project Boundary

Coordinates: (37.6421293, -121.3687677)

Meter: LDL 820-5

Calibrator: CAL200



Appendix B7: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Saturday, January 11, 2025	0:00	44	68	40	38
Saturday, January 11, 2025	1:00	40	55	40	37
Saturday, January 11, 2025	2:00	43	68	39	37
Saturday, January 11, 2025	3:00	43	61	42	39
Saturday, January 11, 2025	4:00	52	76	43	41
Saturday, January 11, 2025	5:00	52	75	43	41
Saturday, January 11, 2025	6:00	58	78	47	43
Saturday, January 11, 2025	7:00	56	80	49	46
Saturday, January 11, 2025	8:00	56	78	49	46
Saturday, January 11, 2025	9:00	58	80	51	47
Saturday, January 11, 2025	10:00	58	76	53	48
Saturday, January 11, 2025	11:00	58	76	54	49
Saturday, January 11, 2025	12:00	59	77	55	49
Saturday, January 11, 2025	13:00	57	74	53	49
Saturday, January 11, 2025	14:00	57	81	51	46
Saturday, January 11, 2025	15:00	56	76	50	43
Saturday, January 11, 2025	16:00	56	84	45	41
Saturday, January 11, 2025	17:00	52	75	43	40
Saturday, January 11, 2025	18:00	52	73	44	42
Saturday, January 11, 2025	19:00	52	74	43	41
Saturday, January 11, 2025	20:00	58	89	44	41
Saturday, January 11, 2025	21:00	50	74	43	41
Saturday, January 11, 2025	22:00	47	70	45	42
Saturday, January 11, 2025	23:00	51	78	43	40

Statistics	L _{eq}	L _{max}	L ₅₀	L ₉₀
Day Average	56	78	49	44
Night Average	52	70	42	40
Day Low	50	73	43	40
Day High	59	89	55	49
Night Low	40	55	39	37
Night High	58	78	47	43
Ldn	59	Day %		85
CNEL	59	Night %		15

Site: LT-7

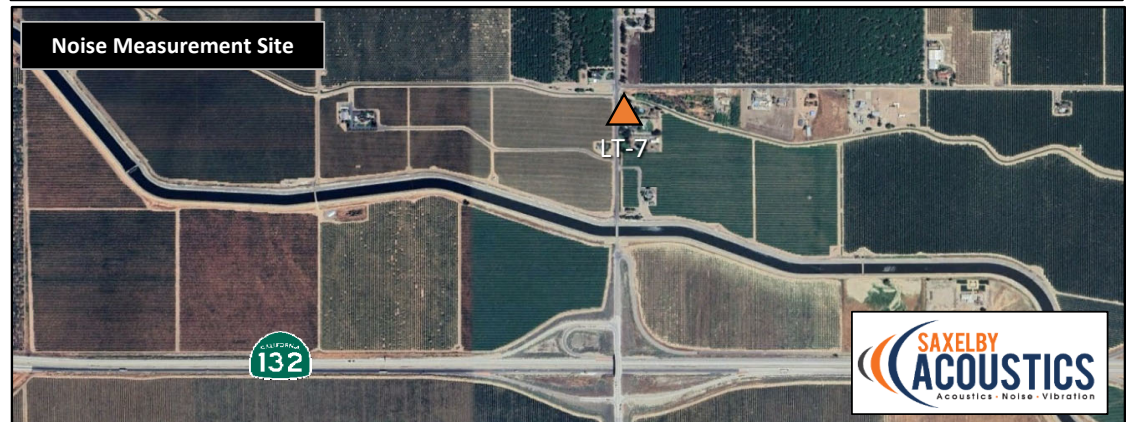
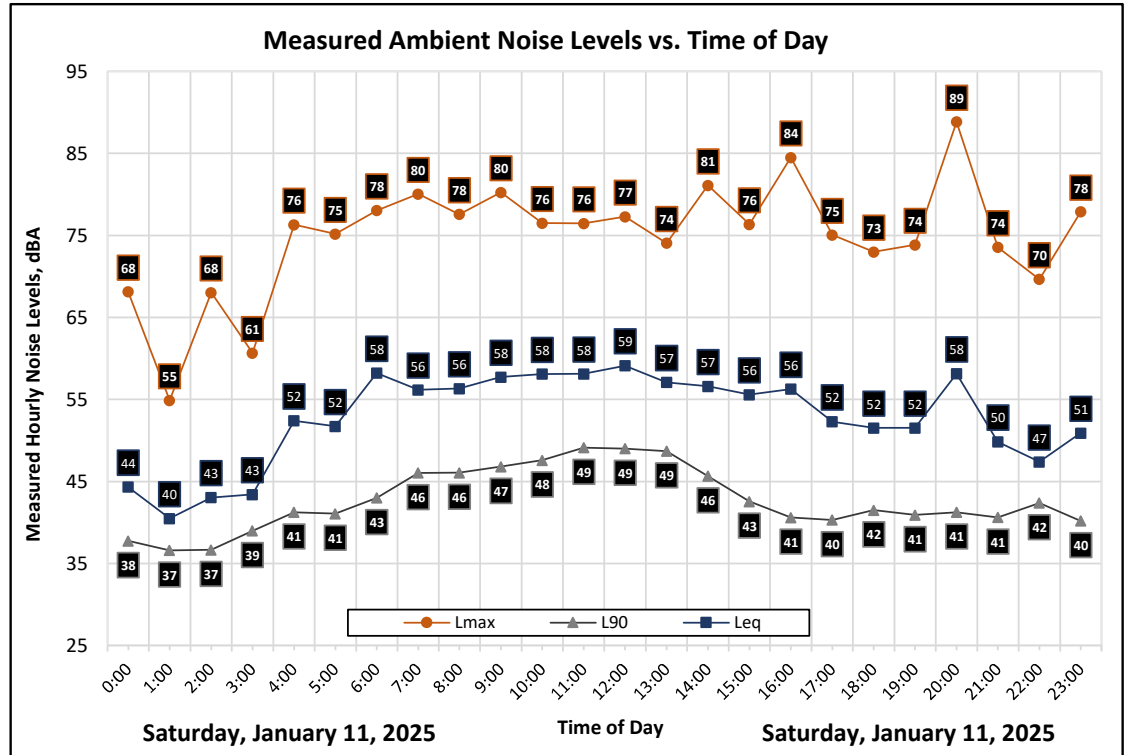
Project: Pacific Gateway Specific Plan EIR

Location: Eastern Project Boundary

Coordinates: (37.6452554, -121.3609658)

Meter: LDL 820-6

Calibrator: CAL200



Appendix B8: Continuous Noise Monitoring Results

Date	Time	Measured Level, dBA			
		L _{eq}	L _{max}	L ₅₀	L ₉₀
Saturday, January 11, 2025	0:00	65	78	61	53
Saturday, January 11, 2025	1:00	63	76	59	50
Saturday, January 11, 2025	2:00	64	79	59	50
Saturday, January 11, 2025	3:00	65	79	60	53
Saturday, January 11, 2025	4:00	66	77	62	56
Saturday, January 11, 2025	5:00	68	85	65	57
Saturday, January 11, 2025	6:00	68	85	65	59
Saturday, January 11, 2025	7:00	68	79	66	60
Saturday, January 11, 2025	8:00	68	80	66	59
Saturday, January 11, 2025	9:00	69	88	66	60
Saturday, January 11, 2025	10:00	68	88	66	61
Saturday, January 11, 2025	11:00	69	87	66	61
Saturday, January 11, 2025	12:00	69	88	67	61
Saturday, January 11, 2025	13:00	68	87	66	61
Saturday, January 11, 2025	14:00	68	82	66	62
Saturday, January 11, 2025	15:00	68	86	66	60
Saturday, January 11, 2025	16:00	68	82	66	61
Saturday, January 11, 2025	17:00	70	95	67	62
Saturday, January 11, 2025	18:00	68	79	66	62
Saturday, January 11, 2025	19:00	67	81	65	60
Saturday, January 11, 2025	20:00	67	80	65	60
Saturday, January 11, 2025	21:00	75	108	65	60
Saturday, January 11, 2025	22:00	66	79	63	58
Saturday, January 11, 2025	23:00	65	80	61	55

Statistics	Leq	Lmax	L50	L90
Day Average	69	86	66	61
Night Average	66	80	62	54
Day Low	67	79	65	59
Day High	75	108	67	62
Night Low	63	76	59	50
Night High	68	85	65	59
Ldn	72	Day %		81
CNEL	73	Night %		19

Site: LT-8

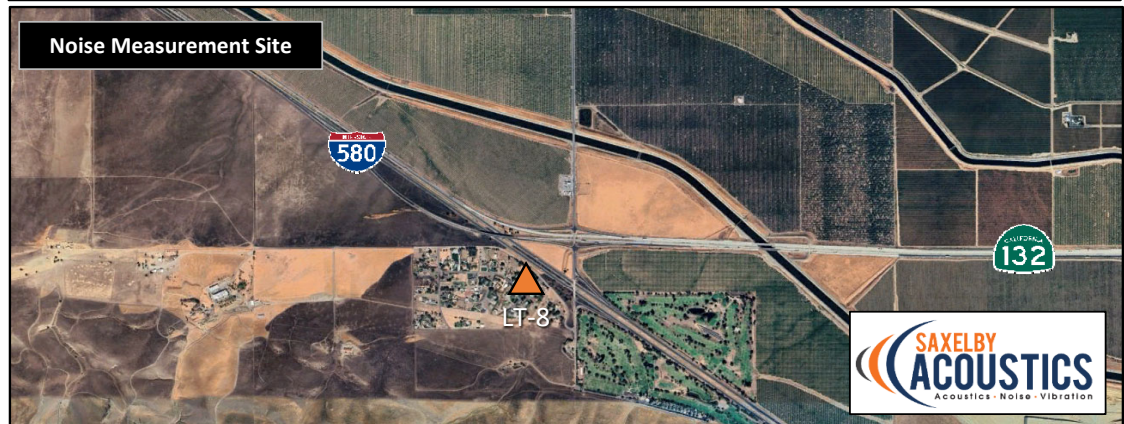
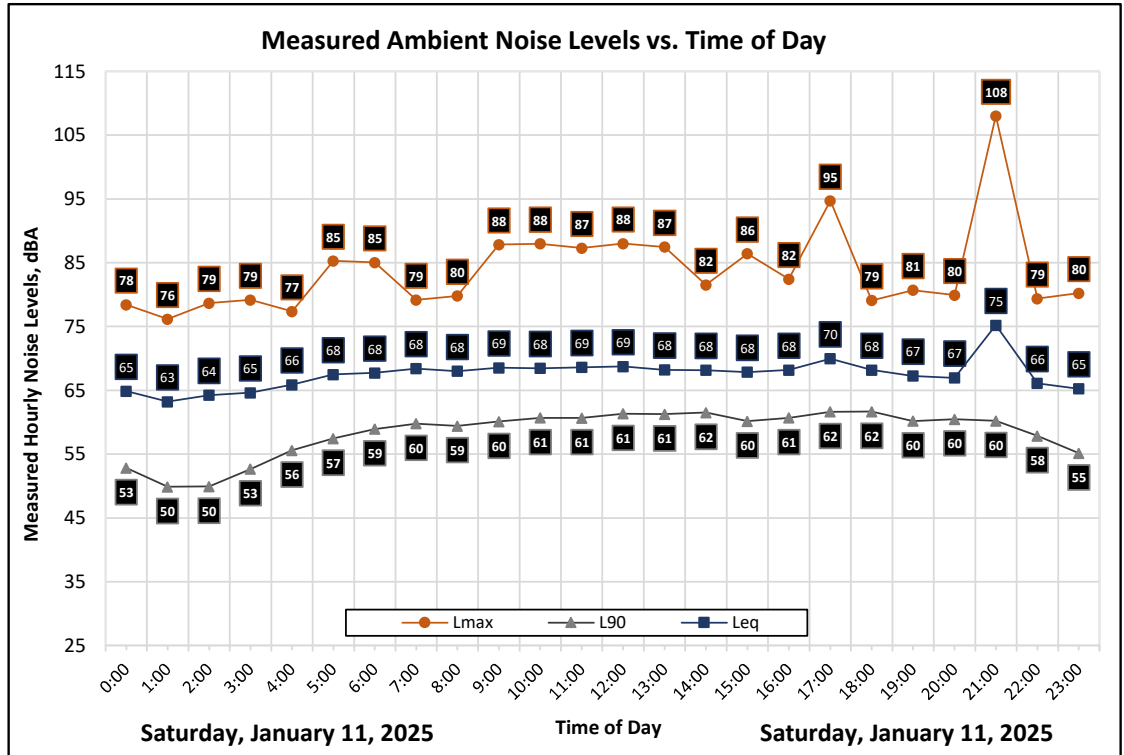
Project: Pacific Gateway Specific Plan EIR

Location: Southern Project Boundary

Coordinates: (37.6371776, -121.4004198)

Meter: LDL 812-2

Calibrator: CAL200



Appendix C: Traffic Noise Calculation Inputs and Results



Appendix C-1

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230309

Description: Pacific Gateway Specific Plan EIR - Existing

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	S Chrisman Rd	11th St to W Schulte Rd	13,200	70	0	30	1.0%	11.0%	45	75	0	436	202	94	71.5
2	S Chrisman Rd	W Schulte Rd to Valpico Rd	9,500	70	0	30	1.0%	11.0%	45	115	-5	350	162	75	62.2
3	S Chrisman Rd	Valpico Rd to W Linne Rd	5,400	70	0	30	1.0%	16.0%	45	90	0	285	132	61	67.5
4	W Linne Rd	S Tracy Blvd to S MacArthur Rd	7,600	70	0	30	1.0%	15.0%	45	50	0	347	161	75	72.6
5	S Tracy Blvd	W Linne Rd to I-580	2,600	70	0	30	1.0%	56.0%	45	50	0	350	162	75	72.7
6	W Linne Rd	S MacArthur Rd to S Chrisman Rd	7,100	70	0	30	1.0%	15.0%	35	70	0	267	124	58	68.7
7	S MacArthur Rd	W Linne Rd to Project	1,400	70	0	30	1.0%	43.0%	40	200	0	183	85	39	59.4
8	Chrisman Rd	W Linne Rd to Durham Ferry Rd	4,400	70	0	30	1.0%	20.0%	55	100	0	332	154	72	67.8
9	S Chrisman Rd	Durham Ferry Rd to SR-132	3,600	70	0	30	1.0%	20.0%	55	175	-5	291	135	63	58.3
10	Durham Ferry Rd	S Chrisman Rd to S Bird Rd	1,500	70	0	30	1.0%	8.0%	45	100	0	90	42	19	59.3
11	S. Bird	Durham Ferry Rd to SR-132	700	70	0	30	1.0%	20.0%	50	80	-5	89	42	19	55.7
12	S Bird Rd	S Lehman Rd to Durham Ferry Rd	800	70	0	30	1.0%	7.0%	55	115	0	72	33	15	56.9
13	Durham Ferry Rd	S Bird Rd to I-5	1,400	70	0	30	1.0%	6.0%	45	35	0	77	36	17	65.2
14	W Lehman Rd	S Bird Rd to Ahern Rd	400	70	0	30	1.0%	7.0%	45	60	-5	35	16	8	51.6

Appendix C-2

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230309

Description: Pacific Gateway Specific Plan EIR - Ex. Plus Phase 1

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	S Chrisman Rd	11th St to W Schulte Rd	13,700	70	0	30	1.0%	16.0%	45	75	0	531	246	114	72.7
2	S Chrisman Rd	W Schulte Rd to Valpico Rd	10,000	70	0	30	1.0%	18.0%	45	115	-5	456	212	98	64.0
3	S Chrisman Rd	Valpico Rd to W Linne Rd	6,100	70	0	30	1.0%	24.0%	45	90	0	381	177	82	69.4
4	W Linne Rd	S Tracy Blvd to S MacArthur Rd	8,200	70	0	30	1.0%	15.0%	45	50	0	365	170	79	73.0
5	S Tracy Blvd	W Linne Rd to I-580	2,600	70	0	30	1.0%	56.0%	45	50	0	350	162	75	72.7
6	W Linne Rd	S MacArthur Rd to S Chrisman Rd	7,800	70	0	30	1.0%	14.0%	35	70	0	274	127	59	68.9
7	S MacArthur Rd	W Linne Rd to Project	1,400	70	0	30	1.0%	43.0%	40	200	0	183	85	39	59.4
8	Chrisman Rd	W Linne Rd to Durham Ferry Rd	6,000	70	0	30	1.0%	27.0%	55	100	0	472	219	102	70.1
9	S Chrisman Rd	Durham Ferry Rd to SR-132	5,500	70	0	30	1.0%	23.0%	55	175	-5	412	191	89	60.6
10	Durham Ferry Rd	S Chrisman Rd to S Bird Rd	1,800	70	0	30	1.0%	6.0%	45	100	0	91	42	20	59.4
11	S. Bird	Durham Ferry Rd to SR-132	700	70	0	30	1.0%	20.0%	50	80	-5	89	42	19	55.7
12	S Bird Rd	S Lehman Rd to Durham Ferry Rd	900	70	0	30	1.0%	4.0%	55	115	0	67	31	15	56.5
13	Durham Ferry Rd	S Bird Rd to I-5	1,600	70	0	30	1.0%	8.0%	45	35	0	94	43	20	66.4
14	W Lehman Rd	S Bird Rd to Ahern Rd	500	70	0	30	1.0%	3.0%	45	60	-5	32	15	7	50.9

Appendix C-3

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230309

Description: Pacific Gateway Specific Plan EIR - Existing Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	S Chrisman Rd	11th St to W Schulte Rd	18,300	70	0	30	1.0%	29.0%	45	75	0	878	407	189	76.0
2	S Chrisman Rd	W Schulte Rd to Valpico Rd	14,600	70	0	30	1.0%	32.0%	45	115	-5	798	370	172	67.6
3	S Chrisman Rd	Valpico Rd to W Linne Rd	11,700	70	0	30	1.0%	35.0%	45	90	0	724	336	156	73.6
4	W Linne Rd	S Tracy Blvd to S MacArthur Rd	12,100	70	0	30	1.0%	14.0%	45	50	0	458	213	99	74.4
5	S Tracy Blvd	W Linne Rd to I-580	5,200	70	0	30	1.0%	25.0%	45	50	0	350	162	75	72.7
6	W Linne Rd	S MacArthur Rd to S Chrisman Rd	12,600	70	0	30	1.0%	16.0%	35	70	0	405	188	87	71.4
7	S MacArthur Rd	W Linne Rd to Project	5,100	70	0	30	1.0%	20.0%	40	200	0	279	129	60	62.2
8	Chrisman Rd	W Linne Rd to Durham Ferry Rd	14,900	70	0	30	1.0%	30.0%	55	100	0	913	424	197	74.4
9	S Chrisman Rd	Durham Ferry Rd to SR-132	16,900	70	0	30	1.0%	21.0%	55	175	-5	833	387	180	65.2
10	Durham Ferry Rd	S Chrisman Rd to S Bird Rd	4,300	70	0	30	1.0%	11.0%	45	100	0	206	96	44	64.7
11	S. Bird	Durham Ferry Rd to SR-132	800	70	0	30	1.0%	22.0%	50	80	-5	103	48	22	56.6
12	S Bird Rd	S Lehman Rd to Durham Ferry Rd	2,400	70	0	30	1.0%	9.0%	55	115	0	161	75	35	62.2
13	Durham Ferry Rd	S Bird Rd to I-5	2,600	70	0	30	1.0%	14.0%	45	35	0	164	76	35	70.1
14	W Lehman Rd	S Bird Rd to Ahern Rd	1,800	70	0	30	1.0%	9.0%	45	60	-5	106	49	23	58.7

Appendix C-4

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230309

Description: Pacific Gateway Specific Plan EIR - Cumulative

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	S Chrisman Rd	11th St to W Schulte Rd	23,900	70	0	30	1.0%	8.0%	45	75	0	568	264	122	73.2
2	S Chrisman Rd	W Schulte Rd to Valpico Rd	23,400	70	0	30	1.0%	7.0%	45	115	-5	533	247	115	65.0
3	S Chrisman Rd	Valpico Rd to W Linne Rd	16,400	70	0	30	1.0%	9.0%	45	90	0	463	215	100	70.7
4	W Linne Rd	S Tracy Blvd to S MacArthur Rd	32,700	70	0	30	1.0%	7.0%	45	50	0	666	309	144	76.9
5	S Tracy Blvd	W Linne Rd to I-580	2,800	70	0	30	1.0%	56.0%	45	50	0	368	171	79	73.0
6	W Linne Rd	S MacArthur Rd to S Chrisman Rd	22,500	70	0	30	1.0%	8.0%	35	70	0	421	195	91	71.7
7	S MacArthur Rd	W Linne Rd to Project	1,400	70	0	30	1.0%	43.0%	40	200	0	183	85	39	59.4
8	Chrisman Rd	W Linne Rd to Durham Ferry Rd	9,100	70	0	30	1.0%	11.0%	55	100	0	420	195	91	69.4
9	S Chrisman Rd	Durham Ferry Rd to SR-132	8,300	70	0	30	1.0%	12.0%	55	175	-5	409	190	88	60.5
10	Durham Ferry Rd	S Chrisman Rd to S Bird Rd	2,500	70	0	30	1.0%	7.0%	45	100	0	120	56	26	61.2
11	S. Bird	Durham Ferry Rd to SR-132	700	70	0	30	1.0%	10.0%	50	80	-5	66	31	14	53.7
12	S Bird Rd	S Lehman Rd to Durham Ferry Rd	2,400	70	0	30	1.0%	6.0%	55	115	0	143	66	31	61.4
13	Durham Ferry Rd	S Bird Rd to I-5	3,700	70	0	30	1.0%	6.0%	45	35	0	148	69	32	69.4
14	W Lehman Rd	S Bird Rd to Ahern Rd	500	70	0	30	1.0%	6.0%	45	60	-5	39	18	8	52.2

Appendix C-5

FHWA-RD-77-108 Highway Traffic Noise Prediction Model

Project #: 230309

Description: Pacific Gateway Specific Plan EIR - Cumulative Plus Project

Ldn/CNEL: Ldn

Hard/Soft: Soft

Segment	Roadway	Segment	ADT	Day %	Eve %	Night %	% Med. Trucks	% Hvy. Trucks	Speed	Distance	Offset (dB)	Contours (ft.) - No Offset			Level, dBA
												60 dBA	65 dBA	70 dBA	
1	S Chrisman Rd	11th St to W Schulte Rd	29,000	70	0	30	1.0%	22.0%	45	75	0	1028	477	221	77.1
2	S Chrisman Rd	W Schulte Rd to Valpico Rd	28,500	70	0	30	1.0%	21.0%	45	115	-5	991	460	214	69.0
3	S Chrisman Rd	Valpico Rd to W Linne Rd	22,700	70	0	30	1.0%	25.0%	45	90	0	934	434	201	75.2
4	W Linne Rd	S Tracy Blvd to S MacArthur Rd	37,200	70	0	30	1.0%	8.0%	45	50	0	763	354	164	77.8
5	S Tracy Blvd	W Linne Rd to I-580	5,400	70	0	30	1.0%	24.0%	45	50	0	351	163	76	72.7
6	W Linne Rd	S MacArthur Rd to S Chrisman Rd	28,000	70	0	30	1.0%	9.0%	35	70	0	514	239	111	73.0
7	S MacArthur Rd	W Linne Rd to Project	5,100	70	0	30	1.0%	20.0%	40	200	0	279	129	60	62.2
8	Chrisman Rd	W Linne Rd to Durham Ferry Rd	19,600	70	0	30	1.0%	26.0%	55	100	0	1020	473	220	75.1
9	S Chrisman Rd	Durham Ferry Rd to SR-132	21,600	70	0	30	1.0%	19.0%	55	175	-5	937	435	202	65.9
10	Durham Ferry Rd	S Chrisman Rd to S Bird Rd	5,300	70	0	30	1.0%	9.0%	45	100	0	218	101	47	65.1
11	S. Bird	Durham Ferry Rd to SR-132	800	70	0	30	1.0%	12.0%	50	80	-5	78	36	17	54.8
12	S Bird Rd	S Lehman Rd to Durham Ferry Rd	4,000	70	0	30	1.0%	8.0%	55	115	0	218	101	47	64.2
13	Durham Ferry Rd	S Bird Rd to I-5	4,900	70	0	30	1.0%	10.0%	45	35	0	216	100	47	71.9
14	W Lehman Rd	S Bird Rd to Ahern Rd	1,900	70	0	30	1.0%	8.0%	45	60	-5	105	49	23	58.6

Appendix D:

Detailed Traffic Noise Calculations and Significance Summaries



[illegible]

Appendix E: Construction Noise Barrier Calculations

Appendix D-1 : Barrier Insertion Loss Calculation

Project Information:

Project Name: Pacific Gateway EIR
Location(s): Adjacent Residential

Noise Level Data:

Source Description: Construction
Source Noise Level, dBA Lmax: 90
Source Frequency (Hz): 1000
Source Height (ft): 5

Site Geometry:

Receiver Description: Adjacent Lots
Source to Barrier Distance (C_1): 100
Barrier to Receiver Distance (C_2): 5
Pad/Ground Elevation at Receiver: 0
Receiver Elevation¹: 5
Base of Barrier Elevation: 0
Starting Barrier Height 6

Barrier Effectiveness

Top of Barrier Elevation (ft)	Barrier Height (ft)	Insertion Loss, dB	Noise Level, dB	Barrier Breaks Line of Site to Source?
6	6	-7	83	Yes
7	7	-9	81	Yes
8	8	-11	79	Yes
9	9	-13	77	Yes
10	10	-15	76	Yes
11	11	-15	75	Yes
12	12	-16	74	Yes
13	13	-17	73	Yes
14	14	-17	73	Yes
15	15	-17	73	Yes
16	16	-17	73	Yes

Notes: ¹ Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s)

