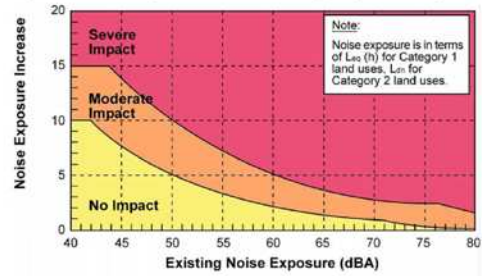




Noise Analysis Results

The increase in cumulative noise, when the project is added to the existing noise, is the basis for FTA impact criteria. Receptors along the Mason Corridor will not experience new moderate or severe noise impacts as a result of BRT service.

Increase in Cumulative Noise Levels Allowed by Criteria (Land Use Category 1 & 2)



Source: Transit Noise and Vibration Impact Assessment, FTA 2006.

FTA Land Use Category	Location and Distance (feet) from BRT-Rail Centerline	Number of Affected Dwelling Units	FTA Distance-Based Estimate of Existing Noise Levels Ldn (dBA)	FTA Distance-Based Estimate of Build Condition Noise Levels Ldn (dBA)	Degree of Impact
2	Mason Court-Cherry Street (300ft) 1 st Row	6	61	62	No Impact
2	Mason Court – Cherry Street (300ft) 2 nd Row	9	57	57	No Impact
2	Cherry Street (300ft) 3 rd Row	5	55	56	No Impact
2	Mulberry-Myrtle-Laurel Streets (50ft) 1 st Row	6	73	73	No Impact
2	Mulberry-Myrtle-Laurel Streets (60 ft) 2nd Row	7	67	68	No Impact
2	Mulberry-Myrtle-Laurel Streets (120ft) 2 nd Row	20	63	63	No Impact
2	Mulberry-Myrtle-Laurel Streets (240ft) 3 rd Row	9	58	59	No Impact
3	CSU educational facilities (50ft) 1 st Row	4	67	67	No Impact
2	Prospect Court (80ft) 1 st Row	1	70	70	No Impact
2	Prospect Court (180ft) 1 st Row	8	64	64	No Impact
2	Spring Court (300ft) 2 nd Row	4	57	57	No Impact
3	Spring Creek Trail (50ft)	NA	66	67	No Impact
2	Redwing Road (100ft) 1 st Row	33	69	69	No Impact
2	Redwing Road (240ft) 2 nd Row	30	59	59	No Impact
3	Assembly of God Church, W. Swallow (240ft)	1	58	58	No Impact
2	Riva Ridge Apartments (300ft) 1 st Row	5	62	62	No Impact
2	Hotel at Boardwalk Drive	1	67	67	No Impact
3	Church at Boardwalk Drive	1	61	61	No Impact
2	Tanager Street (130ft) 1 st Row	31	67	67	No Impact
2	Tanager Street (280ft) 2 nd Row	29	57	57	No Impact
2	Tanager Street (350ft) 3 rd Row	36	54	54	No Impact
2	Tanager Street Southernmost (240ft) 2 nd Row	10	58	58	No Impact
2	BRT Maintenance Facility	32	66	67	No Impact

Air Quality Analysis Results

	Location	NAAQS 1-hour CO	Maximum 1-hour CO	NAAQS 8-hour CO	Maximum 8-hour CO
2035 No Build Alternative	College Avenue at Prospect Street	35 ppm	9.7 ppm	9 ppm	5.7 ppm
	College Avenue at Harmony Road	35 ppm	9.6 ppm	9 ppm	5.6 ppm
	College Avenue at Drake Road	35 ppm	9.7 ppm	9 ppm	5.7 ppm
2035 Build Alternative	College Avenue at Prospect Street	35 ppm	9.3 ppm	9 ppm	5.5 ppm
	College Avenue at Harmony Road	35 ppm	9.6 ppm	9 ppm	5.6 ppm
	College Avenue at Drake Road	35 ppm	9.7 ppm	9 ppm	5.7 ppm

The Hot Spot Analysis for Carbon Monoxide (CO) resulted in no exceedances of the National Ambient Air Quality Standards at any of the identified interchanges and intersections representing the highest volume and worst operations within the study area