Appendix J
Noise Receptors and Vibration Impact Maps
Nam,

TOP OF RAIL ELEVATIONS OF THE L TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE, PERPENDICULAR, AND RADIAL. GRADIANTS AND LENGTHS OF VERTICAL CURVES ON THE L TRACK VARY ACCORDINGLY (SLIGHTLY, FROM THOSE ON THE R TRACK).

50700 50600

MR/0/3001/1 F1171111111111111111111111

N83' 27'22"W

EXPOSITION BE-VEND---

VENICE/ROBERTSON STA

L TRACK

METRO ROW

VENICE/ROBERTSON STATION

N83' 2T22'W

R TRACK

awo

UT

O

500+00

METRO ROW

N82 5`11'

0

DATE

8/21/03

CHECKED BY

D.A SEPULVEDA

CHARGE

D.A, SEPULVEDA

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p 00

DMJM HARRIS AECOM

TOTAL WILSHIRE BLVD. SUITE 833 LOS ANGELES CALIFORNIA 90011

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SUBMITTED

APPROVED

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MID-CITY/EXPOSITION LRT CORRIDOR

PLAN & PROFILE

STA 497-00 TO STA 505-46

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
= Noise Barrier
= Vibration Mitigation
= Grade crossing with no impact
= Grade crossing with noise impact

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
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Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Top of rail elevations of the L track to be equal to the R track at points opposite, perpendicular, and radial. Curves and lengths of vertical curves on the L track vary according to height from head on the R track.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
TOP OF RAIL ELEVATIONS OF THE L TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE PERPENDICULAR AND RADIAL. GRADIENTS AND LENGTHS OF VERTICAL CURVES ON THE L TRACK VARY ACCORDINGLY (Slightly) FROM THOSE ON THE R TRACK.
Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
--- = Noise Barrier
--- = Vibration Mitigation
Grade crossing with no impact
Grade crossing with noise impact

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
This crossover to be moved to a less sensitive location or a spring-rail frog will be used.
Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
= Noise Barrier
= Vibration Mitigation
= Grade crossing with no impact
= Grade crossing with noise impact

Noise Barrier transition point onto elevated structure.
Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
TOP OF RAIL ELEVATIONS OF THE L TRACK
TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE,
PERPENDICULAR, AND RADIAL. GRADIENTS AND
LENGTHS OF VERTICAL CURVES ON THE L TRACK
VARY ACCORDINGLY (SLIGHTLY) FROM THOSE ON
THE R TRACK.

Dorsey High School

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Noise mitigation shall include reducing the crossing bell level, sound insulation and the noise barrier shown.
Legend
- **SF** = Single-Family Residence
- **MF** = Multi-Family Residence
- **I** = Noise Impact
- **SI** = Severe Noise Impact
- **V** = Vibration Impact
- **=** Noise Barrier
- **=** Vibration Mitigation
- **=** Grade crossing with no impact
- **=** Grade crossing with noise impact

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Noise mitigation shall include reducing the crossing bell level, sound insulation and the noise barrier shown.
Street-running operation. No gates required.
TOP OF RAIL ELEVATIONS OF THE L TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE, PERPENDICULAR, AND RADIAL. GRADIANTS AND LENGTHS OF VERTICAL CURVES ON THE L TRACK VARY ACCORDINGLY (SLIGHTLY, FROM THOSE ON THE R TRACK).

MID-CITY/EXPOSITION LRT CORRIDOR
MAIN TRACKS
PLAN & PROFILE
STA 322-00 TO STA 333-00

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Noise mitigation shall include reducing the crossing bell level, and the noise barrier shown.
This crossover to be moved to a less sensitive location or a spring-rail frog will be used.

Noise mitigation shall include reducing the crossing bell level, sound insulation and the noise barrier shown.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
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Noise mitigation shall include reducing the crossing bell level, and the noise barrier shown.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Street-running operation. No gates required.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Street-running operation. No gates required.
Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
S = Severe Noise Impact
V = Vibration Impact
= Noise Barrier
= Vibration Mitigation
== Grade crossing with no impact
=== Grade crossing with noise impact

Note: Per Section 4.6 of the PEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Legend

SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact

- Noise Barrier
- Vibration Mitigation

= Grade crossing with no impact
= Grade crossing with noise impact

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
Noise Barrier
Vibration Mitigation
Grade crossing with no impact
Grade crossing with noise impact

Spring-rail frog to be used.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Legend

SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact

= Noise Barrier
= Vibration Mitigation
= Grade crossing with no impact
= Grade crossing with noise impact

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
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NOTE:
TOP OF RAIL ELEVATIONS OF THE L TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE, PERPENDICULAR, AND RADIAL. GRADIENTS AND LENGTHS OF VERTICAL CURVES ON THE L TRACK VARY ACCORDINGLY (SLIGHTLY FROM THOSE ON THE R TRACK).

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
NOTE:
REFER TO DRAWING NO. T-140A FOR PROFILES FOR BOTH R TRACK AND L TRACK.

PLAN

PRELIMINARY - NOT FOR CONSTRUCTION

NOTE:
REFER TO DRAWING NO. T-140A FOR PROFILES FOR BOTH R TRACK AND L TRACK.
NOTE:

TOP OF RAIL ELEVATIONS OF THE L TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE, PERPENDICULAR, AND RADIAL. CURVATURES AND LENGTHS OF VERTICAL CURVES ON THE L TRACK VARY ACCORDINGLY (SLIGHTLY FROM THOSE ON THE R TRACK).

NOTE: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
NOTE: Top of rail elevations of the L track to be equal to the R track at points opposite, perpendicular, and radial. Gradients and lengths of vertical curves on the L track vary accordingly from those on the R track.
NOTE:
- TOP OF RAIL ELEVATIONS OF THE L TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE, PERPENDICULAR, AND RADIAL. GRADIENTS AND LENGTHS OF VERTICAL CURVES ON THE L TRACK VARY ACCORDINGLY (SLIGHTLY FROM THOSE ON THE R TRACK).

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Los Angeles Trade Technical College

Los Angeles County Metropolitan Transportation Authority

PLAN

NOTE:

- Top of rail elevations of the L track to be equal to the R track at points opposite, perpendicular, and radial. Gradients and lengths of vertical curves on the L track vary accordingly from those on the R track.

- Blue Line NB Track (See Dwg No. T-139A for Plan and Profile)

- Blue Line SB Track (See Dwg No. T-139A for Plan and Profile)

Profile:

- Preliminary - Not for Construction

Los Angeles County Metropolitan Transportation Authority

MID-CITY/EXPOSITION LRT CORRIDOR
FLOWER STREET
MAIN TRACKS
PLAN & PROFILE
STA 103-00 TO STA 110-00

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
NOTE:
TOP OF RAIL ELEVATIONS OF THE NB TRACK TO BE EQUAL TO THE SB TRACK AT POINTS OPPOSITE, PERPENDICULAR, AND RADIAL. GRADIENTS AND LENGTHS OF VERTICAL CURVES ON THE NR TRACK VARY ACCORDINGLY (SLIGHTLY FROM THOSE ON THE SB TRACK).
If the elevations of the L track are to be made equal to the R track at points opposite, perpendicular, and radially, the lengths and radii vary accordingly. From those on the R track.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Street-running operation. No gates required.

Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
Noise Barrier
Vibration Mitigation
Grade crossing with no impact
Grade crossing with noise impact

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
N = Noise Barrier
= Vibration Mitigation
= Grade crossing with no impact
= Grade crossing with noise impact

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
NOTE:
TOP OF RAIL ELEVATIONS OF THE R TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE PERPENDICULAR AND RADIAL GRADIENTS AND LENGTHS OF VERTICAL CURVES ON THE R TRACK VARY ACCORDINGLY FROM THOSE ON THE R TRACK.

NOTE:
TOP OF RAIL ELEVATIONS OF THE R TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE PERPENDICULAR AND RADIAL GRADIENTS AND LENGTHS OF VERTICAL CURVES ON THE R TRACK VARY ACCORDINGLY FROM THOSE ON THE R TRACK.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
**John Adams Middle School**

**PLAN**

**NOTES:**

Top of rail elevations of the L track to be equal to the R track at points opposite, perpendicular, and radially. Gradients and lengths of vertical curves on the L track vary accordingly (slightly from those on the R track).

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**PRELIMINARY - NOT FOR CONSTRUCTION**

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY**

**MID-CITY/EXPOSITION LRT CORRIDOR**

**HILL STREET**

**MAIN TRACKS**

**PLAN & PROFILE**

STA 130-00 TO STA 140-00

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**Note:** Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
NOTE:
TOP OF RAIL ELEVATIONS OF THE L TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE, PERPENDICULAR, AND RADIAL TO CURVES AND CENTERLINE OF VERTICAL CURVES ON THE L TRACK VARY ACCORDINGLY (SLIGHTLY FROM THOSE ON THE R TRACK).
NOTE:
Top of the elevations of the L track
To be equal to the R track at points opposite, perpendicular, and radially, bends and
Lengths of vertical curves on the L track
Vary accordingly (slightly from those on
the R track).

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
T Q U

HILL'S 21ST STATION

TRACK--PLAT
N

NOTE: TOP OF RAIL ELEVATIONS OF THE L TRACK TO BE EQUAL TO THE R TRACK AT POINTS OPPOSITE, PERPENDICULAR, AND RADIAL. GRADIENTS AND LENGTHS OF VERTICAL CURVES ON THE L TRACK VARY ACCORDINGLY (SLIGHTLY FROM THOSE ON THE R TRACK).

ALTERNATIVE CONNECTION TO EXISTING BLUE LINE TRACKS

PLAN

PROFILE

Preliminary - Not for Construction

Los Angeles County Metropolitan Transportation Authority

Mid-City/Exposition LRT Corridor

Hill Street

Main Tracks Plan & Profile

STA 100-00 TO STA 110-00

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Abram Friedman
Occupational Center

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
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NORTH OF ROW OPTION A

Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
Noise Barrier
Vibration Mitigation
Grade crossing with no impact
Grade crossing with noise impact

Spring-rail frog to be used.

Pedestrian Crossing Only.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
Noise Barrier
Vibration Mitigation
Grade crossing with no impact
Grade crossing with noise impact

Spring-rail frog to be used.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
NORTH OF ROW OPTION C

Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact
= Noise Barrier
= Vibration Mitigation

= Grade crossing with no impact

= Grade crossing with noise impact

Spring-rail frog to be used.

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.
AERIAL OPTION

Legend
SF = Single-Family Residence
MF = Multi-Family Residence
I = Noise Impact
SI = Severe Noise Impact
V = Vibration Impact

- Noise Barrier
- Vibration Mitigation

= Grade crossing with no impact
= Grade crossing with noise impact

Note: Per Section 4.6 of the FEIS/FEIR, all noise and vibration impacts have been mitigated to levels that meet FTA noise and vibration impact criteria.