

APPENDIX E:
NOISE DATA



TRANSORATION NOISE MODELING

Traffic Noise Calculator: FHWA 77-108

Hollister General Plan Update (HOLL-01) Existing Traffic Noise

| ID | Output | | | | | | Inputs | | | | | | | | | | | | | Auto Inputs | | |
|----|----------------------|-----------------|------|--------------------------|--------|--------|----------------------|----------------------------------|--------|--------------------|-------|---------|--------------|----------------|-----------|-----------|---------|-----------------|----------------|----------------------|-------------------|---------------|
| | dBA at 50 feet | | | Distance to CNEL Contour | | | Roadway | Segment | ADT | Posted Speed Limit | Grade | % Autos | % Med Trucks | % Heavy Trucks | % Daytime | % Evening | % Night | Number of Lanes | Site Condition | Distance to Receiver | Ground Absorption | Lane Distance |
| | L _{eq-24hr} | L _{dn} | CNEL | 70 dBA | 65 dBA | 60 dBA | | | | | | | | | | | | | | | | |
| 1 | 68.5 | 72.2 | 72.6 | 74 | 160 | 345 | San Felipe Rd | N of Flynn Rd | 11,800 | 55 | 0.0% | 96.5% | 0.0% | 3.5% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 2 | 65.1 | 68.9 | 69.2 | 44 | 96 | 206 | San Felipe Rd | N of Wright Rd/McCloskey Rd | 10,700 | 40 | 0.0% | 96.5% | 0.0% | 3.5% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 3 | 65.8 | 69.5 | 69.8 | 49 | 105 | 227 | San Felipe Rd | S of Wright Rd/McCloskey Rd | 14,100 | 40 | 0.0% | 97.5% | 0.0% | 2.5% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 2 | 66.4 | 70.1 | 70.5 | 54 | 116 | 250 | San Felipe Rd | S of SR 25/Bolsa Rd | 16,300 | 40 | 0.0% | 97.5% | 0.0% | 2.5% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 3 | 61.2 | 65.0 | 65.3 | 24 | 53 | 113 | San Felipe Rd | S of North St/Santa Ana Rd | 16,100 | 25 | 0.0% | 98.5% | 0.0% | 1.5% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 4 | 62.0 | 65.7 | 66.1 | 27 | 59 | 128 | San Benito St | N of Nash Rd/Tres Pinos Rd | 9,900 | 30 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 5 | 61.2 | 64.9 | 65.3 | 24 | 52 | 113 | San Benito St | S of Nash Rd/Tres Pinos Rd | 8,200 | 30 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 6 | 69.8 | 74.4 | 74.7 | 102 | 220 | 475 | SR 25/Bolsa Rd | W of San Felipe Rd | 16,300 | 55 | 0.0% | 96.5% | 0.0% | 3.5% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 7 | 69.4 | 74.1 | 74.3 | 97 | 210 | 452 | SR 25 | N of Santa Ana Rd | 16,800 | 55 | 0.0% | 98.0% | 0.0% | 2.0% | 70.0% | 9.0% | 21.0% | 4 | Soft | 50 | 0.5 | 44 |
| 8 | 67.6 | 72.2 | 72.5 | 73 | 157 | 338 | SR 25 | Santa Ana Rd to Meridian St | 18,900 | 45 | 0.0% | 98.5% | 0.0% | 1.5% | 70.0% | 9.0% | 21.0% | 4 | Soft | 50 | 0.5 | 44 |
| 9 | 68.0 | 72.6 | 72.9 | 77 | 167 | 360 | SR 25 | Meridian St to Hillcrest Rd | 20,700 | 45 | 0.0% | 98.5% | 0.0% | 1.5% | 70.0% | 9.0% | 21.0% | 4 | Soft | 50 | 0.5 | 44 |
| 10 | 69.9 | 74.6 | 74.8 | 105 | 226 | 487 | SR 25/Airline Hwy | N of Union Rd | 17,700 | 55 | 0.0% | 97.0% | 0.0% | 3.0% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 11 | 67.8 | 72.4 | 72.6 | 75 | 162 | 348 | SR 25/Airline Hwy | Union Rd to Enterprise Rd | 12,300 | 55 | 0.0% | 98.5% | 0.0% | 1.5% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 12 | 67.0 | 71.6 | 71.9 | 67 | 145 | 311 | SR 25/Airline Hwy | S of Enterprise Rd | 9,900 | 55 | 0.0% | 98.0% | 0.0% | 2.0% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 13 | 56.5 | 60.2 | 60.6 | 12 | 26 | 55 | Buena Vista Rd | W of Beresini Ln | 2,800 | 30 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 14 | 57.4 | 61.1 | 61.5 | 13 | 29 | 63 | Buena Vista Rd | W of Miller Rd | 3,400 | 30 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 15 | 56.5 | 60.2 | 60.6 | 12 | 26 | 55 | Buena Vista Rd | W of Westside Rd | 2,800 | 30 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 16 | 58.0 | 61.7 | 62.1 | 15 | 32 | 69 | Buena Vista Rd | E of Westside Rd | 3,900 | 30 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 17 | 50.2 | 53.9 | 54.3 | 4 | 10 | 21 | Santa Ana Rd | E of San Felipe Rd/San Benito St | 1,300 | 25 | 0.0% | 98.5% | 0.0% | 1.5% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 18 | 62.9 | 66.7 | 67.0 | 32 | 68 | 147 | Santa Ana Rd | E of SR 25 | 7,100 | 40 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 19 | 64.8 | 68.5 | 68.8 | 42 | 90 | 194 | 4th St | W of Felice Dr | 12,300 | 40 | 0.0% | 98.0% | 0.0% | 2.0% | 75.0% | 10.0% | 15.0% | 3 | Soft | 50 | 0.5 | 32 |
| 20 | 63.8 | 67.5 | 67.9 | 36 | 78 | 168 | San Juan Rd | E of Westside Blvd | 12,200 | 35 | 0.0% | 97.5% | 0.0% | 2.5% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 21 | 61.0 | 64.7 | 65.1 | 24 | 51 | 109 | Meridian St | W of SR 25 | 7,600 | 30 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 22 | 57.0 | 60.7 | 61.0 | 13 | 27 | 59 | Meridian St | W of Memorial Dr | 3,000 | 30 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 23 | 62.7 | 66.4 | 66.8 | 31 | 66 | 142 | Hillcrest Rd | W of SR 25 | 9,500 | 35 | 0.0% | 97.5% | 0.0% | 2.5% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 24 | 63.6 | 67.3 | 67.7 | 35 | 76 | 163 | Hillcrest Rd | W of Memorial Dr | 7,100 | 45 | 0.0% | 98.0% | 0.0% | 2.0% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 25 | 58.7 | 62.4 | 62.8 | 17 | 36 | 77 | Nash Rd | W of Westside Blvd | 2,800 | 30 | 0.0% | 93.5% | 0.0% | 6.5% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 26 | 62.1 | 65.8 | 66.2 | 28 | 60 | 130 | Nash Rd | W of San Benito St | 12,500 | 30 | 0.0% | 98.0% | 0.0% | 2.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 27 | 60.7 | 64.4 | 64.8 | 23 | 49 | 105 | Nash Rd | E of San Benito St | 8,900 | 30 | 0.0% | 98.0% | 0.0% | 2.0% | 75.0% | 10.0% | 15.0% | 3 | Soft | 50 | 0.5 | 32 |
| 28 | 67.4 | 71.1 | 71.5 | 63 | 136 | 293 | Union Rd | W of San Benito St | 9,900 | 55 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 29 | 67.2 | 71.0 | 71.3 | 61 | 132 | 285 | Union Rd | W of Southside Rd | 9,500 | 55 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 30 | 65.6 | 69.3 | 69.7 | 48 | 102 | 221 | Union Rd | W of SR 25/Airline Hwy | 7,100 | 55 | 0.0% | 98.0% | 0.0% | 2.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 31 | 61.9 | 65.6 | 66.0 | 27 | 58 | 125 | Union Rd | E of SR 25/Airline Hwy | 9,500 | 35 | 0.0% | 98.5% | 0.0% | 1.5% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 32 | 69.7 | 74.4 | 74.6 | 102 | 220 | 473 | SR 156 | N of Buena Vista Rd | 10,500 | 55 | 0.0% | 90.0% | 0.0% | 10.0% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 33 | 69.6 | 74.2 | 74.5 | 99 | 214 | 461 | SR 156 | S of Buena Vista Rd | 10,100 | 55 | 0.0% | 90.0% | 0.0% | 10.0% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 34 | 57.7 | 61.4 | 61.8 | 14 | 31 | 66 | Westside Blvd East | S of Central Ave | 3,300 | 35 | 0.0% | 98.0% | 0.0% | 2.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 35 | 60.2 | 64.0 | 64.3 | 21 | 45 | 97 | Westside Blvd East | S of San Juan Rd / 4th St | 5,900 | 35 | 0.0% | 98.0% | 0.0% | 2.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 36 | 61.9 | 65.6 | 66.0 | 27 | 58 | 126 | San Juan Rd / 4th St | W of Westside Blvd | 11,900 | 30 | 0.0% | 98.0% | 0.0% | 2.0% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 37 | 60.9 | 64.6 | 65.0 | 23 | 50 | 108 | Meridian St | E of Memorial Dr | 5,600 | 35 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 38 | 59.5 | 63.3 | 63.6 | 19 | 41 | 87 | Memorial Dr | S of Meridian St | 4,100 | 35 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 39 | 62.5 | 66.2 | 66.6 | 30 | 64 | 137 | Memorial Dr | S of Hillcrest Rd | 6,200 | 40 | 0.0% | 97.0% | 0.0% | 3.0% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 40 | 62.9 | 66.6 | 67.0 | 32 | 68 | 147 | Hillcrest Rd | E of Memorial Dr | 7,600 | 40 | 0.0% | 97.5% | 0.0% | 2.5% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 41 | 60.5 | 64.2 | 64.6 | 22 | 47 | 102 | Southside Rd | S of Union Rd | 3,000 | 45 | 0.0% | 96.5% | 0.0% | 3.5% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |

Traffic Noise Calculator: FHWA 77-108

Hollister General Plan Update (HOLL-01) Buildout Traffic Noise

| ID | Output | | | | | | Inputs | | | | | | | | | | | Auto Inputs | | | | |
|------|----------------------|-----------------|------|--------------------------|--------|--------|----------------------|--------------------------------------|--------|--------------------|-------|---------|--------------|----------------|-----------|-----------|---------|-----------------|----------------|----------------------|-------------------|---------------|
| | dBA at 50 feet | | | Distance to CNEL Contour | | | Roadway | Segment | ADT | Posted Speed Limit | Grade | % Autos | % Med Trucks | % Heavy Trucks | % Daytime | % Evening | % Night | Number of Lanes | Site Condition | Distance to Receiver | Ground Absorption | Lane Distance |
| | L _{eq-24hr} | L _{dn} | CNEL | 70 dBA | 65 dBA | 60 dBA | | | | | | | | | | | | | | | | |
| 1 | 70.8 | 74.5 | 74.8 | 105 | 227 | 488 | San Felipe Rd | N of Flynn Rd | 16,400 | 55 | 0.0% | 94% | 0.0% | 6% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 2 | 68.1 | 71.8 | 72.2 | 70 | 151 | 325 | San Felipe Rd | N of Wright Rd/McCloskey Rd | 16,000 | 40 | 0.0% | 94% | 0.0% | 6% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 3 | 67.9 | 71.6 | 71.9 | 67 | 145 | 313 | San Felipe Rd | S of Wright Rd/McCloskey Rd | 21,300 | 40 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 4 | 69.5 | 73.2 | 73.6 | 87 | 187 | 404 | San Felipe Rd | S of SR 25/Bolsa Rd | 31,250 | 40 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 5 | 61.5 | 65.2 | 65.5 | 25 | 54 | 117 | San Felipe Rd | S of North St/Santa Ana Rd | 20,050 | 25 | 0.0% | 99% | 0.0% | 1% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 6 | 63.0 | 66.7 | 67.0 | 32 | 68 | 147 | San Benito St | N of Nash Rd/Tres Pinos Rd | 12,300 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 7 | 61.9 | 65.7 | 66.0 | 27 | 59 | 126 | San Benito St | S of Nash Rd/Tres Pinos Rd | 9,750 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 8 | 72.0 | 76.6 | 76.9 | 143 | 309 | 665 | SR 25/Bolsa Rd | W of San Felipe Rd | 22,350 | 55 | 0.0% | 94% | 0.0% | 6% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 9 | 70.9 | 75.5 | 75.8 | 121 | 261 | 562 | SR 25 | N of Santa Ana Rd | 21,250 | 55 | 0.0% | 97% | 0.0% | 3% | 70.0% | 9.0% | 21.0% | 4 | Soft | 50 | 0.5 | 44 |
| 10 | 68.7 | 73.3 | 73.6 | 87 | 187 | 402 | SR 25 | Santa Ana Rd to Meridian St | 22,850 | 45 | 0.0% | 98% | 0.0% | 2% | 70.0% | 9.0% | 21.0% | 4 | Soft | 50 | 0.5 | 44 |
| 11 | 69.2 | 73.8 | 74.1 | 94 | 203 | 437 | SR 25 | Meridian St to Hillcrest Rd | 25,850 | 45 | 0.0% | 98% | 0.0% | 2% | 70.0% | 9.0% | 21.0% | 4 | Soft | 50 | 0.5 | 44 |
| 12 | 71.8 | 76.4 | 76.7 | 139 | 300 | 646 | SR 25/Airline Hwy | N of Union Rd | 22,950 | 55 | 0.0% | 95% | 0.0% | 5% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 13 | 68.0 | 72.6 | 72.9 | 78 | 167 | 360 | SR 25/Airline Hwy | Union Rd to Enterprise Rd | 12,300 | 55 | 0.0% | 98% | 0.0% | 2% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 14 | 60.0 | 64.6 | 64.9 | 23 | 49 | 106 | SR 25/Airline Hwy | S of Enterprise Rd | 1,800 | 55 | 0.0% | 97% | 0.0% | 3% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 15 | 58.5 | 62.2 | 62.6 | 16 | 34 | 74 | Buena Vista Rd | W of Beresini Ln | 4,400 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 16 | 57.4 | 61.1 | 61.5 | 14 | 29 | 63 | Buena Vista Rd | W of Miller Rd | 3,450 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 17 | 57.2 | 60.9 | 61.3 | 13 | 28 | 61 | Buena Vista Rd | W of Westside Rd | 3,250 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 19 | 58.9 | 62.6 | 63.0 | 17 | 37 | 79 | Santa Ana Rd | E of San Felipe Rd/San Benito St | 8,300 | 25 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 20 | 65.0 | 68.7 | 69.1 | 43 | 93 | 201 | Santa Ana Rd | E of SR 25 | 11,300 | 40 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 21 | 65.4 | 69.1 | 69.5 | 46 | 99 | 214 | 4th St | W of Felice Dr | 12,250 | 40 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 3 | Soft | 50 | 0.5 | 32 |
| 22 | 65.8 | 69.5 | 69.9 | 49 | 105 | 227 | San Juan Rd | E of Westside Blvd | 15,250 | 35 | 0.0% | 96% | 0.0% | 4% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 23 | 62.8 | 66.5 | 66.9 | 31 | 67 | 145 | Meridian St | W of SR 25 | 11,600 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 24 | 61.8 | 65.5 | 65.9 | 27 | 58 | 124 | Meridian St | W of Memorial Dr | 9,200 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 25 | 64.0 | 67.7 | 68.1 | 38 | 81 | 174 | Hillcrest Rd | W of SR 25 | 10,250 | 35 | 0.0% | 96% | 0.0% | 4% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 26 | 65.6 | 69.4 | 69.7 | 48 | 103 | 223 | Hillcrest Rd | W of Memorial Dr | 10,000 | 45 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 27 | 60.5 | 64.2 | 64.6 | 22 | 47 | 101 | Nash Rd | W of Westside Blvd | 3,050 | 30 | 0.0% | 90% | 0.0% | 10% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 28 | 61.3 | 65.0 | 65.4 | 25 | 53 | 115 | Nash Rd | W of San Benito St | 8,450 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 29 | 61.9 | 65.6 | 66.0 | 27 | 58 | 126 | Nash Rd | E of San Benito St | 9,600 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 3 | Soft | 50 | 0.5 | 32 |
| 30 | 68.5 | 72.2 | 72.6 | 75 | 161 | 346 | Union Rd | W of San Benito St | 11,700 | 55 | 0.0% | 96% | 0.0% | 4% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 31 | 68.3 | 72.0 | 72.4 | 72 | 155 | 333 | Union Rd | W of Southside Rd | 11,050 | 55 | 0.0% | 96% | 0.0% | 4% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 32 | 68.1 | 71.8 | 72.1 | 70 | 150 | 323 | Union Rd | W of SR 25/Airline Hwy | 11,450 | 55 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 33 | 60.8 | 64.5 | 64.9 | 23 | 49 | 105 | Union Rd | E of SR 25/Airline Hwy | 6,650 | 35 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 34 | 70.4 | 75.0 | 75.3 | 113 | 243 | 523 | SR 156 | N of Buena Vista Rd | 12,200 | 55 | 0.0% | 90% | 0.0% | 10% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 35 | 70.3 | 75.0 | 75.2 | 112 | 241 | 519 | SR 156 | S of Buena Vista Rd | 12,050 | 55 | 0.0% | 90% | 0.0% | 10% | 70.0% | 9.0% | 21.0% | 2 | Soft | 50 | 0.5 | 20 |
| 36 | 57.8 | 61.5 | 61.9 | 14 | 31 | 66 | Westside Blvd East | S of Central Ave | 4,100 | 35 | 0.0% | 99% | 0.0% | 1% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 37 | 61.0 | 64.7 | 65.1 | 24 | 51 | 110 | Westside Blvd East | S of San Juan Rd / 4th St | 7,050 | 35 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 38 | 63.5 | 67.2 | 67.6 | 34 | 74 | 160 | San Juan Rd / 4th St | W of Westside Blvd | 13,900 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 39 | 63.1 | 66.9 | 67.2 | 33 | 71 | 152 | Meridian St | E of Memorial Dr | 9,400 | 35 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 40 | 61.8 | 65.5 | 65.9 | 27 | 57 | 123 | Memorial Dr | S of Meridian St | 6,850 | 35 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 41 | 63.4 | 67.1 | 67.5 | 34 | 74 | 159 | Memorial Dr | S of Hillcrest Rd | 7,700 | 40 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 42 | 64.2 | 67.9 | 68.3 | 38 | 83 | 178 | Hillcrest Rd | E of Memorial Dr | 8,300 | 40 | 0.0% | 96% | 0.0% | 4% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 43 | 63.2 | 66.9 | 67.3 | 33 | 72 | 154 | Southside Rd | S of Union Rd | 4,800 | 45 | 0.0% | 95% | 0.0% | 5% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 50.0 | 62.7 | 63.1 | 17 | 37 | 80 | | Flynn Rd | E of San Felipe Rd (Future) | 3,200 | 40 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 51.1 | 60.8 | 61.2 | 13 | 28 | 60 | | Westside Blvd | E of Buena Vista Rd (Future) | 3,950 | 30 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 45.7 | 49.4 | 49.8 | 2 | 5 | 10 | | Beresini Ln | N of Buena Vista Rd (Future) | 400 | 25 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 51.5 | 55.2 | 55.6 | 5 | 12 | 25 | | Miller Rd | N of Buena Vista Rd (Future) | 1,200 | 25 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 50.5 | 54.2 | 54.6 | 5 | 10 | 22 | | Westside Blvd | E of Miller Rd (Future) | 850 | 30 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 52.5 | 56.2 | 56.6 | 6 | 14 | 30 | | Westside Rd | N of Buena Vista Rd (Future) | 1,500 | 25 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 57.7 | 61.4 | 61.8 | 14 | 30 | 66 | | Westside Blvd | N of Central Ave | 2,750 | 35 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 61.5 | 65.2 | 65.6 | 26 | 55 | 118 | | Memorial Dr | N of Santa Ana Rd (Future) | 10,850 | 30 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 59.1 | 62.8 | 63.2 | 17 | 38 | 81 | | Memorial Dr | N of Meridian St (Future) | 6,150 | 30 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 45.9 | 49.7 | 50.0 | 2 | 5 | 11 | | Westside Blvd | S of Nash Rd (Future) | 300 | 30 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 54.0 | 57.7 | 58.1 | 8 | 17 | 37 | | Union Rd | E of Cerra Vista Dr (Future) | 1,400 | 35 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 61.4 | 65.1 | 65.5 | 25 | 54 | 116 | | Fairview Rd | N of Union Rd (Future) | 7,700 | 35 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 61.3 | 65.0 | 65.4 | 25 | 53 | 114 | | Fairview Rd | S of Union Rd (Future) | 7,450 | 35 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 70.8 | 74.5 | 74.9 | 106 | 228 | 491 | | San Felipe Rd | N of E-W Connector to SR 25 (Future) | 16,550 | 55 | 0.0% | 94% | 0.0% | 6% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 69.3 | 73.0 | 73.4 | 84 | 181 | 389 | | San Felipe Rd | S of Pacific Way (Future) | 29,550 | 40 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 4 | Soft | 50 | 0.5 | 44 |
| 49.6 | 53.3 | 53.7 | 4 | 9 | 19 | | Buena Vista Rd | W of Westside Rd (Future) | 700 | 30 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 59.7 | 63.4 | 63.7 | 19 | 41 | 89 | | Buena Vista Rd | W of College St/Locust Ave (Future) | 5,750 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 60.7 | 64.4 | 64.8 | 22 | 48 | 104 | | Buena Vista Rd | E of College St/Locust Ave (Future) | 7,250 | 30 | 0.0% | 97% | 0.0% | 3% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 63.4 | 67.1 | 67.5 | 34 | 74 | 158 | | Santa Ana Rd | E of Memorial Dr (Future) | 9,150 | 40 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |
| 63.8 | 67.5 | 67.9 | 36 | 78 | 167 | | 4th St | W of New Driveway near S&S (Future) | 9,950 | 40 | 0.0% | 98% | 0.0% | 2% | 75.0% | 10.0% | 15.0% | 2 | Soft | 50 | 0.5 | 20 |

FRA Grade Crossing Noise Model

| User Input | |
|---|-----|
| Noise Situation (Pick from List) | 1 |
| Horn Lmax (dBA) @ 100 feet | 110 |
| Horn Location on Locomotive(Pick from List) | 1 |
| Non Train Noise Environment (pick from list) | 2 |
| Shielding (Pick from List) | 4 |
| Length of Impact Area (pick from list) | 1 |
| Existing Train Speed (mph) | 10 |
| Future Train Speed (mph) | 10 |
| Number of Existing Trains in one Direction | 1 |
| Number of Future Trains in one Direction | 1 |
| Existing Number of Day Trains (7 am to 10 p.m.) | 1 |
| Future Number of Day Trains (7 am to 10 p.m.) | 1 |
| Existing Number of Night Trains (10 p.m. to 7 am) | 0 |
| Future Number of Night Trains (10 p.m. to 7 am) | 0 |
| Existing Average Number of Cars | 8 |
| Future Average Number of Cars | 8 |
| Existing Average Number of Locomotives | 2 |
| Future Average Number of Locomotives | 2 |

| Noise Situation | |
|------------------------------|---|
| Horns Existing and Future | 1 |
| Horns in Future Only | 2 |
| No Horns Existing and Future | 3 |

| Horn Location on Locomotive | |
|--|-------------------------|
| National Average (50% front, 50% middle) | 1 |
| All Front Mounted | 2 |
| All Middle Mounted | 3 |
| User Defined | 9 % front mounted horns |
| | 4 |

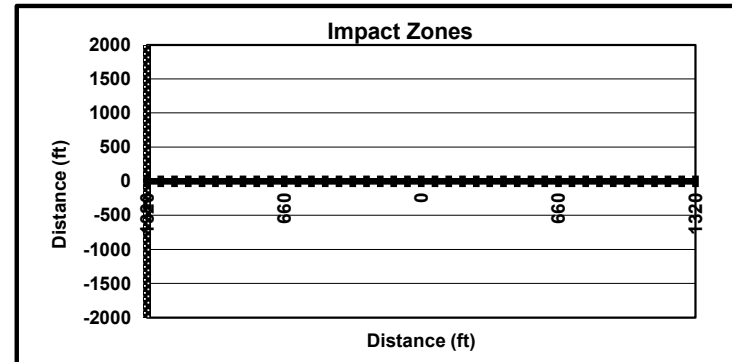
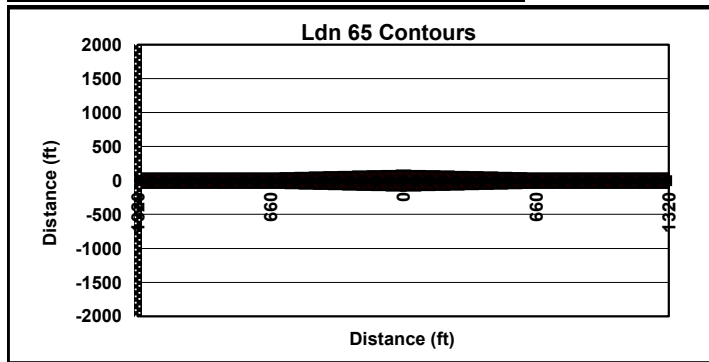
| Non Train Noise Environment | |
|-----------------------------|--------|
| Urban | 1 |
| Suburban | 2 |
| Rural | 3 |
| User Defined Ldn = | 50 dBA |
| | 4 |

| Shielding | |
|----------------|---|
| Dense Urban | 1 |
| Light Urban | 2 |
| Dense Suburban | 3 |
| Light Suburban | 4 |
| Rural | 5 |
| No Shielding | 6 |

| Length of Impact Area | |
|-----------------------|---|
| 1/4 mile | 1 |
| 20 seconds | 2 |
| 15 seconds | 3 |

| Ldn 65 Contours Numeric Output (in feet) | |
|--|------|
| Existing 65 Ldn Contour at X-ing | 145 |
| Future 65 Ldn Contour at X-ing | 145 |
| Existing 65 Ldn Contour at 1/2 zone length | 102 |
| Future 65 Ldn Contour at 1/2 zone length | 102 |
| Zone Length | 1320 |
| 1/2 Zone Length | 660 |

| Impact Zones Numeric Output (in feet) | |
|---|------|
| Impact Distance at X-ing | 0 |
| Severe Impact Distance at X-ing | 0 |
| Impact Distance at 1/2 zone length | 0 |
| Severe Impact Distance at 1/2 zone length | 0 |
| Zone Length | 1320 |
| 1/2 Zone Length | 660 |



Noise Model

Noise Model Based on Federal Transit Administration General Transit Noise Assessment
 Developed for Chicago Create Project
 Copyright 2006, HMMH Inc.

Case: Hollister GP Existing and Future Conditions

| RESULTS | | | |
|--------------------|----------|--------------------|----------------------|
| Noise Source | Ldn (dB) | Leq - daytime (dB) | Leq - nighttime (dB) |
| All Sources | 65 | 66 | 51 |
| Source 1 | 64 | 65 | 51 |
| Source 2 | 54 | 56 | 34 |
| Source 3 | 0 | 0 | 0 |
| Source 4 | 0 | 0 | 0 |
| Source 5 | 0 | 0 | 0 |
| Source 6 | 0 | 0 | 0 |
| Source 7 | 0 | 0 | 0 |
| Source 8 | 0 | 0 | 0 |

Enter noise receiver land use category below.

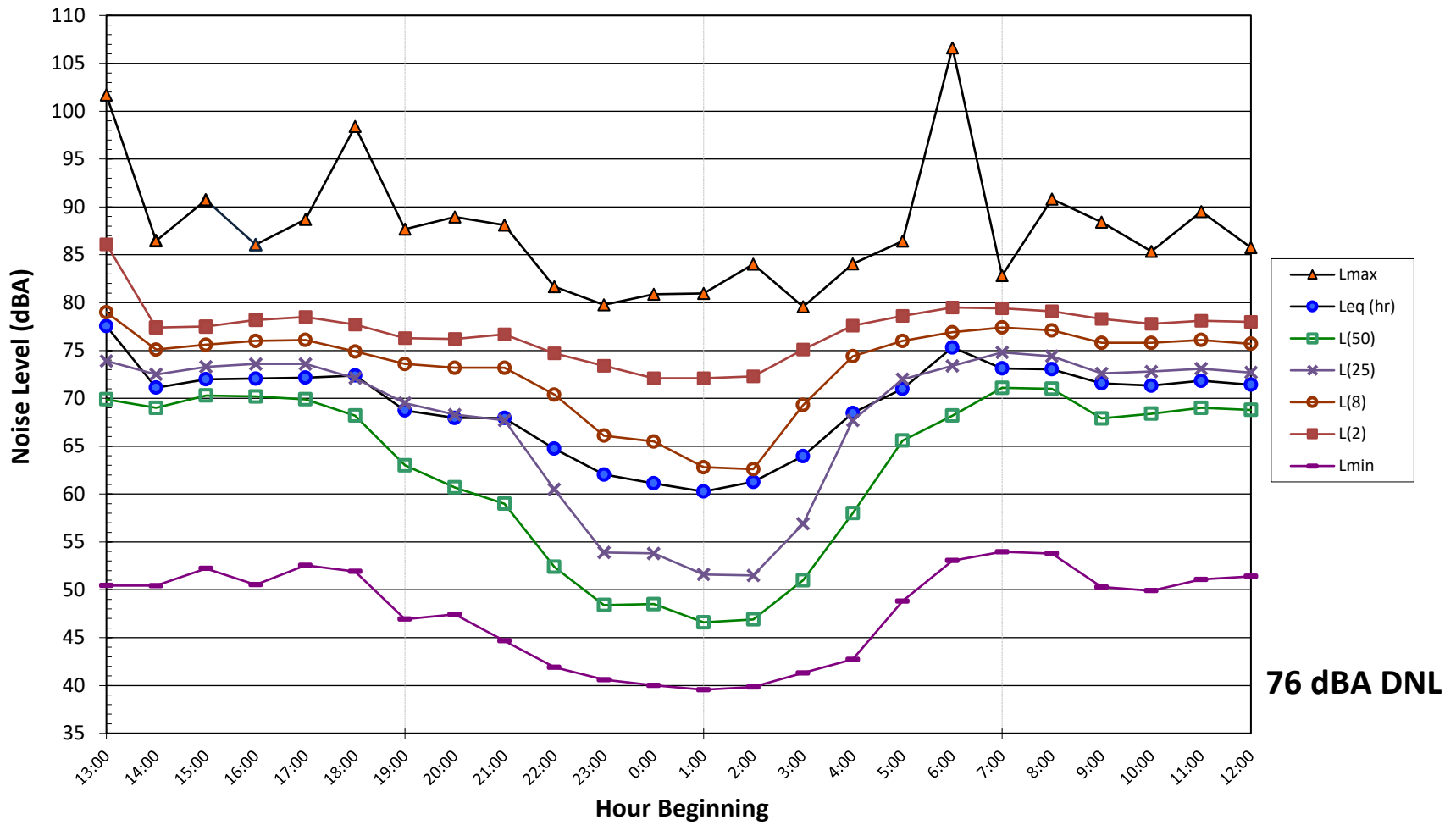
| LAND USE CATEGORY | |
|--|---|
| Noise receiver land use category (1, 2 or 3) | 2 |

Enter data for up to 8 noise sources below - see reference list for source numbers.

| NOISE SOURCE PARAMETERS | | | | | |
|---|--------------------|-------|-----------------------------|-------|----------|
| Parameter | Source 1 | | Source 2 | | Source 3 |
| Source Num. | Freight Locomotive | 9 | Freight Cars | 10 | |
| Distance (source to receiver) | distance (ft) | 7 | distance (ft) | 7 | |
| Daytime Hours (7 AM - 10 PM) | speed (mph) | 10 | speed (mph) | 10 | |
| | trains/hour | 0.13 | trains/hour | 0.13 | |
| | locos/train | 2 | length of cars (ft) / train | 480 | |
| Nighttime Hours (10 PM - 7 AM) | speed (mph) | 10 | speed (mph) | 10 | |
| | trains/hour | 0 | trains/hour | 0 | |
| | locos/train | 0 | length of cars (ft) / train | 0 | |
| Wheel Flats? | | 0.00% | % of cars w/ wheel flats | 0.00% | |
| Jointed Track? | Y/N | n | Y/N | n | |
| Embedded Track? | Y/N | n | Y/N | n | |
| Aerial Structure? | Y/N | n | Y/N | n | |
| Barrier Present? | Y/N | n | Y/N | n | |
| Intervening Rows of Buildings | number of rows | 0 | number of rows | 0 | |

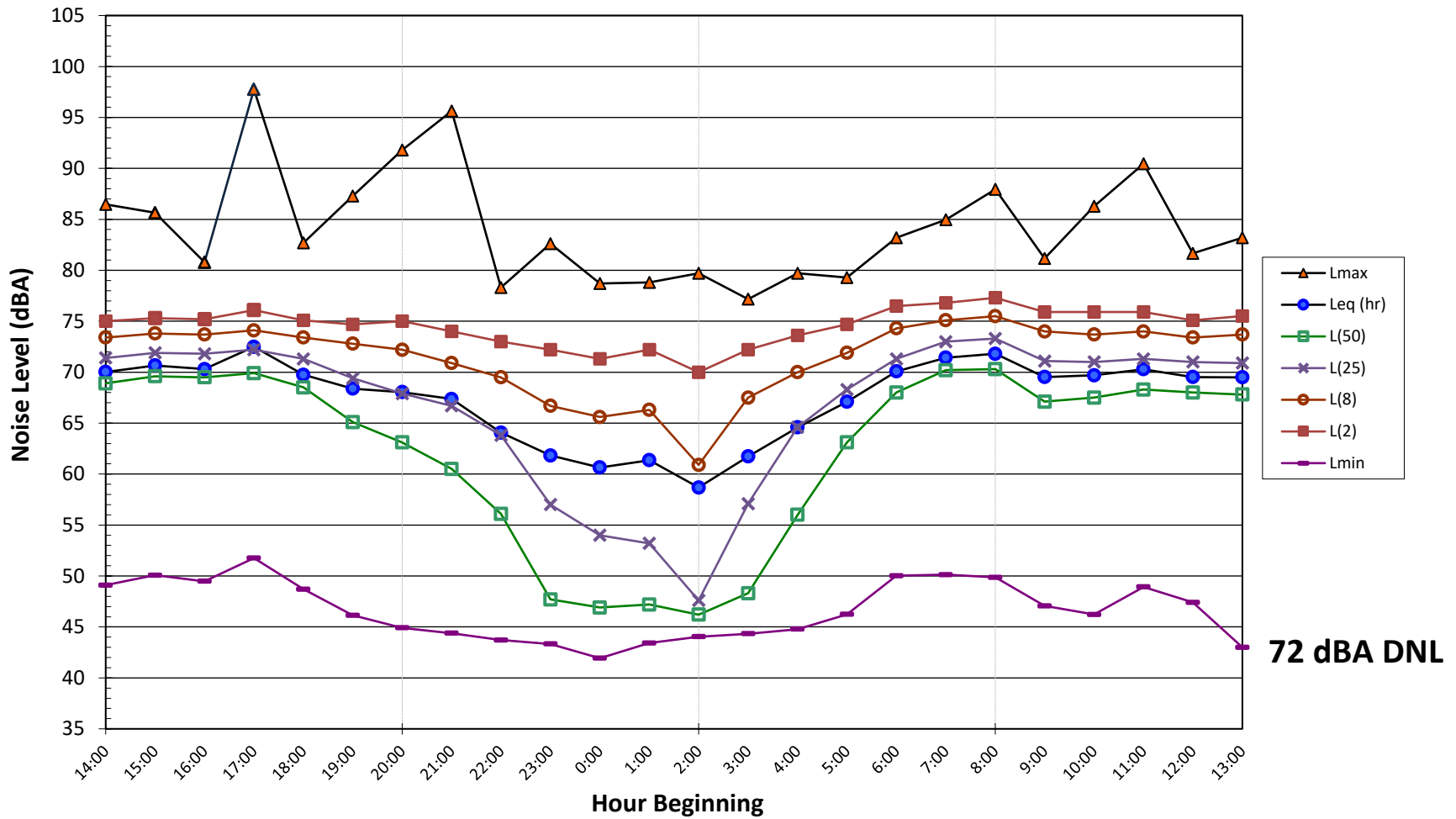
NOISE MONITORING LONG-TERM GRAPHS

Noise Levels at LT-1
1st Street & San Benito Street, Hollister, CA
Monday, January 24 through Tuesday, January 25, 2022



76 dBA DNL

Noise Levels at LT-2
SR 156B e/o Rajkovich, Hollister, CA
Monday, January 24 through Tuesday, January 25, 2022



Noise Levels at LT-3
SR-25 s/o Sunnyslope Rd, Hollister, CA
Monday, January 24 through Tuesday, January 25, 2022

