

Errata for HMC Final IS/MND

There is one number in the Final IS/MND related to nighttime construction noise standards that is not accurate and needs to be corrected. On pages 9 and 108 of the Final IS/MND, under Mitigation Measure NO-3, the standard of 75 dBA should be 70 dBA. All other text and tables of the Final IS/MND exhibit the correct numerical standard. The corrected pages are attached below.

BART shall submit a preliminary design, along with the Hydrology and Hydraulics Report, to the Alameda Flood Control District and City of Hayward Public Works Department for review. BART shall incorporate Alameda Flood Control District recommendations into the project design, where applicable, prior to the beginning of construction activities.

On-site Runoff. BART shall design on-site drainage in accordance with one of the following, or a combination of the following:

- BART shall design sufficient on-site detention (or retention) to detain increase in flow rates in excess of the conveyance capacity of existing downstream structures; or
- BART shall upgrade existing on-site conveyance structures to provide sufficient conveyance capacity. All proposed on-site conveyance structures shall be designed with adequate capacity to convey the 100-year storm event.

NO-1 Construction of Sound Walls. BART shall incorporate sound walls at the BART right-of-way line or other locations that mitigate the noise impacts indicated in Table 13 and Table 14 of this IS/MND. Implementation of sound walls will provide approximately 10 dBA reduction in overall noise levels. Concrete block masonry, poured-in-place, or pre-cast concrete walls would be acceptable as construction materials provided they have a minimum surface density of 4 lbs/ft². The specific location of sound walls will be addressed in final design. Sound walls will be constructed in phases as necessary to reduce noise as components of the project are constructed.

NO-2 Installation of Building Sound Insulation Features. For those receptors where the outdoor wayside noise from the train operations at ground level can be mitigated to achieve the FTA criteria, but the sound walls provided by Mitigation Measure NO-1 are not sufficient to mitigate noise levels at upper stories, BART will measure operational noise levels on a case-by-case basis following project implementation. Where the existing building construction does not provide interior noise levels of Ldn 45 dBA or lower, BART will quantitatively evaluate individual structures and implement a formal program of building sound insulation improvement as necessary to meet this criterion.

NO-3 Construction Noise Best Management Practices. BART shall incorporate the following practices into the construction documents to be implemented by the project contractor. Such practices include, but are not limited to, the following measures:

- Where feasible, BART shall require that the contractor complies with a Performance Standard of 80 dBA 8-hour Leq during the daytime (7 a.m. to 10 p.m.) and ~~70~~⁷⁵ dBA 8-hour Leq during the nighttime (10 p.m. to 7 a.m.) at the property line of the sensitive receptor.

Trucks would be required to transport equipment and supplies. The California Vehicle Code limits vehicle noise emission levels of new highway trucks built after 1987 to 80 dBA at a distance of 50 feet from the centerline of travel under any condition of operation, including acceleration and deceleration, in any gear. Older, noisier trucks may still be in use, but it is reasonable to assume that contractor's trucks meet current regulations for new trucks.

Generally, trucks would access the project site from Whipple Road east of the BART mainline tracks, which is approximately 150 feet from residences along Ithaca Street. Noise levels at residences could reach up to 63 dBA resulting in a less-than-significant impact. For the purpose of this assessment, about 20 trucks per hour (1 minute each) were assumed. It was also assumed that trucks would idle for no more than 5 minutes consistent with Mitigation Measure AQ-2 for mitigation of construction air quality impacts.

For construction activities occurring south of Whipple Road or for equipment too large to go under the Whipple Road Bridge, access is being considered at three locations. Assuming five to six trucks per day accessing the site, the residences north of Dry Creek would experience noise levels of approximately 57 dBA or lower, which is not a significant impact. If the F Street access option is selected, a temporary access road may need to be constructed along the west side of the BART mainline. The nearest sensitive receptors would be 50 feet or more from this road, resulting in a noise level below 50 dBA and, therefore, no impact would occur.

Audible backup alarms on moving equipment may generate neighborhood complaints because the sound of the alarm is tonal, since it is meant to be heard and to attract attention. Backup alarms for haul trucks must be audible above the surrounding ambient noise level at a distance of up to 200 feet.⁶⁴ Many alarms are preconfigured to be higher than a worst-case construction/industrial operating environment by 10 to 15 dBA. Since the construction noise environment at 50 feet behind any piece of moving machinery may be as high as 70 to 90 dBA, backup alarms are typically designed to emit a sound as loud as 85 to 115 dBA. This would be a potentially significant impact of the project.

MITIGATION MEASURE. Mitigation Measure NO-3 below would reduce construction noise to less than significant.

NO-3 Construction Noise Best Management Practices. BART shall incorporate the following practices into the construction documents to be implemented by the project contractor. Such practices include, but are not limited to, the following measures:

- Where feasible, BART shall require that the contractor complies with a Performance Standard of 80 dBA 8-hour L_{eq} during the daytime (7 a.m. to 10 p.m.) and ~~70~~⁷⁵ dBA 8-hour L_{eq} during the nighttime (10 p.m. to 7 a.m.) at the property line of the sensitive receptor.
- Prior to construction, BART shall ensure that a Noise Control and Monitoring Report is prepared. The report shall include expected construction noise

⁶⁴ California Occupational Safety and Health Administration, Title 8, Section 1592(a)