Appendix H Cultural Resources Study

Appendices

This page intentionally left blank.

County of Los Angeles General Plan Environmental Impact Report

Cultural Resources Technical Report

Prepared for:

PlaceWorks
3 MacArthur Place
Santa Ana, CA 92707

Prepared by:

Sapphos Environmental, Inc.
430 North Halstead Street
Pasadena, California 91107

June 12, 2014

TABLE OF CONTENTS

SECTIONS **PAGE**

1.0 INTRODUCTION 1-1
1.1 Statement of Problem 1-1
1.2 Purpose 1-1
1.3 Intended Audience 1-1
1.4 Scope of the Investigation 1-1
1.5 Sources of Relevant Information 1-2

2.0 PROJECT LOCATION AND DESCRIPTION 2-1
2.1 Project Location 2-1
2.2 Project Description 2-4
2.2.1 County General Plan Components 2-5

3.0 REGULATORY FRAMEWORK 3-1
3.1 Federal 3-1
3.1.1 National Environmental Policy Act 3-1
3.1.2 National Historic Preservation Act of 1966 3-1
3.1.2.1 Section 106 3-1
3.1.2.2 National Register of Historic Places 3-2
3.1.3 National Historic Landmarks Program of 1966 3-2
3.1.4 Secretary of the Interior's Standards for the Treatment of Historic Properties 3-3
3.1.5 Native American Graves Protection and Repatriation Act of 1990 3-4
3.1.6 Omnibus Lands Act (2009) 3-4
3.2 State of California 3-4
3.2.1 California Environmental Quality Act 3-4
3.2.2 California Coastal Act of 1976 3-5
3.2.3 California Register of Historical Resources 3-5
3.2.4 California Historical Landmarks 3-6
3.2.5 California Points of Historical Interest 3-7
3.2.6 State Historical Building Code 3-7
3.2.7 State Historic Preservation Officer 3-7
3.2.8 Native American Heritage Commission 3-8
3.2.9 Senate Bill 18 3-8
3.2.10 Government Code, Sections 6254(r) and 6254.10 3-8
3.2.11 Health and Safety Code, Sections 7050 and 7052 3-8
3.2.12 Penal Code, Section 622.5 3-9
3.2.13 Public Resources Code, Section 5097.5 3-9
3.3 Local 3-9
3.3.1 Southern California Association of Governments 3-9
3.3.2 Los Angeles County Historical Landmarks and Records Commission 3-9

4.0 EXISTING CONDITIONS 4-1
4.1 Paleontological Resources 4-1

4.1.1 Paleontological Context 4-1
4.1.2 Paleontological Resource Characterization 4-3
4.2 Archaeological Resources 4-5
4.2.1 Archaeological Context 4-5
4.2.1.1 Early Period (5500–600 BC) 4-5
4.2.1.2 Middle Period (600 BC-AD 1150) 4-6
4.2.1.3 Transitional Period (AD 1150–1300) 4-6
4.2.1.4 Late Period (AD 1300–1771) and Historic Period (Post 1771) 4-6
4.2.1.5 Mojave Desert Chronology 4-7
4.2.2 Ethnographic Context 4-8
4.2.2.1 Gabrielino 4-8
4.2.2.1.1 Subsistence and Trade 4-9
4.2.2.1.2 Settlement 4-10
4.2.2.2 Tataviam 4-12
4.2.2.3 Kitanemuk 4-14
4.2.3 Archaeological Resource Characterization 4-14
4.3 Historical Resources 4-16
4.3.1 Historic Overview of the Development of Los Angeles County 4-16
4.3.2 Historical Resource Characterization 4-18
4.3.2.1 Residential 4-19
4.3.2.2 Commercial 4-19
4.3.2.3 Institutional and Infrastructure 4-19
4.3.2.4 Industrial 4-19
4.4 Human Remains 4-42
4.4.1 Human Remains Context 4-42
4.4.2 Human Remains Resource Characterization 4-43

5.0 IMPACTS AND MITIGATION 5-1
5.1 Paleontological Resources 5-1
5.1.1 Significance Threshold 5-1
5.1.2 Impacts to Paleontological Resources 5-1
5.1.3 Mitigation Measures 5-2
5.1.3.1 Cultural-1 5-2
5.1.3.2 Cultural-2 5-2
5.1.3.3 Cultural-3 5-2
5.2 Archaeological Resources 5-2
5.2.1 Significance Threshold 5-2
5.2.2 Impacts to Archaeological Resources 5-3
5.2.3 Mitigation Measures 5-3
5.2.3.1 Cultural-4 5-3
5.2.3.2 Cultural-5 5-4
5.2.3.3 Cultural-6 5-5
5.2.3.4 Cultural-7 5-5
5.3 Historical Resources 5-6
5.3.1 Significance Threshold 5-6
5.3.2 Impacts to Historical Resources 5-6
5.3.3 Mitigation Measures 5-7

5.3.3.1 Cultural-8 5-7
5.3.3.2 Cultural-9 5-7
5.3.3.3 Cultural-10 5-7
5.4 Human Remains 5-8
5.4.1 Significance Threshold 5-8
5.4.2 Impacts to Human Remains 5-8
5.4.3 Mitigation Measures 5-8
5.4.3.1 Cultural-11 5-8
5.4.3.2 Cultural-12 5-8

TABLES

2.1-1 Unincorporated Areas within the County of Los Angeles 2-1
4.1.1-1 Geologic Time Scale 4-1
4.1.2-1 Significant Fossil Localities in Los Angeles County 4-4
4.2.1-1 Coastal Regional Chronology 4-5
4.2.1.5-1 Mojave Desert Regional Chronology 4-7
4.3.2.4-1 National Register Properties in Los Angeles County 4-20
4.3.2.4-2 National Historic Landmarks in Los Angeles County 4-33
4.3.2.4-3 Partial Listing of California Register Properties in Los Angeles County 4-34
4.3.2.4-4 California Historical Landmarks in Los Angeles County 4-35
4.3.2.4-5 California Points of Historical Interest in Los Angeles County 4-41

FIGURES ***FOLLOWS PAGE***

2.1-1 County of Los Angeles 2-4
2.1-2 Unincorporated Areas of County of Los Angeles 2-4

SECTION 1
INTRODUCTION

1.1 STATEMENT OF PROBLEM

This Cultural Resources Technical Report was prepared to assess the potential effects of the proposed County of Los Angeles (County) General Plan Environmental Impact Report (EIR) (proposed project) on cultural resources and the ability to avoid or resolve adverse effects.[1] In compliance with the California Environmental Quality Act (CEQA), the County requires the preparation of an EIR to be completed in conjunction with the County General Plan Update. The EIR assesses the potential for the proposed County General Plan Update to result in environmental impacts, including impacts on cultural resources. The County General Plan Update is the guide for growth and development in the unincorporated areas of the County. Acting in their capacity as lead agency under CEQA, the County Board of Supervisors will need to determine the potential for the proposed project to result in significant adverse impacts, consider mitigation measures and alternatives capable of avoiding significant impacts, and take the environmental effects of the proposed action into consideration as part of their decision-making process.

1.2 PURPOSE

The purpose of this Cultural Resources Technical Report is to characterize existing conditions for cultural resources in unincorporated Los Angeles County, review the goals and policies of the County General Plan Update related to cultural resources, assess potential impacts that may result from the implementation of those goals and policies, and recommend mitigation measures for any identified adverse impacts. The County General Plan Update represents a program of options for continued and future land uses, and no specific developments or entitlements would be associated with its adoption. Therefore, the Cultural Resources Technical Report utilizes a programmatic rather than a site-specific approach. The report will provide the substantial evidence required to comply with the provisions of CEQA with respect to cultural resources.

1.3 INTENDED AUDIENCE

This Cultural Resources Technical Report presents the results of the cultural resources analysis for consideration by the County; trustee and responsible agencies, including the State Historic Preservation Officer; and the public.

1.4 SCOPE OF THE INVESTIGATION

The analysis of cultural resources consists of a summary of the regulatory framework that guides the decision-making process to be undertaken by the County, a description of the methods employed to support the characterization of cultural resources within the County General Plan Update area, the analysis of baseline conditions for cultural resources, the potential for the proposed project to affect cultural resources, and opportunities to avoid, minimize, or mitigate the potential effects of the proposed project. The report addresses each of the environmental issues considered in Appendix G of the State

[1] Los Angeles County Department of Regional Planning. 2008. *Draft General Plan: Planning Tomorrow's Great Places*. Available at: http://planning.lacounty.gov/generalplan

CEQA Guidelines for cultural resources:[2]

- Unique paleontological resources or sites or unique geologic features
- Archaeological resources
- Historical resources
- Human remains

1.5 SOURCES OF RELEVANT INFORMATION

Information used in the preparation of this Cultural Resources Technical Report was derived from a review of relevant documents prepared in support of the County General Plan Update and databases maintained by the U.S. Department of the Interior (National Park Service) and the South Central Coastal Information Center at California State University, Fullerton. Specific sources of relevant information are cited in footnotes and compiled in the References section of this report.

[2] *California Code of Regulations*, Title 14, Division 6, Chapter 3, Section 15000-15387, Appendix G.

SECTION 2
PROJECT LOCATION AND DESCRIPTION

2.1 PROJECT LOCATION

County of Los Angeles (County), one of the largest counties in the nation, stretches along 75 miles of the Pacific Coast of Southern California and is bordered to the north by Kern County, to the east by Orange and San Bernardino Counties, and to the west by Ventura County. County of Los Angeles also includes the offshore islands of Santa Catalina and San Clemente (Figure 2.1-1, *County of Los Angeles*). There are 88 cities in the County, all of which have their own general plans that govern their jurisdictions. The County General Plan Update will address land use planning in unincorporated areas of the County. The unincorporated areas, divided into five supervisorial districts, comprise nearly 65 percent and some 2,653.5 square miles of the total 4,083 square miles of the County (Figure 2.1-2, *Unincorporated Areas of County of Los Angeles*). There are approximately 140 unincorporated communities, with the largest number located in the northern part of the County (Table 2.1-1, *Unincorporated Areas within the County of Los Angeles*).[1]

TABLE 2.1-1
UNINCORPORATED AREAS WITHIN THE COUNTY OF LOS ANGELES

Community	Supervisorial District[1]	Population[2]
Acton/Mint Canyon	5	11,901
Agoura	3	N/A
Agua Dulce	5	N/A
Alpine	5	N/A
Altadena	5	43,975
Antelope Acres	5	N/A
Athens (or West Athens)	2	N/A
Avocado Heights	1	16,007
Baldwin Hills	2	N/A
Bandini (islands)	1	N/A
Bassett	1	N/A
Belvedere Gardens	1	76,517
Big Pines	5	N/A
Bouquet Canyon	5	N/A
Calabasas (adjacent)	3	N/A
Calabasas Highlands	3	6,106
Castaic / Val Verde	5	31,844
Castaic Junction	5	N/A
Channel Islands	4	569
Charter Oak (islands)	5	19,754
Citrus (Covina islands)	1, 5	N/A

[1] County of Los Angeles. Accessed 10 August 2009. Available at: http://portal.lacounty.gov/wps/portal/!ut/p/c1/04_SB8K8xLLM9MSSzPy8xBz9CP0os3gLAwgwsjAJdDMw8nG1CPU0NTYyMDMCykfilg80I6A7HGQfsorAIDMDoxA3Pz9XE0NjoAhE3gAHcDTArz_EhID5ZujymO7HK2-q7-eRn5uqX5AbYZDpmRmQ7qioCAAcJSpx/dl2/d1/L2dJQSEvUUt3QS9ZQnB3LzZfODAwMDAwMDAyT01RNjAyTExKRUdSNzMwSzA!/

Community	Supervisorial District[1]	Population[2]
City Terrace	1	50,281
Covina Islands	1	19,131
Crystalaire	5	N/A
Deer Lake Highlands	5	N/A
Del Aire	2	9,200
Del Sur	5	N/A
East Antelope Valley	5	14,658
East Azusa (islands)	1, 5	15,528
East Canyon Country	5	3,626
East Carson	4	4,027
East Compton	4	14,076
East La Mirada	4	9,668
East Los Angeles	1	N/A
East Malibu Hills	3	2,218
East Rancho Dominguez	2	N/A
East Pasadena	5	6,129
East San Gabriel	5	20,671
East Whittier	4	N/A
Eastmont	1	19,091
El Camino Village	2	N/A
El Dorado	5	N/A
Elizabeth Lake	5	N/A
Fairmont	5	N/A
Firestone	1, 2	N/A
Florence	1, 2	38,986
Forrest Park	5	N/A
Franklin Canyon	3	5
Glendora (islands)	5	777
Gorman	5	N/A
Graham	1, 2	27,490
Green Valley	5	N/A
Hacienda Heights	1, 4	57,354
Hi Vista	5	N/A
Juniper Hills	5	N/A
Kagel Canyon	5	N/A
Kinneloa Mesa	5	N/A
La Crescenta/Montrose	5	18,907
La Rambla	4	1,704
Ladera Heights	2	6,775
Lake Hughes	5	N/A
Lake Los Angeles	5	N/A
Lakeview	5	N/A
Lang	5	N/A
Lennox	2	25,942
Leona Valley	5	N/A
Littlerock/Pearblossom	5	15,213
Llano	5	N/A
Long Beach Islands	4	1,310
Longview	5	N/A

Community	Supervisorial District[1]	Population[2]
Los Cerritos Wetlands	4	N/A
Los Nietos	1, 4	N/A
Lynwood Islands	4	241
Malibu Vista	3	N/A
Marina del Rey	2, 4	8,262
Mint Canyon	5	N/A
Monrovia/Arcadia/Duarte (islands)	5	N/A
Monte Nido	3	N/A
Mulholland Corridor (Cornell, Las Virgenes / Malibu Canyon, Malibu Lake, Malibu Bowl, Malibu Highlands, Malibu/Sycamore Canyon, Monte Nido, Seminole Hit Springs, Sunset Mesa, Truifuno Canyon)	3	N/A
Neenach	5	N/A
Newhall	5	N/A
North Claremont (islands)	1, 5	2,524
North El Monte Islands	1	3,772
Northeast San Dimas (islands)	5	1,261
Northeast Whittier (island)	4	1,053
Northwest Whittier	4	4,335
Norwalk/Cerritos (islands)	4	336
Oak Mountain	5	1,385
Placerita Canyon	5	N/A
Quartz Hill	5	16,081
Rancho Dominquez	2	N/A
Redman	5	N/A
Roosevelt	5	N/A
Rowland Heights	1, 4	52,758
San Clemente Island	4	N/A
San Gabriel Mountains	1	3,003
San Pasqual	5	2,044
Santa Catalina Island	4	N/A
Saugus	5	N/A
Sawtelle VA Center	3	634
Soledad	5	N/A
South Antelope Valley	5	10,214
South Monrovia Islands	5	13,874
South San Gabriel	1	8,762
South San Jose Hills	1	21,779
South Whittier	1, 4	51,609
Stevenson Ranch	5	N/A
Sulphur Springs	5	N/A
Sun Village	5	N/A
Sunland/Sylmar/Tujunga (adjacent)	5	N/A
Sunshine Acres	1	6,141
Three Points	5	N/A
Topanga Canyon (Fernwood, Glenview, Sylvia Park, Topanga)	3	6,775
Triunfo Canyon	3	1,229

Community	Supervisorial District[1]	Population[2]
Twin Lakes	5	N/A
Universal City	3	0
Val Verde	5	N/A
Valencia	5	N/A
Valinda	1	20,481
Valyermo	5	N/A
Vasquez Rocks	5	N/A
Veterans Administration Center	3	N/A
View Park/Windsor Hills	2	11,984
Walnut Park	1	17,161
West Alondra Park	4	11,598
West Antelope Valley	5	4,119
West Arcadia (islands)	5	1,830
West Canyon Country	5	26,785
West Carson	2, 4	22,946
West Chatsworth	3, 5	2,376
West Malibu Hills	3	3,687
West Pomona (islands)	5	359
West Puente Valley	1	23,972
West Rancho Dominguez/Victoria	2	N/A
West Santa Clarita Valley	5	17,531
West Whittier	1, 4	27,510
Westfield	4	1,993
Westmont	2	45,063
White Fence Farms	5	N/A
Whittier Narrows	1	1,828
Willowbrook	2	41,073
Wilsona Gardens	5	N/A
Windsor Hills	2	N/A
Wiseburn	2	N/A
Wrightwood	5	N/A

SOURCES:

1. County of Los Angeles. Accessed 10 August 2009. Available at: http://portal.lacounty.gov/wps/portal/!ut/p/c1/04_SB8K8xLLM9MSSzPy8xBz9CP0os3gLAwgw8vcNNDMw8vHxcnUPMjc28DYAykciyVuYBLoB5V0tQj1NjY0MAs0I6A4H2YesPzAIqCLEzc_P1cTQGCgCkTfAARwN8OsPMSFgvhm6PKb78cqb4pc3M9L388jPTdUvyI0wyPTM9NR1VFQEAJw9b3k!/dl2/d1/L2dJQSEvUUt3QS9ZQnB3LzZfODAwMDAwMDAyT01RNjAyTExKRUdSNzMwSzU!/?WCM_GLOBAL_CONTEXT=/wps/wcm/connect/LACountyContent/lacounty+site/home/government/board+of+supervisors/supervisorial+district+maps
2. County of Los Angeles. Accessed 10 August 2009. Available at: http://ceo.lacounty.gov/forms/Estimate%20Unincorp.pdf

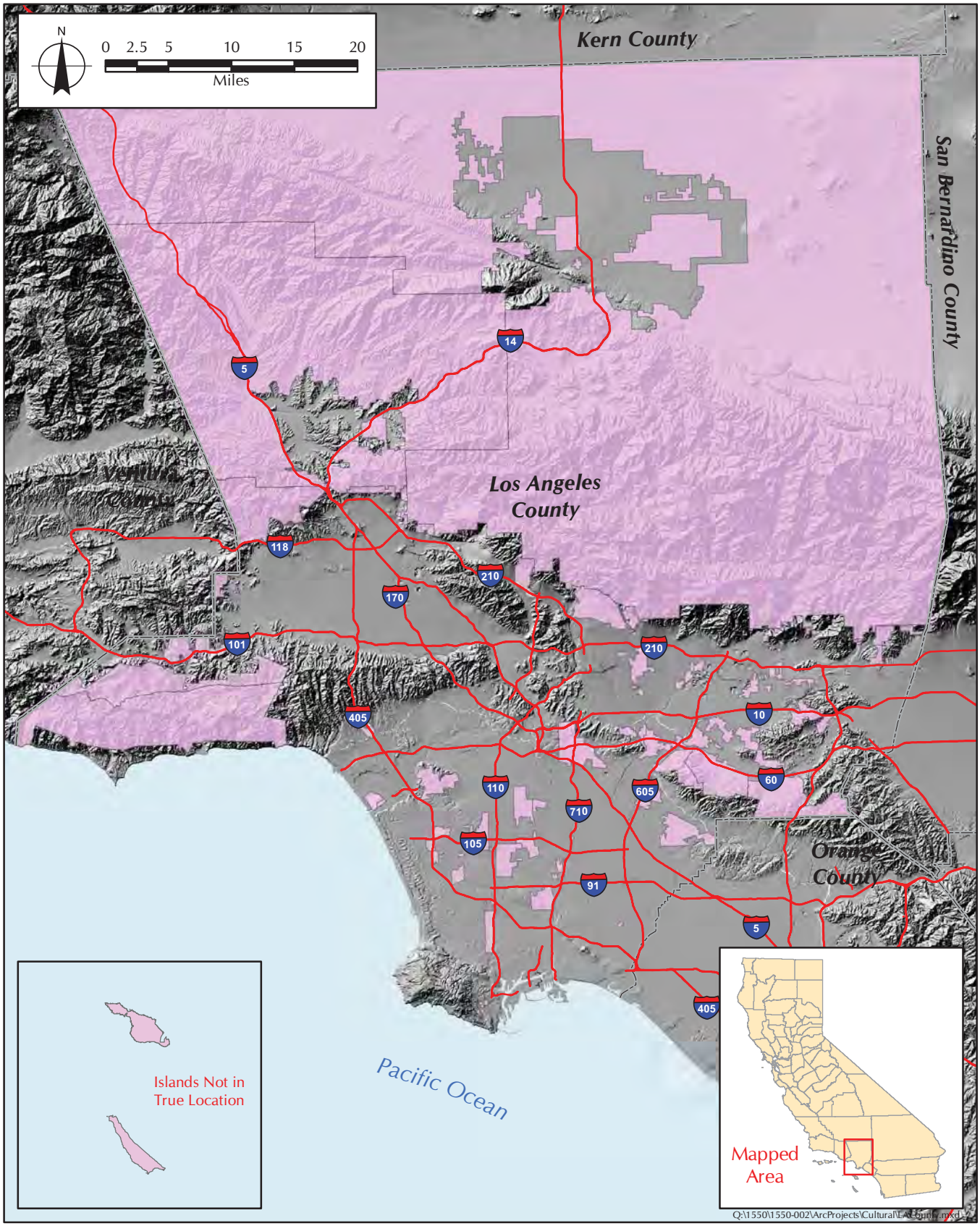
2.2 PROJECT DESCRIPTION

The proposed project is the adoption and implementation of the County General Plan Update and Amendment, which was revised and adopted in 1980. The County General Plan is designed to guide the long-term physical development and conservation of the County's land and environment through a framework of goals, policies, and implementation programs. The County General Plan also provides a foundation for more detailed plans and implementation programs to be conducted, such as area or community plans, zoning ordinances, and specific plans. California Government Code Section 65302

requires that all general plans contain and address seven elements: land use, transportation, housing, conservation, open space, noise, and safety. The Government Code also provides flexibility in the format and allows jurisdictions to combine elements or to cover new topics.

2.2.1 County General Plan Components

- **Chapter 1:** Introduction
- **Chapter 2:** Applicability
- **Chapter 3:** Guiding Principals
- **Chapter 4:** Background
- **Chapter 5:** Planning Areas Framework
- **Chapter 6:** Land Use Element
- **Chapter 7:** Mobility Element
- **Chapter 8:** Air Quality Element
- **Chapter 9:** Conservation and Natural Resources Element
- **Chapter 10:** Parks and Recreation Element
- **Chapter 11:** Noise Element
- **Chapter 12:** Safety Element
- **Chapter 13:** Public Services and Facilities Element
- **Chapter 14:** Economic Development Element
- **Chapter 15:** General Plan Maintenance
- **Chapter 16:** General Plan Implementation Programs
- **Chapter 17:** Goals and Policies Summary



Unincorporated Areas

FIGURE 2.1-1

County of Los Angeles

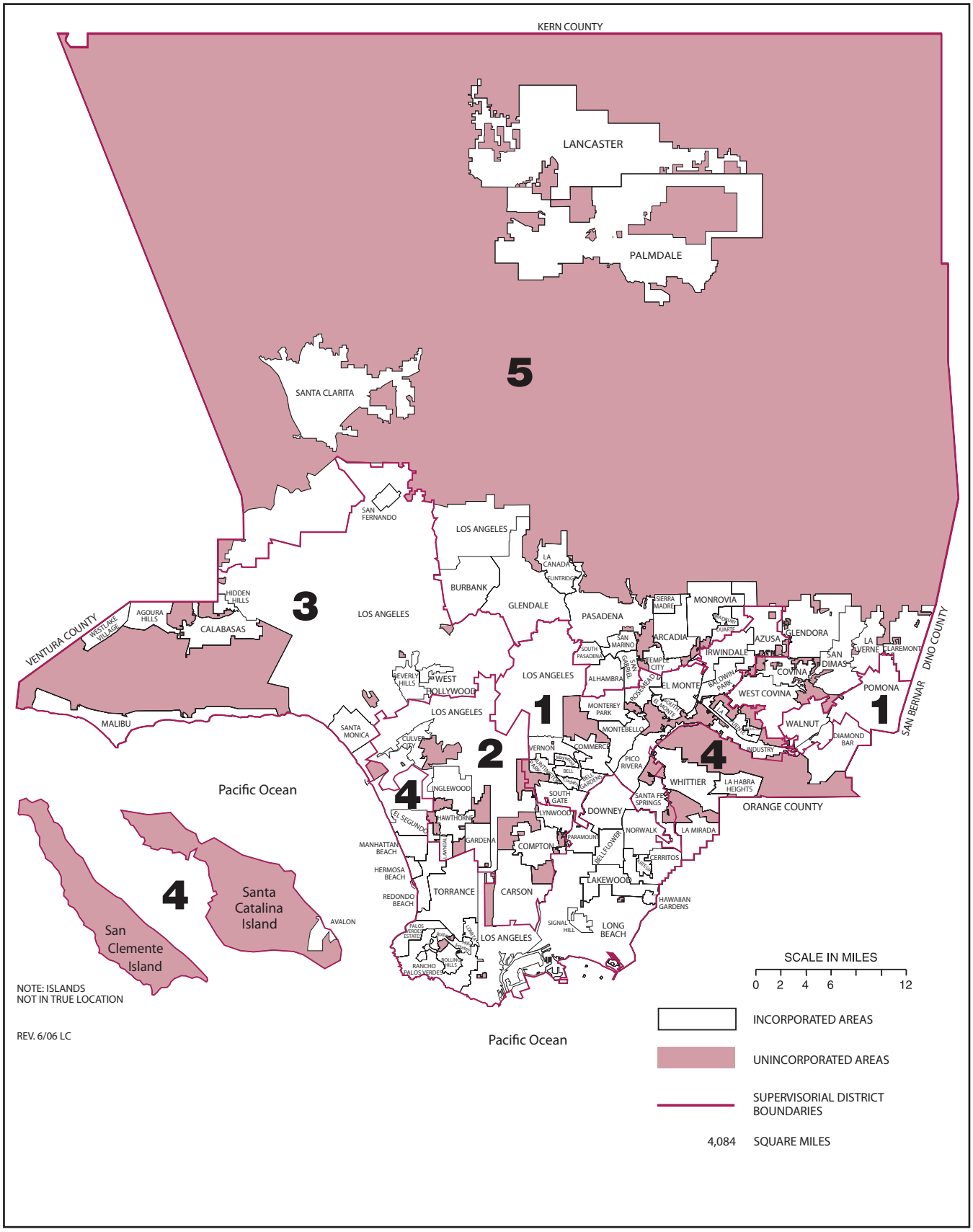


FIGURE 2.1-2
Unincorporated Areas of County of Los Angeles

2.2.1 County General Plan Components

- **Chapter 1:** Introduction
- **Chapter 2:** Background
- **Chapter 3:** Land Use Element
- **Chapter 4:** Mobility Element
- **Chapter 5:** Air Resources Element
- **Chapter 6:** Conservation and Open Space Element
- **Chapter 7:** Noise Element
- **Chapter 8:** Safety Element
- **Chapter 9:** Public Services and Facilities Element
- **Chapter 10:** Economic Development Element
- **Appendix I:** Area and Community Plan Land Use Policy Maps
- **Appendix II:** Land Use Plan Maps for Unincorporated Areas without a Local Plan
- **Technical Appendix:** Contains information and studies that were generated in creating the County General Plan
- **Environmental Impact Report:** Meets the requirements of the California Environmental Quality Act; the Regional Planning Commission and Board of Supervisors use the EIR to understand the potential environmental implications associated with implementation of the County General Plan

SECTION 3
REGULATORY FRAMEWORK

This regulatory framework identifies the federal, state, and local statutes, regulations, guidelines and agencies that govern the identification and treatment of cultural resources and analysis of potential impacts to cultural resources. The lead agency must consider this regulatory framework when rendering decisions on projects that have the potential to affect cultural resources.

3.1 FEDERAL

3.1.1 National Environmental Policy Act

Enacted in 1970, the National Environmental Policy Act (NEPA) and its supporting federal regulations establish certain requirements that must be adhered to for any action "financed, assisted, conducted or approved by a federal agency." In making a decision on the issuance of federal grant monies or a permit to conduct work on federal lands for components of the proposed action, the federally designated lead agency pursuant to NEPA is required to "determine whether the proposed action may significantly affect the quality of the human environment." NEPA requires systematic evaluation of potential environmental impacts of a proposed action and alternative actions, identification of adverse effects, and consultation with any federal agency that has jurisdiction by law or special expertise with respect to any environmental impact involved. With regard to cultural resources, NEPA states, "It is the continuing responsibility of the Federal Government to use all practicable means . . . to preserve important historic, cultural, and natural aspects of our national heritage" (42 USC 4331).[1] The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places (NRHP) or may cause loss or destruction of significant scientific, cultural, or historical resources must be considered [40 Code of Federal Regulations (CFR) 1508.27(b)8].[2]

3.1.2 National Historic Preservation Act of 1966[3]

Enacted in 1966, the National Historic Preservation Act (NHPA) as amended declared a national policy of historic preservation and instituted a multifaceted program, administered by the Secretary of the Interior, to encourage the achievement of preservation goals at the federal, state, and local levels. The NHPA authorized the expansion and maintenance of the NRHP, established the position of State Historic Preservation Officer (SHPO) and provided for the designation of State Review Boards, set up a mechanism to certify local governments to carry out the purposes of the NHRA, assisted Native American tribes to preserve their cultural heritage, and created the Advisory Council on Historic Preservation (ACHP).

3.1.2.1 Section 106

[1] *U.S. Code*, 42 USC 4331.

[2] *Code of Federal Regulations*, 40 CFR 1508.27(b)8.

[3] *U.S. Code*, 16 USC 470.

Section 106 of the NHPA states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in or eligible for inclusion in the NRHP and that the ACHP must be afforded an opportunity to comment—through a process outlined in the ACHP regulations, in Title 36 of the CFR Part 800—on such undertakings. The Section 106 process involves identification of significant historic resources within an "area of potential effect," determination if the undertaking will cause an adverse effect on historic resources, and resolution of those adverse effects through execution of a Memorandum of Agreement. In addition to the ACHP, interested members of the public—including individuals, organizations, and agencies, such as the California Office of Historic Preservation (OHP)—are provided with opportunities to participate in the process.

3.1.2.2 National Register of Historic Places

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment."[4] The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance also must possess integrity of location, design, setting, materials, workmanship, feeling, and association. A property is eligible for the NRHP if it is significant under one or more of the four established criteria:[5]

Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history;

Criterion B: It is associated with the lives of persons who are significant in our past;

Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components may lack individual distinction; and/or

Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Ordinarily cemeteries, birthplaces, or graves of historic figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, and properties that are primarily commemorative in nature are not considered eligible for the NRHP, unless they satisfy certain conditions. In general, a resource must be 50 years old to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

3.1.3 National Historic Landmarks Program of 1966

[4] *Code of Federal Regulations*, 36 CFR 60.2.

[5] *Code of Federal Regulations*, 36 CFR 60.4.

Also established under NHPA, as amended, the National Historic Landmark Program designates properties of exceptional importance in prehistory or history of the United States. All properties designated as NHLs must possess national significance and a superior level of integrity of location, design, setting, materials, workmanship, feeling, and association. NHLs can be districts, sites, buildings, structures, or objects, and are designated by the National Park Service under the Secretary of the Interior. Second only to inclusion within the National Park System, becoming an NHL is the highest level of designation that can be bestowed on a property by the federal government. All properties designated as NHLs are automatically listed in the NRHP at the national level of significance. NHLs are often identified through thematic studies conducted by the NHL Program at the National Park Service. Theme studies identify significant broad trends or contexts that reach a national scope and provide a document in which to evaluate potential NHL properties. Specific NRHP-listed properties may be identified within the theme study as having merit for NHL status, as well as properties not yet listed but significant under the specified theme. Properties must possess significance at the national level in one or more of the following criteria:

1. Associated with events that have made a significant contribution to, and are identified with, or that outstandingly represent the broad national patterns of U.S. history and from which an understanding and appreciation of those patterns may be gained

2. Associated importantly with the lives of persons nationally significant in the history of the United States

3. Represent some great idea or ideal of the American people

4. Embody the distinguishing characteristics of an architectural type specimen exceptionally valuable for the study of a period, style, or method of construction, or that represent a significant, distinctive, and exceptional entity whose components may lack individual distinction

5. Composed of integral parts of the environment not sufficiently significant by reason of historical association or artistic merit to warrant individual recognition but collectively compose an entity of exceptional historical or artistic significance, or outstandingly commemorate or illustrate a way of life or culture

6. Have yielded or may be likely to yield information of major scientific importance by revealing new cultures or by shedding light on periods of occupation over large areas of the United States; such sites are those that have yielded, or that may reasonably be expected to yield, data affecting theories, concepts, and ideas to a major degree

Ordinarily, cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, and properties that have achieved significance within the past 50 years are not eligible for designation.[6]

[6] *Code of Federal Regulations*, 36 CFR 65.4.

3.1.4 Secretary of the Interior's Standards for the Treatment of Historic Properties

Evolving from the *Secretary of the Interior's Standards for Historic Preservation Projects with Guidelines for Applying the Standards* that were developed in 1976, the *Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings* was published in 1995 and codified as 36 CFR 67. Neither technical nor prescriptive, these standards are "intended to promote responsible preservation practices that help protect our Nation's irreplaceable cultural resources."[7] *Preservation* acknowledges a resource as a document of its history over time and emphasizes stabilization, maintenance, and repair of existing historic fabric. *Rehabilitation* not only incorporates the retention of features that convey historic character but also accommodates alterations and additions to facilitate continuing or new uses. *Restoration* involves the retention and replacement of features from a specific period of significance. *Reconstruction*, the least used treatment, provides a basis for recreating a missing resource. These standards have been adopted, or are used informally, by many agencies at all levels of government to review projects that affect historic resources.

3.1.5 Native American Graves Protection and Repatriation Act of 1990

The Native American Graves Protection and Repatriation Act of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

3.1.6 Omnibus Lands Act (2009)

Originally known as the Paleontological Resources Preservation Act, Title VI Subtitle D, *Paleontological Resources Preservation*, of this Act provides protection for scientifically significant fossils on federal land. The Act defines a paleontological resource as "any fossilized remains, traces, or imprints of organisms, preserved in or on the earth's crust, that are of paleontological interest and that provide information about the history of life on earth."[8] The Act promotes the inventory, monitoring, and scientific and educational use of paleontological resources on federal land and establishes rules for the collection and curation of paleontological materials. Penalties for illegal collection of paleontological resources are also strengthened by the Act.

3.2 STATE OF CALIFORNIA

3.2.1 California Environmental Quality Act[9]

---

[7] Weeks, Kay D., and Anne E. Grimmer. 1995. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstruction Historic Buildings*. Washington, DC: U.S. Department of the Interior, National Park Service.

[8] *Public Law*, 111-11.

[9] *California Public Resources Code*, Division 13, Statutes 21083.2, 21084.1.

Pursuant to the California Environmental Quality Act (CEQA), a historical resource is a resource listed in, or eligible for listing in, the California Register of Historical Resources (CRHR). In addition, resources included in a local register of historical resources or identified as significant in a local survey conducted in accordance with state guidelines also are considered historical resources under CEQA, unless a preponderance of the facts or evidence demonstrates otherwise. According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude a Lead Agency, as defined by CEQA, from determining that the resource may be a historical resource as defined in California Public Resources Code (PRC) Section 5024.1.[10] Pursuant to CEQA, a project with an effect that may cause a substantial adverse change in the significance of an historical resource may have a significant effect on the environment.[11]

CEQA also applies to effects on archaeological sites. Archaeological sites may be eligible for the CRHR and thus would qualify as historical resources under CEQA. If an archaeological site does not satisfy the criteria as an historical resource but does meet the definition of a "unique archaeological resource," it is also subject to CEQA. A unique archaeological resource is defined as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:[12]

(1) It contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.

(2) It has a special and particular quality such as being the oldest of its type or the best available example of its type.

(3) It is directly associated with a scientifically recognized important prehistoric or historic event or person.

3.2.2 California Coastal Act of 1976

Enacted in 1976, the California Coastal Act (PRC Section 30000-30265.5, Division 30116) specifies protection of archaeological resources identified in the California Coastline and Recreation Plan or as designated by the SHPO into Land Conservation Plans that regulate land uses within the coastal zone. The California Coastal Act defines a "coastal zone" as the area of the state which extends from the Oregon boarder to the Mexican boarder and then extends 3 miles seaward and generally about 1,000 yards inland. In generally undeveloped areas, the coastal zone extends to a maximum of 5 miles inland from mean high tide line. In developed urban areas, the coastal zone extends substantially less than 1,000 yards inland. The Coastal Commission's jurisdiction does not extend into or around San Francisco Bay, where development is regulated by the San Francisco Bay Conservation and Development Commission.

---

[10] *California Code of Regulations*, Title 14, Chapter 3, CEQA Guidelines, Section 15064.5(a).

[11] *California Code of Regulations*, Title 14, Chapter 3, CEQA Guidelines, Section 15064.5(b).

[12] *California Public Resources Code*, Section 21083.2(g).

3.2.3 California Register of Historical Resources

Created in 1992 and implemented in 1998, CRHR is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate what properties are to be protected, to the extent prudent and feasible, from substantial adverse change."[13] Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historical resources surveys or designated by local landmarks programs, may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission (SHRC) determines that it meets one or more of the following criteria, which are modeled on NRHP criteria:[14]

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

Criterion 2: It is associated with the lives of persons important in our past.

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

Criterion 4: It has yielded, or may be likely yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance.[15] It is possible that a resource whose integrity does not satisfy NRHP criteria still may be eligible for listing in the CRHR. Similarly, resources that have achieved significance within the past 50 years may be eligible for inclusion in the CRHR if enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.[16]

3.2.4 California Historical Landmarks[17]

California Historical Landmarks are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or

---

[13] *California Public Resources Code*, Section 5024.1(a).

[14] *California Public Resources Code*, Section 5024.1(c).

[15] Office of Historic Preservation. n.d. "California Register and National Register, A Comparison (for purposes of determining eligibility for the California Register)." *Technical Assistance Bulletin, 6*. Available at: http://www.ohp.parks.ca.gov

[16] Office of Historic Preservation. n.d. "California Register and National Register, A Comparison (for purposes of determining eligibility for the California Register)." *Technical Assistance Bulletin, 6*. Available at: http://www.ohp.parks.ca.gov

[17] Office of Historic Preservation. Accessed 17 July 2006. "California Historical Landmarks Registration Program." Available at: http://ohp.parks.ca.gov

other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource also must be approved for designation by the County Board of Supervisors or be recommended by the SHRC, and be officially designated by the Director of California State Parks. The specific standards now in use first were applied in the designation of CHL 770. CHLs 770 and above are automatically listed in the CRHR.

To be eligible for designation as a *landmark*, a resource must meet at least one of the following criteria:

- Be the first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California)
- Be associated with an individual or group having a profound influence on the history of California
- Be a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or be one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder

3.2.5 California Points of Historical Interest[18]

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest designated after December 1997 and recommended by the SHRC also are listed in the CRHR. No historical resource may be designated as both a landmark and a *point*. If a point is subsequently granted status as a landmark, the point designation will be retired.

To be eligible for designation as a Point of Historical Interest, a resource must meet at least one of the following criteria:

- Be the first, last, only, or most significant of its type within the local geographic region (city or county)
- Be associated with an individual or group having a profound influence on the history of the local area
- Be a prototype of, or an outstanding example of, a period, style, architectural movement, or construction, or be one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder

3.2.6 State Historical Building Code[19]

[18] Office of Historic Preservation. Accessed 17 July 2006. "California Points of Historical Interest, Registrations Programs." Available at: http://ohp.parks.ca.gov

Created in 1975, the State Historical Building Code (SHBC) provides regulations and standards for the preservation, restoration, rehabilitation, or relocation of historic buildings, structures, and properties that have been determined by an appropriate local or state governmental jurisdiction to be significant in the history, architecture, or culture of an area. Rather than being prescriptive, the SHBC constitutes a set of performance criteria. The SHBC is designed to help facilitate restoration or change of occupancy in such a way as to preserve original or restored elements and features of a resource; to encourage energy conservation and a cost-effective approach to preservation; and to provide for reasonable safety from earthquake, fire, or other hazards for occupants and users of such buildings, structures, and properties." The SHBC also serves as a guide for providing reasonable availability, access, and usability by the physically disabled.

3.2.7 State Historic Preservation Officer

SHPO is responsible for the operation and management of the OHP, as well as long range preservation planning in California. The Governor appoints the SHPO, in consultation with the SHRC and the Director of the Department of Parks and Recreation. The SHPO assists the Commission in accomplishing its goals and duties by developing and administering a program of public information, education, training, and technical assistance. The SHPO also serves as Executive Secretary to the Commission and is responsible for developing an administrative framework for the Commission and implementing the Commission's preservation programs and priorities. The SHPO also oversees implementation of preservation laws regarding historic resources, and oversees the California Historic Resources Inventory, which serves as a listing of historic resources identified using national, state, and local criteria.

3.2.8 Native American Heritage Commission

Section 5097.91 of the PRC established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner.

3.2.9 Senate Bill 18

Senate Bill 18, signed into law in September 2004, requires cities and counties to notify and consult with California Native American Tribes about proposed local land use planning decisions for the purpose of protecting traditional tribal cultural sites. Effective march 1, 2005, cities and counties must provide general plan amendment proposals to those California Native American Tribes that are on the NAHC contact list and have traditional lands located within the city's or county's jurisdiction. If requested by the Native American Tribes, the cities and counties must also conduct consultations with the culturally-affiliated tribes prior to adopting or amending their general and specific plans.

---

[19] California State Historical Building Safety Board, Division of the State Architect. 2 June 2006. "California's State Historical Building Code and State Historical Building Safety Board." Sacramento, CA. Available at: http://www.dsa.dgs.ca.gov/StateHistoricalBuildingSafetyBoard/default.htm

3.2.10 Government Code, Sections 6254(r) and 6254.10

These sections of the California Public Records Act were enacted to protect archaeological sites from unauthorized excavation, looting, or vandalism. Section 6254(r) explicitly authorizes public agencies to withhold information from the public relating to "Native American graves, cemeteries, and sacred places maintained by the NAHC." Section 6254.10 specifically exempts from disclosure requests for "records that relate to archaeological site information and reports, maintained by, or in the possession of the Department of Parks and Recreation, the SHRC, the State Lands Commission, the NAHC, another state agency, or a local agency, including the records that the agency obtains through a consultation process between a Native American tribe and a state or local agency."

3.2.11 Health and Safety Code, Sections 7050 and 7052

Health and Safety Code, Section 7050.5 declares that, in the event of the discovery of human remains outside of a dedicated cemetery, all ground-disturbing activities must cease and the county coroner must be notified. Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

3.2.12 Penal Code, Section 622.5

Penal Code, Section 622.5, provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

3.2.13 Public Resources Code, Section 5097.5

PRC, Section 5097.5, defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

3.3 LOCAL

3.3.1 Southern California Association of Governments

The Southern California Association of Governments Growth Management Chapter (SCAGGMC) has instituted policies regarding the protection of cultural resources. SCAGGMC Policy No. 3.21 "encourages the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites."[20]

3.3.2 Los Angeles County Historical Landmarks and Records Commission

The Los Angeles County Historical Landmarks and Records Commission (Commission) considers and recommends to the Board of Supervisors local historical landmarks defined to be worthy of registration by the State of California, either as California Historical Landmarks or as Points of Historical Interest. The Commission also may comment for the Board on applications relating to the NRHP. The Commission also is charged with fostering and promoting the preservation of historical records. In its capacity as the memorial plaque review committee of the County of Los Angeles, the Commission screens applications for donations of historical memorial plaques and recommends to the Board plaques worthy of installation as County property.[21]

[20] Southern California Association of Governments. 2001. *SCAG Growth Management Chapter (GMC) Policy No. 3.21*. Los Angeles, CA.

[21] McCauley, J. Tyler, County of Los Angeles Department of Auditor-Controller. 21 October 2002, accessed 17 July 2006. "Sunset Review for the Los Angeles County Historical Landmarks and Records Commission." Available at: http://auditor.co.la.ca.us/cms1_003345.pdf

The existing conditions for paleontological, archaeological, and historical resources and human remains are characterized at the programmatic level of detail. Although the discipline of archaeology addresses both prehistoric and historic archaeological resources, for clarity of analysis and presentation, prehistoric period resources are presented as archaeological resources and historic period resources are presented as historical resources. The prehistoric period is defined as the era prior to European contact with native populations, which occurred in the proposed project area around 1769, when Gaspar de Portolá made the first attempt to colonize the region.

4.1 PALEONTOLOGICAL RESOURCES

4.1.1 Paleontological Context

Paleontology is the science dealing with the life of past geological periods as revealed by fossil remains.[1] The evolution of the earth and its life forms is divided into four geologic eras (Table 4.1.1-1, *Geologic Time Scale*):

TABLE 4.1.1-1
GEOLOGIC TIME SCALE*

ERA	PERIOD	EPOCH	AGE(in millions of years)
Cenozoic	Quaternary	Holocene	0.01
		Pleistocene	1.8–1.9
	Tertiary	Pliocene	5.3
		Miocene	23.8
		Oligocene	36.6
		Eocene	57.8
		Paleocene	65.4
Mesozoic	Cretaceous		144
	Jurassic		199
	Triassic		251.6
Paleozoic	Permian		290
	Pennsylvanian		320
	Mississippian		362
	Devonian		418
	Silurian		439
	Ordovician		491
	Cambrian		543
Precambrian**	Ezoic		1620
	Proterozoic		1900
	Archeozoic		3300

SOURCE:

[1] *Merriam-Webster's School Dictionary*. 1980. Springfield, MA: Merriam-Webster, p. 691.

* Lange, Ian M. 2002. *Ice Age Mammals of North America*. Missoula, Montana: Mountain Press Publishing Company. Page 8. Adapted from Erwin, D. H. and S. L. Wing, eds. 2000. *Deep Time*. Lawrence, Kansas: The Paleontology Society., Alton Press.

** King, Bob. March-April 2003. "North American Geology and Rock Outcroppings." *Bulletin of the Southern California Paleontological Society*. Vol. 35. Nos. 3 & 4. Pp. 14-19.

The Precambrian Era represents the beginning of life on earth and is sparsely represented in the fossil record in North America. During the Cambrian Period, all life forms were marine in nature. The first animals with skeletons appeared during this period. The Ordovician Period witnessed the development of primitive fishes, trilobites, shellfish, and plants. In the subsequent Silurian Period, the first land plants emerge, to be followed in the Devonian Period by trees and insects and the evolution of bony fish. During the Mississippian and Pennsylvanian Periods, amphibians and land plants continued to develop, leading to reptiles and tropical forests. "Sail-backed" reptiles appear in the Permian Period, which concluded with a widespread extinction of life, believed to be the result of extreme climate changes and the changing character of the single super-continent.[2]

The Mesozoic Era, spanning the Triassic, Jurassic, and Cretaceous Periods, was the age of the dinosaurs. During this era, the super-continent began to break up, forming separate continents separated by growing oceans. Sea life continued to evolve, and mammals start to appear. The first flying creatures developed in the Jurassic period. This era, too, ended with massive extinctions, although not on the scale as that of the previous era. While the dinosaurs and many other species disappeared, mamals, flowering plants, and birds survived.[3]

Divided into five epochs, the Tertiary Period of the Cenozoic Era is characterized by explosions in mammal and avian populations as well as in marine and plant life. Giant mammals and huge hunting birds appear. While many radical forms of mammals became extinct by the end of the Period, others, like early forms of elephants, camels, rhinoceroses, canines, felines, and small carnivores survived. The first man-like creatures start to evolve during the Pliocene Epoch in North Africa and Kenya. The configuration of continents and oceans that exists today had assumed its shape by this Period.[4]

The Quaternary Period includes the Ice Age; at least four glacial advances occurred during the Pleistocene Epoch, most recently about 11,000 years ago. Homo sapiens appear and mammals migrate over land bridges, enabling the homogenization of animals to occur. In the Americas, the "Great American Animal Interchange" was the result of the land bridge connecting North and South America.[5]

The geology of Los Angeles County reflects this evolution. During the Miocene and Pliocene epochs, most of the area, both lowlands and hills, was submerged beneath the Pacific Ocean, resulting in deposits of sand, mud, and other materials that captured specimens of marine mammals and shore

[2] King, Bob. March/April 2003. "North American Geology and Rock Outcroppings." *Bulletin of the Southern California Paleontological Society*, 35(3/4): 14–19.

[3] King, Bob. March/April 2003. "North American Geology and Rock Outcroppings." *Bulletin of the Southern California Paleontological Society*, 35(3/4): 14–19.

[4] King, Bob. March/April 2003. "North American Geology and Rock Outcroppings." *Bulletin of the Southern California Paleontological Society*, 35(3/4): 14–19.

[5] Lange, Ian M. 2002. *Ice Age Mammals of North America*. Missoula, MT: Mountain Press, pp. 16–17.

birds.[6] Tectonic and volcanic activity that began in the Cretaceous continued to uplift the Coast and Transverse Ranges. Shallow marine, estuarine, freshwater, and terrestrial rocks were deposited around the state as sea levels fluctuated. Glaciers, lakes, and large river systems developed during the Quaternary. The fossil record of the Pleistocene reveals flora and fauna not too different from that of today. Deposits like the La Brea Tar Pits captured specimens of large vertebrates, such as saber-tooth cats, camels, and mammoths.[7]

4.1.2 Paleontological Resource Characterization

Paleontological resources are fossils, which are the remains of animals, both vertebrate and invertebrate, and plants that have been preserved by natural processes over time. Most fossils consist of only the hardest parts of an organism such as its shell or skeleton ("true fossils"), although some fossils are formed from animal impressions or byproducts and molds ("trace fossils").[8] Fossils are predominantly found in sedimentary rock deposits, and most of the Los Angeles Basin is composed of these sedimentary deposits. The sedimentary layers that characterize each successive period have been vertically and horizontally displaced through the action of the earth, so that the depth of fossil-bearing layers varies from location to location.

[6] County of Los Angeles. 25 November 1980. *County of Los Angeles General Plan Environmental Impact Report*, pp. 5-84–5-85. Available at: County of Los Angeles Department of Regional Planning.

[7] University of California Museum of Paleontology. "Paleontology and Geology." Available at: http://www.paleoportal.org/index.php?globalnav=time_space&sectionnav=state&name=California

[8] Natural History Museum of Los Angeles County. "Evidence of Ancient Life." Available at: http://www.nhm.org/site/research-collections#

Well over 1,000 fossil localities have been recorded and in excess of a million specimens have been collected in Los Angeles County, making the region especially rich in fossil deposits.[9] In part this is due to the discoveries at Rancho La Brea, where the "tar pits" trapped and preserved extinct animals and fossilized their remains. Although numerous places throughout the County have yielded fossils, especially in the hills and in the vicinity of Rancho La Brea, 11 significant general fossil localities in Los Angeles County have been previously identified (Table 4.1.2-1, *Significant Fossil Localities in Los Angeles County*):[10]

TABLE 4.1.2-1
SIGNIFICANT FOSSIL LOCALITIES IN LOS ANGELES COUNTY

Location	Fossil Type	Formations
La Brea Tar Pits		N/A
Palos Verdes Peninsula	Mastadon, mammoth, horse, camel, sloth	Palos Verdes Sand
Palos Verdes Peninsula	Grey whale	San Pedro
Palos Verdes Peninsula	Fish, birds, sea lion, plants, baleen whale, horse, sloth, sea otter, mammoth, mastodon, bison, camel, tapir	Monterey Shale
Palos Verdes Peninsula	Dolphin	Monterey Shale
Santa Monica Mountains (Topanga Canyon)	Cypraeid gastropod	Topanga
Santa Monica Mountains (Old Topanga Canyon Road, Piuma Road)	Multiple	Topanga
Mint Canyon	Oldest hawk in California	Tick Canyon
Mint Canyon	Horse, elephant, camel	Mint Canyon
Puente Hills (Hacienda Heights)	Fish	Puente
Puente Hills (Diamond Bar)	Fish and leaves	Puente

Fossils continue to be discovered in Los Angeles County in association with ground-disturbing activities in fossil-rich areas. For example, in 2009, excavations associated with the expansion of the Los Angeles County Museum of Art expansion, adjacent to the Tar Pits, resulted in the recovery of the largest known cache of fossils from the last ice age. The fossils included a nearly intact skeleton of a Columbian mammoth, saber-tooth cats, giant ground sloth, and a North American lion, as well as smaller fossils, such as tree trunks, turtles, snails, clams, millipedes, fish, gophers, and oak leaves.[11]

CEQA requires consideration of unique paleontological resources or sites and unique geologic features. In general, all vertebrate fossils are considered to be significant. Fossil vertebrates are usually unique or rare, nonrenewable resources that provide data by which the history of vertebrate life on

[9] McLeod, Samuel, Natural History Museum of Los Angeles County. 11 December 2009. Personal Communication with Robbie Thomas, Sapphos Environmental, Inc., Pasadena, CA.

[10] Southern California Association of Governments. January 2008. *Draft 2008 Rapid Transit Plan Program Environmental Impact Report*, pp. 3.4-1–3.4-4.

[11] "Major cache of fossils unearthed in L.A." 18 February 2009. *Los Angeles Times*. Available at: http://articles.latimes.com/2009/feb/18/sci-fossils18

Earth may be reconstructed and are one of the primary means of studying evolutionary patterns and processes as well as environmental change.[12] Some invertebrate and plant fossils are also rare and can contribute significant scientific information. The context associated with excavated objects is crucial to artifact analysis and interpretation.

4.2 ARCHAEOLOGICAL RESOURCES

4.2.1 Archaeological Context

Because of the relatively long record of Euro-American impact to the Los Angeles Basin, much of the material record associated with the prehistoric inhabitants of the area has not been available to modern archaeological research. Thus, culture-historical chronologies applied to the area have been more or less borrowed from better-known adjacent regions, and particularly from coastal and desert areas. Although sites within the region clearly show influence from both coastal and desert groups, this report primarily follows the broader chronology devised by King[13] and refined by Arnold[14] for the coastal areas (Table 4.2.1-1, *Coastal Regional Chronology*). Their chronology is based on changes and trends in shell beads generally associated with burial assemblages, on subsistence and settlement patterns, and on analyses of the microlithic industry in Chumash territory.

TABLE 4.2.1-1
COASTAL REGIONAL CHRONOLOGY

Epoch	Coastal Region	Dates
Middle to Late Holocene	Early Period	Circa 5500 to 600 BC
Late Holocene	Middle Period	Circa 600 BC to AD 1150
Late Holocene	Transitional Period	AD 1150 to 1300
Late Holocene	Late Period	AD 1300 to Historic Period (post 1782)

4.2.1.1 Early Period (5500–600 BC)

The Early Period is generally characterized by high numbers of ground stone implements, such as manos (handstones) and metates (milling slabs). Flaked stone artifacts from this period include choppers and scraper planes, but few projectile points are present. These artifacts suggest that plant foods, and particularly hard seeds, were the primary subsistence source during this period.[15] Grave goods from areas throughout California suggest that relatively egalitarian social systems prevailed during the Early Period.

[12] Society for Vertebrate Paleontology. Available at: http://www.vertpaleo.org/education/government.cfm

[13] King, Chester D. 1990. *Evolution of the Chumash Society: A Comparative Study of Artifacts Used for Social System Maintenance in the Santa Barbara Channel Region before A.D. 1804*. New York: Garland Publishing.

[14] Arnold, Jeanne, E. 1992. "Complex Hunter-Gatherer-Fishers of Pre-historic California: Chiefs, Specialists, and Maritime Adaptations of the Channel Islands." In *American Antiquity*, *57*: 60-84. Washington, DC: Society for American Archaeology.

[15] King, Chester D., Charles Smith, and Tom King. 1974. *Archaeological Report Related to the Interpretation of Archaeological Resources Present at Vasquez Rocks County Park*. Prepared for: County of Los Angeles Department of Parks and Recreation, p. 44.

4.2.1.2 Middle Period (600 BC-AD 1150)

During the Middle Period, changes occurred in the types of plant foods exploited and in the technologies used to process them. Yucca buds and acorns were processed through roasting or leaching techniques, allowing the consumption of these otherwise inedible plants. The introduction of these fleshy foods to the diet is signaled by technological changes: the use of portable milling equipment (manos and metates) used in the processing of hard seeds apparently declined, while permanent milling features such as bedrock mortars and pestles increased in frequency. As population densities and sedentism increased, food storage became an increasingly common practice. King et al. interpret differing quantities and qualities of grave goods among burials in several Southern California sites as evidence that social differentiation may have increased during the Middle Period, and then declined during the subsequent Transitional and Late Periods.[16] The Middle Period also apparently brought a shift in the production of shell beads, with *Haliotis* and *Olivella* beads changing from rectangular to circular varieties. Overall, there was an increase in the variety of ornaments present in Southern California sites at this time,[17] although bead production did not become a form of craft specialization *per se* until later periods.[18]

4.2.1.3 Transitional Period (AD 1150–1300)

The end of the Middle Period and the beginning of the Transitional Period are characterized by the nucleation of previously independent villages. This time also marks the appearance of simple chiefdoms in Chumash territory, characterized by complex socioeconomic relationships, hereditary inequality, and defined leadership. This higher complexity is evidenced in the archaeological record by the presence of craft specialization, advanced boating technology, extensive exchange networks, and subsistence patterns. Craft specialization is represented in microblade production and in increased manufacturing of shell beads from the thickest part (the callus) of the *Olivella* shells. Toward the end of the Transitional Period and beginning of the Late Period, *Olivella* callus beads began to be used as currency in the exchange system. Although beads were produced in coastal areas, changes in bead production also were reflected inland as a result of trading systems.[19] The development of a sophisticated water craft, the plank canoe or *tomol*, intensified existing trade networks among the islands and mainland, thus affecting exchange throughout inland California.

4.2.1.4 Late Period (AD 1300–1771) and Historic Period (Post 1771)

During the Late Period, the trade networks continued to expand among islanders and between coastal and inland populations. In coastal areas, production of beads and microliths increased, while standardization of manufactured items became more common. Similar intensification of bead and

---

[16] King, Chester D., Charles Smith and Tom King. 1974. *Archaeological Report Related to the Interpretation of Archaeological Resources Present at Vasquez Rocks County Park*. Prepared for: County of Los Angeles Department of Parks and Recreation, pp. 44–45.

[17] King, Chester D. 1990. *Evolution of the Chumash Society: A Comparative Study of Artifacts Used for Social System Maintenance in the Santa Barbara Channel Region before A.D. 1804*. New York: Garland.

[18] Arnold, Jeanne E., and Anthony Graesch. 2004. "The Later Evolution of the Island Chumash." In *Foundations of Chumash Complexity*, ed. Jeanne Arnold Cotsen. Los Angeles, CA: Institute of Archaeology, University of California, Los Angeles, p. 5.

[19] Arnold, Jeanne E., and Anthony Graesch. 2004. "The Later Evolution of the Island Chumash." In *Foundations of Chumash Complexity*, ed. Jeanne Arnold Cotsen. Los Angeles, CA: Institute of Archaeology, University of California, Los Angeles, pp. 6–7.

microlith production is not as well known inland; ethnographic evidence suggests that the collection of foods (such as acorn, seeds, and bulbs) and the manufacturing of other items (such as baskets and bowls) intensified, thus providing inland groups with currency that could be traded for needed coastal products.[20]

The first Spanish contact with the island Gabrielino took place in 1520, when Juan Rodriguez Cabrillo arrived on Santa Catalina Island. In 1769, Gaspar de Portolá made the first attempt to colonize Gabrielino territory, and Portola is believed to have met the Gabrielino chief Hahamovic at the Gabrielino village *Hahamog-na,* on the Arroyo Seco near Garfias Spring in South Pasadena.[21,22] In 1771, the Spanish established the San Gabriel Mission, and the decimation of the Gabrielino had begun.[23]

4.2.1.5 Mojave Desert Chronology

Although the coastal chronology is best suited to characterizing prehistoric occupation within the Los Angeles Basin, a discussion of the Mojave Desert regional chronology is also relevant because artifacts resembling those generally associated with desert groups have been recovered from sites located in the San Gabriel Mountains and Antelope Valley. The desert chronology presented here consists of a brief outline of the currently accepted chronological framework for the Mojave Desert Region (Table 4.2.1.5-1, *Mojave Desert Regional Chronology*).

TABLE 4.2.1.5-1
MOJAVE DESERT REGIONAL CHRONOLOGY

Epoch	Mojave Desert Region	Dates
Late Pleistocene	Paleoindian period	12,000* to 10,000 BP
Early Holocene	Lake Mojave period	Circa 10,000 to 7,000 BP
Middle Holocene	Pinto period	Circa 7000 to 4000 BP
Late Holocene	Gypsum period	Circa 4000/3500 to 1500 BP
Late Holocene	Rose Spring period	Circa 1500 to 1000/600 BP
Late Holocene	Late Prehistoric period	Circa 1000 BP to Contact AD 1770

NOTE: *This date is subject to dispute among archaeologists.

Archaeological sequences for the Great Basin and Mojave Desert Region (Desert) are grouped into Late Pleistocene and Early, Middle, and Late Holocene time frames, with period and phase definitions varying by region. Two separate sets of period names are in common use—one set of period names has been broadly applied to the Mojave Desert (Table 4.2.1.5-1), while the other is derived from studies in the Owens Valley and is not discussed here. However, the prehistoric chronology for the region is continually being refined by new discoveries and improvements in the accuracy of dating techniques. Table 4.2.1.5-1 provides the general outline of the chronology of the

[20] Arnold, Jeanne E. 1993. "Labor and the Rise of Complex Hunter-Gatherers." In *Journal of Anthropological Archaeology*, *12*:75–119.

[21] Reid, Hiram A. 1895. *History of Pasadena*. Pasadena, CA: Pasadena History Company, p. 19.

[22] Zack, Michele. 2004. Altadena: Between Wilderness and City. Altadena, CA: Altadena Historical Society, p. 8

[23] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, pp. 540–541.

Desert. Little is known about the human occupation of this region during the Paleoindian (Late Pleistocene) period, except for the fact that projectile points characteristic of the Paleoindian period, known as Clovis points in the southwestern United States, have been reported from multiple sites throughout the Desert. During the Lake Mojave period in the Early Holocene (circa 10,000 to 7000 BP), there is an increase in the quantity of archaeological materials reported, most of which are found along the shorelines of dry Pleistocene lakes. With the onset of the Middle Holocene, climatic changes toward hotter and dryer conditions likely shifted the subsistence focus from lakeshores to upland resources. This time frame corresponds to the Pinto period, characterized by the appearance of Pinto series projectile points. This period is not well defined because of a paucity of chronometric data and disagreement on the definition and dating of the Pinto series.[24] About 4,000 years ago (the early Gypsum period), climatic conditions shifted again, this time to the cooler, moister conditions characterizing the Late Holocene. An increase in population, trade, and social complexity occurred with the more favorable climate conditions, and evidence of larger settlements appears early in the Late Holocene. There was an increase in the use of seeds, indicated by the presence of milling stones, although hunting of a variety of fauna, including mountain sheep, remained an important part of the economy. The Gypsum, Elko, and Humbolt series projectile points replaced Pinto points in various areas during this time period. By 1500 BP (the onset of the Rose Spring period), Elko and other dart-size points were replaced with Rose Spring projectile points, correlating with the introduction of the bow and arrow.[25] This occurrence may also mark the beginning of the Numic expansion, which many researchers believe emanated from southeastern California. Major villages and numerous smaller sites dating to this time period have been recorded in eastern California, many of which contain bedrock milling features and portable milling stones. During the Late Prehistoric period (circa 1000 BP to AD 1700), the larger points of the previous Rose Spring period are replaced with Desert Side-notched and Cottonwood series projectile points, and pottery first appears in the form of Owens Valley Brownware. During this period, trade networks increased along the Mojave River and over the San Gabriel Mountains.

4.2.2 Ethnographic Context

4.2.2.1 Gabrielino

At the time of contact, the Native American group subsequently known as the Gabrielino tribe occupied nearly the entire basin comprising the Counties of Los Angeles and Orange. Named after the Mission San Gabriel, the Gabrielino are thought to have been one of the two wealthiest and largest ethnic groups in aboriginal Southern California,[26] the other being the Chumash. The affluence of the Gabrielino was largely due to the wealth of natural resources within the land base they controlled, which included the rich coastal areas between Topanga Canyon and Aliso Creek, and the offshore islands of San Clemente, San Nicolas, and Santa Catalina. Inland Gabrielino territory included the watersheds of the Los Angeles, San Gabriel, and Santa Ana Rivers; was bounded on the

[24] Warren, C.N. 2002. "Time, Form, and Variability: Lake Mojave and Pinto Periods in Mojave Desert Prehistory." In *Essays in California Archaeology: A Memorial to Franklin Fenenga*, ed. W.J. Wallace and F.A. Riddell. Berkeley, CA: University of California Archaeological Research Facility, pp. 129–141.

[25] Yohe, R.M. 1998. "The Introduction of the Bow and Arrow and Lithic Resource Use at Rose Spring (CA-INY-372)." In *Journal of California and Great Basin Anthropology,* 20: 26–52. Burlington, MA: Academic Press.

[26] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 538.

north by the San Gabriel Mountains and on the south by the Santa Ana Mountains; and extended to the east to the area of the current-day city of San Bernardino.[27]

Gabrielino language belonged to the Takic family of the Uto-Aztecan linguistic stock, and was comprised of four to six distinct dialects.[28,29] Ancestors of the ethnographically described Gabrielino are believed to have arrived in the Los Angeles Basin around 500 BC, eventually establishing permanent settlements and displacing a preexisting population.[30] Little is known of Gabrielino social and political organization. Gabrielino communities were autonomous, comprised of several related nuclear families, and led by hereditary chiefdom.[31] Bean and Smith argue for the existence of at least three hierarchically ordered social classes among the Gabrielino: an elite class consisting of chiefs and their immediate families; an economically established, hereditary middle class; and a lower class of individuals engaged in ordinary socioeconomic pursuits.[32] Territorial boundaries were marked and controlled both by individuals and by villages.[33,34] Many researchers assert that the Gabrielino cremated their dead until the mission era, when the Spanish imposed interment,[35,36] although pre-contact cemeteries have been excavated in the area.[37]

4.2.2.1.1 Subsistence and Trade

The Gabrielino practiced a hunter-gatherer subsistence strategy utilizing large primary settlements and smaller, seasonal resource procurement camps. Hunting involved both large and small game including deer, rabbit, squirrel, snake, and rat, as well as a wide variety of insects. Hunting on land was carried out with the bow and arrow, deadfalls, snares, and traps. Smoke and throwing clubs were used to hunt burrowing animals. Some meat taboos were held by the Gabrielino: bear, rattlesnake, stingray, and raven were not consumed because these animals were believed to be messengers of the god Chingichngish.

---

[27] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 538.

[28] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 538.

[29] Kroeber, A.L. 1925. *Handbook of the Indians of California*. Bureau of American Ethnology Bulletin, *78*. Washington DC: Smithsonian Institution, p. 620.

[30] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 540.

[31] Kroeber, A.L. 1925. *Handbook of the Indians of California*. Bureau of American Ethnology Bulletin, *78*. Washington DC: Smithsonian Institution, p. 633.

[32] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 543.

[33] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 543.

[34] McCawley, W. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Banning, CA: Malki Museum Press, p. 25.

[35] Reid, Hiram A. 1895. *History of Pasadena*. Pasadena, CA: Pasadena History Company, p. 31.

[36] Kroeber, A.L. 1925. *Handbook of the Indians of California*. Bureau of American Ethnology Bulletin 78. Washington, DC: Smithsonian Institution, p. 633.

[37] Walker, Edwin F. 1951. "A Cemetery at the Sheldon Reservoir Site in Pasadena." In *Five Prehistoric Archaeological Sites in Los Angeles County, California*. Los Angeles, CA: Southwest Museum, pp. 70–80.

An important part of the seasonal round for inland Gabrielino groups was the establishment of shell-gathering camps along the coast north of San Pedro during winter months.[38] In addition, aquatic animals such as fish, whales, seals, and sea otters constituted an important part of the diet of coastal populations, and were hunted with harpoons, spear-throwers, and clubs.[39] Although fishing generally took place along rivers and from shore, open-water fishing between the mainland and the islands was also practiced using boats made from wood planks and asphalt. Gabrielino fishing equipment also included fishhooks made of shell, nets, basketry traps, and poison substances obtained from plants.[40]

A wide variety of plant foods were consumed by the Gabrielino. Most important of these were acorns, which are rich in nutrients and have a high content of fiber and fat. Other plants consumed by the Gabrielino included the seeds of the islay (*Prunus ilicifolia*), which were ground into a meal, and the seeds and shoots of the chía (*Salvia columbariae*), which were eaten raw, made into loaves, or mixed with water to make a beverage. Roots and bulbs were included in the diet of mainland and island groups, along with clover, wild sunflower seeds, and cholla seeds. Wild tobacco was used for medicinal purposes and as a sedative and narcotic.[41]

The Gabrielinos engaged in trade among themselves and with other groups. Archaeological evidence suggests that Uto-Aztecan speaking groups such as the Gabrielino inhabited San Nicolas Island by 8,500 years ago; by 5,000 years ago, the inhabitants of the island were involved in an exchange network of symbolic items and raw materials.[42] On Santa Catalina Island, a steatite (soapstone) "industry" developed. This rock is abundant on the island and was widely exported to mainland Gabrielino as raw material for artistic or ritualistic objects, as well as for functional objects such as bowls, mortars, pestles, comals, and arrow shaft straighteners.[43] In exchange, the island inhabitants received acorns, different types of seeds, obsidian, and deerskin, both from mainland Gabrielino and from other inland groups, such as the Serrano. Coastal people exchanged shell and shell beads, dried fish, sea otter pelts, and salt.

4.2.2.1.2 Settlement

Early Spanish accounts indicate that the Gabrielino lived in permanent villages with populations ranging from 50 to 200 individuals, and that in 1770, the total Gabrielino population within the Los Angeles Basin exceeded 5,000 people.[44,45] Several types of structures characterized the Gabrielino

---

[38] McCawley, W. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Banning, CA: Malki Museum Press, p. 27.

[39] McCawley, W. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Banning, CA: Malki Museum Press, pp. 116–117, 121, 126.

[40] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 546.

[41] McCawley, W. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Banning, CA: Malki Museum Press, pp. 128–131.

[42] Arnold, J.E., M.R. Walsh, and S.E. Hollimon. 2004. "The Archaeology of California." In *Journal of Archaeological Research*, *12*(1): 1–73.

[43] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, pp. 542, 547.

[44] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 540.

[45] McCawley, William. 1996. *The First Angelinos*. Banning, CA: Malki Museum Press, p. 25.

villages: single-family homes took the form of domed circular structures averaging 12 to 35 feet in diameter and covered with tule, ferm, or carrizo, while communal structures measured over 60 feet in diameter, and could house three or four families. Sweathouses, menstrual huts, and ceremonial enclosures were also common features of many villages.[46,47]

Hahamog-na was a large Gabrielino site located on both sides of the Arroyo Seco, near Garfias Spring in South Pasadena. It was here that the Spanish explorer Gaspar de Portola is said to have met the Gabrielino chief Hahamovic in January 1770.[48,49] *Hahamog-na* was probably the first name used for the Pasadena and Altadena areas.[50]

Other ethnographically documented Gabrielino villages in the area include *Akuuronga,* a village near a stone dam built to serve the Mission San Gabriel in southeast Pasadena, which was inhabited until at least the 1870s.[51] *Sonaanga* was a village on Michael White's (Miguel Blanco's) farm, located about 0.25 mile west of *Akuuronga*,[52] near the present-day San Marino High School.[53] *Sheshiikwanonga* was located near the Mission priests' pear orchard, south of the Huntington residence in San Marino.[54] *Sisit Canog-na* was located below the mouth of Wilson, Mission, and San Marino Canyons.[55]

One of the earliest and best known examples of professional archaeological investigation in the Los Angeles Basin was the excavation of the Sheldon Reservoir Site by Edwin Francis Walker of the Southwest Museum in 1938.[56] This site, which was located just south of Devil's Gate Dam on the east site of the Arroyo Seco, yielded 53 burials, two cremations ,and numerous flaked and ground stone artifacts. Although the site could not be dated by modern methods (e.g. radiocarbon dating), the absence of European trade goods or utensils suggests a pre-contact timeframe.

Archaeological evidence suggests that several Gabrielino communities may have been present in the City of Long Beach area prior to Spanish contact and that each community may have controlled an area up to 10 square miles in size. These areas may have been shaped irregularly, with each consisting of a small area of coastline attached to a larger inland area that included riparian and chaparral habitats, thus allowing a diversified economy within a fairly small geographic area.[57] Among

---

[46] Bean, L.J., and C.R. Smith. 1978. "Gabrielino." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 542.

[47] McCawley, William. 1996. *The First Angelinos*. Banning, CA: Malki Museum Press, p. 29.

[48] Reid, Hiram A. 1895. *History of Pasadena.* Pasadena, CA: Pasadena History Company, p. 19.

[49] Zack, Michele. 2004. *Altadena: Between Wilderness and City*. Altadena, CA: Altadena Historical Society, p. 8

[50] Reid, Hiram A. 1895. *History of Pasadena*. Pasadena, CA: Pasadena History Company, p. 20.

[51] McCawley, William. 1996. *The First Angelinos*. Banning, CA: Malki Museum Press, p. 42.

[52] McCawley, William. 1996. *The First Angelinos*. Banning, CA: Malki Museum Press, p. 43.

[53] Johnston, Bernice E. 1962. *California's Gabrielino Indians*. Los Angeles, CA: Southwest Museum, p. 165.

[54] McCawley, William. 1996. *The First Angelinos*. Banning, CA: Malki Museum Press, p. 43.

[55] Reid, Hiram A. 1895. *History of Pasadena.* Pasadena, CA: Pasadena History Company, p. 20.

[56] Walker, Edwin F. 1951. "A Cemetery at the Sheldon Reservoir Site in Pasadena." In *Five Prehistoric Archaeological Sites in Los Angeles County, California*. Los Angeles, CA: Southwest Museum, pp. 70–80.

[57] Grenda, D.R., and J.H. Atschul. 2002. "A Moveable Feast: Isolation and Mobility Among Southern California Hunter Gatherers." In Islands and Mainlanders: Prehistoric Context for the Southern California Bight, eds. J.H. Atschul and D.R. Grenda. Tucson, AZ: SRI Press, pp. 143–144.

the best-researched Gabrielino communities in the City of Long Beach was *Puvungna*, a large settlement and important ceremonial site that was probably located approximately 3½ miles southeast of the proposed project site, in the area historically occupied by Rancho Los Alamitos and currently occupied by California State University, Long Beach (CSULB).[58] *Puvungna* probably served as a ritual center for Gabrielino communities in the region; the village is thought to be the origin of the Chingichngish doctrine, a historic-period religion based on rituals involving hallucinogenic *datura*, or jimsonweed.[59] Sites associated with *Puvungna* were added to the National Register of Historic Places (NRHP) in 1974 and 1982.

4.2.2.2 Tataviam

The San Gabriel Mountains north of the Los Angeles Basin were inhabited by a Native American group known as the Tataviam. The Tataviam are a poorly understood group because the existing ethnographic data are limited and little previous archaeological research has been completed in the area. Most of what is known about the Tataviam comes from the work of two anthropologists, John Harrington (1910s) and Alfred Kroeber (mid 1920s), and from data obtained from the San Fernando Mission's registers, as well as the limited archaeological record.[60]

Tataviam territory was bounded by the Chumash to the west, the Kitanemuk to the north, the Serrano to the east, and the Gabrielino to the south. Thus, their material culture, subsistence strategies, rock art representation, and religious practices resemble those of their neighbors, primarily the Gabrielino and Inland Chumash, as well as the Serrano and even the Kawaiisu, who were located to the north of the Kitanemuk.[61,62]

The Tataviam territory extended from the northwest to the southeast, and encompassed portions of the Antelope, San Fernando, and Santa Clarita Valleys. The center of their territory is assumed to have been the Santa Clarita Basin area (upper portion of the Santa Clara River) east of Piru Creek, just north of what is currently known as the Los Angeles Metropolitan area.[63] The northern portion of their territory probably included the foothills of Liebre Mountain and Sawmill Mountain, located at the southwestern edge of the Antelope Valley. The northeast boundary of Tataviam territory included the south-facing slopes of Sawmill Mountain and the Sierra Pelona, extending southeast to Soledad Pass. The southeastern boundary is unclear but it is likely that the upper Soledad Canyon–Acton area was part of Tataviam territory, at least sometime during the Late Prehistoric period. The southern boundary included the high portions of the San Gabriel Mountains and continued to the west toward

[58] McCawley, W. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Banning, CA: Malki Museum Press, p. 71.

[59] Bean, L.J., and S.B. Vane. 1978. "Cults and Their Transformations." In *Handbook of North American Indians*, Vol. 8, ed. R.F. Heizer. Washington, DC: Smithsonian Institution, p. 669.

[60] King, Chester D., and Thomas C. Blackburn. 1978. "Tataviam." In *Handbook of North American Indians*, Vol. 8, ed. William C. Sturtevant. Washington, DC: Smithsonian Institute, p. 535–537.

[61] King, Chester D., and Thomas C. Blackburn. 1978. "Tataviam." In *Handbook of North American Indians*, Vol. 8, ed. by William C. Sturtevant. Washington, DC: Smithsonian Institute, pp. 535–537.

[62] Heizer, R.F. 1978. "Key to Tribal Territories." In *Handbook of North American Indians*, Vol. 8, ed. William C. Sturtevant. Washington, DC: Smithsonian Institute, p. ix.

[63] Johnson, John R. 1990. "Tataviam Geography and Ethnohistory." In *Journal of California and Great Basin Anthropology*, 12(2): 191–214. Banning, CA: Malki Museum Press.

the Santa Susana Mountains. Piru Creek appears to be near the westernmost boundary of the Tataviam territory.[64,65]

Linguistically the Tataviam (also known as Alliklik)[66,67] are considered to be part of the Takic subfamily of the Uto Aztecan linguistic family, who moved inland toward the west and along the California coast. The time frame of the Takic expansion is not clearly defined, because migration of the population throughout the region took place at different times. It appears that by the end of the Early period (circa 1500-1200 BC) Takic groups, such as the Tataviam, the Gabrielino, and the northern Serrano, already had firmly established territories.[68]

Ethnographic and archaeological information indicates that the Tataviam lived in villages of various sizes, with large centers occupied by about 200 people, widely separated from each other. Large villages were considered to be major centers. Very small satellite communities of 10 to 15 people were located near the large centers, while mid-size settlements of 20 to 60 people were situated among the large villages. The total Tataviam population at the time of contact is assumed not to have exceeded 1,000 people.[69]

Tataviam subsistence strategies were very similar to those of neighboring groups. A variety of plant foods was part of their diet, including the buds of the yucca plant (*Yucca whipplei*), a major staple, as well as coast live oak acorns (*Quercus agrifolia*), sage (*Salvia mellifera*), juniper berries (*Juniperus californica*), and berries of holly-leaf cherry (*Prunus ilicifolia*). Their diet was also supplemented with insects, small mammals, deer, and possibly pronghorn.[70] In the hills of Los Angeles County yucca is abundant and can provide food throughout the year. The Tataviam cooked the flower stalks of the plant in earth ovens lined with rocks. The final product could be stored for over a year and was consumed throughout. The flowers, seeds, and leaves at the base of the plant were also consumed.

Acorns were a primary food source of the Tataviam. Archaeological evidence suggests that the Tataviam, as well as most native Southern Californians, traveled long distances to collect acorns during certain times of the year. Ethnographic information indicates that acorn was primarily processed using bedrock mortars. Several sites with bedrock mortars are present in the Natural Area

---

[64] King, Chester D., and Thomas C. Blackburn. 1978. "Tataviam." In *Handbook of North American Indians*, Vol. 8, ed. William C. Sturtevant. Washington, DC: Smithsonian Institute, pp. 535–537.

[65] Johnson, John R. 1990. "Tataviam Geography and Ethnohistory." In *Journal of California and Great Basin Anthropology*, 12(2): 191–214. Banning, CA: Malki Museum Press.

[66] Kroeber, A.L. 1925. *Handbook of the Indians of California*. New York: Dover Publications, p. 995.

[67] Kroeber used the term *Alliklik*, which was the name used by neighboring Chumash groups and roughly translates to "grunters" or "stammerers." The Kitanemuk used the term *Tataviam* or "people facing the sun" when referring to the inhabitants of the sunny upper Santa Clara River. The term *Alliklik* is considered to be derogatory and, therefore, ceased to be used in literature around the mid-1970s.

[68] Moratto, Michael J. [1984] 2004. *California Archaeology*. Salinas, CA: Coyote Press.

[69] King, Chester D., and Thomas C. Blackburn. 1978. "Tataviam." In *Handbook of North American Indians*, Vol. 8, ed. William C. Sturtevant. Washington, DC: Smithsonian Institute, pp. 535–537.

[70] King, Chester D., and Thomas C. Blackburn. 1978. "Tataviam." In *Handbook of North American Indians*, Vol. 8, ed. William C. Sturtevant. Washington, DC: Smithsonian Institute, pp. 535–537.

Park, indicating that acorns were an important part of the Tataviam diet. Bedrock mortars were also used to process small animals, thus obviating the necessity of having to separate bone from meat. [71]

Tataviam mortuary practices were influenced by their immediate neighbors, and archaeological evidence indicates that the Tataviam practiced both cremation and inhumation. Among the groups influencing the Tataviam were the Chumash. Coastal and inland Chumash were among the few that used inhumation exclusively.[72] The Gabrielino practiced both inhumation and cremation[73] until the establishment of the missions, when cremation was eliminated and inhumation alone became the norm. The Serrano cremated their deceased,[74] while the Kitanemuk preferred inhumation.[75] Based on his research of the Gabrielino, McCawley[76] mentions that inhumation, which was more common along coastal groups, may have been a result of cultural influence by the Chumash, or may simply have been adopted when fuel required for cremations became scarce.[77] With interment came the presence of grave goods in burials, a practice favored by most of the tribes in California. Grave goods usually consisted of beads of various materials, knifes, projectile points, or other exotic trade items. Archaeological evidence regarding the presence or absence of grave goods, as well as their relative quality, has been an important archaeological tool for determining social hierarchy among individuals of specific social groups.

4.2.2.3 Kitanemuk

The Kitanemuk inhabited the Antelope Valley, located in the far northern portion of Los Angeles County, and are one of the least known groups in California.[78,79] The Kitanemuk spoke a Serrano language of the Takic branch of Uno-Aztecan language family that was shared by groups living as far as Yucca Valley and Twentynine Palms. Despite their desert habitat, the Kitanemuk culture shows more similarity to southern coastal groups such as the Chumash than with to Great Basin groups.[80]

---

[71] King, Chester D., Charles Smith, and Tom King. 1974. *Archaeological Report Related to the Interpretation of Archaeological Resources Present at Vasquez Rocks County Park*. Prepared for: County of Los Angeles Department of Parks and Recreation, pp. 5–11.

[72] Kroeber, A.L. 1925. *Handbook of the Indians of California*. New York: Dover Publications, p. 556.

[73] McCawley, William. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Banning, CA: Malki Museum Press, p. 157.

[74] Bean, Lowell J., and Charles R. Smith. 1978. "Serrano." In *Handbook of North American Indians*, Vol. 8, ed. William C. Sturtevant. Washington, DC: Smithsonian Institute, pp. 570–574.

[75] Blackburn, Thomas C., and Lowell J. Bean. 1978. "Kitanemuk." In *Handbook of North American Indians*, Vol. 8, ed. William C. Sturtevant. Washington, DC: Smithsonian Institute, pp. 564–569.

[76] McCawley, William. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*, Banning, CA: Malki Museum Press.

[77] McCawley, William. 1996. *The First Angelinos: The Gabrielino Indians of Los Angeles*. Banning, CA: Malki Museum Press, p. 157.

[78] Sutton, M.Q. 1979. "Some Thoughts of the Prehistory of the Antelope Valley." Paper presented at the 1979 Annual Meeting of the Society for California Archaeology, San Luis Obispo, CA.

[79] Sutton, M.Q. 1987. "Some Aspects of Kitanemuk Prehistory." In *Prehistory of the Antelope Valley, California: An Overview*. Occasional Paper No 1. Lancaster, CA: Antelope Valley Archaeological Society.

[80] Blackburn, T.C., and L.J. Bean. 1978. "Kitanemuk." In *Handbook of North American Indians,* Vol. 8, ed. W. L. D'Azevedo. Washington, DC: Smithsonian Institution Press, p. 564.

The Kitanemuk lived in permanent village sites that functioned as year-round base camps. During the spring, summer, and fall months, gathering expeditions were sent to satellite villages or temporary camps in pursuit of available seasonal resources.[81]

Modern-day descendants of the Kitanemuk live at the Tule River Reservation, Porterville, and Tejon Ranch.[82]

4.2.3 Archaeological Resource Characterization

Archaeological resources are prehistoric or historic materials that reflect human activities and may be buried or surface objects or structural remains. The NRHP defines an "archaeological site" (or property) as "the place or places where the remnants of a past culture survive in a physical context that allows for the interpretation of these remains. Archaeological remains usually take the form of artifacts (e.g., fragments of tools, vestiges of utilitarian or non-utilitarian objects), features (e.g., remnants of walls, cooking hearths, or midden deposits), and ecological evidence (e.g., pollen remaining from plants that were in the area when the activities occurred)."[83] "Prehistoric archaeological sites" represent the material remains of Native American groups and their activities. These sites are generally thought to date to the period before European contact, but in some cases may contain evidence of trade contact with Europeans. "Historic archaeological sites" reflect the activities of nonnative populations during the Historic period. Under CEQA, archaeological sites may be treated as historical resources, unique archaeological resources, isolates, or non-unique archaeological resources. For organization of data, as well as clarity of presentation to the intended audience of this report, data and the analysis of the data have been organized chronologically, with prehistoric-period archaeological resources described in relation to prehistoric context, and historic archaeological resources described in relation to Historic-period context.

A "unique archaeological resource" is defined by CEQA as an archaeological artifact, object, or site about which it can be clearly demonstrated, without merely adding to the current body of knowledge, that there is a high probability that it meets any of the following criteria:[84]

- It contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
- It has a special and particular quality such as being the oldest of its type or the best available example of its type.
- It is directly associated with a scientifically recognized important prehistoric or historic event or person.

[81] Earle, D. 1997. *Ethnohistoric Overview of the Edwards Air Force Base Region and the Western Mojave Desert*. Prepared for: AFFTC/EMXR, Edwards Air Force Base, CA. Prepared by: Earle and Associates, Palmdale, CA, p. 10.

[82] Four Directions Institute. 2004. Web site. Available at: http://www.fourdir.org

[83] U.S. Department of the Interior, National Park Service. 2000. *National Register Bulletin: Guidelines for Evaluating and Registering Archeological Properties*. Available at: http://www.cr.nps.gov/nr/publications/bulletins/arch/

[84] Association of Environmental Professionals. 2006. "15064.5, Determining the Significance of Impacts to Archeological and Historical Resources." In *2006 California Environmental Quality Act*. Sacramento, CA.

An "isolate" is defined as an isolated artifact or small group of artifacts that appear to reflect a single event, loci, or activity, and may lack identifiable context, but has the potential to add important information about a region, culture, or person. Isolates are considered categorically ineligible for inclusion in the California Register of Historical Resources (CRHR) or the NRHP, because their information potential has been exhausted by accurate recording, or when appropriate by collecting. Isolates do not require avoidance or mitigation under CEQA. A "Native American sacred site" is defined as an area that has been, and often continues to be, of religious significance to Native American peoples, such as an area where religious ceremonies are practiced or an area that is central to their origins as a people.[85] Native American sacred sites are considered under CEQA in association with archaeological resources or, in the case of burial locations, human remains (see Section 4.4, *Human Remains*).

As of December 2009, 3,979 archaeological sites had been recorded in Los Angeles County.[86] Due to the sensitive nature of archaeological sites and as required under state law, locations are not published.[87] Archaeological materials have been found throughout the county, both in urbanized and undeveloped locations.

4.3 HISTORICAL RESOURCES

4.3.1 Historic Overview of the Development of Los Angeles County

The historic period in California as a whole began with the arrival of Spanish navigator Juan Rodriguez Cabrillo and his party, who anchored in San Diego Bay on September 28, 1542. The area that is now the County of Los Angeles received its first European visitors in the late 18th century with the arrival of Spanish explorers and missionaries. In that year, Gaspar de Portolá led an overland expedition from San Diego as far north as San Francisco Bay, passing through what would become Los Angeles County and camping on the banks of the Los Angeles River. Two years later, in 1771, Mission San Gabriel Arcángel became the fourth in the chain of 21 missions that would eventually stretch from San Diego to Sonoma. Originally established by Father Junipero Serra near what is now Montebello, the mission now extant was built in San Gabriel between 1791 and 1805. It was awarded jurisdiction over most of what would become the southern portion of the County. Ten years later, the Pobladores, a group of 12 families from present-day Mexico, founded a secular community in what is now downtown Los Angeles. The settlers, who were reportedly recruited to establish a farming community to relieve Alta California's dependence on imported grain, named the area el Pueblo de Nuestra Señora la Reina de Los Angeles de Porciúncula.[88] Over a decade later, in 1797, the 17th mission, Mission San Fernando Rey de España, was founded by Father Fermin Francisco de Lasuén in the northern San Fernando Valley. The two missions and the pueblo, along with the large ranchos granted by the king of Spain to loyal soldiers and other subjects, were the foci of development in the area that would become the County of Los Angeles for the first fifty years following European settlement.

---

[85] Native American Heritage Commission. Accessed 21 July 2006. Web site. "Understanding Cultural Resources." Available at: www.nahc.ca.gov/understandingcr.html

[86] Shackford, Thomas, South Central Coastal Information Center, California State University, Fullerton. Personal Communication with Roberta Thomas, Sapphos Environmental, Inc.

[87] *California Government Code*, Sections 6254(r) and 6254.10

[88] Robinson, W.W. 1959. *Los Angeles from the Days of the Pueblo*. San Francisco, CA: California Historical Society, p. 5.

In 1821, Mexico gained independence from Spain, and the subsequent secularization of the mission system and distribution of its holdings dramatically shifted the character of land ownership in Southern California. Mission secularization in 1833 and the beginning of a highly profitable trade in cattle hide and tallow exports opened the way for an increase in the number of commercially driven farms. During Mexican rule of California, from 1821 to 1848, land owned by the Spanish crown and clergy was distributed in over 800 land grants, passing mostly to Mexican settlers born in California, or *Californios*.[89]

With the signing of the Treaty of Guadalupe Hidalgo in 1848, the two year old U.S.–Mexican War formally ended. California was annexed to the United States and subsequently gained statehood in 1850. With this change, California's legal and political system underwent a change. This shift set in motion a series of changes that began to erode the rancho system. The introduction of property taxes proved onerous for many Southern California ranchers, given the size of their holdings.[90] In addition, the 1851 creation of the U.S. Land Commission required that property owners prove the validity of their property titles, many of which had been granted relatively informally and without the benefit of formal survey. Because appeals were allowed (but were usually prolonged affairs), property ownership disputes were resolved via expensive litigation proceedings. Ranchers often paid legal debts with portions—or all—of their ranchos; during this period, 40 percent of rancho-held lands in the County of Los Angeles passed to the U.S. government.[91,92]

On Feb. 18, 1850, the County of Los Angeles was created as one of the 27 original counties of the soon-to-be state of California. The County took its name from the town of Los Angeles, which was already the largest community in the region (although dwarfed by its northern California counterpart, San Francisco). The citizens of the County elected a three-man Court of Sessions as their first governing body. A total of 377 votes were cast in this election. The City of Los Angeles, which incorporated on April 4, 1850, became the seat of County government. In 1852 the Legislature dissolved the Court of Sessions and created a five-member Board of Supervisors.[93] In 1913, the citizens of Los Angeles County approved a charter giving the County greater freedom to govern itself within the framework of state law. Originally larger than 4,300 acres in size, portions of the County were partitioned off to create Kern County in 1851, San Bernardino County in 1853, and Orange County in 1889.

Immigration into Los Angeles County was stimulated by the discovery of gold in Placerita Canyon southwest of the Antelope Valley in 1842 and the much larger Gold Rush in the foothills of the Sierra Nevada Mountains in 1849 and gained momentum during and after the Civil War. Several large Mexican-era ranches were divided into smaller farms, and cities such as Compton, Norwalk, San Fernando, Santa Monica, Pasadena, and Downey were founded. Los Angeles also experienced a large boom in population and development with the completion of the Southern Pacific and then the

---

[89] Poole, Jean Bruce. 2002. *El Pueblo: The Historic Heart of Los Angeles*. Los Angeles, CA: Getty Publications, p. 13.

[90] Fogelson, Robert M. 1967. *The Fragmented Metropolis: Los Angeles, 1850–1930*. Cambridge, MA: Harvard University Press, p. 9.

[91] Nadeau, Remi. 1960. *Los Angeles, from Mission to Modern City*. New York: Longmans, Green and Co., pp. 46–49.

[92] Fogelson, Robert M. 1967. The Fragmented Metropolis: Los Angeles, 1850–1930. Cambridge, MA: Harvard University Press, pp. 13–14.

[93] County of Los Angeles. Web site. Available at: http://lacounty.info/history.htm

Atchison, Topeka, and Santa Fe Railroad routes into the southland during the last quarter of the 19th century. Competition between the two railroads sparked a real estate and tourism boom during the 1880s that resulted in the founding of dozens of cities in the County. Agriculture in the region, especially the young Southern California citrus industry, also flourished at this time due to the availability of rail lines for nationwide distribution of the crops. The Los Angeles County population increased from 33,381 in 1880 to about 101,454 in 1890. By 1900 the county's population had jumped to 170,298.[94] Also by 1900, eleven cities within the County, including the City of Los Angeles, had incorporated.

Several developments in the first quarter of the 20th century fueled profound growth in the County. The expansion of Henry E. Huntington's Pacific Electric Railway Company, which linked many of the county's communities by a network of light rail, made intra-county tourism and suburban living possible. Also during this period, the automobile was introduced to southern California, triggering the evolution of a new paradigm for county development. Two ports, at San Pedro and Long Beach, were improved and began to attract large amounts of manufacturing, shipping, and a significant local military presence. The motion picture industry established its presence in the County and by 1915, Los Angeles production companies employed roughly 15,000 citizens and produced 60 to 75 percent of American films.[95] Tourism continued to play a strong role in the local economy, with visitors, as always attracted by the benign climate, proximity of the Pacific Ocean, and now, the presence of Hollywood. Beginning in the 19th century and continuing with several more strikes in the 20th century, most notably in Signal Hill and Santa Fe Springs in 1921, several discoveries of oil in the County made the region a center for oil production. Resolution of the issue of water availability by the construction of the first Los Angeles aqueduct, importing water from the Owens Valley, removed a significant impediment to growth. The population in Los Angeles County swelled from 170,298 in 1900 to 504,131 in 1910, 936,455 in 1920, and had reached 2,208,492 in 1930.[96] In the 30 years from 1900 to 1930, 32 cities incorporated within the County.

These industrial and infrastructure underpinnings allowed Los Angeles County to weather the early years of the Great Depression better than some other parts of the country. Although the rate of population growth slowed, with 2,785,643 residents recorded in the County in 1940 and only two city incorporations, the expansion of the aviation industry and other defense-related endeavors in the late 1930s and early 1940s meant that Los Angeles continued to attract new residents and to subdivide previously unimproved and agricultural lands to accommodate them. The construction of Boulder (now Hoover) Dam between 1931 and 1935 and the arrival of water from the Colorado

---

[94] "Population Growth by Single Year Los Angeles County, 1850–1998." Source: U.S. Bureau of the Census, decennial censuses of 1850 through 1990. Los Angeles Area Chamber of Commerce, Department of Regional Planning, estimates for 1851 through 1919. California Taxpayers Association, estimates for 1921 through 1939. Los Angeles County 1998. Historical data compiled by George Malone, Los Angeles County Regional Planning Commission. Available at: http://www.urbanedpartnership.org/target/science/population/table.html

[95] Sitton, Tom, and William Deverell, ed. 1999. *Metropolis in the Making: Los Angeles in the 1920s*. Los Angeles: University of California Press, p. 260.

[96] "Population Growth by Single Year Los Angeles County, 1850–1998." Source: U.S. Bureau of the Census, decennial censuses of 1850 through 1990. Los Angeles Area Chamber of Commerce, Department of Regional Planning, estimates for 1851 through 1919. California Taxpayers Association, estimates for 1921 through 1939. Los Angeles County 1998. Historical data compiled by George Malone, Los Angeles County Regional Planning Commission. Available at: http://www.urbanedpartnership.org/target/science/population/table.html

River aqueduct in 1941 fueled industrial growth and made possible the phenomenal population and construction boom in post World War II Los Angeles County.

Between 1945 and 1960, the population of Los Angeles County nearly doubled, going from approximately 3,365,000 at war's end to 6.042,686, leaving the character of the County forever changed.[97] Tens of thousands of new homes were constructed each year, along with the schools, shopping centers, hospitals, roads, and recreational facilities to serve them. Twenty-six cities in the County incorporated. The trends set in motion during those years continue to influence the development of the County, so that today, with over ten million residents, Los Angeles County is the most populous in the nation, comprising some 88 incorporated cities and approximately 140 unincorporated communities.

4.3.2 Historical Resource Characterization

Historical resources in Los Angeles County would typically fall into four broad categories defined by function: residential, commercial, institutional and infrastructure, and industrial resources. Typically, historical resources may be buildings, structures, objects, districts, or sites. In recent years, more specialized derivatives of these categories have been defined, including cultural landscapes and traditional cultural properties. As defined by the criteria of significance for federal and state designation and registration programs, historical resources are properties that are generally significant for their association with important events or patterns in history; association with a person or persons, including ethnic groups, who have made significant contributions to local, regional, state, or national history; embodiment of distinctive qualities of architecture, design or engineering; or ability to yield scientific information. To qualify for eligibility as a historic resource under established registration programs such as the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), a property generally must be 50 years old or older. Resources that have achieved significance within the past 50 years may be eligible for inclusion in the NRHP if exceptional significance can be demonstrated or in the CRHR if enough time has lapsed to obtain a scholarly perspective on the events, individuals, or architecture associated with the resource. In addition, properties must retain sufficient integrity to convey their significance. Integrity is usually measured in terms of the seven aspects required to be considered for NRHP eligibility: location, setting, design, materials, workmanship, association, and feeling.

4.3.2.1 Residential

Residential properties within Los Angeles County include houses, multiple-family buildings (duplexes, fourplexes, apartment buildings, etc.), condominiums, courtyard housing, mobile home parks, and any other buildings which were constructed for the purpose of housing. Residential resources may be inclusive of outbuildings and gardens, if these contribute to the historic character of the property.

4.3.2.2 Commercial

[97] "Population Growth by Single Year Los Angeles County, 1850–1998." Source: U.S. Bureau of the Census, decennial censuses of 1850 through 1990. Los Angeles Area Chamber of Commerce, Department of Regional Planning, estimates for 1851 through 1919. California Taxpayers Association, estimates for 1921 through 1939. Los Angeles County 1998. Historical data compiled by George Malone, Los Angeles County Regional Planning Commission. Available at: http://www.urbanedpartnership.org/target/science/population/table.html

Commercial properties within Los Angeles County would include but are not limited to office buildings, restaurants, banks, retail buildings and shopping centers, entertainment venues (theaters, bowling alleys, etc.), hotels and motels, automobile showrooms, garages, gas stations, and other properties operated for profit.

4.3.2.3 Institutional and Infrastructure

Institutional properties within Los Angeles County would typically include but are not limited to public buildings (e.g., schools, post offices, city halls, government buildings or structures, military installations, and libraries); fraternal and social facilities; hospitals, religious buildings; parks and recreational facilities, and transportation facilities. Infrastructure resources encompass bridges, historic highways, street furniture and other publicly funded improvements.

4.3.2.4 Industrial

Industrial properties within Los Angeles County would typically include but are not limited to manufacturing plants, warehouses, port facilities, airports and associated industrial buildings and structures, and railroad-associated resources. Industries historically associated with Los Angeles County include agriculture, mining, oil extraction and refining, entertainment, aerospace, clothing and other manufacturing.

A comprehensive survey to identify, record, and designate historical resources in Los Angeles County has not been undertaken. Historical resources in Los Angeles County are currently designated under five registration programs at the federal and state levels: the National Register of Historic Places (NRHP), National Historic Landmarks, CRHR, California Historical Landmarks (CHL), and California Points of Historical Interest (CPHI). Numerous other properties within Los Angeles County have been evaluated as potentially eligible for designation, but, other than the Directory of Properties in the Historic Property Data File for Los Angeles County maintained by the Office of Historic Preservation, no comprehensive listing is available. Many other properties, in addition to those designated or listed in the state database, could potentially qualify as historical resources under these programs as a result of future historical resources identification efforts. Of the hundreds of designated properties in Los Angeles County, approximately 37 are located in unincorporated areas.

Table 4.3.2.4-1, *National Register Properties in Los Angeles County*, itemizes NRHP listings in both incorporated (white background) and unincorporated (shaded background) Los Angeles County.

TABLE 4.3.2.4-1
NATIONAL REGISTER PROPERTIES IN LOS ANGELES COUNTY

Name	Location	Year Listed
500 Varas Square – Government Reserve	Address Restricted, Los Angeles [San Pedro]	1986
Adamson House	23200 W. Pacific Coast Highway, Malibu	1977
Adobe Flores	1804 Foothill Street, South Pasadena	1973
Al Malaikah Temple	655 W. Jefferson Boulevard, Los Angeles	1987
Alexander Theatre	216 N. Brand Boulevard, Glendale	1996
Alvarado Terrace Historic District	Alvarado Terrace, Bonnie Brae and 14th Streets, Los Angeles	1984

American Trona Corporation Building	Pacific Avenue, Los Angeles	1984
Andalusia	1471-1475 Havenhurst Drive, Los Angeles	2003
Anderton Court Shops	332 N. Rodeo Drive, Beverly Hills	2004
Angels Flight Railway	Hill Street, Los Angeles	2000
Angelus Mesa Branch (Los Angeles Branch Library System TR)	2700 W. Fifty-second Street, Los Angeles	1987
Angelus Temple	1100 Glendale Boulevard, Los Angeles	1992
Antelope Valley Indian Museum	15701 East Avenue, Lancaster	1987
Ard Eevin	851 W. Mountain Street, Glendale	2006
Atchison, Topeka, and Santa Fe Railroad Station	110 W. 1st Street, Claremont	1982
Atchison, Topeka, and Santa Fe Railway Steam Locomotive N. 3751	2435 E. Washington Boulevard, Los Angeles	2000
Auditorium (Torrance High School Campus TR)	2200 W. Carson, Torrance	1983
Avenel Cooperative Housing Project	2839-2849 Avenel Street, Los Angeles	2005
Aztec Hotel	311 W. Foothill Boulevard, Monrovia	1978
Azusa Civic Center	213 Foothill Boulevard, Azusa	2002
Bailey, Jonathan, House	13421 E. Camilla Street, Whittier	1977
Baldwin Hills Village	5300 Village Green, Los Angeles	1993
Banning House	401 E. M Street, Wilmington	1971
Barnsdall, Aline, Complex	4800 Hollywood Boulevard, Los Angeles	1971
Batchelder House	626 South Arroyo Boulevard, Pasadena	1978
Battery John Barlow and Saxton	Fort MacArthur, San Pedro	1982
Battery Osgood-Farley	Fort MacArthur Upper Reservation, San Pedro	1974
Bekins Storage Co. Roof Sign (Early Automobile-Related Properties in Pasadena MPS)	511 South Fair Oaks Avenue, Pasadena	1997
Bentz, Louise C., House	657 Prospect Boulevard, Pasadena	1977
Bernard, Susan Machado, House and Barn	845 S. Lake Street, Los Angeles	1979
Beverly Hills Women's Club	1700 Chevy Chase Drive, Beverly Hills	2006
Beverly Wilshire Hotel	9528 Wilshire Boulevard, Beverly Hills	1987
Blacker, Robert R., House	1177 Hillcrest Avenue, Pasadena	1986
Blinn, Edmund, House	160 N. Oakland Avenue, Pasadena	2001
Board of Trade Building	111 W. 7th Street, Los Angeles	2008
Bolton Hall	10116 Commerce Avenue,Tujunga	1971
Bolton, Dr. W.T., House	370 W. Del Mar Boulevard, Pasadena	1980
Bonnie Court (Bungalow Courts of Pasadena TR)	140 S. Bonnie Avenue, Pasadena	1994
Bowen Court	539 E. Villa Street, Pasadena	1982
Bradbury Building	304 S. Broadway, Los Angeles	1971
Britt, Eugene W., House	2141 W. Adams Boulevard, Los Angeles	1979
Broadway Theatre and Commercial District	300-849 S. Broadway, Los Angeles	1979
Broadway Theatre and Commercial District (Boundary Increase)	242, 248-260, 249-259, 900-911, 908-910, 921-937, 930-947 S. Broadway, Los Angeles	2002
Bryan Court (Bungalow Courts of Pasadena TR)	427 S. Marengo Avenue, Pasadena	1986
Bryson Apartment Hotel	2701 Wilshire Boulevard, Los Angeles	1983

Building at 816 South Grand Avenue	816 S. Grand Avenue, Los Angeles	2004
Bullock's Pasadena	401 S. Lake Avenue, Pasadena	1996
Bullock's Wilshire Building	3050 Wilshire Boulevard, Los Angeles	1978
Bunche, Ralph J., House	1221 E. 40th Place, Los Angeles	1978
Bungalow Heaven Historic District (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement MPS)	Roughly bounded by N. Mentor Avenue, E. Orange Grove Boulevard, E. Washington Boulevard, No. Michigan & N. Chester Avenue, Pasadena	2008
Cahuenga Branch	4591 W. Santa Monica Boulevard, Los Angeles	1987
Campo de Cahuenga	3919 Lankershim Boulevard, Los Angeles	2003
Carroll Avenue, 1300 Block	Carroll Avenue between Edgeware and Douglas Streets, Los Angeles	1976
Casa de Parley Johnson	7749 Florence Avenue, Downey	1986
Casa de Rosas	2600 S. Hoover Street, Los Angeles	2004
Catholic-Protestant Chapels, Veterans Administration Center	Eisenhower Avenue, Los Angeles	1972
Cedar Avenue Complex	44843 (44855), 44845 and 44851 Cedar Avenue., 606 Lancaster Boulevard, and Old Jail (no address), Lancaster	1993
Centinela Adobe	7634 Midfield Avenue, Los Angeles	1974
Charmont Apartments	330 California Avenue, Santa Monica	1996
Chateau Colline	10335 Wilshire Boulevard, Los Angeles	2003
Christmas Tree Lane	Santa Rosa Avenue between Woodbury Avenue and Altadena Drive, Altadena	1990
Citizens Publishing Company Building	9355 Culver Boulevard, Culver City	1987
City Hall- City of Burbank	275 E. Olive Avenue, Burbank	1996
Civic Center Financial District	E. Colorado Boulevard and Marengo Avenue, Pasadena	1982
Clark, Mary Andrews, Memorial Home	306-336 W. Loma Drive, Los Angeles	1995
Clarke Estate	10211 Pioneer Boulevard, Santa Fe Springs	1990
Club Casa Del Mar	1910 Ocean Avenue, Santa Monica	2000
Colonial Court (Bungalow Courts of Pasadena TR)	291-301 N. Garfield Avenue, Pasadena	1983
Colonial House	1416 N. Havenhurst Drive, West Hollywood	1982
Colorado Street Bridge	Colorado Boulevard, Pasadena	1981
Congregational B'nai B'rith	3663 Wilshire Boulevard, Los Angeles	1981
Congregation Talmud Torah of Los Angeles	247 N. Breed Street, Los Angeles	2001
Cooper Arms	455 E. Ocean Boulevard, Long Beach	2000
Cottage Court (Bungalow courts of Pasadena TR)	642-654 S. Marengo Avenue, Pasadena	1983
Court (Bungalow Courts of Pasadena TR)	497-503 ½ N. Madison Avenue, Pasadena	1983
Court (Bungalow courts of Pasadena TR)	744-756 ½ S. Marengo Avenue, Pasadena	1983
Court (Bungalow courts of Pasadena TR)	732-744 Santa Barbara Street, Pasadena	1983
Court at 1274-1282 North Raymond Avenue (Bungalow courts of Pasadena TR)	1274-1282 N. Raymond Avenue, Pasadena	1994

Court at 275 N. Chester Avenue (Bungalow courts of Pasadena TR)	275 N. Chester Avenue, Pasadena	1994
Court at 533-549 North Lincoln Avenue (Bungalow courts of Pasadena TR)	533-549 N. Lincoln Avenue, Pasadena	1994
Court at 638-650 North Mar Vista Avenue (Bungalow courts of Pasadena TR)	638-650 N. Mar Vista Avenue, Pasadena	1994
Court at 940-948 North Raymond Avenue (Bungalow courts of Pasadena TR)	940-948 N. Raymond Avenue, Pasadena	1994
Crank House	2186 Crary Street, Altadena	1997
Crossroads of the World	6671 Sunset Boulevard, Hollywood	1980
Culbertson, Cordella A. House	1188 Hillcrest Avenue, Pasadena	1985
Culver Hotel	9400 Culver Boulevard, Culver City	1997
Cypress Court (Bungalow courts of Pasadena TR)	623-641 N. Madison Avenue, Pasadena	1983
Dana, Richard Henry, Branch (Los Angeles Branch Library System TR)	3320 Pepper Street, Los Angeles	1987
De Neve, Felipe, Branch (Los Angeles Branch Library System TR)	2820 W. Sixth Street, Los Angeles	1987
Derby, James Daniel, House	2535 E. Chevy Chase Drive, Glendale	1978
DeWenter Mansion, Guest House and Grounds	6100 Brydon Road, La Verne	1992
Diamond Apartments	321 Diamond Street, Redondo Beach	1992
Doheny Estate/Greystone	905 Loma Vista Drive, Beverly Hills	1976
Dominguez Ranch Adobe	18127 S. Alameda Street, Compton	1976
Don Carlos Court (Bungalow Courts of Pasadena TR)	374-386 S. Marengo Avenue, Pasadena	1983
Drum Barracks	1053 Carey Street, Wilmington	1971
Eagle Rock Branch Library (Los Angeles Branch Library System TR)	2224 Colorado Boulevard, Los Angeles	1984
Eames House	203 N. Chautauqua Boulevard, Pacific Palisades	2006
Ebell of Los Angeles	743 S. Lucerne Boulevard, Los Angeles	1994
Edison Historic District	611, 637, and 500 Block of W. Second Street, Pomona	1986
El Cabrillo	1832-1850 N. Grace Avenue, Los Angeles	2005
El Greco Apartment	817 N. Hayworth Avenue, Los Angeles	1988
El Molino Viejo	1120 Old Mill Road, Pasadena	1971
Engine Company No. 27	1355 N. Cahuenga Boulevard, Los Angeles	1985
Engine Company No. 28	644-646 S. Figueroa Street, Los Angeles	1979
Engine House No. 18	2616 S. Hobart Boulevard, Los Angeles	1982
Ennis House	2607 Glendower Avenue, Los Angeles	1971
Episcopal Church of the Ascension	25 E. Laurel Avenue, Sierra Madre	1977
Euclid Court (Bungalow Courts of Pasadena TR)	545 S. Euclid Avenue, Pasadena	1983
Evanston Inn	385-395 S. Marengo Avenue, Pasadena	1984
Executive Office Building, Old	5800 Sunset Boulevard, Los Angeles	2002

Warner Brothers Studio		
Exposition Park Rose Garden	Exposition Park, jct. of Exposition Boulevard and Vermont Avenue, Los Angeles	1991
Farnsworth, Gen. Charles S., County Park	568 E. Mt. Curve Avenue, Altadena	1997
Federal Reserve Bank of San Francisco	409 W. Olympic Boulevard, Los Angeles	1984
Fenyes Estate	470 W. Walnut Street & 160 N. Orange Grove Boulevard, Pasadena	1985
Fern Avenue School	1314 Fern Avenue, Torrance	1992
Fire Station No. 23	225 E. 5th Street, Los Angeles	1980
First National Bank of Long Beach	101-125 Pine Avenue, Long Beach	1990
First Trust Building and Garage	587-611 E. Colorado Boulevard and 30-44 N. Madison Avenue, Pasadena	1987
Foothill Boulevard Milestone (Mile 11) (Early Automobile-Related Properties in Pasadena MPS)	South side of E. Colorado Boulevard, West of junction with Holliston Avenue, Pasadena	1996
Freeman, Samuel, House	1962 Glencoe Way, Los Angeles	1971
Fremont, John C., Branch (Los Angeles Branch Library System TR)	6121 Melrose Avenue, Los Angeles	1987
Friday Morning Club	938-940 S. Figueroa Street, Los Angeles	1984
Friendship Baptist Church	80 W. Dayton Street, Pasadena	1978
Gamble House	4 Westmoreland Place, Pasadena	1971
Gano, Peter, House	718 Crescent Avenue, Avalon	1983
Garbutt House	1809 Apex Avenue, Los Angeles	1987
Garfield Building	403 W. 8th Street, Los Angeles	1982
Garfield House	1001 Buena Vista Street, South Pasadena	1973
Gartz Court (Bungalow Courts of Pasadena TR)	270 N. Madison, Pasadena	1983
General Petroleum Building	612 S. Flower Street, Los Angeles	2004
Gerry Building	910 S. Los Angeles Street, Los Angeles	2003
Glassell Park Elementary School	2211 West Avenue 30, Los Angeles	2007
Glendale Southern Pacific Railroad Depot	Gardena Avenue, junction with W. Cerritos Avenue, Glendale	1997
Glendale Young Men's Christian Association	140 N. Louise Street, Glendale	1994
Glendora Bougainvillea	Bennett and Minnesota Avenue, Glendora	1978
Golden Gate Theatre	5170-5188 E. Whittier Boulevard, Los Angeles	1982
Golden State Mutual Life Insurance Building	4261 S. Central Avenue, Los Angeles	1998
Granada Shoppes and Studios	672 S. Lafayette Park Place, Los Angeles	1986
Green-Rankin-Bembridge House	953 Park Circle Drive, Long Beach	2005
Greenwood, Barbara, Kindergarten	Hacienda Place and McKinley Avenue, Pomona	1978
Grey, Zane, Estate	396 E. Mariposa Street, Altadena	2002
Guaranty Building	6331 Hollywood Boulevard, Hollywood	1979
Hacienda Arms Apartments	8439 Sunset Boulevard, West Hollywood	1983
Hackett, Edward Alexander Kelley, House	1317 S. Westlake Avenue, Los Angeles	2003
Hale House	Heritage Square, 3800 N. Homer Street,	1972

	Highland Park, Los Angeles	
Hale Solar Laboratory	740 Holladay Road, Pasadena	1986
Halifax Apartments	6376 Yucca Street, Los Angeles	1998
Hanger One	5701 W. Imperial Highway, Los Angeles	1992
Harnetiaux Court (Bungalow Courts of Pasadena TR)	48 N. Catalina Avenue, Pasadena	1994
Haskett Court	824-824 E. California Boulevard, Pasadena	1982
Hawkins-Nimocks Estate-Particlo Ontiveros Adobe	12100 Telegraph Road, Santa Fe Springs, Los Angeles	1987
Heinsbergen Decorating Company Building	7415 Beverly Boulevard, Los Angeles	1984
Hermitage	2121 Monte Vista Street, Pasadena	2001
Highland Park Masonic Temple	104 N. Avenue 56, Los Angeles	1990
Highland Park Police Station	6045 York Boulevard, Los Angeles	1984
Highland-Camrose Bungalow Village	Junction of Highland and Camrose Avenue, Los Angeles	1989
Holly Street Livery Stable	110 E. Holly Street, Pasadena	1979
Hollywood Boulevard Commercial and Entertainment District	6200-7000 Hollywood Boulevard, N. Vine Street, N. Highland Avenue and N. Ivar Street, Los Angeles	1985
Hollywood Cemetery	6000 Santa Monica Boulevard, Los Angeles	1999
Hollywood Masonic Temple	6840 Hollywood Boulevard, Hollywood	1985
Hollywood Melrose Hotel	5150-70 Melrose Boulevard, Los Angeles	1992
Hollywood Studio Club	1215 Lodi Place, Hollywood	1980
Holmes-Shannon House	4311 Victoria Park Drive, Los Angeles	2008
Home Economics Building	2200 W. Carson, Torrance	1983
Home Laundry	432 S. Arroyo Parkway, Pasadena	1987
Hoover Hotel	7035 Greenleaf Avenue, Whittier	2002
Horatio West Court	140 Hollister Avenue, Santa Monica	1977
Hotel Chancellor	3191 W. Seventh Street, Los Angeles	2006
Hotel Glendale	701 E. Broadway, Glendale	1994
Hotel Green	99 S. Raymond Avenue, Pasadena	1982
House at 1011 S. Madison Avenue (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	1011 S. Madison Avenue, Pasadena	1998
House at 1015 Prospect Boulevard (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	1015 Prospect Boulevard, Pasadena	2004
House at 1050 S. Madison Avenue (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	1050 S. Madison Avenue, Pasadena	1998
House at 1141 N. Chester Avenue (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	1141 N. Chester Avenue, Pasadena	2004
House at 1233 Wentworth Avenue (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	1233 Wentworth Avenue, Pasadena	1998

House at 1240 N. Los Robles (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	1240 N. Los Robles Avenue, Pasadena	2004
House at 1487 Loma Vista Street (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	1487 Loma Vista Street, Pasadena	2004
House at 380 W. Del Mar Boulevard (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	380 W. Del Mar Boulevard, Pasadena	1998
House at 530 S. Marengo Avenue	530 S. Marengo Avenue, Pasadena	1979
House at 574 Bellefontaine Street (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	574 Bellefontaine Street, Pasadena	1998
House at 674 Elliott Drive (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement)	674 Elliot Drive, Pasadena	2004
Howard Motor Company Building	1285 E. Colorado Boulevard, Pasadena	1996
Hubble, Edwin, House	1340 Woodstock Road, San Marino	1976
*Humaliwo	Address Restricted, Malibu	1976
Irving, Washington, Branch (Los Angeles Branch Library System TR)	1803 S. Arlington Avenue, Los Angeles	1987
Jackson, Helen Hunt, Branch (Los Angeles Branch Library System TR)	2330 Naomi Street, Los Angeles	1987
Jardinette Apartments	5128 Marathon Street, Los Angeles	1986
Jefferson Branch (Los Angeles Branch Library System TR)	2211 W. Jefferson Boulevard, Los Angeles	1987
Johnston, Darlus David, House	12426 Mapledale Street, Norwalk	1978
Jordan, Orin, House	8310 S. Comstock Avenue, Whittier	1980
Judson Studios	200 S. Avenue Sixty-Six, Los Angeles	1999
Kerckoff Building and Annex	558-64 S. Main Street, Los Angeles	2005
Keyes Bungalow	1337 E. Boston Street, Altadena	1978
Kindel Building	1095 E. Colorado Boulevard, Pasadena	1996
Kosy Knook Court	830 Brooks Avenue, Pasadena	1994
Kress, George R., House	2337 Benedict Canyon Drive, Los Angeles	1998
La Belle Tour	6200 Franklin Avenue, Hollywood	1988
La Casa Alvarado	1459 Old Settlers Lane, Pomona	1978
Al Casa Primera de Rancho San Jose	1569 N. Park Avenue, Pomona	1975
La Loma Bridge (Early Automobile-Related Properties in Pasadena MPS)	Crossing the Arroyo Seco at La Loma Broad, Pasadena	2004
La Puente Valley Women's Club	200 N. First Street, La Puente	1999
LANE VICTORY	Berth 4, Port of San Pedro, San Pedro	1990
Lanterman House	4420 Encinas Drive, La Canada Flintridge	1994
Las Casitas Court	656 N. Summit Avenue, Pasadena	1983

(Bungalow Courts of Pasadena TR)		
Leonis Adobe	23537 Calabasas Road, Calabasas	1975
Lincoln Heights Branch (Los Angeles Branch Library System TR)	2530 Workman Street, Los Angeles	1987
Lincoln Heights Historic District	Roughly bounded by McKinley Avenue, Towne Avenue, Pasadena Street and Garey Avenue, Pomona	2004
Lincoln, Abraham, Elementary School	1200 N. Gordon Avenue, Pomona	1989
Little Tokyo Historic District	301-369 First and 106-120 San Pedro Street, Los Angeles	1986
Lloyd, Harold, Estate	Address Restricted, Beverly Hills	1984
Long Beach Professional Building	117 E. 8th Street, Long Beach	2005
Longfellow-Hastings House	85 S. Allen Avenue, Pasadena	1982
Longley, Howard, House	1005 Buena Vista Street, South Pasadena	1974
Lopez Adobe	1100 Pico Street, San Fernando	1971
Los Altos Apartments	4121 Wilshire Boulevard, Los Angeles	1999
Los Angeles Central Library	630 W. 5th Street, Los Angeles	1970
Los Angeles Harbor Light Station	Los Angeles Harbor (San Pedro Breakwater), Los Angeles	1980
Los Angeles Memorial Coliseum	3911 S. Figueroa Street, Los Angeles	1984
Los Angeles Nurses' Club	245 S. Lucas Avenue, Los Angeles	1995
Los Angeles Pacific Company Ivy Park Substation	9015 Venice Boulevard, Los Angeles	1981
Los Angeles Plaza Historic District	Roughly bounded by Spring, Macy, Alameda and Arcadia Streets and Old Sunset Boulevard, Los Angeles	1972
Los Angeles Union Passenger Terminal	800 N. Alameda Street, Los Angeles	1980
Los Cerritos Ranch House	4600 Virginia Road, Long Beach	1970
Lovell House	4646 Dundee Drive, Los Angeles	1971
Lukens, Theodore Parker, House	267 N. El Molino Avenue, Pasadena	1984
Lummis House	200 E. Avenue 43, Los Angeles	1971
Lynwood Pacific Electric Railway Depot	11453 Long Beach Boulevard, Lynwood	1974
Machell-Seaman House	2341 Scarff Street, Los Angeles	1988
Main Building (Torrance High School Campus TR)	2200 W. Carson, Torrance	1983
Malabar Branch (Los Angeles Branch Library System TR)	2801 Wabash Avenue, Los Angeles	1987
Marengo Gardens	982, 986,990 S. Marengo Avenue and 221-241 Ohio Street, Pasadena	1983
Mary Louise Court (Bungalwo Courts of Pasadena TR)	583-599 N. Mentor Avenue, Pasadena	1994
McCarty Memorial Christian Church	4101 W. Adams Boulevard, Los Angeles	2002
McNally's Windemere Ranch Headquarters	San Esteban and San Cristobal Drive, La Mirada	1978
McNally, Andrew, House	654 E. Mariposa Street, Altadena	2007
Memorial Branch	4645 W. Olympic Boulevard, Los Angeles	1987
Menlo Avenue-West Twenty-ninth	Bounded by Adams Boulevard, Ellendale,	1987

Street Historic District	Thirtieth Avenue, and Vermont, Los Angeles	
Mentor Court (Bungalow Courts of Pasadena TR)	937 E. California Boulevard, Pasadena	1994
Merrill, Samuel, House	1285 N. Summit Avenue, Pasadena	2001
Middough Brothers-insurance Exchange Building	205 E. Broadway, Long Beach	2003
Millard House	645 Prospect Crescent, Pasadena	1976
Miller and Herriott House	1163 W. 27th Street, Los Angeles	1979
Million Dollar Theatre	307 S. Broadway, Los Angeles	1978
Miltimore House	1301 S. Chelten Way, South Pasadena	1972
Miss Orton's classical School for Girls (Dormitory)	154 S. Euclid Avenue, Pasadena	1995
Mission Court (Bungalow Courts of Pasadena TR)	567 North Oakland Avenue, Pasadena	1983
Mission San Fernando Ray de Convento Building	15151 San Fernando Mission Boulevard, Los Angeles	1988
Moneta Branch (Los Angeles Branch Library System TR)	4255 South Olive Street, Los Angeles	1987
Montebello Woman's Club	201 South Park Avenue, Montebello	1995
Montecito Apartments	6650 Franklin Avenue, Los Angeles	1985
Mooers, Frederick Mitchell, House	818 South Bonnie Brae Street, Los Angeles	1976
Mount Lowe Railway	North of Altadena Angeles National Forest, Altadena	1993
Mount Pleasant House	Heritage Square, 3800 Home Street, Los Angeles	1976
Muir, John, Branch (Los Angeles Branch Library System TR)	1005 West 64th Street, Los Angeles	1987
Municipal Warehouse No. 1	2500 Signal Street, San Pedro	2000
National Bank of Whittier Building	13002 East Philadelphia Street, Whittier	1982
Natural History Museum	900 Exposition Boulevard, Los Angeles	2004
Neutra Office Building	2379 Glendale Building, Los Angeles	2004
Newcomb House	675-677 North El Molino Avenue, Pasadena	1982
Nicholson, Grace, Building	46 North Los Robles Avenue, Pasadena	1977
North Harper Avenue Historic District	Roughly, North Harper Avenue between Fountain and De Longpre Avenues, West Hollywood	1996
North Hollywood Branch (Los Angeles Branch Library System TR)	5211 North Tujunga Avenue, North Hollywood	1987
North University Park Historic District	Roughly bounded by Hoover Street, Adams Boulevard, 28th Street and Magnolia Avenue, Los Angeles	2004
Oaklawn Bridge and Waiting Station	Between Oaklawn and Fair oaks Avenues, South Pasadena	1973
Oaks, The	250 North Primrose Avenue, Monrovia	1978
Odd Fellows Temple	175 North Los Robles Avenue, Pasadena	1985
Old Pasadena Historic District	Roughly bounded by Pasadena, Fair oaks, Raymond Avenues, Arroyo Parkway, Del Mar boulevard, and Corson Street, Pasadena	1983
Old Pasadena Historic District	Fair oaks and Raymond Avenues, Colorado	2008

(Boundary Increase)	Boulevard, Green Street, Pasadena	
*Old Santa Susana Stage Road	Address Restricted, Chatsworth	1974
Orange Grove Court (Bungalow Courts of Pasadena TR)	745 East Orange Grove Boulevard, Pasadena	1983
Orange Heights-Barnhart Tracts Historic District	Roughly bounded by North Los Robles Avenue, West, North El Molino Avenue East, Jackson Street North, and East Mountain Street South, Pasadena	1995
Oviatt, James, Building	617 South Olive Street, Los Angeles	1983
Pacific Electric Railroad Bridge	Torrance boulevard and Bow Street, Torrance	1989
Pacific Electric Railway Company Substation No. 8	2245 North Lake Avenue, Altadena	1977
Paddison Ranch Buildings	11951 Imperial Highway, Norwalk	1978
Padua Hills Theatre	4467 Via Padova, Claremont	1998
Palmer, Minnie Hill, House	Chatsworth Park South, Chatsworth	1979
Palmetto Court (Bungalow Courts of Pasadena TR)	100 Palmetto Drive, Pasadena	1983
Palomares, Ygnacio, Adobe	Corner of Arrow Highway and Orange Grove Avenue, Pomona	1971
Palos Verdes Public Library and Art Gallery	2400 Via Camesina, Palos Verdes Estates	1995
Palos Verdes Public Library and Art Gallery-Farnham Martin's Park (Boundary Increase)	2400 Via Campesina, Palos Verdes Estates	1996
Park Place – Arroyo Terrace Historic District (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement MPS)	368-440 Arroyo Terrace, 200-240 North Grand Avenue, 201-239 North Orange Grove Boulevard, Pasadena	2007
Parkhurst Building	185 Pier Avenue, Santa Monica	1978
Pasadena Civic Center District	Roughly bounded by Walnut and Green Streets, Raymond and Euclid Avenues, Pasadena	1980
Pasadena Playhouse	39 South El Molino Avenue, Pasadena	1975
Pasadena Playhouse Historic District	464-611 East Colorado Boulevard, 550-655 East Green Street, 21-127 South El Molino Avenue, and 150 North-101 South Madison Avenue, Pasadena	1994
Patio del Moro	8225-8237 Fountain Avenue, West Hollywood	1986
Pegler, John Carlton House	419 East Highland Avenue, Sierra Madre	1988
Pellissier Building	3780 Wilshire Boulevard, Los Angeles	1979
Petifils-Boos House	545 Plymouth Boulevard, Los Angeles	2005
Phillips Mansion	2640 West Pomona Boulevard, Pomona	1974
Pico, Pio, Casa	6003 Pioneer Boulevard, Whittier	1973
Pico, Romulo, Adobe	10940 Sepulveda Boulevard, Mission Hills	1966
Pisgah Home Historic District	6026-6044 Echo Street and 6051 A-D Hayes Street, Los Angeles	2007
Pitzer House	4353 North Towne, Claremont	1986
Plaza Substation	10 Olvera Street, Los Angeles	1978
Point Fermin Lighthouse	805 Paseo Del Mar, San Pedro	1972
Point Vicente Light	Rancho Palos Verdes, Long Beach	1980

Pomona City Stable	636 West Monterey Avenue, Pomona	2004
Pomona Fox Theater	102-144 3rd Street, Pomona	1982
Pomona YMCA Building	350 North Geary Avenue, Pomona	1986
Portal of the Folded Wings Shrine to Aviation and Museum	10621 Victory Boulevard, North Hollywood	1998
Prospect Historic District	Prospect Boulevard Square, Crescent, and Terrace, Rosemont Avenue, Armada and Fremont Drives, and La Mesa Place, Pasadena	1983
*Puvunga Indian Village Sites	Address Restricted, Long Beach	1974
*Puvunga Indian village Sites (Boundary Increase)	Address Restricted, Long Beach	1982
Queen Ann Cottage and Coach Barn	301 North Baldwin Avenue, Arcadia	1980
RALPH J. SCOTT	Berth 85, San Pedro	1989
Ralphs Grocery Store	1142-54 Westwood Boulevard, Los Angeles	1989
Ramsay-Durfee Estate	2425 South Western Avenue, Los Angeles	1989
Rancho El Encino	16756 Moorpark Street, Encino	1971
Rancho Los Alamitos	6400 Bixby Hill Road, Long Beach	1981
Redondo Beach Original Townsite Historic District	N. Gertruda Avenue, Carnelian Street, North Guadalupe Avenue and Diamond Street, Redondo Beach	1988
Redondo Beach Public Library	309 Esplanade Street, Redondo Beach	1981
Reeve, Jennie A., House	4260 Country Club Drive, Long Beach	1984
Rialto Theatre	1019-1023 Fair Oaks Avenue, South Pasadena	1978
Ridge Route, Old	Along Old Ridge Route (roughly bounded by Sandberg and Canton Canyon), Castaic	1997
Rindge, Frederick Hastings, House	2263 Harvard Boulevard, Los Angeles	1986
Rives, James C., House	10921 South Paramount Boulevard, Downey	1978
RMS QUEEN MARY	Pier J, 1126 Queensway Highway, Long Beach	1993
Robinson, Virginia, Estate	1008 Elden Way, Beverly Hills	1978
Rogers, Will, House	14253 Sunset Boulevard, Los Angeles	1971
Ronda	1400-1414 Havenhurst Drive, West Hollywood	1985
Roosevelt Building	727 West Seventh Street, Los Angeles	2007
Rose Bowl, The	991 Rosemont Avenue, Brookside Park, Pasadena	1987
Rose Court (Bungalow Courts of Pasadena TR)	449-457 South Hudson Avenue, Pasadena	1983
Rowland, John A., House	16021 East Gale Avenue, Industry	1973
Royal Laundry Complex	443 South Raymond Avenue, Pasadena	2007
Russian Village District	290-370 South Mills Avenue and 480 Cucamonga Avenue, Claremont	1978
S.S. CATALINA	Berth 96, Los Angeles Harbor, San Pedro	1976
*Saddle Rock Ranch Pictograph Site	Address Restricted, Malibu	1982
San Dimas Hotel	121 San Dimas Avenue, San Dimas	1972
San Fernando Building, The	400-410 South Main Street, Los Angeles	1986
San Gabriel Mission	Junipero Street and West Mission Drive, San Gabriel	1971
San Pedro Municipal Ferry Building	Berth 84, foot of 6th Street, San Pedro	1996
San Rafael Rancho	Bonita Drive, Glendale	1976
Santa Fe Coast Lines Hospital	610-30 South Louis Street, Los Angeles	2003
Santa Fe Freight Depot	970 East 3rd Street, Los Angeles	2006
Santa Monica Looff Hippodrome	276 Santa Monica Pier, Santa Monica	1987

Sara-Thel Court	618-630 South Marengo Avenue, Pasadena	1983
Schindler, R.M., House	833 North Kings Road, West Hollywood	1971
Scripps College for Women	Columbia and 10th Street, Claremont	1984
Scripps Hall	209 East Mariposa Street, Altadena	1999
Sears, Roebuck & Company Mail Order Building	2650 East Olympic Boulevard, Los Angeles	2006
Second Church of Christ Scientist	655 Cedar Avenue, Long Beach	2005
Security Trust and Savings	6381-85 Hollywood Boulevard, Hollywood	1983
Security-First National Bank of Los Angeles	529 Wilshire Boulevard, Los Angeles	2005
Sinclair, Upton, House	464 North Myrtle Avenue, Monrovia	1971
Singer Building	16 south Oakland Avenue and 520 East Colorado Boulevard, Pasadena	1985
Smith Estate	5905 El Mio Drive, Los Angeles	1982
Smith, Ernest W., House	272 south Los Robles Avenue, Pasadena	1988
Somerville Hotel	4225 South Central Avenue, Los Angeles	1976
South Bonnie Brae Tract Historic District	1026-1053 South Bonnie Brae Street and 1830-1851 West Eleventh Street, Los Angeles	1988
South Marengo Historic District	South Marengo Avenue, Pasadena	1928
South Pasadena Historic District	Roughly bounded by Mission and El Centro Street, and Fairview and Meridian Avenues, South Pasadena	1982
South Serrano Avenue Historic District	400 block of South Serrano Avenue, Los Angeles	1988
Southern California Gas Company Complex	800, 810, 820 and 830 South Flower Street, Los Angeles	2004
Southern Pacific Railroad Depot, Whittier	7333 Greenleaf Avenue, Whittier	2005
Southwest Museum	234 Museum Drive, Los Angeles	2004
Sovereign Hotel	205 Washington Avenue, Santa Monica	1997
Sowden, John, House	5121 Franklin Avenue, Los Angeles	1971
Space Flight Operations Facility	Jet Propulsion Laboratory (JPL), Pasadena	1985
Spring Street Financial District	354-704 South Spring Street, Los Angeles	1979
Spring Street Financial District (Boundary Increase)	401 South Main Street and 405-11 South Main Street, Los Angeles	2000
St. Andrews Bungalow Court	1514-1544 North St. Andrews Place, Los Angeles	1998
St. James Park Historic District	Roughly bounded by 21st and 23 Streets, Mount St. Mary's College, West Adams Boulevard and Union Avenue, Los Angeles	1991
St. John's Episcopal Church	514 West Adams Boulevard, Los Angeles	2000
Standard Oil Building	7257 Bright Avenue, Whittier	1980
Stevenson, Robert Louis, Branch (Los Angeles Branch Library System TR)	803 Spence Street, Los Angeles	1987
Stimson House	2421 South Figueroa Street, Los Angeles	1978
Storer House	8161 Hollywood Boulevard, Los Angeles	1971
Storrier-Steams Japanese Garden	270 Arlington Drive, Pasadena	2005
Stoutenburgh House	255 South Marengo Avenue, Pasadena	1980
Straight, Charles E., House	4333 Emerald Avenue, La Verne	1992
Streetcar Depot	Pershing and Dewey Avenues, Los Angeles	1972
Stuart Company Plant and Office	3360 East Foothill Boulevard, Pasadena	1998

Building		
Subway Terminal Building	417, 415,425 South Hill Street, 416.420, 424 South Olive Street, Los Angeles	2006
Sunset Towers	8358 Sunset Boulevard, West Hollywood	1980
Superior Oil Company building	550 South Flower Street, Los Angeles	2003
Sweetser Residence	417 East Beryl Street, Redondo Beach	1985
Temple Mansion	15415 East Don Julian Road, Industry	1974
Textile Center Building	315 East Eight Street, Los Angeles	2005
Title Guarantee and Trust Company Building	401-411 West 5th Street, Los Angeles	1984
Toberman, C.E., Estate	1847 Camino Palmero, Hollywood	1983
Torrance School	2200 West Carson, Torrance	1983
Town House, The	2959-2973 Wilshire Boulevard and 607-643 South Commonwealth Avenue, Los Angeles	1997
Tuna Club of Avalon	100 St. Catherine Way, Catalina Island, Avalon	1991
Twentieth Street Historic District	912-950 20th Street (even numbers), Los Angeles	1991
Twenty-Five Foot Space Simulator	Jet Propulsion Laboratory (JPL), Pasadena	1985
US Court House and Post Office (US Post Office in California 1900-1941 TR)	312 No. Spring Street, Los Angeles	2006
US Post Office-Beverly Hills Main (US Post Office in California 1900-1941 TR)	469 North Crescent Drive, Beverly Hills	1985
US Post Office-Burbank Downtown Station (US Post Office in California 1900-1941 TR)	125 East Olive Avenue, Burbank	1985
US Post Office-Glendale Main (US Post Office in California 1900-1941 TR)	313 East Broadway Street, Glendale	1985
US Post Office-Hollywood Station (US Post Office in California 1900-1941 TR)	1615 North Wilcox Avenue, Los Angeles	1985
US Post Office-Long Beach Main (US Post Office in California 1900-1941 TR)	300 Long Beach Boulevard, Long Beach	1985
US post Office-Los Angeles Terminal Annex (US Post Office in California 1900-1941 TR)	900 Alameda Street, Los Angeles	1985
US post Office-San Pedro Main (US Post Office in California 1900-1941 TR)	839 South beacon Street, San Pedro	1985
Van Buren Place Historic District	2620-2657 Van Buren Place, Los Angeles	1989
Van Nuys Branch (Los Angeles Branch Library System TR)	14553 Sylvan Way, Los Angeles	1987
*Vasquez Rocks	Agua Dulce Road, Agua Dulce	1972
Venice Branch (Los Angeles Branch Library System TR)	610 California Avenue, Los Angeles	1987

Venice Canal Historic District	Roughly bounded by Grand, Carroll, Eastern and Sherman canals, Los Angeles	1982
Venice of America House	1223 Cabrillo Avenue, Los Angeles	2001
Vermont Square Branch (Los Angeles Branch Library System TR)	1201 West 48th Street, Los Angeles	1987
Villa Bonita	1817 Hillcrest Road, Hollywood	1986
Villa Francesca	1 Peppertree Drive, Rancho Palos Verdes	1986
Villa Riviera	800 East Ocean Boulevard, Long Beach	1996
Villa Verde	800 South San Rafael, Pasadena	1984
Vista del Arroyo Hotel and Bungalows	125 South Grand Avenue, Pasadena	1981
Ware, Henry A., House (Residential Architecture of Pasadena: Influence of the Arts and Crafts Movement MPS)	460 Bellefontaine Street, Pasadena	2004
Warner Brothers Theater	478 West 6th Street, San Pedro	1999
Washington Building	9720-9732 Washington Boulevard, Culver City	1991
Washington Court (Bungalow Courts of Pasadena TR)	475 East Washington Boulevard, Pasadena	1994
Watts Station	1686 East 103rd Street, Los Angeles	1974
Watts Towers of Simon Rodia	1765 East 107th Street, Los Angeles	1977
Wayfarers Chapel	5755 Palos Verdes Drive South, Rancho Palos Verdes	2005
Weaver, Henry, House	142 Adelaide Drive, Santa Monica	1989
Well No. 4, Pico Canyon Oil Field	9.5 miles North of San Fernando, West of US 99, San Fernando	1966
Whitley Court	1720-1728 ½ Whitley Avenue, Los Angeles	2004
Whitley Heights Historic District	Roughly bounded by Franklin, Highland, Cahuenga, and Fairfield Avenue, Hollywood	1982
Willmore, The	315 West Third Street, Long Beach	1999
Wilmington Branch	309 West Opp Street, Los Angeles	1987
Wilshire Branch	149 North Saint Andrews Place, Los Angeles	1987
Wilson, Warren, Beach House	15 Thirtieth Street, Venice	1986
Wilton Historic District	South Wilton Place, South Wilton Drive, and Ridgewood Place, Los Angeles	1979
Women's Club of Redondo Beach	400 South Broadway, Redondo Beach	1984
Woodbury-Story House	2606 North Madison Avenue, Altadena	1993
Workman Adobe	15415 Don Julian Road, Industry	1974
Workman Family Cemetery	15415 East Don Julian Road, Industry	1974
Wright, Lloyd, Home and Studio	858 North Doheny Drive, West Hollywood	1987
Wrigley, William, Jr., Summer Cottage	76 Wrigley Road, Avalon	1985
Wynyate	851 Lyndon Street, South Pasadena	1973
Young's Market Company Building	1610 West Seventh Street, Los Angeles	2004
Ziegler Estate	4601 North Figueroa Boulevard, Los Angeles	2002

* Archaeological site; address restricted.

Table 4.3.2.4-2, *National Historic Landmarks in Los Angeles County*, lists properties designated NHLs in Los Angeles County.[98]

TABLE 4.3.2.4-2
NATIONAL HISTORIC LANDMARKS IN LOS ANGELES COUNTY

Name	Location	Year Listed
Angelus Temple	Los Angeles	1992
Baldwin Hills Village	Los Angeles	2001
Barnsdall, Aline, Complex (Hollyhock House)	Los Angeles	2007
Bradbury Building	Los Angeles	1977
Eames House (Case Study House #8)	Pacific Palisades	2006
Gamble, David B., House	Pasadena	1977
Hale Solar Observatory	Pasadena	1989
Hubble, Edwin, House	San Marino	1976
Lane Victory (Victory Ship)	San Pedro	1990
Little Tokyo Historic District	Los Angeles	1995
Los Angeles Memorial Coliseum	Los Angeles	1984
Los Cerritos Ranch House	Long Beach	1970
Ralph J. Scott (Fireboat)	San Pedro	1989
Rose Bowl	Pasadena	1987
Santa Monica Looff Hippodrome	Santa Monica	1987
Sinclair, Upton, House	Monrovia	1971
Space Flight Operations Facility	Pasadena	1985
Twenty-Five Foot Space Simulator	Pasadena	1985
Watts Towers	Los Angeles	1990
Well No. 4, Pico Canyon Oil Field	Los Angeles County	1966
Saddleback Ranch Pictograph Site	Malibu	Determined eligible but not designated, 1990

[98] National Park Service. Accessed 15 May 2004. "National Historic Landmarks Program Listing of National Historic Landmarks by State: California." Available at: http://www.nps.gov/nhl/designations/Lists/CA01.pdf

Table 4.3.2.4-3, *Partial Listing of California Register Properties in Los Angeles County*, presents listings in the CRHR, exclusive of properties listed in the NRHP, determined eligible for the NRHP through a consensus determination, or designated as CHLs or CPHI.[99] None of these properties is located in the unincorporated areas of Los Angeles County.

TABLE 4.3.2.4-3
PARTIAL LISTING OF CALIFORNIA REGISTER PROPERTIES IN LOS ANGELES COUNTY

Name	Location	Year Listed
Bell House	Bell	1999
Bembridge Aviary	Long Beach	2001
Bembridge Carriage House	Long Beach	2001
Bembridge House / Green House	Long Beach	2001
Jardin Del Encanto and Cascades Park	Monterey Park	1998
North Arnaz Drive Historic District	Beverly Hills	1990

[99] California Department of Parks and Recreation, Office of Historic Preservation. Accessed 15 May 1009. California Historical Landmarks. Available at: http://ohp.parks.ca.gov/listed_resources/

Table 4.3.2.4-4, *California Historical Landmarks in Los Angeles County*, itemizes registered CHLs in both incorporated and unincorporated Los Angeles County. Many CHLs are also listed in the NRHP, and all CHLs designated with numbers 770 and above are automatically listed in the CRHR.[100] As of May, 2009, there were 103 registered CHLs within the Los Angeles County.[101]

TABLE 4.3.2.4-4
CALIFORNIA HISTORICAL LANDMARKS IN LOS ANGELES COUNTY

NAME	LOCATION	CHL NO.	LISTED IN NRHP	LISTED IN CRHR
Casa de Governor Pio Pico	Pio Pico State Historic Park 6003 Pioneer Boulevard, Whittier	127		
Nuestra Senora La Reina de Los Angeles	535 North Main Street (near Macy St.), Los Angeles	144		
Avila Adobe	El Pueblo de Los Angeles Historic Monument Olvera Street, Los Angeles	145		
Banning Park	401 East M Street (at Banning Place), Wilmington	147		
Brand Park (Memory Garden)	15174 San Fernando Mission Boulevard, Los Angeles	150		
Campo de Cahuenga	3919 Lankershim Boulevard, North Hollywood	151	Yes	
Domínguez Ranchhouse	18127 South Alameda, Compton	152		
Los Angeles Plaza	El Pueblo de Los Angeles Historic Monument, 500 block of North Main Street, Los Angeles	156		
Mission San Fernando Rey De España	15151 San Fernando Mission Boulevard, Mission Hills	157	Yes	
Mission San Gabriel Arcángel	537 West Mission Drive (at Junipero Street), San Gabriel (USGS Quadrangle Street Name: El Monte)	158	Yes	
Pico House (Hotel)	El Pueblo de Los Angeles Historic Monument 400 block of Main Street, Los Angeles	159	Yes	
Plummer Park and Oldest House in Hollywood	Original location: 7377 Santa Monica Blvd, Hollywood New location: 23537 Calabasas Road, Calabasas	160		
Site of Mission Vieja	Southwest Corner of North San Gabriel Boulevard and North Lincoln Avenue, Montebello	161		

[100] California Department of Parks and Recreation, Office of Historic Preservation. Accessed 15 May 1009. California Historical Landmarks. Available at: http://ohp.parks.ca.gov/listed_resources/

[101] California Department of Parks and Recreation, Office of Historic Preservation. Accessed 15 May 1009. California Historical Landmarks. Available at: http://ohp.parks.ca.gov/listed_resources/

NAME	LOCATION	CHL NO.	LISTED IN NRHP	LISTED IN CRHR
La Mesa Battlefield	4490 Exchange Avenue (at Downey Road), Vernon	167		
Oak of the Golden Dream	Placerita Canyon State and County Park, Placerita Canyon Road, 4.6 miles Northeast of Newhall, Los Angeles	168		
Drum Barracks	1053 Cary Street (corner Cary and Opp), Wilmington	169		
Hancock Park La Brea	Hancock Park, 5801 Wilshire Boulevard (between Ogden and Curson Streets), Los Angeles	170		
Merced Theatre	El Pueblo de Los Angeles Historic Monument 420 Main Street, Los Angeles	171	Yes	
Pioneer Oil Refinery	238 Pine Street, Newhall	172		
Casa Adobe De San Rafael	1330 Dorothy Drive, Glendale	235		
First Home of Pomona College	Southwest Corner of Mission Boulevard and South White Street, Pomona	289		
Lugo Adobe (Site of)	El Pueblo de Los Angeles Historic Monument Southeast corner of Los Angeles and Alameda Streets, Los Angeles	301		
Old Mill	1120 Old Mill Road, San Marino	302		
Rómulo Pico Adobe (Ranchito Rómulo)	10940 North Sepulveda Boulevard, Mission Hills	362	Yes	
Centinela Springs	Centinela Park 700 Warren Lane, Inglewood	363		
E.J. Baldwin's Queen Anne Cottage	Los Angeles State and County Arboretum 301 North Baldwin, Arcadia	367		
Hugo Reid Adobe	Los Angeles State and County Arboretum 301 North Baldwin Avenue, Arcadia	368		
Adobe de Palomares	491 East Arrow Highway, Pomona	372		
Old Salt Lake	Southeast Corner of Harbor Drive and Yacht Club Way, Redondo Beach	373		
Site of Home of Diego Sepúlveda	700 block of Channel Street, San Pedro	380		
Site of Old Whaling Station	Portuguese Bend Club Palos Verdes Drive and Maritime Road, Rancho Palos Verdes	381		
Site of Adobe Home of Jose Dolores Sepúlveda	Approximately at the intersection of Madison Street and Courtney Way, Torrance	383		
Timms' Point and Landing	Sampson Way at Southern Pacific Slip, San Pedro	384		
Rio San Gabriel Battlefield	Northeast corner of Washington Boulevard and Buff Road, Montebello	385		
La Casa De Carrión	919 Puddingstone Drive, La Verne	386		
The Ortega-Vigare Adobe	616 South Ramona Street, San Gabriel	451		
Pomona Water Powerplant	Camp Baldy Road (P.M. 2.0), San Antonio Canyon, 8.1 miles North of State Highway 166, Claremont	514		

NAME	LOCATION	CHL NO.	LISTED IN NRHP	LISTED IN CRHR
Well, CSO 4 (Pico 4)	On West Pico Canyon Road, 3.3 miles West of I-5, Newhall	516		
Mentryville	27201 West Pico Canyon Road, 2.8 miles West of I-5, Newhall	516-2		
Serra Springs	University High School Horticulture Area, 11800 Texas Avenue, Los Angeles	522		
Lummis Home	200 East Avenue 43 at Pasadena Freeway No. 11, Los Angeles	531	Yes	
Original Building of the University of Southern California (USC)	Widney Hall Alumni House University of Southern California Childs Way (between Hoover Boulevard and University Avenue), Los Angeles	536		
Cecil B. DeMille Studio Barn	2100 North Highland Avenue, Hollywood	554		
Rancho San Francisco	Southwest corner of "the Old Road" and Henry Mayo Drive, 0.2 miles South of I-5 and State Highway 126 Interchange, Valencia	556		
St. Vincent's Place	St. Vincent Court (in alley between Broadway and Hill, and 6th and 7th Streets), Los Angeles	567		
Well, Alamitos 1	Northeast corner of Temple Avenue and Hill Street, Signal Hill	580		
Lang	Soledad Canyon Lang Station Road (0.4 miles South of State Highway 14 (P.M. 35.6), Shadow Pines Boulevard, 4.7 miles East of Canyon Country	590		
Old Short Cut	Angeles National Forest Chilao Visitor's Center Angeles Crest Highway (State Hwy 2), 27 miles East of La Canada	632		
Catalina Adobe	2211 Bonita Drive, Glendale	637		
Grave of George Caralambo, (Greek George)	Founder's Memorial Park Broadway at Gregory Avenue, Whittier	646		
The Cascades	0.1 miles North of Intersection of Foothill Boulevard and Balboa Boulevard, 4 miles Northwest of San Fernando	653		
Portolá Trail Campsite (I)	Elysian Park Entrance Northwest corner of North Broadway and Elysian Park Drive, Los Angeles	655		
Bella Union Hotel Site	Fletcher Bowron Square 300 Block of North Main (between Temple and Aliso Streets), Los Angeles	656		
Western Hotel	557 West Lancaster Boulevard, Lancaster	658		
Heritage House	Northwest corner of Willowbrook Avenue and Myrrh Street, Compton	664		
Portolá Trail Campsite, 2	325 South La Cienega Boulevard (between Olympic and Gregory), Beverly	665		

NAME	LOCATION	CHL NO.	LISTED IN NRHP	LISTED IN CRHR
	Hills			
Governor Stoneman Adobe, Los Angeles	1912 Montrobles Place, San Marino	669		
Paradox Hybrid Walnut Tree	12300 Whittier Boulevard (at Mar Vista), Whittier	681		
Lyons Station Stagecoach Stop	USGS Quadrangle Sheet Name: Venice Eternal Valley Memorial Park 23287 North Sierra Highway (near State Highway 14 and San Fernando Road), Newhall	688		
Los Encinos State Historic Park	Los Encino State Historic Park 16756 Moorpark Street, Encino	689	Yes	
Griffith Ranch	12685 Foothill Boulevard (at Vaughn Street), San Fernando	716		
The Angeles National Forest	San Gabriel Mountains Clear Creek Vista Point State Highway 2 (P.M. 32.8), 8.3 miles North of I-210, La Canada	717		
Site of the Initial United States Air Meet	18501 South Wilmington Avenue, Carson	718		
Old Plaza Firehouse	El Pueblo de Los Angeles Historic Monument 501 North Los Angeles Street	730		
The Mirror Building (Site of Butterfield Stage Station)	145 South Spring Street, Los Angeles	744		
San Fernando Cemetery	Southwest Corner of Bledsoe and Foothill, Sylmar	753		
Site of the Los Angeles Star	Fletcher Bowron Square 300 Block of North Main (between Temple and Aliso Streets), Los Angeles	789		Yes
First Jewish Site in Los Angeles	Chavez Ravine (behind US naval and Marine Corps Reserve Center) 800 West Lilac Terrace Drive, Los Angeles	822		Yes
Old Santa Monica Forestry Station	Rustic Canyon Recreation Center Northwest corner of Latimer and Hilltree Roads, Los Angeles	840		Yes
The Gamble House	4 Westmorland Place, Pasadena	871	Yes	Yes
Workman Home and Family Cemetery	15415 East Don Julian Road, City of Industry	874	Yes	Yes
Site of Port Los Angeles Long Wharf	Will Rogers State Beach Lifeguard Headquarters 15100 West Pacific Coast Highway 1 (P.M. 375), Pacific Palisades	881		Yes
Pasadena Playhouse	39 South El Molino Avenue, Pasadena	887	Yes	Yes
S.S. Catalina	Original location: Port of Los Angeles, Catalina Terminal, Berth 96 New Location: Ensenada Harbor Ensenada, Mexico	894		Yes
Chatsworth Calera Site	Intersection of Woolsey Canyon Road and Valley Circle Boulevard from State	911		Yes

NAME	LOCATION	CHL NO.	LISTED IN NRHP	LISTED IN CRHR
	Highway 27 and Plummer (site is 500 feet Northeast of intersection), Chatsworth			
Glendora Bougainvillea	400 Block of East Bennet Avenue (at Minnesota Avenue), Glendora	912		Yes
St. Francis Dam Disaster Site	San Francisquito Power Plant No. 2 32300 North San Francisquito Canyon Road, 9.2 miles North of Saugus	919		Yes
Casa De San Pedro	Middle Reservation, Fort MacArthur 2400 Block of Pacific Avenue (East side of Parade field), 300 feet south of Intersection of Meyler and Quartermaster Roads, San Pedro	920		Yes
Site of Llano Del Rio Cooperative Colony	On State Highway 138 (P.M. 64.1), Llano	No. 933		Yes
Temporary Detention Camps for Japanese Americans-Santa Anita Assembly Center and Pomona Assembly Center	Arcadia and Pomona	934		Yes
Twentieth Century Folk Environments (Thematic) – Old Trapper's Lodge	Original Location: 10340 Keswick Avenue at San Fernando Road, Sun Valley New Location: Los Angeles Pierce College, Cleveland Park, 6201 Winnetka Avenue, Woodland Hills	939		Yes
Reform School for Juvenile Offenders (Fred C. Nelles School)	Department of the Youth Authority Entrance 11850 East Whittier Boulevard, Whittier	947		Yes
Los Angeles Memorial Coliseum	University of Southern California (south end) 3911 South Figueroa, Los Angeles	960		Yes
Harold Lloyd Estate (Greenacres)	1740 Green Acres Place, Beverly Hills	961		Yes
The Mojave Road	Site of road runs from Drum Barracks in Wilmington to where State route 66 crosses Los Angeles County line into San Bernardino County	963		Yes
Point Dume	Point Dume State Beach (corner of "Cliffside Drive and Birdview Avenue), Malibu	965		Yes
Adamson House at Malibu Lagoon State Beach	23200 Pacific Coast Highway, Malibu	966	Yes	Yes
Navy and Marine Corps Reserve Center	1700 Stadium Way, Los Angeles	972		Yes
El Monte-First Southern California Settlement by Immigrants from United States	Santa Fe Trail Historical Park Valley Boulevard and Santa Anita Avenue, El Monte	975		Yes
Rancho Los Cerritos Historic Site	4600 Virginia Road, Long Beach	978		Yes
Casa de Rancho San	7000 East Gage, Bell Gardens	984		Yes

NAME	LOCATION	CHL NO.	LISTED IN NRHP	LISTED IN CRHR
Antonio (Henry Gage Mansion)				
Pacific Asia Museum (Grace Nicholson's Treasure House of Oriental and Western Art)	46 North Los Robles Avenue, Pasadena	988		Yes
Christmas Tree Lane	Santa Rose Avenue (both sides of street from Woodbury Avenue to Altadena Drive), Altadena	990	Yes	Yes
Watts Towers of Simon Rodia	1765 East 107th Street, Los Angeles	993		Yes
Tuna Club of Avalon	100 Street Catherine Way, Avalon	997	Yes	Yes
Beale's Cut Stagecoach Pass	Intersection of Sierra Highway and Clampitt Road, Santa Clarita	1006		Yes
Frank Lloyd Wright Textile Block Houses (Thematic), Ennis House	2655 Glendower Avenue, Los Angeles	1011	Yes	Yes
Frank Lloyd Wright Textile Block House (Thematic), Freeman House	1962 Glencoe Way, Los Angeles	1011	Yes	Yes
Long Beach Marine Stadium	Pete Archer Rowing Center (end of Boathouse lane) Nieto Avenue and Appian Way, Long Beach	1014		Yes
Manhattan Beach State Pier	West of Manhattan Beach Boulevard, Manhattan Beach	1018		Yes
Liberty Hill Site	Vicinity of 5th Street and Harbor Boulevard, San Pedro	1021		Yes
Hay Tree	16475 Paramount Boulevard, Paramount	1038		Yes
Site of the Childhood Home of the Beach Boys	3701 West 119th Street, Hawthorne	1041		Yes

Table 4.3.2.4-5, *California Points of Historical Interest in Los Angeles County*, itemizes listed CPHIs. CPHIs designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. A historical resource can not be designated as both a CHL and PHI. If a PHI is subsequently granted status as a CHL, its PHI designation is retired.

TABLE 4.3.2.4-5
CALIFORNIA POINTS OF HISTORICAL INTEREST IN LOS ANGELES COUNTY*

NAME	LOCATION	YEAR CONSTRUCTED	CPHI NO.
Abraham Lincoln Elementary School	1200 N. Gordon Street, Pomona	1936	044
Altadena Town and Country Club	2290 Country Club Drive, Altadena	1911	052
Antelope Valley Indian Museum	15701 East Avenue, Lancaster	1928	033
Bassett Elementary School	546 N. Vineland Avenue, Bassett	N/A	034
Bob's Big Boy Restaurant & Sign	4211 Riverside Drive, Burbank	1949	054
Bolton Hall	10116 Commerce Avenue, Los Angeles	1913	002
Bouleard Theatre/West Coast Theatre	1617 W. Washington Boulevard, Los Angeles	1924	029
Carpenter House Museum	10500 E. Flora Vista, Bellflower	1928	036
Charles Chaplin Film Studio, A & M	1416 N. La Brea Avenue, Los Angeles	1917	006
Church of the Lighted Window	1200 Foothill Boulevard, La Canada Flintridge	1924	007
Citizen Publishing Company Building	9355 Culver Boulevard, Culver City	1929	038
David Familian Chapel	5540 Laurel Canyon Boulevard, North Hollywood	1949	063
Descanso Gardens	1418 Descanso Drive, La Canada Flintridge	N/A	004
East Los Angeles Railroad Station	5480 Ferguson Drive, Commerce	1928	058
Exposition Park Rose Garden	Exposition Boulevard, Los Angeles	1914	042
Fenyes Estate	470 W. Walnut Street, Pasadena	1905	059
Hamilton Aero Hangar, United Airport	2761 Hollywood Way, Burbank	1930	060
Heritage Square	3800 Homer Street, Los Angeles	N/A	027
Historical Park	9632 Steele Street, Rosemead	1929	020
Huntington Building – Pacific Electric	610 S. Main Street	1905	043
J.D. Palomares House	2172 Walnut Street, La Verne	1880	061
Lanterman House/ El Retiro	4420 Encinas Drive, La Canada Flintridge	1915	062
La Venta Inn	796 Via Del Monte, Palos Verdes Estates	1923	051
Leonis Adobe	23537 Calabasas Road, Calabasas	1880	055
Long Beach Marine Stadium	Apian Way, Long Beach	1930	056
Looff Pier, Santa Monica Pier	Colorado Avenue, Santa Monica	1890	016
Lopez Adobe/La Casa De Geronimo	1100 Pico Street, San Fernando	1882	005

NAME	LOCATION	YEAR CONSTRUCTED	CPHI NO.
Los Angeles High School	Broadway, Los Angeles	1873	024
Old El Monte Jail	3535 Santa Anita Avenue, El Monte	1880	047
Pacific Electric Railway, Firestone	E. Firestone Boulevard, (vicinity of) Florence	1930	040
Padua Hills Theatre	4467 Via Padova, Claremont	1930	015
Patriotic Hall	1816 S. Figueroa Street, Los Angeles	1925	023
Ramsay-Durfee Estate, Villa Maria	2425 S. Western Avenue, Los Angeles	1907	046
Rivera First Baptist Church	Serapis Street, Pico Rivera	1950	008
Robinson, Virginia Estate	1008 Elden Way, Beverly Hills	1911	028
San Dimas Hotel	121 San Dimas Avenue, San Dimas	1887	003
Santa Monica Depot	301 N. Baldwin Avenue, Arcadia	1882	001
Santa Susana Stage Road	San Fernando	1859	010
Saugus Southern Pacific Railroad	24107 San Fernando Road, Newhall	1887	031
Scripps Hall/Pasadena Waldorf	209 E. Mariposa Street, Altadena	1904	041
Shoreline Looff Carousel	Shoreline Village Drive, Long Beach	1906	035
Soledad-Acton Schoolhouse	32248 N. Crown Valley Road, Acton	1890	014
Suangna Indian Village	Carson	N/A	013
Sylvia Park Country Club Clubhouse	20421 Callon Drive, Topanga	1930	057
Temple Hall	15415 E. Don Julian Road, City of Industry	1923	019
Topanga Christian Fellowship Church	269 Old Topanga Canyon Road, Topanga	1953	065
W. R. Rowland Adobe Redwood Ranch	130 Avenida Alipaz, Walnut	1883	021
Wichstand	4508 Slauson Avenue, Los Angeles	1957	048
William Andres Clark Library	2520 Cimarron Street, Los Angeles	1924	042-A
Women's Club of Claremont	343 W. 12th Street, Claremont	1910	049
Woodbury/Story House	2606 N. Madison Avenue, Altadena	1882	012

SOURCE:

* California Office of Historic Preservation. 2009. *California Historical Resources Inventory, 2009*. Fullerton, CA: California State University, Department of Anthropology, South Central Coastal Information Center.

4.4 HUMAN REMAINS

4.4.1 Human Remains Context

The interment of human remains among California Native Americans can be classified into three methods: inhumation (burial), cremation, and a combination of both inhumation and cremation. The preferred method varied depending on the region and cultural group, and some groups practiced both methods simultaneously depending of the situation in which the individual died. With interment came the practice of grave goods, a practice favored by most of the tribes in California. Grave goods usually consisted of beads of various materials, knifes, projectile points, and exotic trade items among other objects. Native American burial locations are often considered sacred sites by Native American groups and most likely descendants.

Interment of human remains among pioneers and homesteaders also varied between inhumation and cremation. The internment method chosen was a result of the circumstances and location at the time of death, as well as the religion or cultural beliefs. In the late-nineteenth and early twentieth centuries, cemeteries were few and often located at some distance. Burial on the homestead grounds was often a preferred alternative. Formal cemeteries in Los Angeles County were initially established in association with the missions, for example, the San Fernando Mission Cemetery, and churches, such as the one that was located during the first half of the 19th century adjacent to the Plaza Church in the El Pueblo Historic District in Los Angeles. Early in the development of most cities and towns, cemeteries, some specifically intended for a specific religious denomination, were consecrated. The oldest extant cemetery in the City of Los Angeles is the Evergreen Cemetery in East Los Angeles, established in 1877. Rosedale also claims the oldest crematory in the western United States, built in 1884.

4.4.2 Human Remains Resource Characterization

Under CEQA, the inadvertent discovery of human remains is treated as a cultural resource issue. By definition, such discoveries cannot be predicted.

SECTION 5
IMPACTS AND MITIGATION

This section of the report consists of an impacts analysis that includes significance thresholds and a determination if the implementation of the General Plan Update may have significant effects on cultural resources, thus requiring the consideration of mitigation measures or alternatives, in accordance with Section 15063 of the State California Environmental Quality Act (CEQA) Guidelines.[1]

5.1 PALEONTOLOGICAL RESOURCES

5.1.1 Significance Threshold

With respect to paleontological resources, CEQA does not specifically establish thresholds for significant impacts; however, Appendix G of the State CEQA Guidelines indicates that a project may have a significant effect on the environment if it would directly or indirectly destroy a unique paleontological resource or unique geologic feature.

5.1.2 Impacts to Paleontological Resources

The proposed project would not be expected to result in impacts to cultural resources related directly or indirectly to the destruction of a unique paleontological resource or unique geologic feature. The proposed project, the General Plan Update, does not entail any physical development that would result in ground-disturbing activities.

The unincorporated areas affected by the proposed project may potentially contain unique paleontological resources or unique geologic features. Potential impacts to paleontological resources resulting from future development activities, if any, will depend on where such development occurs. Many fossil locations are buried and therefore unknown. Excavation related to construction of projects enabled by the goals, policies, and implementation measures of the General Plan Update could result in significant impacts to these resources. Project-level environmental compliance procedures therefore should incorporate a process to identify areas of with the potential to yield paleontological resources, avoid impacting paleontologically sensitive areas if possible, and require a plan to monitor excavation activities and recover significant specimens according to professionally accepted practices, when avoidance is not possible.

[1] *California Code of Regulations*, Title 14, Division 6, Chapter 3, Sections 15000–15387, Appendix G.

5.1.3 Mitigation Measures

The potential for future projects to impact paleontological resources would be mitigated to the greatest extent feasible by implementing the following mitigation measures:

5.1.3.1 Cultural-1

A paleontological resources assessment shall be performed to determine the paleontological sensitivity of the proposed project site. Assessments shall include a records search at the Natural History Museum of Los Angeles County (NHM) and/or other scientific institution that maintains records of fossil localities in the region. If the NHM indicates that the proposed project site is highly sensitive, a qualified paleontologist shall be retained to perform a field survey to further characterize or identify significant paleontological resources.

5.1.3.2 Cultural-2

If a proposed project site has been assessed as being *highly sensitive* for paleontological resources, a qualified paleontologist shall monitor all ground-disturbing activities. Prior to initiation of ground-disturbing activities, the paleontologist shall conduct a briefing for construction personnel to provide information about the procedures to be followed in the case of a paleontological discovery. If paleontological resources are encountered during ground-disturbing activities, such construction activities in the vicinity of the find will cease, and the paleontologist will be allowed sufficient time to evaluate and collect the find. Any significant finds shall be curated with a recognized museum repository for such resources. Any significant specimens shall be treated (prepared, identified, curated, and catalogued) in accordance with the designated museum repository requirements. The paleontologist shall prepare a technical report recording monitoring activities, including daily monitoring logs and an itemized inventory of specimens.

5.1.3.3 Cultural-3

If a proposed project site has been assessed as being of *medium sensitivity* for paleontological resources, a qualified paleontologist shall be retained on an on-call basis. The paleontologist will conduct a preconstruction briefing for construction personnel regarding the procedures to be followed in the event of a paleontological discovery. These procedures will include cessation of ground-disturbing activities in the vicinity of the find and notification of the on-call paleontologist, who will be allowed sufficient time to evaluate and collect the find. The paleontologist will monitor all subsequent ground-disturbing activities on the site and will curate, analyze, and record the finds and monitoring activities as described in *Cultural-2*.

5.2 ARCHAEOLOGICAL RESOURCES

5.2.1 Significance Threshold

Archaeological resources under CEQA may meet the definition of a either historical resource or unique archaeological resource. A project with an effect that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource is defined as

physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource would be significantly impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR, a local register of historic resources pursuant to Section 5020.1(k) of the Public Resources Code, or historic resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code. With regard to unique archaeological resources, CEQA states that when a project will cause damage to a unique archaeological resource, reasonable efforts must be made to preserve the resource in place or left in an undisturbed state. Mitigation measures are required to the extent that a unique archaeological resource may be damaged or destroyed by a project.

5.2.2 Impacts to Archaeological Resources

The proposed project would not be expected to result in impacts to cultural resources related directly or indirectly to the destruction of a significant or unique archaeological resource. The proposed project, the General Plan Update, does not entail any physical development that would result in ground-disturbing activities.

The unincorporated areas affected by the proposed project may potentially contain significant or unique archaeological resources. Potential impacts to archaeological resources resulting from future development activities, if any, will depend on where such development occurs. Many archaeological resources are buried and therefore unknown. Excavation related to construction of projects enabled by the goals, policies, and implementation measures of the General Plan Update could result in significant impacts to these resources. Project-level environmental compliance procedures therefore should incorporate a process to characterize the sensitivity of potential project sites for archaeological resources and to encourage the avoidance of known archaeological resources to the extent feasible, through project siting and design and construction monitoring. Potential impacts to archaeological resources that cannot be avoided would be mitigated in accordance with CEQA Section 21083.2(b) through (1) and through implementation of procedure to evaluate the significance of archaeological resources and recover significant or unique archaeological resources.

5.2.3 Mitigation Measures

The potential for future projects to impact archaeological resources would be mitigated to the greatest extent feasible by implementing the following mitigation measures:

5.2.3.1 Cultural-4

An archaeological resources assessment shall be performed under the supervision of an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards to determine the archaeological sensitivity of the proposed project site. Assessments shall include a records search at the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, and in the Sacred Lands File maintained the State of California Native American Heritage Commission (NAHC). The records search shall determine if the proposed project site has been previously surveyed for archaeological resources, identify and characterize the results of previous cultural resources surveys on and within a 1-mile radius of the proposed project site, and disclose any cultural

resources recorded and or evaluated on or within a 1-mile radius of the proposed project site. If the proposed project site is undeveloped, a Phase I pedestrian survey to locate any surface cultural materials should be performed. Using the results of the records search, consultation with the NAHC, and Phase I survey, the archaeologist shall classify the proposed project site as having high, medium, or low sensitivity for archaeological resources.

5.2.3.2 Cultural-5

If potentially significant archaeological resources are identified on the proposed project site through the archaeological resources assessment and construction impacts to these resources cannot be avoided, prior to any construction related ground disturbing activities, a Phase II Testing and Evaluation investigation shall be performed by an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards to determine if the archaeological resources are significant or unique. For resources determined through a Phase II to be significant or unique, a Phase III Data Recovery program shall be implemented by the qualified archaeologist. The Phase II and Phase III investigations will be performed in accordance with the Office of Historic Preservation *Archeological Resource Management Reports (ARMR): Recommended Contents and Format* (February 1990) and *Guidelines for Archaeological Research Designs* (February 1991).[2] The Phase II investigation shall encompass

- Development of a research design that guides assessments of site significance and scientific potential
- Mapping and systematic collection of a representative sample of surface artifacts
- Subsurface investigation through shovel test pits, surface scrapes, or 1- by 1-meter excavation units; a combination of such methods; or equivalent methods
- Analysis of recovered material to determine significance pursuant to CEQA
- Preparation of a report, including evaluation of site significance and recommendations for mitigation if appropriate
- Submission of report to the SCCIC
- Curation of any artifacts collected at an appropriate scientific or educational facility

If any resources are determined to be significant or unique, prior to any construction-related ground-disturbing activities in the vicinity, Phase III data recovery efforts involving these steps shall be concluded:

- Development of a comprehensive research design to answer questions addressed during the Phase II on a broader regional level and to provide a procedural framework for the collection of data at sites determined to be significant

[2] Web sites. Available at: http://ohp.parks.ca.gov/pages/1054/files/armr.pdf; http://ohp.parks.ca.gov/pages/1069/files/arch%20research%20design.pdf

- Mapping and systematic collection of surface artifacts
- Subsurface investigation through methods such as controlled hand-excavation units, machine excavations, deep testing, or a combination of methods; when applicable, other techniques, such as geophysical testing methods, may also be used
- Analysis of recovered material through visual inspection and chemical analysis when applicable
- Preparation of a report
- Submission of report to the SCCIC
- Curation of artifact collection at an appropriate scientific or educational facility

5.2.3.3 Cultural-6

If the archaeological resources assessment does not identify potentially significant archaeological resources on the proposed project site but indicates that the proposed project site is *highly sensitive* for archaeological resources, a qualified archaeologist shall monitor all ground-disturbing activities. Prior to initiation of ground-disturbing activities, the archaeologist shall conduct a briefing for construction personnel to provide information about the procedures to be followed in the case of an archaeological discovery. If archaeological materials are encountered during ground-disturbing activities, such construction activities in the vicinity of the find will cease and the archaeologist will be allowed sufficient time to evaluate and collect the find. Any significant finds shall be curated with a recognized scientific or educational repository for such resources. Any significant specimens shall be treated (prepared, identified, curated, and catalogued) in accordance with the designated repository requirements. The archaeologist shall prepare a technical report recording monitoring activities, including daily monitoring logs and an itemized inventory of artifacts collected.

5.2.3.4 Cultural-7

If a proposed project site has been assessed as being of *medium sensitivity* for archaeological resources, a qualified archaeologist shall be retained on an on-call basis. The archaeologist will conduct a preconstruction briefing for construction personnel regarding the procedures to be followed in the event of an archaeological discovery. These procedures will include cessation of ground-disturbing activities in the vicinity of the find and notification of the on-call archaeologist, who will be allowed sufficient time to evaluate and collect the find. Based on the evaluation of the find, the archaeologist will determine the extent of further monitoring requirements for subsequent ground-disturbing activities. The monitoring and finds will be documented in a monitoring report as described in *Cultural-6*.

5.3 HISTORICAL RESOURCES

5.3.1 Significance Threshold

Under CEQA, a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of a historical resource is defined as physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired. The significance of a historical resource would be significantly impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), a local register of historic resources pursuant to Section 5020.1(k) of the Public Resources Code, or historic resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code. In general, a project that follows the *Secretary of the Interior's Standards for the Treatment of Historic Properties* (Standards) and associated guidelines shall be considered as mitigated to below the level of significance.[3]

5.3.2 Impacts to Historical Resources

The proposed project would not be expected to result in impacts to cultural resources related directly or indirectly to the destruction of a significant historical resource. The proposed project, the General Plan Update, does not entail any physical development that would result in demolition, destruction, relocation or alteration of historical resources.

The unincorporated areas affected by the proposed project may potentially contain significant historical resources. Potential impacts to historical resources resulting from future development activities, if any, will depend on where such development occurs. While approximately 37 historical resources in the unincorporated areas of Los Angeles County have been designated, many other potential resources have not been identified, researched, or evaluated for historical significance as defined in CEQA. Development of projects enabled by the goals, policies, and implementation measures of the General Plan Update could result in significant impacts to these resources. Project-level environmental compliance procedures therefore should incorporate a process to identify historical resources that could be affected by a proposed project and to encourage the avoidance of known historical resources to the extent feasible, through project siting and design. When historical resources cannot be avoided, use of the Secretary of the Interior's Standards would ensure that impacts will be mitigated to a less than significant level.

5.3.3 Mitigation Measures

The potential for future projects to impact historical resources would be mitigated to the greatest extent feasible by implementing the following mitigation measures:

[3] Weeks, Kay D., and Anne E. Grimmer. 1995. *The Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstruction Historic Buildings*. Washington, DC: U.S. Department of the Interior, National Park Service.

5.3.3.1 Cultural-8

A historical resources assessment shall be performed by an architectural historian or historian meeting the Secretary of the Interior's Professional Qualification Standards to identify any historical resources that might be directly or indirectly affected by the proposed project. Assessments shall include a data base search to determine if any resources potentially affected by the project have been designated or evaluated under federal or state designation programs or if any have been documented pursuant to a local historic resources survey effort. The qualified architectural historian or historian shall perform a reconnaissance- and/or intensive-level survey to identify any previously unrecorded potential historical resources that might be affected by the proposed project. Surveys should be performed in accordance with the Office of Historic Preservation guidelines, including the *Instructions for Recording Historical Resources* (March 1995).[4] Potential historical resources should be evaluated under a developed historic context, pursuant to the definition of an historical resource under CEQA.

5.3.3.2 Cultural-9

The Secretary of the Interior's Standards for the Treatment of Historic Properties will be used to the maximum extent practicable to ensure that projects involving the relocation, conversion, rehabilitation, or alteration of an historical resource and its settings or related new construction will not impair the significance of the historical resource. Use of the Standards shall be overseen by an architectural historian or historic architect meeting the Secretary of the Interior's Professional Qualification Standards. Evidence of compliance with the Standards shall be provided to the County of Los Angeles in the form of a report identifying character-defining features and specifying how treatment of character-defining features and construction activities will conform to the Standards.

5.3.3.3 Cultural-10

While demolition or alteration of an historical resource such that its significance is materially impaired cannot be mitigated to a less than significant level, recordation of the resource will reduce significant adverse impacts to historical resources to the maximum extent feasible. Such recordation should be prepared under the supervision of an architectural historian or historian meeting the Secretary of the Interior's Professional Qualification Standards and should take the form of Historic American Buildings Survey (HABS) documentation. At a minimum, this recordation should include an architectural and historical narrative; medium- or large-format, black-and-white photographic documentation, including negatives and prints; and supplementary information, such as building plans and elevations and/or historic photographs. The documentation package should be reproduced on archival paper and should be made available to researchers and the public through accession by appropriate institutions such as libraries, the SCCIC, and/or the HABS collection housed in the Library of Congress.

5.4 HUMAN REMAINS

5.4.1 Significance Threshold

[4] Web site. Available at http://ohp.parks.ca.gov/pages/1054/files/manual95.pdf

While a significance threshold for impacts to human remains is not explicitly stated in CEQA, Appendix G of the CEQA Guidelines indicates that any disturbance of human remains could potentially be considered an impact to cultural resources, particularly with respect to Native American graves and burials.

5.4.2 Impacts to Human Remains

The proposed project would not be expected to result in impacts to cultural resources related directly or indirectly to the disturbance of human remains, including those interred outside of formal cemeteries. The proposed project, the General Plan Update, does not entail any physical development that would result in ground-disturbing activities.

The unincorporated areas affected by the proposed project may contain unknown buried human remains. Ground disturbing activities related to future developments could result in an accidental discovery of human remains.

5.4.3 Mitigation Measures

The potential for future projects to impact human remains would be mitigated to the greatest extent feasible by implementing the following mitigation measures:

5.4.3.1 Cultural-11

The NAHC shall be consulted to determine if a proposed project site contains any areas included in the Sacred Lands file, which contains some locations of Native American burials. Tribal contacts recommended by the NAHC shall also be contacted to ascertain their knowledge of any burials located within a proposed project site or its vicinity. If the NAHC or tribal contacts indicate that a proposed project site is a sacred site or may be sensitive for human remains, all ground-disturbing activities shall be observed by a Native American Monitor.

5.4.3.2 Cultural-12

In the unlikely event of an accidental discovery of human remains, a process has been delineated by the State of California for addressing the unanticipated discovery of human remains: Unanticipated Discovery of Human Remains (Public Resources Code 5097): The Los Angeles County Coroner shall be notified within 24 hours of the discovery of human remains. Upon discovery of human remains, there shall be no further excavation or disturbance of the site or any of that area reasonably suspected to overlie adjacent human remains until the following conditions are met:

- The Los Angeles County Coroner has determined that no investigation of the cause of death is required, and

- If the remains are of Native American origin, the descendants from the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

plans and elevations and/or historic photographs. The documentation package should be reproduced on archival paper and should be made available to researchers and the public through accession by appropriate institutions such as libraries, the SCCIC, and/or the HABS collection housed in the Library of Congress.

5.4 HUMAN REMAINS

5.4.1 Significance Threshold

While a significance threshold for impacts to human remains is not explicitly stated in CEQA, Appendix G of the CEQA Guidelines indicates that any disturbance of human remains could potentially be considered an impact to cultural resources, particularly with respect to Native American graves and burials.

5.4.2 Impacts to Human Remains

The proposed project would not be expected to result in impacts to cultural resources related directly or indirectly to the disturbance of human remains, including those interred outside of formal cemeteries. The proposed project, the General Plan Update, does not entail any physical development that would result in ground-disturbing activities.

The unincorporated areas affected by the proposed project may contain unknown buried human remains. Ground disturbing activities related to future developments could result in an accidental discovery of human remains.

5.4.3 Mitigation Measures

The potential for future projects to impact human remains would be mitigated to the greatest extent feasible by implementing the following mitigation measures:

5.4.3.1 Cultural-11

The NAHC shall be consulted to determine if a proposed project site contains any areas included in the Sacred Lands file, which contains some locations of Native American burials. Tribal contacts recommended by the NAHC shall also be contacted to ascertain their knowledge of any burials located within a proposed project site or its vicinity. If the NAHC or tribal contacts indicate that a proposed project site is a sacred site or may be sensitive for human remains, all ground-disturbing activities shall be observed by a Native American Monitor.

5.4.3.2 Cultural-12

In the unlikely event of an accidental discovery of human remains, a process has been delineated by the State of California for addressing the unanticipated discovery of human remains: Unanticipated Discovery of Human Remains (Public Resources Code 5097): The Los Angeles County Coroner shall be notified within 24 hours of the discovery of human remains. Upon discovery of human remains, there shall be no further excavation or disturbance of the site or any of that area reasonably suspected to overlie adjacent human remains until the following conditions are met:

- The Los Angeles County Coroner has determined that no investigation of the cause of death is required, and

- If the remains are of Native American origin, the descendants from the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98.

Appendix I Noise Data

Appendices

This page intentionally left blank.

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Bouquet Canyon Rd	Analyst:	NJF
Segment:	Elizabeth Lake Rd to Palmdale City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	80	0	1	222	1	2	17	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.3	-36.1	-33.3	-7.9	-31.7	-28.8	-19.1	-42.9	-40.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.5	35.6	43.3	54.9	40.0	47.7	43.7	28.8	36.5
VEHICULAR NOISE	DAY=	51.4	Leq	EVENING=	55.8	Leq	NIGHT=	44.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.5**
			CNEL=	**55.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**10**	**22**	**47**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue N-8	Analyst:	NJF
Segment:	45th St W to 30th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	40th St W	Analyst:	NJF
Segment:	Avenue N to Avenue N-8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	35th St W	Analyst:	NJF
Segment:	Avenue N to Avenue N-8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	25th St W	Analyst:	NJF
Segment:	Avenue O to Palmdale City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		6,100
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	272	1	2	751	3	6	57	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-8.0	-31.8	-28.9	-3.5	-27.4	-24.5	-14.7	-38.6	-35.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	42.6	49.7	63.2	47.1	54.1	52.0	35.9	42.9
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	63.8	Leq	NIGHT=	52.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.5**
			CNEL=	**63.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**27**	**59**	**126**
	CNEL:	**35**	**75**	**162**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue N-8	Analyst:	NJF
Segment:	20th St W to Palmdale City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue Q	Analyst:	NJF
Segment:	60th St E to 75th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		8,800
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	392	2	3	1084	4	9	82	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-6.8	-30.6	-27.7	-2.4	-26.2	-23.3	-13.6	-37.4	-34.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	44.7	51.5	65.8	49.1	55.9	54.6	37.9	44.7
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	66.3	Leq	NIGHT=	55.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.0**
			CNEL=	**65.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**40**	**86**	**184**
	CNEL:	**51**	**110**	**237**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue Q	Analyst:	NJF
Segment:	80th St E to 90th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		8,800
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	392	2	3	1084	4	9	82	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-6.8	-30.6	-27.7	-2.4	-26.2	-23.3	-13.6	-37.4	-34.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	44.7	51.5	65.8	49.1	55.9	54.6	37.9	44.7
VEHICULAR NOISE	DAY=	61.9	Leq	EVENING=	66.3	Leq	NIGHT=	55.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.0**
			CNEL=	**65.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**40**	**86**	**184**
	CNEL:	**51**	**110**	**237**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue Q	Analyst:	NJF
Segment:	90th St E to 120th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,000
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	45	0	0	123	1	1	9	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-14.8	-38.7	-35.8	-10.4	-34.2	-31.4	-21.6	-45.4	-42.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.9	33.1	40.8	52.3	37.5	45.2	41.1	26.3	34.0
VEHICULAR NOISE	DAY=	48.8	Leq	EVENING=	53.2	Leq	NIGHT=	42.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.9**
			CNEL=	**52.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**12**	**25**
	CNEL:	**7**	**15**	**32**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	120th St E	Analyst:	NJF
Segment:	Avenue L to Avenue Q	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,200
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	232	1	2	640	3	5	49	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-9.1	-32.9	-30.0	-4.6	-28.5	-25.6	-15.9	-39.7	-36.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	42.4	49.2	63.5	46.8	53.6	52.3	35.6	42.4
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	64.0	Leq	NIGHT=	52.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
			CNEL=	**63.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**61**	**130**
	CNEL:	**36**	**78**	**168**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue L	Analyst:	NJF
Segment:	40th St E to 45th St E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-19.2	-43.1	-40.2	-14.8	-38.6	-35.8	-26.0	-49.8	-47.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.9	32.2	39.0	53.3	36.6	43.5	42.1	25.4	32.3
VEHICULAR NOISE	DAY=	49.4	Leq	EVENING=	53.9	Leq	NIGHT=	42.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**51.6**
			CNEL=	**53.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**27**
	CNEL:	**8**	**16**	**35**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue L	Analyst:	NJF
Segment:	50th St E to 80th St E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-19.2	-43.1	-40.2	-14.8	-38.6	-35.8	-26.0	-49.8	-47.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.9	32.2	39.0	53.3	36.6	43.5	42.1	25.4	32.3
VEHICULAR NOISE	DAY=	49.4	Leq	EVENING=	53.9	Leq	NIGHT=	42.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**51.6**
			CNEL=	**53.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**27**
	CNEL:	**8**	**16**	**35**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	10th St W	Analyst:	NJF
Segment:	Palmdale City Line to Avenue O	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		26,800
SPEED (mph)		60
ROAD NEAR-FAR LN. DIST.		54
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1194	5	10	3301	14	26	250	1	2
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-2.3	-26.1	-23.3	2.1	-21.7	-18.9	-9.1	-32.9	-30.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.5	50.3	56.9	71.9	54.7	61.3	60.7	43.5	50.1
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	72.4	Leq	NIGHT=	61.1	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.1**
			CNEL=	**71.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**101**	**217**	**469**
	CNEL:	**130**	**280**	**603**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	10th St W	Analyst:	NJF
Segment:	Auto Center Dr to Elizabeth Lake Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		22,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	72	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	980	4	8	2710	11	22	205	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-2.8	-26.6	-23.8	1.6	-22.2	-19.4	-9.6	-33.4	-30.6
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	49.1	55.9	70.2	53.5	60.3	59.0	42.3	49.1
VEHICULAR NOISE	DAY=	66.3	Leq	EVENING=	70.7	Leq	NIGHT=	59.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.4**
			CNEL=	**70.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**78**	**168**	**363**
	CNEL:	**100**	**216**	**466**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue H	Analyst:	NJF
Segment:	110th St W to 105th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-18.4	-42.2	-39.3	-13.9	-37.8	-34.9	-25.1	-49.0	-46.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.4	30.8	38.2	50.8	35.3	42.6	39.6	24.1	31.4
VEHICULAR NOISE	DAY=	47.1	Leq	EVENING=	51.5	Leq	NIGHT=	40.3	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.2**
			CNEL=	**50.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**9**	**19**
	CNEL:	**5**	**11**	**25**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue H	Analyst:	NJF
Segment:	97th St W to 92nd St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-18.4	-42.2	-39.3	-13.9	-37.8	-34.9	-25.1	-49.0	-46.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.4	30.8	38.2	50.8	35.3	42.6	39.6	24.1	31.4
VEHICULAR NOISE	DAY=	47.1	Leq	EVENING=	51.5	Leq	NIGHT=	40.3	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.2**
			CNEL=	**50.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**9**	**19**
	CNEL:	**5**	**11**	**25**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue H	Analyst:	NJF
Segment:	80th St W to 70th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-18.4	-42.2	-39.3	-13.9	-37.8	-34.9	-25.1	-49.0	-46.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.4	30.8	38.2	50.8	35.3	42.6	39.6	24.1	31.4
VEHICULAR NOISE	DAY=	47.1	Leq	EVENING=	51.5	Leq	NIGHT=	40.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.2**
			CNEL=	**50.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**9**	**19**
	CNEL:	**5**	**11**	**25**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue F	Analyst:	NJF
Segment:	110th St W to Lancaster City Line	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.8	-41.7	-38.8	-13.4	-37.3	-34.4	-24.6	-48.5	-45.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.9	30.0	37.7	49.3	34.5	42.2	38.1	23.3	30.9
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	50.2	Leq	NIGHT=	39.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.9**
			CNEL=	**49.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**16**
	CNEL:	**4**	**9**	**20**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue F	Analyst:	NJF
Segment:	Lancaster City Line to 95th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	27	0	0	74	0	1	6	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.1	-40.9	-38.0	-12.6	-36.5	-33.6	-23.8	-47.7	-44.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	45.7	30.8	38.5	50.1	35.3	42.9	38.9	24.0	31.7
VEHICULAR NOISE	DAY=	46.6	Leq	EVENING=	51.0	Leq	NIGHT=	39.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**48.7**
			CNEL=	**50.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**8**	**18**
	CNEL:	**5**	**11**	**23**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue F	Analyst:	NJF
Segment:	95th St W to 70th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	80	0	1	222	1	2	17	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.3	-36.1	-33.3	-7.9	-31.7	-28.8	-19.1	-42.9	-40.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.5	35.6	43.3	54.9	40.0	47.7	43.7	28.8	36.5
VEHICULAR NOISE	DAY=	51.4	Leq	EVENING=	55.8	Leq	NIGHT=	44.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.5**
			CNEL=	**55.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**10**	**22**	**47**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue E	Analyst:	NJF
Segment:	110th St W to Lancaster City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.8	-41.7	-38.8	-13.4	-37.3	-34.4	-24.6	-48.5	-45.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.9	30.0	37.7	49.3	34.5	42.2	38.1	23.3	30.9
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	50.2	Leq	NIGHT=	39.0	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.9**
			CNEL=	**49.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**16**
	CNEL:	**4**	**9**	**20**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue E	Analyst:	NJF
Segment:	100th St W to 70th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	80	0	1	222	1	2	17	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.3	-36.1	-33.3	-7.9	-31.7	-28.8	-19.1	-42.9	-40.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.5	35.6	43.3	54.9	40.0	47.7	43.7	28.8	36.5
VEHICULAR NOISE	DAY=	51.4	Leq	EVENING=	55.8	Leq	NIGHT=	44.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.5**
			CNEL=	**55.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**10**	**22**	**47**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	100th St W	Analyst:	NJF
Segment:	Lancaster Blvd to Avenue J	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-17.3	-41.1	-38.2	-12.9	-36.7	-33.8	-24.1	-47.9	-45.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.2	29.1	37.2	47.7	33.6	41.6	36.4	22.3	30.4
VEHICULAR NOISE	DAY=	44.3	Leq	EVENING=	48.8	Leq	NIGHT=	37.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**46.5**
			CNEL=	**48.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**6**	**13**
	CNEL:	**3**	**7**	**16**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	100th St W	Analyst:	NJF
Segment:	Avenue D to Avenue D-8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-17.3	-41.1	-38.2	-12.9	-36.7	-33.8	-24.1	-47.9	-45.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.2	29.1	37.2	47.7	33.6	41.6	36.5	22.4	30.4
VEHICULAR NOISE	DAY=	44.3	Leq	EVENING=	48.8	Leq	NIGHT=	37.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**46.5**
			CNEL=	**48.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**6**	**13**
	CNEL:	**3**	**7**	**16**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	100th St W	Analyst:	NJF
Segment:	Avenue E to Avenue F	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-17.3	-41.1	-38.2	-12.9	-36.7	-33.8	-24.1	-47.9	-45.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.2	29.1	37.2	47.7	33.6	41.6	36.5	22.4	30.4
VEHICULAR NOISE	DAY=	44.3	Leq	EVENING=	48.8	Leq	NIGHT=	37.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**46.5**
			CNEL=	**48.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**6**	**13**
	CNEL:	**3**	**7**	**16**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	80th St W	Analyst:	NJF
Segment:	Lancaster City Line to Lancaster City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	76	0	1	209	1	2	16	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-13.9	-37.7	-34.9	-9.5	-33.3	-30.5	-20.7	-44.5	-41.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.2	37.5	44.3	58.6	41.9	48.7	47.4	30.7	37.5
VEHICULAR NOISE	DAY=	54.7	Leq	EVENING=	59.1	Leq	NIGHT=	47.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.8**
			CNEL=	**58.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**29**	**62**
	CNEL:	**17**	**37**	**79**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue K-8	Analyst:	NJF
Segment:	52nd St W to 50th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	27	0	0	74	0	1	6	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.1	-40.9	-38.0	-12.6	-36.5	-33.6	-23.8	-47.7	-44.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	45.7	30.8	38.5	50.1	35.3	43.0	38.9	24.1	31.7
VEHICULAR NOISE	DAY=	46.6	Leq	EVENING=	51.0	Leq	NIGHT=	39.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**48.7**
			CNEL=	**50.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**8**	**18**
	CNEL:	**5**	**11**	**23**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	70th St E	Analyst:	NJF
Segment:	Lancaster City Line to Avenue K-8	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-19.2	-43.1	-40.2	-14.8	-38.6	-35.8	-26.0	-49.8	-47.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.9	32.2	39.0	53.3	36.6	43.4	42.1	25.4	32.2
VEHICULAR NOISE	DAY=	49.4	Leq	EVENING=	53.8	Leq	NIGHT=	42.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**51.5**
			CNEL=	**53.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**27**
	CNEL:	**8**	**16**	**35**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	70th St E	Analyst:	NJF
Segment:	Avenue K-12 to Avenue L	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-19.2	-43.1	-40.2	-14.8	-38.6	-35.8	-26.0	-49.8	-47.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.9	32.2	39.0	53.3	36.6	43.4	42.1	25.4	32.2
VEHICULAR NOISE	DAY=	49.4	Leq	EVENING=	53.8	Leq	NIGHT=	42.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**51.5**
			CNEL=	**53.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**27**
	CNEL:	**8**	**16**	**35**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	100th St E	Analyst:	NJF
Segment:	Avenue J to Avenue J-8	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-19.2	-43.1	-40.2	-14.8	-38.6	-35.8	-26.0	-49.8	-47.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.9	32.2	39.0	53.3	36.6	43.4	42.1	25.4	32.2
VEHICULAR NOISE	DAY=	49.4	Leq	EVENING=	53.8	Leq	NIGHT=	42.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**51.5**
			CNEL=	**53.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**27**
	CNEL:	**8**	**16**	**35**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	100th St E	Analyst:	NJF
Segment:	Lancaster City Line to Avenue L	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	16
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	5	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-19.2	-43.1	-40.2	-14.8	-38.6	-35.8	-26.0	-49.8	-47.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	48.9	32.2	39.0	53.3	36.6	43.4	42.1	25.4	32.2
VEHICULAR NOISE	DAY=	49.4	Leq	EVENING=	53.8	Leq	NIGHT=	42.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**51.5**
			CNEL=	**53.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**27**
	CNEL:	**8**	**16**	**35**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue L	Analyst:	NJF
Segment:	55th St W to 40th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		7,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	325	1	3	899	4	7	68	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.2	-30.0	-27.2	-1.8	-25.6	-22.8	-13.0	-36.8	-34.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	41.7	49.4	61.0	46.1	53.8	49.8	34.9	42.6
VEHICULAR NOISE	DAY=	57.5	Leq	EVENING=	61.9	Leq	NIGHT=	50.7	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.6**
			CNEL=	**61.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**44**	**94**
	CNEL:	**26**	**56**	**121**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue G	Analyst:	NJF
Segment:	25th St W to Division St	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,200
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	232	1	2	640	3	5	49	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-9.1	-32.9	-30.0	-4.6	-28.5	-25.6	-15.9	-39.7	-36.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	42.4	49.2	63.5	46.8	53.6	52.3	35.6	42.4
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	64.0	Leq	NIGHT=	52.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
			CNEL=	**63.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**61**	**130**
	CNEL:	**36**	**78**	**168**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue H	Analyst:	NJF
Segment:	Division St to 40th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		9,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	401	2	3	1109	5	9	84	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-6.7	-30.5	-27.7	-2.3	-26.1	-23.2	-13.5	-37.3	-34.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	44.8	51.6	65.9	49.2	56.0	54.7	38.0	44.8
VEHICULAR NOISE	DAY=	62.0	Leq	EVENING=	66.4	Leq	NIGHT=	55.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.1**
			CNEL=	**65.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**40**	**87**	**188**
	CNEL:	**52**	**112**	**242**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	50th St E	Analyst:	NJF
Segment:	Avenue K-4 to Avenue L	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,200
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	98	0	1	271	1	2	21	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.8	-36.6	-33.8	-8.4	-32.2	-29.4	-19.6	-43.4	-40.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	38.7	45.5	59.8	43.1	49.9	48.6	31.9	38.7
VEHICULAR NOISE	DAY=	55.9	Leq	EVENING=	60.3	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.0**
			CNEL=	**59.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**34**	**73**
	CNEL:	**20**	**44**	**94**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Elizabeth Lake Rd	Analyst:	NJF
Segment:	Johnson Rd to Portal Pass Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	120	0	1	333	1	3	25	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-11.9	-35.7	-32.9	-7.5	-31.3	-28.5	-18.7	-42.5	-39.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.2	39.5	46.3	60.6	43.9	50.8	49.4	32.7	39.5
VEHICULAR NOISE	DAY=	56.7	Leq	EVENING=	61.1	Leq	NIGHT=	49.9	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.8**
			CNEL=	**60.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**39**	**84**
	CNEL:	**23**	**50**	**108**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Amargosa Creek Rd	Analyst:	NJF
Segment:	Portal Pass Rd to Johnson Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue M	Analyst:	NJF
Segment:	Elizabeth Lake Rd to 80th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	110th St W	Analyst:	NJF
Segment:	Johnson Rd to Avenue M	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Johnson Rd	Analyst:	NJF
Segment:	Elizabeth Lake Rd to 110th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,400
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	107	0	1	296	1	2	22	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.0	-34.9	-32.0	-6.6	-30.4	-27.6	-17.8	-41.6	-38.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.7	36.9	44.5	56.1	41.3	49.0	44.9	30.1	37.8
VEHICULAR NOISE	DAY=	52.6	Leq	EVENING=	57.0	Leq	NIGHT=	45.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**54.7**
			CNEL=	**56.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**44**
	CNEL:	**12**	**27**	**57**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	San Fransisquito Canyon Rd	Analyst:	NJF
Segment:	Angeles National Forest Boundary to Elizabeth Lake Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	71	0	1	197	1	2	15	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.8	-36.6	-33.8	-8.4	-32.2	-29.4	-19.6	-43.4	-40.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.0	35.1	42.8	54.4	39.5	47.2	43.2	28.3	36.0
VEHICULAR NOISE	DAY=	50.8	Leq	EVENING=	55.3	Leq	NIGHT=	44.1	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.0**
			CNEL=	**54.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**7**	**16**	**34**
	CNEL:	**9**	**20**	**44**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Portal Pass Rd	Analyst:	NJF
Segment:	Elizabeth Lake Rd to Ritter Ranch Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Ritter Ranch Rd	Analyst:	NJF
Segment:	Portal Pass Rd to Bouquet Canyon Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	87th St W	Analyst:	NJF
Segment:	Ritter Ranch Rd to Elizabeth Lake Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	223	1	2	616	3	5	47	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-31.1	-28.2	-2.9	-26.7	-23.8	-14.1	-37.9	-35.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.2	47.2	57.7	43.6	51.6	46.5	32.4	40.4
VEHICULAR NOISE	DAY=	54.4	Leq	EVENING=	58.8	Leq	NIGHT=	47.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**58**
	CNEL:	**16**	**35**	**75**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue L-8	Analyst:	NJF
Segment:	10th St W to SR 14	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	192	1	2	530	2	4	40	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.5	-32.3	-29.5	-4.1	-27.9	-25.1	-15.3	-39.1	-36.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.5	39.6	47.3	58.9	44.0	51.7	47.7	32.8	40.5
VEHICULAR NOISE	DAY=	55.4	Leq	EVENING=	59.8	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.5**
			CNEL=	**59.1**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**68**
	CNEL:	**19**	**41**	**87**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue L-8	Analyst:	NJF
Segment:	SR 14 to 30th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		600
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	27	0	0	74	0	1	6	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-16.5	-40.3	-37.4	-12.1	-35.9	-33.0	-23.3	-47.1	-44.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.0	29.9	38.0	48.5	34.4	42.4	37.3	23.1	31.2
VEHICULAR NOISE	DAY=	45.1	Leq	EVENING=	49.6	Leq	NIGHT=	38.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.3**
			CNEL=	**48.9**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**14**
	CNEL:	**4**	**8**	**18**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Avenue L-8	Analyst:	NJF
Segment:	60th St W to 80th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,900
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	174	1	1	480	2	4	36	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.9	-32.7	-29.9	-4.5	-28.3	-25.5	-15.7	-39.5	-36.7
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.1	39.2	46.9	58.5	43.6	51.3	47.3	32.4	40.1
VEHICULAR NOISE	DAY=	54.9	Leq	EVENING=	59.4	Leq	NIGHT=	48.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.1**
			CNEL=	**58.7**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**30**	**64**
	CNEL:	**18**	**38**	**82**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Davenport Road	Analyst:	NJF
Segment:	Sierra Highway to Agua Dulce Canyon Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,800
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	80	0	1	222	1	2	17	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-13.3	-37.1	-34.2	-8.8	-32.7	-29.8	-20.0	-43.9	-41.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	37.1	44.2	57.7	41.5	48.6	46.5	30.3	37.4
VEHICULAR NOISE	DAY=	53.9	Leq	EVENING=	58.3	Leq	NIGHT=	47.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.0**
			CNEL=	**57.6**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**54**
	CNEL:	**15**	**32**	**69**

Scenario:	EXISTING (1 of 2)	Project:	0
Roadway:	Agua Dulce Canyon Road	Analyst:	NJF
Segment:	Soledad Canyon Road to Sierra Highway	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		7,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.1%
% MT	0.4%	EVENING	37.4%
% HT	0.8%	NIGHT	8.5%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	347	1	3	961	4	8	73	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.9	-29.7	-26.9	-1.5	-25.3	-22.5	-12.7	-36.5	-33.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.8	42.0	49.7	61.3	46.4	54.1	50.1	35.2	42.9
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	62.1	Leq	NIGHT=	50.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.8**
			CNEL=	**61.5**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**45**	**98**
	CNEL:	**27**	**58**	**126**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Escondido Canyon Road	Analyst:	NJF
Segment:	Agua Dulce Canyon Road to SCV Planning Boundary	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,000
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	89	0	1	249	1	2	17	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.8	-35.6	-32.8	-7.4	-31.2	-28.3	-18.9	-42.8	-39.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.9	36.1	43.8	55.4	40.5	48.2	43.8	28.9	36.6
VEHICULAR NOISE	DAY=	51.8	Leq	EVENING=	56.3	Leq	NIGHT=	44.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.8**
			CNEL=	**55.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**18**	**39**
	CNEL:	**11**	**23**	**50**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	90th Street E to 100th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.8	-41.7	-38.8	-13.4	-37.2	-34.4	-25.0	-48.8	-45.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.9	30.1	37.8	49.4	34.5	42.2	37.8	22.9	30.6
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	50.3	Leq	NIGHT=	38.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.8**
			CNEL=	**49.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**15**
	CNEL:	**4**	**9**	**20**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	100th Street E to 110th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.8	-41.7	-38.8	-13.4	-37.2	-34.4	-25.0	-48.8	-45.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.9	30.1	37.8	49.4	34.5	42.2	37.8	22.9	30.6
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	50.3	Leq	NIGHT=	38.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.8**
			CNEL=	**49.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**15**
	CNEL:	**4**	**9**	**20**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	110th Street E to 140th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.8	-41.7	-38.8	-13.4	-37.2	-34.4	-25.0	-48.8	-45.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.9	30.1	37.8	49.4	34.5	42.2	37.8	22.9	30.6
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	50.3	Leq	NIGHT=	38.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.8**
			CNEL=	**49.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**15**
	CNEL:	**4**	**9**	**20**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	140th Street E to 150th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.8	-41.7	-38.8	-13.4	-37.2	-34.4	-25.0	-48.8	-45.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.9	30.1	37.8	49.4	34.5	42.2	37.8	22.9	30.6
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	50.3	Leq	NIGHT=	38.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.8**
			CNEL=	**49.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**15**
	CNEL:	**4**	**9**	**20**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	150th Street E to 170th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.8	-41.7	-38.8	-13.4	-37.2	-34.4	-25.0	-48.8	-45.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.9	30.1	37.8	49.4	34.5	42.2	37.8	22.9	30.6
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	50.3	Leq	NIGHT=	38.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.8**
			CNEL=	**49.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**15**
	CNEL:	**4**	**9**	**20**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	170th Street E to 200th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.8	-41.7	-38.8	-13.4	-37.2	-34.4	-25.0	-48.8	-45.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	44.9	30.1	37.8	49.4	34.5	42.2	37.8	22.9	30.6
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	50.3	Leq	NIGHT=	38.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.8**
			CNEL=	**49.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**15**
	CNEL:	**4**	**9**	**20**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	W Avenue I to 190th Street W	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-17.3	-41.1	-38.2	-12.8	-36.6	-33.8	-24.4	-48.2	-45.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.3	29.2	37.3	47.7	33.6	41.7	36.2	22.1	30.1
VEHICULAR NOISE	DAY=	44.4	Leq	EVENING=	48.8	Leq	NIGHT=	37.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**46.4**
			CNEL=	**48.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**6**	**12**
	CNEL:	**3**	**7**	**16**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	190th Street W to 170th Street W	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-17.3	-41.1	-38.2	-12.8	-36.6	-33.8	-24.4	-48.2	-45.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.3	29.2	37.3	47.7	33.6	41.7	36.2	22.1	30.1
VEHICULAR NOISE	DAY=	44.4	Leq	EVENING=	48.8	Leq	NIGHT=	37.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**46.4**
			CNEL=	**48.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**6**	**12**
	CNEL:	**3**	**7**	**16**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	170th Street W to 110th Street W	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	700
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	31	0	0	87	0	1	6	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-16.4	-40.2	-37.3	-11.9	-35.7	-32.9	-23.5	-47.3	-44.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.4	31.6	39.2	50.9	36.0	43.7	39.3	24.4	32.1
VEHICULAR NOISE	DAY=	47.3	Leq	EVENING=	51.7	Leq	NIGHT=	40.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.3**
			CNEL=	**51.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**9**	**19**
	CNEL:	**5**	**12**	**25**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	110th Street W to 90th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	27	0	0	75	0	1	5	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-17.0	-40.9	-38.0	-12.6	-36.4	-33.6	-24.2	-48.0	-45.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	45.7	30.9	38.6	50.2	35.3	43.0	38.6	23.7	31.4
VEHICULAR NOISE	DAY=	46.6	Leq	EVENING=	51.1	Leq	NIGHT=	39.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**48.6**
			CNEL=	**50.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**8**	**17**
	CNEL:	**5**	**10**	**23**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	90th Street W to 70th Street W	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	800
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	36	0	0	100	0	1	7	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-15.8	-39.6	-36.8	-11.3	-35.2	-32.3	-22.9	-46.7	-43.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.0	32.1	39.8	51.4	36.6	44.3	39.9	25.0	32.7
VEHICULAR NOISE	DAY=	47.9	Leq	EVENING=	52.3	Leq	NIGHT=	40.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.8**
			CNEL=	**51.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**10**	**21**
	CNEL:	**6**	**13**	**27**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	70th Street W to 60th Street W	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	800
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	36	0	0	100	0	1	7	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-15.8	-39.6	-36.8	-11.3	-35.2	-32.3	-22.9	-46.7	-43.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.0	32.1	39.8	51.4	36.6	44.3	39.9	25.0	32.7
VEHICULAR NOISE	DAY=	47.9	Leq	EVENING=	52.3	Leq	NIGHT=	40.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.8**
			CNEL=	**51.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**10**	**21**
	CNEL:	**6**	**13**	**27**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	170th Street E	Analyst:	NJF
Segment:	Avenue T to Avenue W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	156	1	1	436	2	3	30	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.4	-33.2	-30.4	-4.9	-28.8	-25.9	-16.5	-40.3	-37.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.4	38.5	46.2	57.8	43.0	50.7	46.3	31.4	39.1
VEHICULAR NOISE	DAY=	54.3	Leq	EVENING=	58.7	Leq	NIGHT=	47.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.2**
			CNEL=	**57.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**26**	**56**
	CNEL:	**16**	**34**	**73**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	170th Street E	Analyst:	NJF
Segment:	Avenue W to 165th Street	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,000
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	45	0	0	125	1	1	9	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-14.8	-38.6	-35.8	-10.4	-34.2	-31.3	-22.0	-45.8	-42.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.9	33.1	40.8	52.4	37.5	45.2	40.8	25.9	33.6
VEHICULAR NOISE	DAY=	48.8	Leq	EVENING=	53.3	Leq	NIGHT=	41.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.8**
			CNEL=	**52.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**24**
	CNEL:	**7**	**15**	**32**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Elizabeth Lake Road	Analyst:	NJF
Segment:	Johnson Road to San Francisquito Canyon Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,400
SPEED (mph)		40
ROAD NEAR-FAR LN. DIST.		15
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	63	0	1	174	1	1	12	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-13.4	-37.2	-34.3	-8.9	-32.7	-29.9	-20.5	-44.3	-41.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.4	34.5	42.2	53.8	39.0	46.7	42.3	27.4	35.1
VEHICULAR NOISE	DAY=	50.3	Leq	EVENING=	54.7	Leq	NIGHT=	43.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**52.2**
			CNEL=	**53.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**7**	**14**	**30**
	CNEL:	**9**	**18**	**39**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Elizabeth Lake Road	Analyst:	NJF
Segment:	San Francisquito Canyon Road to Bouquet Canyon Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	107	0	1	299	1	2	21	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.4	-36.2	-33.4	-8.0	-31.8	-28.9	-19.5	-43.4	-40.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.7	39.0	45.8	60.2	43.5	50.3	48.6	31.9	38.7
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	60.7	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.2**
			CNEL=	**59.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**35**	**76**
	CNEL:	**21**	**46**	**98**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Elizabeth Lake Road	Analyst:	NJF
Segment:	Bouquet Canyon Road to Godde Hill Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		6,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	304	1	2	847	4	7	59	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.5	-30.3	-27.5	-2.0	-25.9	-23.0	-13.6	-37.5	-34.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.3	41.4	49.1	60.7	45.8	53.5	49.1	34.3	42.0
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	61.6	Leq	NIGHT=	50.0	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.1**
			CNEL=	**60.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**40**	**87**
	CNEL:	**24**	**53**	**113**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	15th Street E to 20th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		18,000
SPEED (mph)	60	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	805	3	6	2241	9	18	156	1	1
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-4.0	-27.9	-25.0	0.4	-23.4	-20.6	-11.2	-35.0	-32.1
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	48.5	55.1	70.2	53.0	59.5	58.6	41.4	47.9
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.6	Leq	NIGHT=	59.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.1**
			CNEL=	**69.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**75**	**161**	**347**
	CNEL:	**97**	**209**	**451**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	20th Street E to 25th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		17,800
SPEED (mph)	60	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	796	3	6	2216	9	18	154	1	1
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-4.1	-27.9	-25.1	0.4	-23.5	-20.6	-11.2	-35.0	-32.2
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	48.5	55.0	70.1	52.9	59.5	58.5	41.3	47.9
VEHICULAR NOISE	DAY=	66.1	Leq	EVENING=	70.5	Leq	NIGHT=	59.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.1**
			CNEL=	**69.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**74**	**160**	**345**
	CNEL:	**96**	**208**	**447**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	25th Street E to 30th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		6,400
SPEED (mph)	60	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	286	1	2	797	3	6	55	0	0
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-8.5	-32.3	-29.5	-4.1	-27.9	-25.0	-15.7	-39.5	-36.6
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	44.0	50.6	65.7	48.5	55.0	54.1	36.9	43.5
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	66.1	Leq	NIGHT=	54.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.6**
			CNEL=	**65.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**38**	**81**	**174**
	CNEL:	**49**	**105**	**226**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	30th Street E to 40th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	2,200
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	98	0	1	274	1	2	19	0	0
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-13.2	-37.0	-34.1	-8.7	-32.5	-29.7	-20.3	-44.1	-41.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	39.2	45.8	60.9	43.7	50.3	49.3	32.1	38.7
VEHICULAR NOISE	DAY=	56.9	Leq	EVENING=	61.3	Leq	NIGHT=	49.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.8**
			CNEL=	**60.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**39**	**84**
	CNEL:	**23**	**50**	**109**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	40th Street E to 47th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-18.8	-42.6	-39.8	-14.4	-38.2	-35.3	-25.9	-49.8	-46.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.7	31.6	38.6	52.2	36.0	43.1	40.6	24.4	31.5
VEHICULAR NOISE	DAY=	48.3	Leq	EVENING=	52.8	Leq	NIGHT=	41.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.3**
			CNEL=	**52.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**10**	**23**
	CNEL:	**6**	**14**	**29**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	47th Street E to 70th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	62	0	0	4	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-18.8	-42.6	-39.8	-14.4	-38.2	-35.3	-25.9	-49.8	-46.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.7	31.6	38.6	52.2	36.0	43.1	40.6	24.4	31.5
VEHICULAR NOISE	DAY=	48.3	Leq	EVENING=	52.8	Leq	NIGHT=	41.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.3**
			CNEL=	**52.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**10**	**23**
	CNEL:	**6**	**14**	**29**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	200th Street E	Analyst:	NJF
Segment:	E Avenue G to E Avenue J	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,000
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	45	0	0	125	1	1	9	0	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-15.3	-39.2	-36.3	-10.9	-34.7	-31.9	-22.5	-46.3	-43.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.4	33.9	41.2	53.9	38.3	45.7	42.3	26.7	34.1
VEHICULAR NOISE	DAY=	50.1	Leq	EVENING=	54.6	Leq	NIGHT=	43.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**52.1**
			CNEL=	**53.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**14**	**30**
	CNEL:	**8**	**18**	**39**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Palmdale Boulevard	Analyst:	NJF
Segment:	90th Street E to 95th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		11,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	523	2	4	1457	6	12	101	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.5	-29.3	-26.5	-1.1	-24.9	-22.0	-12.7	-36.5	-33.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.6	45.9	52.7	67.0	50.4	57.2	55.5	38.8	45.6
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.6	Leq	NIGHT=	56.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.1**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**47**	**101**	**218**
	CNEL:	**61**	**131**	**283**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Palmdale Boulevard	Analyst:	NJF
Segment:	95th Street E to 100th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		11,900
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	532	2	4	1482	6	12	103	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.5	-29.3	-26.4	-1.0	-24.8	-22.0	-12.6	-36.4	-33.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	46.0	52.8	67.1	50.4	57.2	55.5	38.8	45.7
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	67.6	Leq	NIGHT=	56.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.2**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**48**	**102**	**220**
	CNEL:	**62**	**133**	**286**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Palmdale Boulevard	Analyst:	NJF
Segment:	100th Street E to 105th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		11,300
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	505	2	4	1407	6	11	98	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.7	-29.5	-26.6	-1.2	-25.0	-22.2	-12.8	-36.6	-33.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.4	45.8	52.6	66.9	50.2	57.0	55.3	38.6	45.4
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	67.4	Leq	NIGHT=	55.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.9**
			CNEL=	**66.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**46**	**99**	**213**
	CNEL:	**60**	**128**	**276**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Palmdale Boulevard	Analyst:	NJF
Segment:	105th Street E to 110 Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		11,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	492	2	4	1370	6	11	95	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.8	-29.6	-26.8	-1.3	-25.2	-22.3	-12.9	-36.7	-33.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	45.6	52.4	66.8	50.1	56.9	55.2	38.5	45.3
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	67.3	Leq	NIGHT=	55.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.8**
			CNEL=	**66.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**45**	**97**	**209**
	CNEL:	**58**	**126**	**272**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue G	Analyst:	NJF
Segment:	SR-14 Antelope Valley Freeway to 15th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	197	1	2	548	2	4	38	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-9.8	-33.6	-30.7	-5.3	-29.1	-26.3	-16.9	-40.7	-37.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	41.7	48.5	62.8	46.1	53.0	51.3	34.6	41.4
VEHICULAR NOISE	DAY=	58.9	Leq	EVENING=	63.3	Leq	NIGHT=	51.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.9**
			CNEL=	**62.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**25**	**53**	**114**
	CNEL:	**32**	**69**	**148**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue G	Analyst:	NJF
Segment:	15th Street W to 10th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,500
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	201	1	2	560	2	4	39	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-9.7	-33.5	-30.6	-5.2	-29.0	-26.2	-16.8	-40.6	-37.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	41.8	48.6	62.9	46.2	53.0	51.3	34.7	41.5
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	63.4	Leq	NIGHT=	51.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.0**
			CNEL=	**62.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**25**	**54**	**116**
	CNEL:	**32**	**70**	**150**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue G	Analyst:	NJF
Segment:	10th Street W to Sierra Highway	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,200
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	232	1	2	648	3	5	45	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-9.0	-32.9	-30.0	-4.6	-28.4	-25.6	-16.2	-40.0	-37.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	42.4	49.2	63.6	46.9	53.7	52.0	35.3	42.1
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	64.1	Leq	NIGHT=	52.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.6**
			CNEL=	**63.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**27**	**59**	**128**
	CNEL:	**36**	**77**	**166**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue G	Analyst:	NJF
Segment:	Sierra Highway to Division Street	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	210	1	2	585	2	5	41	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-9.5	-33.3	-30.5	-5.0	-28.9	-26.0	-16.6	-40.4	-37.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.7	42.0	48.8	63.1	46.4	53.2	51.5	34.8	41.7
VEHICULAR NOISE	DAY=	59.2	Leq	EVENING=	63.6	Leq	NIGHT=	52.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.1**
			CNEL=	**62.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**26**	**55**	**119**
	CNEL:	**33**	**72**	**155**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	145th Street E to 150th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		6,600
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	295	1	2	822	3	7	57	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-8.0	-31.8	-29.0	-3.6	-27.4	-24.5	-15.1	-39.0	-36.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	43.4	50.2	64.6	47.9	54.7	53.0	36.3	43.1
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	65.1	Leq	NIGHT=	53.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.6**
			CNEL=	**64.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**32**	**69**	**149**
	CNEL:	**42**	**90**	**193**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	150th Street E to 170th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	89	0	1	249	1	2	17	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-13.2	-37.0	-34.2	-8.7	-32.6	-29.7	-20.3	-44.1	-41.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	38.2	45.0	59.4	42.7	49.5	47.8	31.1	37.9
VEHICULAR NOISE	DAY=	55.4	Leq	EVENING=	59.9	Leq	NIGHT=	48.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.4**
			CNEL=	**59.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**67**
	CNEL:	**19**	**40**	**87**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	170th Street E to 175th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	2,400
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	107	0	1	299	1	2	21	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.4	-36.2	-33.4	-8.0	-31.8	-28.9	-19.5	-43.4	-40.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.7	39.0	45.8	60.2	43.5	50.3	48.6	31.9	38.7
VEHICULAR NOISE	DAY=	56.2	Leq	EVENING=	60.7	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.2**
			CNEL=	**59.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**35**	**76**
	CNEL:	**21**	**46**	**98**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	175th Street E to 180th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	2,500
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	112	0	1	311	1	2	22	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.2	-36.0	-33.2	-7.8	-31.6	-28.7	-19.4	-43.2	-40.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.9	39.2	46.0	60.3	43.7	50.5	48.8	32.1	38.9
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	60.9	Leq	NIGHT=	49.3	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.4**
			CNEL=	**60.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**36**	**78**
	CNEL:	**22**	**47**	**101**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	180th Street E to 200th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,500
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	112	0	1	311	1	2	22	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.2	-36.0	-33.2	-7.8	-31.6	-28.7	-19.4	-43.2	-40.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.9	39.2	46.0	60.4	43.7	50.5	48.8	32.1	38.9
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	60.9	Leq	NIGHT=	49.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.4**
			CNEL=	**60.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**36**	**78**
	CNEL:	**22**	**47**	**101**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	200th Street E to 210 Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,300
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	103	0	1	286	1	2	20	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.6	-36.4	-33.6	-8.1	-32.0	-29.1	-19.7	-43.5	-40.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.5	38.9	45.7	60.0	43.3	50.1	48.4	31.7	38.5
VEHICULAR NOISE	DAY=	56.1	Leq	EVENING=	60.5	Leq	NIGHT=	48.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.0**
			CNEL=	**59.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**34**	**74**
	CNEL:	**21**	**44**	**96**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	210 Street E to 240th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	89	0	1	249	1	2	17	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-13.2	-37.0	-34.2	-8.7	-32.6	-29.7	-20.3	-44.1	-41.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	38.2	45.1	59.4	42.7	49.5	47.8	31.1	37.9
VEHICULAR NOISE	DAY=	55.4	Leq	EVENING=	59.9	Leq	NIGHT=	48.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.4**
			CNEL=	**59.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**67**
	CNEL:	**19**	**41**	**87**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue L	Analyst:	NJF
Segment:	Rancho Vista Road to 45th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	246	1	2	685	3	5	48	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.4	-31.2	-28.4	-3.0	-26.8	-23.9	-14.6	-38.4	-35.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	40.5	48.2	59.8	45.0	52.6	48.2	33.4	41.1
VEHICULAR NOISE	DAY=	56.3	Leq	EVENING=	60.7	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.2**
			CNEL=	**59.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**35**	**76**
	CNEL:	**21**	**46**	**99**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	W Avenue L	Analyst:	NJF
Segment:	45th Street W to 40th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		7,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	326	1	3	909	4	7	63	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.2	-30.0	-27.2	-1.7	-25.6	-22.7	-13.3	-37.1	-34.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	41.7	49.4	61.0	46.2	53.9	49.5	34.6	42.3
VEHICULAR NOISE	DAY=	57.5	Leq	EVENING=	61.9	Leq	NIGHT=	50.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**61.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**92**
	CNEL:	**26**	**55**	**119**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	70th Street E to E Avenue T 8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		18,400
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	823	3	7	2291	10	18	159	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.7	-26.5	-23.7	1.8	-22.1	-19.2	-9.8	-33.6	-30.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	46.7	54.0	66.7	51.1	58.5	55.1	39.5	46.9
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	67.4	Leq	NIGHT=	55.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.9**
			CNEL=	**66.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**46**	**98**	**212**
	CNEL:	**59**	**128**	**275**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	E Avenue T 8 to 82nd Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		17,600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	787	3	6	2192	9	18	152	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.4	-26.2	-23.3	2.1	-21.7	-18.9	-9.5	-33.3	-30.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	45.5	53.2	64.8	50.0	57.7	53.3	38.4	46.1
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.7	Leq	NIGHT=	54.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.2**
			CNEL=	**64.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**35**	**76**	**164**
	CNEL:	**46**	**99**	**213**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	82nd Street E to 87th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		13,500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	604	3	5	1681	7	13	117	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.5	-27.3	-24.5	0.9	-22.9	-20.0	-10.7	-34.5	-31.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	44.4	52.1	63.7	48.8	56.5	52.1	37.2	44.9
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	64.6	Leq	NIGHT=	53.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.1**
			CNEL=	**63.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**30**	**64**	**138**
	CNEL:	**39**	**83**	**179**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	87th Street E to 96th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		16,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	715	3	6	1992	8	16	138	1	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.2	-28.0	-25.1	0.3	-23.5	-20.7	-11.3	-35.1	-32.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	47.3	54.1	68.4	51.7	58.5	56.8	40.1	46.9
VEHICULAR NOISE	DAY=	64.5	Leq	EVENING=	68.9	Leq	NIGHT=	57.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.4**
			CNEL=	**68.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**58**	**125**	**269**
	CNEL:	**75**	**162**	**349**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	96th Street E to 106th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		17,900
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	800	3	6	2229	9	18	155	1	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.7	-27.5	-24.6	0.8	-23.0	-20.2	-10.8	-34.6	-31.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	47.9	54.7	69.0	52.3	59.2	57.5	40.8	47.6
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.5	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.1**
			CNEL=	**68.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**64**	**137**	**296**
	CNEL:	**83**	**178**	**384**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	106th Street E to 116th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		17,800
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	796	3	6	2216	9	18	154	1	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.7	-27.5	-24.7	0.7	-23.1	-20.2	-10.8	-34.7	-31.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	47.9	54.7	69.0	52.3	59.1	57.4	40.7	47.6
VEHICULAR NOISE	DAY=	65.1	Leq	EVENING=	69.5	Leq	NIGHT=	57.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.0**
			CNEL=	**68.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**64**	**137**	**295**
	CNEL:	**82**	**178**	**383**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	116th Street E to 126th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		17,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	791	3	6	2204	9	18	153	1	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.7	-27.5	-24.7	0.7	-23.1	-20.2	-10.9	-34.7	-31.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	47.7	54.5	68.8	52.2	59.0	57.3	40.6	47.4
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	69.4	Leq	NIGHT=	57.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.9**
			CNEL=	**68.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**62**	**133**	**287**
	CNEL:	**80**	**173**	**373**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	126th Street E to 131st Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		18,600
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	832	3	7	2316	10	19	161	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-3.1	-26.9	-24.1	1.4	-22.5	-19.6	-10.2	-34.0	-31.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	47.3	54.3	67.9	51.7	58.8	56.3	40.1	47.2
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	68.5	Leq	NIGHT=	56.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.0**
			CNEL=	**67.7**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**54**	**116**	**251**
	CNEL:	**70**	**151**	**325**

1

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	131 Street E to 170th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	17,700
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	791	3	6	2204	9	18	153	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.9	-26.7	-23.8	1.6	-22.2	-19.4	-10.0	-33.8	-31.0
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	46.5	53.9	66.5	50.9	58.3	54.9	39.4	46.7
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	67.2	Leq	NIGHT=	55.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA): **Ldn= 64.7** **CNEL= 66.4**

		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**44**	**96**	**206**
	CNEL:	**58**	**124**	**268**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Fort Tejon Road	Analyst:	NJF
Segment:	87th Street E to Mount Emma Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	201	1	2	560	2	4	39	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.3	-32.1	-29.3	-3.8	-27.7	-24.8	-15.4	-39.2	-36.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.5	39.6	47.3	58.9	44.1	51.8	47.3	32.5	40.2
VEHICULAR NOISE	DAY=	55.4	Leq	EVENING=	59.8	Leq	NIGHT=	48.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.3**
			CNEL=	**59.0**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**66**
	CNEL:	**19**	**40**	**86**

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Fort Tejon Road	Analyst:	NJF
Segment:	Mount Emma Road to 96th Street	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	9,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	402	2	3	1121	5	9	78	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.3	-29.1	-26.3	-0.8	-24.7	-21.8	-12.4	-36.2	-33.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	42.6	50.3	61.9	47.1	54.8	50.4	35.5	43.2
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	62.8	Leq	NIGHT=	51.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.3**
			CNEL=	**62.0**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**23**	**49**	**105**
	CNEL:	**29**	**63**	**137**

1

Scenario:	EXISTING (2 of 2)	Project:	0
Roadway:	Fort Tejon Road	Analyst:	NJF
Segment:	96th Street to 106th Street	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		9,000
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	98.8%	DAY	54.3%
% MT	0.4%	EVENING	37.8%
% HT	0.8%	NIGHT	7.9%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	402	2	3	1121	5	9	78	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.3	-29.1	-26.3	-0.8	-24.7	-21.8	-12.4	-36.2	-33.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.5	42.6	50.3	61.9	47.1	54.8	50.4	35.5	43.2
VEHICULAR NOISE	DAY=	58.4	Leq	EVENING=	62.8	Leq	NIGHT=	51.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.3**
			CNEL=	**62.0**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**23**	**49**	**105**
	CNEL:	**29**	**63**	**137**

Scenario:	EXISTING I-5	Project:	0
Roadway:	I-5 Freeway	Analyst:	NJF
Segment:	North of SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		70,579
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	120	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	76.7%	DAY	62.3%
% MT	5.5%	EVENING	15.4%
% HT	17.8%	NIGHT	22.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2813	201	653	2774	198	644	1341	96	311
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	1.1	-10.4	-5.3	1.0	-10.5	-5.3	-2.2	-13.6	-8.5
Distance	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.4	68.1	76.8	73.4	68.1	76.7	70.2	64.9	73.5
VEHICULAR NOISE	DAY=	78.8	Leq	EVENING=	78.7	Leq	NIGHT=	75.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**82.6**
			CNEL=	**83.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**694**	**1496**	**3223**
	CNEL:	**745**	**1604**	**3456**

Scenario:	EXISTING I-5	Project:	0
Roadway:	I-5 Freeway	Analyst:	NJF
Segment:	South of SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		67,874
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	120	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	76.7%	DAY	62.3%
% MT	5.5%	EVENING	15.4%
% HT	17.8%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2705	193	628	2668	191	619	1289	92	299
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	0.9	-10.6	-5.5	0.8	-10.6	-5.5	-2.3	-13.8	-8.7
Distance	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.3	68.0	76.6	73.2	67.9	76.5	70.0	64.8	73.4
VEHICULAR NOISE	DAY=	78.6	Leq	EVENING=	78.6	Leq	NIGHT=	75.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**82.5**
			CNEL=	**82.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**676**	**1457**	**3140**
	CNEL:	**725**	**1563**	**3367**

Scenario:	EXISTING SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	North of Avenue D/SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		44,297
SPEED (mph)	70	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2189	59	53	2159	59	53	1043	28	25
Speed in MPH	70	70	70	70	70	70	70	70	70
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	76.8	82.5	85.8	76.8	82.5	85.8	76.8	82.5	85.8
ADJUSTMENTS									
Flow	-0.4	-16.0	-16.5	-0.4	-16.1	-16.5	-3.6	-19.2	-19.7
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.8	62.8	65.7	72.7	62.8	65.6	69.5	59.6	62.4
VEHICULAR NOISE	DAY=	73.9	Leq	EVENING=	73.8	Leq	NIGHT=	70.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**77.7**
			CNEL=	**78.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**326**	**703**	**1514**
	CNEL:	**350**	**754**	**1624**

Scenario:	EXISTING SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	South of Avenue D/SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		46,341
SPEED (mph)	70	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2290	62	56	2258	61	55	1091	30	27
Speed in MPH	70	70	70	70	70	70	70	70	70
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	76.8	82.5	85.8	76.8	82.5	85.8	76.8	82.5	85.8
ADJUSTMENTS									
Flow	-0.2	-15.8	-16.3	-0.2	-15.9	-16.4	-3.4	-19.0	-19.5
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	72.9	63.0	65.9	72.9	63.0	65.8	69.7	59.8	62.6
VEHICULAR NOISE	DAY=	74.1	Leq	EVENING=	74.0	Leq	NIGHT=	70.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**77.9**
			CNEL=	**78.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**336**	**724**	**1560**
	CNEL:	**360**	**777**	**1673**

Scenario:	EXISTING SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	South of SR-138/High Desert Cor.	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		71,364
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3526	96	86	3477	94	85	1680	46	41
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	2.0	-13.6	-14.1	2.0	-13.7	-14.2	-1.2	-16.8	-17.3
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.9	64.4	67.4	73.8	64.3	67.4	70.7	61.2	64.2
VEHICULAR NOISE	DAY=	75.2	Leq	EVENING=	75.1	Leq	NIGHT=	71.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.0**
			CNEL=	**79.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**397**	**855**	**1843**
	CNEL:	**426**	**917**	**1976**

Scenario:	EXISTING SR-138	Project:	0
Roadway:	SR-138	Analyst:	NJF
Segment:	Between I-5 and 300th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,605
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	12	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	79.4%	DAY	62.3%
% MT	1.4%	EVENING	15.4%
% HT	19.2%	NIGHT	22.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	190	3	46	187	3	45	91	2	22
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-9.0	-26.6	-15.2	-9.1	-26.6	-15.3	-12.3	-29.8	-18.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.7	46.4	62.3	55.6	46.4	62.2	52.5	43.2	59.1
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	63.2	Leq	NIGHT=	60.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.1**
			CNEL=	**67.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**64**	**138**	**296**
	CNEL:	**68**	**147**	**318**

Scenario:	EXISTING SR-138	Project:	0
Roadway:	SR-138	Analyst:	NJF
Segment:	Between 300th St W and 190th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,498
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	12	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	79.4%	DAY	62.3%
% MT	1.4%	EVENING	15.4%
% HT	19.2%	NIGHT	22.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	144	3	35	142	3	34	69	1	17
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-10.2	-27.8	-16.4	-10.3	-27.8	-16.5	-13.5	-31.0	-19.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.5	45.3	61.1	54.4	45.2	61.1	51.3	42.0	57.9
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	62.0	Leq	NIGHT=	58.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.9**
			CNEL=	**66.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**53**	**114**	**247**
	CNEL:	**57**	**123**	**264**

Scenario:	EXISTING SR-138	Project:	0
Roadway:	Avenue D/SR-138	Analyst:	NJF
Segment:	Between 190th Street W and SR-14	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,927
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	12	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	79.4%	DAY	62.3%
% MT	1.4%	EVENING	15.4%
% HT	19.2%	NIGHT	22.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	162	3	39	160	3	39	77	1	19
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-9.7	-27.3	-15.9	-9.8	-27.3	-16.0	-13.0	-30.5	-19.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	45.8	61.6	54.9	45.7	61.6	51.8	42.5	58.4
VEHICULAR NOISE	DAY=	62.6	Leq	EVENING=	62.5	Leq	NIGHT=	59.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.4**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**57**	**124**	**266**
	CNEL:	**62**	**133**	**286**

Scenario:	BUILDOUT SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	North of Avenue D/SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		65,910
SPEED (mph)	70	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3256	88	79	3212	87	78	1552	42	38
Speed in MPH	70	70	70	70	70	70	70	70	70
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	76.8	82.5	85.8	76.8	82.5	85.8	76.8	82.5	85.8
ADJUSTMENTS									
Flow	1.4	-14.3	-14.8	1.3	-14.4	-14.8	-1.8	-17.5	-18.0
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.5	64.6	67.4	74.4	64.5	67.3	71.3	61.3	64.2
VEHICULAR NOISE	DAY=	75.6	Leq	EVENING=	75.5	Leq	NIGHT=	72.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.4**
			CNEL=	**79.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**425**	**916**	**1973**
	CNEL:	**456**	**982**	**2116**

Scenario:	BUILDOUT SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	South of Avenue D/SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		99,241
SPEED (mph)	70	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4903	133	119	4836	131	118	2337	63	57
Speed in MPH	70	70	70	70	70	70	70	70	70
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	76.8	82.5	85.8	76.8	82.5	85.8	76.8	82.5	85.8
ADJUSTMENTS									
Flow	3.1	-12.5	-13.0	3.1	-12.6	-13.0	-0.1	-15.7	-16.2
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.3	66.3	69.2	76.2	66.3	69.1	73.0	63.1	65.9
VEHICULAR NOISE	DAY=	77.4	Leq	EVENING=	77.3	Leq	NIGHT=	74.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**81.2**
			CNEL=	**81.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**558**	**1203**	**2592**
	CNEL:	**599**	**1290**	**2780**

Scenario:	BUILDOUT SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	South of SR-138/High Desert Cor.	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		98,897
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4886	133	119	4819	131	117	2329	63	57
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.5	-12.2	-12.7	3.4	-12.3	-12.7	0.2	-15.4	-15.9
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.3	65.8	68.8	75.3	65.8	68.8	72.1	62.6	65.6
VEHICULAR NOISE	DAY=	76.6	Leq	EVENING=	76.5	Leq	NIGHT=	73.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**80.4**
			CNEL=	**80.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**493**	**1063**	**2290**
	CNEL:	**529**	**1140**	**2456**

Scenario:	BUILDOUT SR-14	Project:	0
Roadway:	High Desert Corridor	Analyst:	NJF
Segment:	East of 125th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		64,728
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3198	87	78	3154	86	77	1524	41	37
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	1.6	-14.0	-14.5	1.6	-14.1	-14.6	-1.6	-17.3	-17.7
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.5	64.0	67.0	73.4	63.9	66.9	70.3	60.8	63.8
VEHICULAR NOISE	DAY=	74.7	Leq	EVENING=	74.7	Leq	NIGHT=	71.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.6**
			CNEL=	**79.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**372**	**801**	**1726**
	CNEL:	**399**	**859**	**1851**

Scenario:	BUILDOUT SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	North of Avenue D/SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		65,910
SPEED (mph)	70	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3256	88	79	3212	87	78	1552	42	38
Speed in MPH	70	70	70	70	70	70	70	70	70
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	76.8	82.5	85.8	76.8	82.5	85.8	76.8	82.5	85.8
ADJUSTMENTS									
Flow	1.4	-14.3	-14.8	1.3	-14.4	-14.8	-1.8	-17.5	-18.0
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	74.5	64.6	67.4	74.4	64.5	67.3	71.3	61.3	64.2
VEHICULAR NOISE	DAY=	75.6	Leq	EVENING=	75.5	Leq	NIGHT=	72.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.4**
			CNEL=	**79.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**425**	**916**	**1973**
	CNEL:	**456**	**982**	**2116**

Scenario:	BUILDOUT SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	South of Avenue D/SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		99,241
SPEED (mph)	70	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4903	133	119	4836	131	118	2337	63	57
Speed in MPH	70	70	70	70	70	70	70	70	70
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	76.8	82.5	85.8	76.8	82.5	85.8	76.8	82.5	85.8
ADJUSTMENTS									
Flow	3.1	-12.5	-13.0	3.1	-12.6	-13.0	-0.1	-15.7	-16.2
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	76.3	66.3	69.2	76.2	66.3	69.1	73.0	63.1	65.9
VEHICULAR NOISE	DAY=	77.4	Leq	EVENING=	77.3	Leq	NIGHT=	74.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**81.2**
			CNEL=	**81.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**558**	**1203**	**2592**
	CNEL:	**599**	**1290**	**2780**

Scenario:	BUILDOUT SR-14	Project:	0
Roadway:	SR-14	Analyst:	NJF
Segment:	South of SR-138/High Desert Cor.	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		98,897
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4886	133	119	4819	131	117	2329	63	57
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.5	-12.2	-12.7	3.4	-12.3	-12.7	0.2	-15.4	-15.9
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.3	65.8	68.8	75.3	65.8	68.8	72.1	62.6	65.6
VEHICULAR NOISE	DAY=	76.6	Leq	EVENING=	76.5	Leq	NIGHT=	73.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**80.4**
			CNEL=	**80.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**493**	**1063**	**2290**
	CNEL:	**529**	**1140**	**2456**

Scenario:	BUILDOUT SR-14	Project:	0
Roadway:	High Desert Corridor	Analyst:	NJF
Segment:	East of 125th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		64,728
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	100	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	95.1%	DAY	62.3%
% MT	2.6%	EVENING	15.4%
% HT	2.3%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3198	87	78	3154	86	77	1524	41	37
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	1.6	-14.0	-14.5	1.6	-14.1	-14.6	-1.6	-17.3	-17.7
Distance	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7	-3.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.5	64.0	67.0	73.4	63.9	66.9	70.3	60.8	63.8
VEHICULAR NOISE	DAY=	74.7	Leq	EVENING=	74.7	Leq	NIGHT=	71.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**78.6**
			CNEL=	**79.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**372**	**801**	**1726**
	CNEL:	**399**	**859**	**1851**

Scenario:	BUILDOUT I-5	Project:	0
Roadway:	I-5 Freeway	Analyst:	NJF
Segment:	North of SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		124,012
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	120	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	76.7%	DAY	62.3%
% MT	5.5%	EVENING	15.4%
% HT	17.8%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4943	354	1147	4875	349	1131	2356	168	546
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.5	-8.0	-2.8	3.4	-8.0	-2.9	0.3	-11.2	-6.1
Distance	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.9	70.6	79.2	75.8	70.5	79.1	72.7	67.4	76.0
VEHICULAR NOISE	DAY=	81.3	Leq	EVENING=	81.2	Leq	NIGHT=	78.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**85.1**
			CNEL=	**85.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**1011**	**2178**	**4693**
	CNEL:	**1084**	**2336**	**5032**

Scenario:	BUILDOUT I-5	Project:	0
Roadway:	I-5 Freeway	Analyst:	NJF
Segment:	South of SR-138	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		125,412
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	120	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	76.7%	DAY	62.3%
% MT	5.5%	EVENING	15.4%
% HT	17.8%	NIGHT	22.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	4999	358	1160	4930	353	1144	2382	170	553
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	3.6	-7.9	-2.8	3.5	-8.0	-2.9	0.3	-11.1	-6.0
Distance	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2	-3.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	75.9	70.6	79.2	75.9	70.6	79.2	72.7	67.4	76.0
VEHICULAR NOISE	DAY=	81.3	Leq	EVENING=	81.2	Leq	NIGHT=	78.1	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA): **Ldn= 85.1**
CNEL= 85.6

NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**1019**	**2194**	**4728**
	CNEL:	**1092**	**2353**	**5070**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Escondido Canyon Road	Analyst:	NJF
Segment:	Agua Dulce Canyon Road to SCV Planning Boundary	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,100
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	181	1	4	496	4	10	37	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.7	-29.9	-25.6	-4.4	-25.6	-21.2	-15.7	-36.9	-32.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.0	41.8	50.9	58.4	46.1	55.3	47.1	34.9	44.0
VEHICULAR NOISE	DAY=	55.9	Leq	EVENING=	60.3	Leq	NIGHT=	49.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.0**
			CNEL=	**59.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**34**	**73**
	CNEL:	**20**	**44**	**94**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	90th Street E to 100th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	2,000
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	88	1	2	242	2	5	18	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-11.9	-33.1	-28.7	-7.5	-28.7	-24.4	-18.8	-40.0	-35.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.9	38.7	47.8	55.3	43.0	52.2	44.0	31.7	40.9
VEHICULAR NOISE	DAY=	52.8	Leq	EVENING=	57.2	Leq	NIGHT=	45.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**54.9**
			CNEL=	**56.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**45**
	CNEL:	**13**	**27**	**58**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	100th Street E to 110th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	58	0	1	157	1	3	12	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-13.7	-34.9	-30.6	-9.4	-30.6	-26.2	-20.6	-41.8	-37.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.0	36.8	45.9	53.4	41.2	50.3	42.1	29.9	39.0
VEHICULAR NOISE	DAY=	50.9	Leq	EVENING=	55.3	Leq	NIGHT=	44.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.0**
			CNEL=	**54.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**7**	**16**	**34**
	CNEL:	**9**	**20**	**44**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	110th Street E to 140th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,000
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	44	0	1	121	1	2	9	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-14.9	-36.1	-31.7	-10.5	-31.7	-27.4	-21.8	-43.0	-38.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.9	35.6	44.8	52.3	40.0	49.2	41.0	28.7	37.9
VEHICULAR NOISE	DAY=	49.8	Leq	EVENING=	54.2	Leq	NIGHT=	42.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**51.8**
			CNEL=	**53.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**6**	**13**	**29**
	CNEL:	**8**	**17**	**37**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	140th Street E to 150th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	66	1	1	182	1	4	13	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-13.1	-34.3	-30.0	-8.7	-29.9	-25.6	-20.0	-41.2	-36.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.6	37.4	46.6	54.0	41.8	50.9	42.7	30.5	39.6
VEHICULAR NOISE	DAY=	51.6	Leq	EVENING=	55.9	Leq	NIGHT=	44.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.6**
			CNEL=	**55.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**10**	**22**	**48**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	150th Street E to 170th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	80	1	2	218	2	4	16	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.3	-33.5	-29.2	-7.9	-29.1	-24.8	-19.2	-40.4	-36.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.4	38.2	47.4	54.8	42.6	51.7	43.5	31.3	40.4
VEHICULAR NOISE	DAY=	52.3	Leq	EVENING=	56.7	Leq	NIGHT=	45.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**54.4**
			CNEL=	**56.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**42**
	CNEL:	**12**	**25**	**55**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue J	Analyst:	NJF
Segment:	170th Street E to 200th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	146	1	3	399	3	8	30	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.7	-30.9	-26.6	-5.3	-26.5	-22.2	-16.6	-37.8	-33.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.1	40.8	50.0	57.4	45.2	54.4	46.2	33.9	43.1
VEHICULAR NOISE	DAY=	55.0	Leq	EVENING=	59.4	Leq	NIGHT=	48.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.0**
			CNEL=	**58.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**29**	**63**
	CNEL:	**18**	**38**	**82**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	Pine Canyon Road to W Avenue I	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		9,400
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	416	3	9	1138	9	23	85	1	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.6	-25.8	-21.4	-0.2	-21.4	-17.1	-11.5	-32.7	-28.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	44.5	54.0	60.4	48.9	58.4	49.1	37.6	47.1
VEHICULAR NOISE	DAY=	58.3	Leq	EVENING=	62.7	Leq	NIGHT=	51.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.4**
			CNEL=	**62.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**23**	**49**	**106**
	CNEL:	**29**	**63**	**136**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	W Avenue I to 190th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,400
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	106	1	2	291	2	6	22	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-10.5	-31.7	-27.4	-6.1	-27.3	-23.0	-17.4	-38.6	-34.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.1	38.6	48.1	54.4	42.9	52.5	43.1	31.7	41.2
VEHICULAR NOISE	DAY=	52.4	Leq	EVENING=	56.8	Leq	NIGHT=	45.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**54.4**
			CNEL=	**56.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**43**
	CNEL:	**12**	**25**	**55**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	190th Street W to 170th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,300
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	146	1	3	399	3	8	30	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.1	-30.3	-26.0	-4.7	-25.9	-21.6	-16.0	-37.2	-32.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.4	40.0	49.5	55.8	44.3	53.9	44.5	33.0	42.6
VEHICULAR NOISE	DAY=	53.8	Leq	EVENING=	58.1	Leq	NIGHT=	46.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.8**
			CNEL=	**57.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**11**	**24**	**53**
	CNEL:	**15**	**31**	**68**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	170th Street W to 110th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		6,200
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	274	2	6	751	6	15	56	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.9	-28.1	-23.8	-2.6	-23.8	-19.5	-13.9	-35.1	-30.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.8	43.6	52.8	60.2	48.0	57.1	48.9	36.7	45.8
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	62.1	Leq	NIGHT=	50.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.8**
			CNEL=	**61.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**45**	**97**
	CNEL:	**27**	**58**	**125**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	110th Street W to 90th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,700
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	164	1	3	448	3	9	33	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.2	-30.4	-26.1	-4.8	-26.0	-21.7	-16.1	-37.3	-33.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.6	41.4	50.5	58.0	45.7	54.9	46.7	34.4	43.6
VEHICULAR NOISE	DAY=	55.5	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	90th Street W to 70th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	243	2	5	666	5	14	49	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.5	-28.7	-24.3	-3.1	-24.3	-20.0	-14.4	-35.6	-31.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	43.1	52.2	59.7	47.5	56.6	48.4	36.2	45.3
VEHICULAR NOISE	DAY=	57.2	Leq	EVENING=	61.6	Leq	NIGHT=	50.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.3**
			CNEL=	**60.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**42**	**90**
	CNEL:	**25**	**54**	**115**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Lancaster Road	Analyst:	NJF
Segment:	70th Street W to 60th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,100
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	181	1	4	496	4	10	37	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.7	-29.9	-25.6	-4.4	-25.6	-21.2	-15.7	-36.9	-32.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.0	41.8	51.0	58.4	46.2	55.3	47.1	34.9	44.1
VEHICULAR NOISE	DAY=	56.0	Leq	EVENING=	60.3	Leq	NIGHT=	49.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.0**
			CNEL=	**59.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**34**	**74**
	CNEL:	**20**	**44**	**95**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	170th Street E	Analyst:	NJF
Segment:	Avenue T to Avenue W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		9,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	434	3	9	1186	9	24	88	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-26.2	-21.8	-0.6	-21.8	-17.5	-11.9	-33.1	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.8	45.6	54.7	62.2	49.9	59.1	50.9	38.6	47.8
VEHICULAR NOISE	DAY=	59.7	Leq	EVENING=	64.1	Leq	NIGHT=	52.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.8**
			CNEL=	**63.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**61**	**131**
	CNEL:	**36**	**78**	**169**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	170th Street E	Analyst:	NJF
Segment:	Avenue W to 165th Street	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	234	2	5	642	5	13	48	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.6	-28.8	-24.5	-3.3	-24.5	-20.1	-14.5	-35.7	-31.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	42.9	52.1	59.5	47.3	56.4	48.2	36.0	45.1
VEHICULAR NOISE	DAY=	57.0	Leq	EVENING=	61.4	Leq	NIGHT=	50.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.1**
			CNEL=	**60.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**40**	**87**
	CNEL:	**24**	**52**	**112**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Elizabeth Lake Road	Analyst:	NJF
Segment:	Johnson Road to San Francisquito Canyon Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,500
SPEED (mph)		40
ROAD NEAR-FAR LN. DIST.		15
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	155	1	3	424	3	9	31	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.4	-30.6	-26.3	-5.1	-26.3	-21.9	-16.3	-37.5	-33.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	41.1	50.2	57.7	45.5	54.6	46.4	34.2	43.3
VEHICULAR NOISE	DAY=	55.2	Leq	EVENING=	59.6	Leq	NIGHT=	48.3	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.3**
			CNEL=	**58.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**14**	**31**	**66**
	CNEL:	**18**	**39**	**85**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Elizabeth Lake Road	Analyst:	NJF
Segment:	San Francisquito Canyon Road to Bouquet Canyon Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		7,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	310	2	6	847	6	17	63	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-7.8	-29.0	-24.7	-3.4	-24.6	-20.3	-14.7	-35.9	-31.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	46.3	54.5	64.7	50.6	58.9	53.4	39.3	47.6
VEHICULAR NOISE	DAY=	61.5	Leq	EVENING=	65.8	Leq	NIGHT=	54.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.5**
			CNEL=	**65.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**37**	**80**	**172**
	CNEL:	**48**	**103**	**221**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Elizabeth Lake Road	Analyst:	NJF
Segment:	Bouquet Canyon Road to Godde Hill Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		10,000
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	442	3	9	1211	9	25	90	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.9	-26.1	-21.7	-0.5	-21.7	-17.4	-11.8	-33.0	-28.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.9	45.6	54.8	62.3	50.0	59.2	51.0	38.7	47.9
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	64.2	Leq	NIGHT=	52.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.8**
			CNEL=	**63.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**62**	**133**
	CNEL:	**37**	**79**	**171**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	15th Street E to 20th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		20,900
SPEED (mph)	60	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	925	7	19	2530	19	52	188	1	4
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-3.4	-24.6	-20.3	0.9	-20.3	-15.9	-10.3	-31.5	-27.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.6	52.1	60.1	71.0	56.4	64.5	59.7	45.1	53.2
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	72.0	Leq	NIGHT=	60.7	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.7**
			CNEL=	**71.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**95**	**205**	**441**
	CNEL:	**122**	**264**	**568**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	20th Street E to 25th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		20,800
SPEED (mph)	60	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	920	7	19	2518	19	52	187	1	4
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-3.4	-24.6	-20.3	0.9	-20.3	-16.0	-10.4	-31.6	-27.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.6	52.0	60.1	71.0	56.4	64.4	59.7	45.1	53.1
VEHICULAR NOISE	DAY=	67.6	Leq	EVENING=	72.0	Leq	NIGHT=	60.7	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.6**
			CNEL=	**71.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**95**	**204**	**440**
	CNEL:	**122**	**263**	**566**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	25th Street E to 30th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	7,400
SPEED (mph)	60
ROAD NEAR-FAR LN. DIST.	73.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	327	2	7	896	7	18	67	1	1
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-7.9	-29.1	-24.8	-3.6	-24.8	-20.4	-14.9	-36.1	-31.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	47.5	55.6	66.5	51.9	60.0	55.2	40.6	48.7
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	67.5	Leq	NIGHT=	56.2	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.2**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**48**	**102**	**221**
	CNEL:	**61**	**132**	**284**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	30th Street E to 40th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,900
SPEED (mph)	60	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	217	2	4	593	5	12	44	0	1
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-9.7	-30.9	-26.6	-5.4	-26.6	-22.2	-16.6	-37.8	-33.5
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	45.8	53.8	64.7	50.1	58.2	53.4	38.8	46.9
VEHICULAR NOISE	DAY=	61.3	Leq	EVENING=	65.7	Leq	NIGHT=	54.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
			CNEL=	**65.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**36**	**78**	**168**
	CNEL:	**47**	**100**	**216**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	40th Street E to 47th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,700
SPEED (mph)	60	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	208	2	4	569	4	12	42	0	1
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-9.9	-31.1	-26.8	-5.5	-26.7	-22.4	-16.8	-38.0	-33.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	45.1	53.1	64.1	49.5	57.5	52.8	38.2	46.2
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	65.0	Leq	NIGHT=	53.8	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.7**
			CNEL=	**64.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**71**	**152**
	CNEL:	**42**	**91**	**196**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue P	Analyst:	NJF
Segment:	47th Street E to 70th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,700
SPEED (mph)	60	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	208	2	4	569	4	12	42	0	1
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-9.9	-31.1	-26.8	-5.5	-26.7	-22.4	-16.8	-38.0	-33.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	45.1	53.1	64.1	49.5	57.5	52.8	38.2	46.2
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	65.0	Leq	NIGHT=	53.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.7**
			CNEL=	**64.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**71**	**152**
	CNEL:	**42**	**91**	**196**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	200th Street E	Analyst:	NJF
Segment:	E Avenue G to E Avenue J	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,100
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	226	2	5	617	5	13	46	0	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.3	-29.5	-25.2	-3.9	-25.1	-20.8	-15.2	-36.4	-32.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	43.5	52.4	60.8	47.9	56.7	49.5	36.6	45.4
VEHICULAR NOISE	DAY=	58.0	Leq	EVENING=	62.4	Leq	NIGHT=	51.1	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.1**
			CNEL=	**61.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**22**	**47**	**101**
	CNEL:	**28**	**61**	**130**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Palmdale Boulevard	Analyst:	NJF
Segment:	90th Street E to 95th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		13,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	593	4	12	1622	12	33	120	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.0	-26.2	-21.9	-0.6	-21.8	-17.5	-11.9	-33.1	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	49.1	57.4	67.5	53.4	61.7	56.2	42.2	50.4
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.7	Leq	NIGHT=	57.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.3**
			CNEL=	**68.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**57**	**123**	**265**
	CNEL:	**73**	**158**	**341**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Palmdale Boulevard	Analyst:	NJF
Segment:	95th Street E to 100th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		15,300
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	677	5	14	1852	14	38	138	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.4	-25.6	-21.3	0.0	-21.2	-16.9	-11.3	-32.5	-28.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	49.6	57.9	68.1	54.0	62.3	56.8	42.7	51.0
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	69.2	Leq	NIGHT=	57.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.9**
			CNEL=	**68.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**62**	**134**	**289**
	CNEL:	**80**	**173**	**372**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Palmdale Boulevard	Analyst:	NJF
Segment:	100th Street E to 105th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		14,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	637	5	13	1743	13	36	129	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.7	-25.9	-21.5	-0.3	-21.5	-17.2	-11.6	-32.8	-28.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	49.4	57.7	67.8	53.8	62.0	56.5	42.5	50.7
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	69.0	Leq	NIGHT=	57.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.7**
			CNEL=	**68.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**60**	**129**	**278**
	CNEL:	**77**	**166**	**358**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Palmdale Boulevard	Analyst:	NJF
Segment:	105th Street E to 110 Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		14,300
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	633	5	13	1731	13	36	129	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.7	-25.9	-21.6	-0.3	-21.5	-17.2	-11.6	-32.8	-28.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	49.4	57.6	67.8	53.7	62.0	56.5	42.4	50.7
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	68.9	Leq	NIGHT=	57.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.6**
			CNEL=	**68.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**60**	**128**	**277**
	CNEL:	**77**	**165**	**356**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue G	Analyst:	NJF
Segment:	SR-14 Antelope Valley Freeway to 15th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		15,200
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	672	5	14	1840	14	38	137	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.4	-25.6	-21.3	-0.1	-21.3	-16.9	-11.4	-32.6	-28.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	49.7	57.9	68.1	54.0	62.3	56.8	42.7	51.0
VEHICULAR NOISE	DAY=	64.9	Leq	EVENING=	69.2	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.9**
			CNEL=	**68.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**62**	**134**	**290**
	CNEL:	**80**	**173**	**373**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue G	Analyst:	NJF
Segment:	15th Street W to 10th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		15,600
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	690	5	14	1888	14	39	140	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.3	-25.5	-21.2	0.1	-21.1	-16.8	-11.2	-32.4	-28.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.8	49.8	58.0	68.2	54.1	62.4	56.9	42.8	51.1
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	69.4	Leq	NIGHT=	58.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.0**
			CNEL=	**68.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**63**	**137**	**295**
	CNEL:	**82**	**176**	**379**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue G	Analyst:	NJF
Segment:	10th Street W to Sierra Highway	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		18,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	827	6	17	2264	17	46	168	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-24.7	-20.4	0.8	-20.4	-16.0	-10.5	-31.7	-27.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	58.8	69.0	54.9	63.2	57.7	43.6	51.9
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	70.1	Leq	NIGHT=	58.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.8**
			CNEL=	**69.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**72**	**154**	**332**
	CNEL:	**92**	**199**	**428**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue G	Analyst:	NJF
Segment:	Sierra Highway to Division Street	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		13,500
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	597	5	12	1634	12	34	121	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.9	-26.1	-21.8	-0.6	-21.8	-17.5	-11.9	-33.1	-28.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.2	49.1	57.4	67.6	53.5	61.8	56.3	42.2	50.5
VEHICULAR NOISE	DAY=	64.4	Leq	EVENING=	68.7	Leq	NIGHT=	57.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.4**
			CNEL=	**68.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**58**	**124**	**267**
	CNEL:	**74**	**160**	**344**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	145th Street E to 150th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		11,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	518	4	11	1416	11	29	105	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.6	-26.8	-22.4	-1.2	-22.4	-18.1	-12.5	-33.7	-29.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.6	48.5	56.8	66.9	52.9	61.1	55.6	41.6	49.8
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	68.1	Leq	NIGHT=	56.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.8**
			CNEL=	**67.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**52**	**112**	**242**
	CNEL:	**67**	**145**	**311**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	150th Street E to 170th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,200
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	230	2	5	629	5	13	47	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-9.1	-30.3	-26.0	-4.7	-25.9	-21.6	-16.0	-37.2	-32.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	45.0	53.2	63.4	49.3	57.6	52.1	38.0	46.3
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	64.6	Leq	NIGHT=	53.3	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.2**
			CNEL=	**63.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**30**	**65**	**141**
	CNEL:	**39**	**84**	**181**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	170th Street E to 175th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,800
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	168	1	3	460	3	9	34	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-10.5	-31.7	-27.3	-6.1	-27.3	-23.0	-17.4	-38.6	-34.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	43.6	51.9	62.0	48.0	56.3	50.7	36.7	45.0
VEHICULAR NOISE	DAY=	58.8	Leq	EVENING=	63.2	Leq	NIGHT=	51.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.9**
			CNEL=	**62.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**25**	**53**	**114**
	CNEL:	**32**	**68**	**147**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	175th Street E to 180th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	252	2	5	690	5	14	51	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-8.7	-29.9	-25.6	-4.3	-25.5	-21.2	-15.6	-36.8	-32.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.4	45.4	53.6	63.8	49.7	58.0	52.5	38.4	46.7
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	65.0	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.6**
			CNEL=	**64.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**32**	**70**	**150**
	CNEL:	**42**	**90**	**193**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	180th Street E to 200th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		6,200
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	274	2	6	751	6	15	56	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-8.3	-29.5	-25.2	-4.0	-25.2	-20.8	-15.2	-36.4	-32.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.8	45.7	54.0	64.2	50.1	58.4	52.9	38.8	47.1
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	65.3	Leq	NIGHT=	54.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.0**
			CNEL=	**64.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**34**	**74**	**159**
	CNEL:	**44**	**95**	**204**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	200th Street E to 210 Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,100
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	93	1	2	254	2	5	19	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-13.0	-34.2	-29.9	-8.7	-29.9	-25.5	-19.9	-41.1	-36.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	41.0	49.3	59.5	45.4	53.7	48.2	34.1	42.4
VEHICULAR NOISE	DAY=	56.3	Leq	EVENING=	60.6	Leq	NIGHT=	49.3	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.3**
			CNEL=	**60.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**36**	**77**
	CNEL:	**21**	**46**	**99**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	E Avenue O	Analyst:	NJF
Segment:	210 Street E to 240th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	700
SPEED (mph)	55
ROAD NEAR-FAR LN. DIST.	18
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	31	0	1	85	1	2	6	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-17.8	-39.0	-34.7	-13.4	-34.6	-30.3	-24.7	-45.9	-41.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.3	36.3	44.5	54.7	40.6	48.9	43.4	29.3	37.6
VEHICULAR NOISE	DAY=	51.5	Leq	EVENING=	55.9	Leq	NIGHT=	44.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA): **Ldn= 53.5** **CNEL= 55.2**

NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**10**	**22**	**48**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue L	Analyst:	NJF
Segment:	Rancho Vista Road to 45th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		8,600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	380	3	8	1041	8	21	77	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.5	-26.7	-22.4	-1.2	-22.3	-18.0	-12.4	-33.6	-29.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.7	45.5	54.6	62.1	49.8	59.0	50.8	38.5	47.7
VEHICULAR NOISE	DAY=	59.6	Leq	EVENING=	64.0	Leq	NIGHT=	52.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
			CNEL=	**63.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**60**	**129**
	CNEL:	**36**	**77**	**166**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	W Avenue L	Analyst:	NJF
Segment:	45th Street W to 40th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		11,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	500	4	10	1368	10	28	102	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.3	-25.5	-21.2	0.0	-21.2	-16.8	-11.3	-32.5	-28.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.7	55.8	63.3	51.0	60.2	52.0	39.7	48.9
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	65.2	Leq	NIGHT=	53.9	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.9**
			CNEL=	**64.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**72**	**155**
	CNEL:	**43**	**93**	**200**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	70th Street E to E Avenue T 8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		33,900
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1500	11	31	4104	31	84	305	2	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-0.9	-22.1	-17.8	3.4	-17.8	-13.5	-7.9	-29.1	-24.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	53.6	61.8	72.0	57.9	66.2	60.7	46.6	54.9
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	73.2	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.8**
			CNEL=	**72.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**114**	**245**	**527**
	CNEL:	**146**	**315**	**679**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	E Avenue T 8 to 82nd Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		33,900
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1500	11	31	4104	31	84	305	2	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-0.9	-22.1	-17.8	3.4	-17.8	-13.5	-7.9	-29.1	-24.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	53.6	61.8	72.0	57.9	66.2	60.7	46.6	54.9
VEHICULAR NOISE	DAY=	68.8	Leq	EVENING=	73.2	Leq	NIGHT=	61.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.8**
			CNEL=	**72.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**114**	**245**	**527**
	CNEL:	**146**	**315**	**679**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	82nd Street E to 87th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		24,800
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1097	8	23	3002	23	62	223	2	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-2.3	-23.5	-19.2	2.1	-19.1	-14.8	-9.2	-30.4	-26.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.2	60.5	70.6	56.6	64.9	59.4	45.3	53.6
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.8	Leq	NIGHT=	60.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.5**
			CNEL=	**71.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**92**	**199**	**428**
	CNEL:	**119**	**256**	**551**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	87th Street E to 96th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		26,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1181	9	24	3232	25	66	240	2	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-2.0	-23.2	-18.9	2.4	-18.8	-14.5	-8.9	-30.1	-25.8
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.6	52.5	60.8	71.0	56.9	65.2	59.7	45.6	53.9
VEHICULAR NOISE	DAY=	67.7	Leq	EVENING=	72.1	Leq	NIGHT=	60.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.8**
			CNEL=	**71.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**97**	**209**	**450**
	CNEL:	**125**	**269**	**579**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	96th Street E to 106th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		30,600
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1354	10	28	3704	28	76	275	2	6
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-1.4	-22.6	-18.3	3.0	-18.2	-13.9	-8.3	-29.5	-25.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.2	53.1	61.4	71.6	57.5	65.8	60.3	46.2	54.5
VEHICULAR NOISE	DAY=	68.3	Leq	EVENING=	72.7	Leq	NIGHT=	61.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.4**
			CNEL=	**72.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**106**	**229**	**493**
	CNEL:	**137**	**294**	**634**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	106th Street E to 116th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		27,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	73.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1194	9	25	3268	25	67	243	2	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-1.9	-23.1	-18.8	2.4	-18.8	-14.4	-8.9	-30.1	-25.7
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.6	52.6	60.9	71.0	56.9	65.2	59.7	45.7	53.9
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	72.2	Leq	NIGHT=	60.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.8**
			CNEL=	**71.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**98**	**210**	**453**
	CNEL:	**126**	**271**	**584**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	116th Street E to 126th Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		26,800
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1186	9	24	3244	25	67	241	2	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-2.0	-23.2	-18.8	2.4	-18.8	-14.5	-8.9	-30.1	-25.8
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	52.2	60.5	70.7	56.6	64.9	59.4	45.3	53.6
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	71.8	Leq	NIGHT=	60.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.5**
			CNEL=	**71.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**93**	**200**	**430**
	CNEL:	**119**	**257**	**553**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	126th Street E to 131st Street E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		31,400
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	44.25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1389	11	28	3801	29	78	282	2	6
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-0.9	-22.1	-17.7	3.5	-17.7	-13.4	-7.8	-29.0	-24.7
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	52.3	60.8	70.2	56.6	65.2	58.9	45.4	53.9
VEHICULAR NOISE	DAY=	67.1	Leq	EVENING=	71.5	Leq	NIGHT=	60.2	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.2**
			CNEL=	**70.8**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**88**	**190**	**410**
	CNEL:	**114**	**245**	**528**

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Pearblossom Highway (SR-138)	Analyst:	NJF
Segment:	131 Street E to 170th Street E	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	21,100
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	44.25
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	933	7	19	2554	19	52	190	1	4
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-2.1	-23.3	-19.0	2.2	-19.0	-14.6	-9.1	-30.3	-25.9
Distance	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5	-4.5
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	49.8	58.7	67.1	54.2	63.0	55.8	42.9	51.7
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.7	Leq	NIGHT=	57.4	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):

Ldn= 66.4
CNEL= 68.0

		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**57**	**124**	**267**
	CNEL:	**74**	**159**	**343**

1

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Fort Tejon Road	Analyst:	NJF
Segment:	87th Street E to Mount Emma Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		10,200
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	451	3	9	1235	9	25	92	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.8	-26.0	-21.7	-0.4	-21.6	-17.3	-11.7	-32.9	-28.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	45.7	54.9	62.4	50.1	59.3	51.1	38.8	48.0
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	64.3	Leq	NIGHT=	53.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.9**
			CNEL=	**63.6**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**63**	**135**
	CNEL:	**37**	**81**	**174**

1

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Fort Tejon Road	Analyst:	NJF
Segment:	Mount Emma Road to 96th Street	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		12,200
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	540	4	11	1477	11	30	110	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.0	-25.2	-20.9	0.4	-20.8	-16.5	-10.9	-32.1	-27.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	46.5	55.7	63.1	50.9	60.1	51.8	39.6	48.8
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	65.0	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.7**
			CNEL=	**64.4**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**70**	**152**
	CNEL:	**42**	**91**	**196**

1

Scenario:	BUILDOUT (2 of 2)	Project:	0
Roadway:	Fort Tejon Road	Analyst:	NJF
Segment:	96th Street to 106th Street	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		12,500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	553	4	11	1513	11	31	112	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.9	-25.1	-20.8	0.5	-20.7	-16.4	-10.8	-32.0	-27.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.6	55.8	63.2	51.0	60.2	51.9	39.7	48.9
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	65.1	Leq	NIGHT=	53.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.8**
			CNEL=	**64.5**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**72**	**154**
	CNEL:	**43**	**92**	**199**

Scenario:	BUILDOUT SR-138	Project:	0
Roadway:	SR-138	Analyst:	NJF
Segment:	Between I-5 and 300th Street W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		95,819
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	12	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	79.4%	DAY	62.3%
% MT	1.4%	EVENING	15.4%
% HT	19.2%	NIGHT	22.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	3955	70	954	3900	69	941	1885	33	454
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	2.5	-15.0	-3.6	2.5	-15.0	-3.7	-0.7	-18.2	-6.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	73.5	62.1	77.0	73.4	62.1	76.9	70.2	58.9	73.7
VEHICULAR NOISE	DAY=	78.7	Leq	EVENING=	78.6	Leq	NIGHT=	75.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**82.5**
			CNEL=	**82.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**680**	**1464**	**3154**
	CNEL:	**729**	**1570**	**3383**

Scenario:	BUILDOUT SR-138	Project:	0
Roadway:	SR-138	Analyst:	NJF
Segment:	Between 300th St W and 190th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		50,948
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	12	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	79.4%	DAY	62.3%
% MT	1.4%	EVENING	15.4%
% HT	19.2%	NIGHT	22.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2103	37	507	2074	37	500	1002	18	242
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-0.2	-17.7	-6.4	-0.3	-17.8	-6.4	-3.4	-20.9	-9.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.7	59.4	74.2	70.7	59.3	74.2	67.5	56.2	71.0
VEHICULAR NOISE	DAY=	75.9	Leq	EVENING=	75.9	Leq	NIGHT=	72.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.7**
			CNEL=	**80.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**446**	**961**	**2070**
	CNEL:	**478**	**1030**	**2220**

Scenario:	BUILDOUT SR-138	Project:	0
Roadway:	Avenue D/SR-138	Analyst:	NJF
Segment:	Between 190th Street W and SR-14	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		49,489
SPEED (mph)	65	
ROAD NEAR-FAR LN. DIST.	12	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	79.4%	DAY	62.3%
% MT	1.4%	EVENING	15.4%
% HT	19.2%	NIGHT	22.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	2042	36	493	2014	36	486	973	17	235
Speed in MPH	65	65	65	65	65	65	65	65	65
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	75.5	81.7	85.2	75.5	81.7	85.2	75.5	81.7	85.2
ADJUSTMENTS									
Flow	-0.3	-17.9	-6.5	-0.4	-17.9	-6.6	-3.6	-21.1	-9.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	70.6	59.2	74.1	70.5	59.2	74.0	67.4	56.0	70.9
VEHICULAR NOISE	DAY=	75.8	Leq	EVENING=	75.7	Leq	NIGHT=	72.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**79.6**
			CNEL=	**80.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**437**	**942**	**2030**
	CNEL:	**469**	**1011**	**2177**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Bouquet Canyon Rd	Analyst:	NJF
Segment:	Elizabeth Lake Rd to Palmdale City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,900
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	173	1	4	472	4	10	35	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.0	-30.2	-25.8	-4.6	-25.8	-21.5	-15.9	-37.1	-32.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.8	41.6	50.7	58.2	45.9	55.1	46.9	34.6	43.8
VEHICULAR NOISE	DAY=	55.7	Leq	EVENING=	60.1	Leq	NIGHT=	48.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.8**
			CNEL=	**59.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**33**	**71**
	CNEL:	**20**	**42**	**91**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue N-8	Analyst:	NJF
Segment:	45th St W to 30th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	40th St W	Analyst:	NJF
Segment:	Avenue N to Avenue N-8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	35th St W	Analyst:	NJF
Segment:	Avenue N to Avenue N-8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue O-8	Analyst:	NJF
Segment:	30th St W to 20th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,800
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	80	1	2	218	2	4	16	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-13.3	-34.5	-30.2	-8.9	-30.1	-25.8	-20.2	-41.4	-37.1
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.5	39.9	48.5	57.8	44.3	52.9	46.5	33.0	41.6
VEHICULAR NOISE	DAY=	54.8	Leq	EVENING=	59.2	Leq	NIGHT=	47.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.9**
			CNEL=	**58.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**29**	**62**
	CNEL:	**17**	**37**	**79**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	25th St W	Analyst:	NJF
Segment:	Avenue O to Palmdale City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		10,300
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	90	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	456	3	9	1247	9	26	93	1	2
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.7	-26.9	-22.6	-1.3	-22.5	-18.2	-12.6	-33.8	-29.5
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	48.0	56.5	65.9	52.4	60.9	54.6	41.1	49.6
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	67.2	Leq	NIGHT=	55.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.9**
			CNEL=	**66.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**46**	**99**	**213**
	CNEL:	**59**	**127**	**274**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue N-8	Analyst:	NJF
Segment:	20th St W to Palmdale City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue Q	Analyst:	NJF
Segment:	60th St E to 75th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		8,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	385	3	8	1053	8	22	78	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-6.9	-28.1	-23.7	-2.5	-23.7	-19.4	-13.8	-35.0	-30.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	47.2	55.5	65.6	51.6	59.8	54.3	40.3	48.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.8	Leq	NIGHT=	55.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.5**
			CNEL=	**66.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**43**	**92**	**199**
	CNEL:	**55**	**119**	**256**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue Q	Analyst:	NJF
Segment:	80th St E to 90th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		8,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	385	3	8	1053	8	22	78	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-6.9	-28.1	-23.7	-2.5	-23.7	-19.4	-13.8	-35.0	-30.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	47.2	55.5	65.6	51.6	59.8	54.3	40.3	48.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	66.8	Leq	NIGHT=	55.5	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.5**
			CNEL=	**66.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**43**	**92**	**199**
	CNEL:	**55**	**119**	**256**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue Q	Analyst:	NJF
Segment:	90th St E to 120th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		6,500
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	288	2	6	787	6	16	58	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.7	-27.9	-23.6	-2.4	-23.6	-19.2	-13.7	-34.9	-30.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	43.8	52.9	60.4	48.2	57.3	49.1	36.9	46.0
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	62.3	Leq	NIGHT=	51.0	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.0**
			CNEL=	**61.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**22**	**46**	**100**
	CNEL:	**28**	**60**	**129**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	120th St E	Analyst:	NJF
Segment:	Avenue L to Avenue Q	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		10,600
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	469	4	10	1283	10	26	95	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-6.0	-27.2	-22.9	-1.6	-22.8	-18.5	-12.9	-34.1	-29.8
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.6	48.5	56.8	67.0	52.9	61.2	55.7	41.6	49.9
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	68.1	Leq	NIGHT=	56.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.8**
			CNEL=	**67.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**52**	**113**	**244**
	CNEL:	**68**	**146**	**314**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue L	Analyst:	NJF
Segment:	40th St E to 45th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		12,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	531	4	11	1453	11	30	108	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-5.5	-26.7	-22.3	-1.1	-22.3	-18.0	-12.4	-33.6	-29.3
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	49.1	57.3	67.5	53.4	61.7	56.2	42.1	50.4
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	68.7	Leq	NIGHT=	57.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.3**
			CNEL=	**68.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**57**	**123**	**265**
	CNEL:	**73**	**158**	**341**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue L	Analyst:	NJF
Segment:	50th St E to 80th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		16,900
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	748	6	15	2046	16	42	152	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.0	-25.2	-20.9	0.4	-20.8	-16.5	-10.9	-32.1	-27.8
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	58.8	69.0	54.9	63.2	57.7	43.6	51.9
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	70.1	Leq	NIGHT=	58.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.8**
			CNEL=	**69.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**72**	**154**	**333**
	CNEL:	**92**	**199**	**428**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue L	Analyst:	NJF
Segment:	90th St E to 102nd St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	106	1	2	291	2	6	22	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.4	-33.6	-29.3	-8.1	-29.3	-25.0	-19.4	-40.6	-36.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.1	42.1	50.4	60.5	46.5	54.7	49.2	35.2	43.4
VEHICULAR NOISE	DAY=	57.3	Leq	EVENING=	61.7	Leq	NIGHT=	50.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**61.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**42**	**91**
	CNEL:	**25**	**54**	**117**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue L	Analyst:	NJF
Segment:	107th St E to 120th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	106	1	2	291	2	6	22	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.4	-33.6	-29.3	-8.1	-29.3	-25.0	-19.4	-40.6	-36.2
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.1	42.1	50.4	60.5	46.5	54.7	49.2	35.2	43.4
VEHICULAR NOISE	DAY=	57.3	Leq	EVENING=	61.7	Leq	NIGHT=	50.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**61.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**42**	**91**
	CNEL:	**25**	**54**	**117**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	10th St W	Analyst:	NJF
Segment:	Palmdale City Line to Avenue O	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		34,400
SPEED (mph)		60
ROAD NEAR-FAR LN. DIST.		90
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1522	12	31	4164	32	85	309	2	6
Speed in MPH	60	60	60	60	60	60	60	60	60
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	74.2	80.8	84.5	74.2	80.8	84.5	74.2	80.8	84.5
ADJUSTMENTS									
Flow	-1.3	-22.5	-18.1	3.1	-18.1	-13.8	-8.2	-29.4	-25.1
Distance	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9	-3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	69.0	54.5	62.5	73.4	58.8	66.9	62.1	47.6	55.6
VEHICULAR NOISE	DAY=	70.0	Leq	EVENING=	74.4	Leq	NIGHT=	63.1	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**72.1**
			CNEL=	**73.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**138**	**297**	**640**
	CNEL:	**178**	**382**	**824**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	10th St W	Analyst:	NJF
Segment:	Auto Center Dr to Elizabeth Lake Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		27,000
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	72	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	1194	9	25	3268	25	67	243	2	5
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-1.9	-23.1	-18.8	2.4	-18.8	-14.4	-8.9	-30.1	-25.7
Distance	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2	-4.2
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.6	52.5	60.8	71.0	56.9	65.2	59.7	45.6	53.9
VEHICULAR NOISE	DAY=	67.8	Leq	EVENING=	72.1	Leq	NIGHT=	60.8	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.8**
			CNEL=	**71.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**97**	**210**	**452**
	CNEL:	**125**	**270**	**581**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue H	Analyst:	NJF
Segment:	110th St W to 105th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,400
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	195	1	4	533	4	11	40	0	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.9	-30.1	-25.8	-4.6	-25.8	-21.5	-15.9	-37.1	-32.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.8	42.9	51.7	60.2	47.2	56.1	48.9	36.0	44.8
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	61.8	Leq	NIGHT=	50.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**61.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**92**
	CNEL:	**25**	**55**	**118**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue H	Analyst:	NJF
Segment:	97th St W to 92nd St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,400
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	195	1	4	533	4	11	40	0	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.9	-30.1	-25.8	-4.6	-25.8	-21.5	-15.9	-37.1	-32.7
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.8	42.9	51.7	60.2	47.2	56.1	48.9	36.0	44.8
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	61.8	Leq	NIGHT=	50.5	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.4**
			CNEL=	**61.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**92**
	CNEL:	**25**	**55**	**118**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue H	Analyst:	NJF
Segment:	80th St W to 70th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,900
SPEED (mph)	45	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	217	2	4	593	5	12	44	0	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.5	-29.7	-25.4	-4.1	-25.3	-21.0	-15.4	-36.6	-32.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.3	43.3	52.2	60.6	47.7	56.6	49.3	36.4	45.3
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	62.2	Leq	NIGHT=	50.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.9**
			CNEL=	**61.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**46**	**99**
	CNEL:	**27**	**59**	**127**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue F	Analyst:	NJF
Segment:	110th St W to Lancaster City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	71	1	1	194	1	4	14	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.8	-34.0	-29.7	-8.5	-29.7	-25.3	-19.7	-40.9	-36.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.9	37.7	46.9	54.3	42.1	51.2	43.0	30.8	39.9
VEHICULAR NOISE	DAY=	51.8	Leq	EVENING=	56.2	Leq	NIGHT=	44.9	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.9**
			CNEL=	**55.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**18**	**39**
	CNEL:	**11**	**23**	**50**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue F	Analyst:	NJF
Segment:	Lancaster City Line to 95th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,700
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	164	1	3	448	3	9	33	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.2	-30.4	-26.1	-4.8	-26.0	-21.7	-16.1	-37.3	-33.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.6	41.3	50.5	57.9	45.7	54.9	46.7	34.4	43.6
VEHICULAR NOISE	DAY=	55.5	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.5**
			CNEL=	**59.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**68**
	CNEL:	**19**	**41**	**88**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue F	Analyst:	NJF
Segment:	95th St W to 70th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		14,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	633	5	13	1731	13	36	129	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.3	-24.5	-20.2	1.1	-20.1	-15.8	-10.2	-31.4	-27.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.4	47.2	56.4	63.8	51.6	60.7	52.5	40.3	49.4
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	65.7	Leq	NIGHT=	54.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
			CNEL=	**65.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**36**	**78**	**169**
	CNEL:	**47**	**101**	**217**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue E	Analyst:	NJF
Segment:	110th St W to Lancaster City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,600
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	71	1	1	194	1	4	14	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-12.8	-34.0	-29.7	-8.5	-29.7	-25.3	-19.7	-40.9	-36.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.9	37.7	46.9	54.3	42.1	51.2	43.0	30.8	39.9
VEHICULAR NOISE	DAY=	51.8	Leq	EVENING=	56.2	Leq	NIGHT=	44.9	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.9**
			CNEL=	**55.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**18**	**39**
	CNEL:	**11**	**23**	**50**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue E	Analyst:	NJF
Segment:	100th St W to 70th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		14,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	633	5	13	1731	13	36	129	1	3
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.3	-24.5	-20.2	1.1	-20.1	-15.8	-10.2	-31.4	-27.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.4	47.2	56.4	63.8	51.6	60.7	52.5	40.3	49.4
VEHICULAR NOISE	DAY=	61.4	Leq	EVENING=	65.7	Leq	NIGHT=	54.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
			CNEL=	**65.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**36**	**78**	**169**
	CNEL:	**47**	**101**	**217**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	100th St W	Analyst:	NJF
Segment:	Lancaster Blvd to Avenue J	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	500
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	61	0	1	4	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-17.3	-38.5	-34.2	-12.9	-34.1	-29.8	-24.2	-45.4	-41.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.2	31.7	41.3	47.6	36.1	45.6	36.3	24.8	34.3
VEHICULAR NOISE	DAY=	45.5	Leq	EVENING=	49.9	Leq	NIGHT=	38.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.6**
			CNEL=	**49.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**15**
	CNEL:	**4**	**9**	**19**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	100th St W	Analyst:	NJF
Segment:	Avenue D to Avenue D-8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		7,700
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	341	3	7	932	7	19	69	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.4	-26.6	-22.3	-1.1	-22.2	-17.9	-12.3	-33.5	-29.2
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	43.6	53.1	59.5	48.0	57.5	48.2	36.7	46.2
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	61.8	Leq	NIGHT=	50.5	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.5**
			CNEL=	**61.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**92**
	CNEL:	**26**	**55**	**119**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	100th St W	Analyst:	NJF
Segment:	Avenue E to Avenue F	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		8,400
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	372	3	8	1017	8	21	76	1	2
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.0	-26.2	-21.9	-0.7	-21.9	-17.6	-12.0	-33.2	-28.8
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.5	44.0	53.5	59.8	48.4	57.9	48.5	37.1	46.6
VEHICULAR NOISE	DAY=	57.8	Leq	EVENING=	62.2	Leq	NIGHT=	50.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.8**
			CNEL=	**61.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**45**	**98**
	CNEL:	**27**	**58**	**126**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	80th St W	Analyst:	NJF
Segment:	Lancaster City Line to Lancaster City Line	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,800
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	257	2	5	702	5	14	52	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-8.6	-29.8	-25.5	-4.2	-25.4	-21.1	-15.5	-36.7	-32.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	45.4	53.7	63.9	49.8	58.1	52.6	38.5	46.8
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	65.0	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.7**
			CNEL=	**64.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**70**	**152**
	CNEL:	**42**	**91**	**195**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue K-8	Analyst:	NJF
Segment:	52nd St W to 50th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	35	0	1	97	1	2	7	0	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-15.8	-37.0	-32.7	-11.5	-32.7	-28.3	-22.8	-44.0	-39.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.9	34.7	43.8	51.3	39.1	48.2	40.0	27.8	36.9
VEHICULAR NOISE	DAY=	48.8	Leq	EVENING=	53.2	Leq	NIGHT=	41.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.9**
			CNEL=	**52.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**25**
	CNEL:	**7**	**15**	**32**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	70th St E	Analyst:	NJF
Segment:	Lancaster City Line to Avenue K-8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,200
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	53	0	1	145	1	3	11	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-15.5	-36.7	-32.3	-11.1	-32.3	-28.0	-22.4	-43.6	-39.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.7	38.6	46.9	57.0	43.0	51.2	45.7	31.7	40.0
VEHICULAR NOISE	DAY=	53.8	Leq	EVENING=	58.2	Leq	NIGHT=	46.9	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.9**
			CNEL=	**57.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**11**	**25**	**53**
	CNEL:	**15**	**32**	**68**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	70th St E	Analyst:	NJF
Segment:	Avenue K-12 to Avenue L	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		1,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	62	0	1	169	1	3	13	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-14.8	-36.0	-31.7	-10.4	-31.6	-27.3	-21.7	-42.9	-38.6
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.3	39.3	47.5	57.7	43.6	51.9	46.4	32.3	40.6
VEHICULAR NOISE	DAY=	54.5	Leq	EVENING=	58.9	Leq	NIGHT=	47.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**56.5**
			CNEL=	**58.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**27**	**59**
	CNEL:	**16**	**35**	**76**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	100th St E	Analyst:	NJF
Segment:	Avenue J to Avenue J-8	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		600
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	27	0	1	73	1	1	5	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-18.5	-39.7	-35.3	-14.1	-35.3	-31.0	-25.4	-46.6	-42.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	49.7	35.6	43.9	54.0	40.0	48.2	42.7	28.7	36.9
VEHICULAR NOISE	DAY=	50.8	Leq	EVENING=	55.2	Leq	NIGHT=	43.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**52.9**
			CNEL=	**54.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**7**	**16**	**33**
	CNEL:	**9**	**20**	**43**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	100th St E	Analyst:	NJF
Segment:	Lancaster City Line to Avenue L	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		2,300
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	102	1	2	278	2	6	21	0	0
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-12.6	-33.8	-29.5	-8.3	-29.5	-25.1	-19.6	-40.8	-36.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.5	41.4	49.7	59.9	45.8	54.1	48.6	34.5	42.8
VEHICULAR NOISE	DAY=	56.6	Leq	EVENING=	61.0	Leq	NIGHT=	49.7	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.7**
			CNEL=	**60.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**38**	**82**
	CNEL:	**23**	**49**	**105**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue L	Analyst:	NJF
Segment:	55th St W to 40th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		11,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	500	4	10	1368	10	28	102	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.3	-25.5	-21.2	0.0	-21.2	-16.8	-11.3	-32.5	-28.1
Distance	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1	-4.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.9	46.7	55.8	63.3	51.0	60.2	52.0	39.7	48.9
VEHICULAR NOISE	DAY=	60.8	Leq	EVENING=	65.2	Leq	NIGHT=	53.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.9**
			CNEL=	**64.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**33**	**72**	**155**
	CNEL:	**43**	**93**	**200**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue G	Analyst:	NJF
Segment:	25th St W to Division St	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		18,700
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	827	6	17	2264	17	46	168	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-3.5	-24.7	-20.4	0.8	-20.4	-16.0	-10.5	-31.7	-27.3
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	50.6	58.8	69.0	54.9	63.2	57.7	43.6	51.9
VEHICULAR NOISE	DAY=	65.8	Leq	EVENING=	70.1	Leq	NIGHT=	58.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.8**
			CNEL=	**69.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**72**	**154**	**332**
	CNEL:	**92**	**199**	**428**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue H	Analyst:	NJF
Segment:	Division St to 40th St E	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		16,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	725	6	15	1985	15	41	147	1	3
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-4.1	-25.3	-21.0	0.3	-20.9	-16.6	-11.0	-32.2	-27.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.1	50.0	58.3	68.4	54.4	62.6	57.1	43.1	51.3
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	69.6	Leq	NIGHT=	58.3	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.3**
			CNEL=	**68.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**66**	**141**	**305**
	CNEL:	**84**	**182**	**392**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	50th St E	Analyst:	NJF
Segment:	Avenue K-4 to Avenue L	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		7,100
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	25	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	314	2	6	859	7	18	64	0	1
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-7.7	-28.9	-24.6	-3.4	-24.6	-20.2	-14.7	-35.9	-31.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.4	46.3	54.6	64.8	50.7	59.0	53.5	39.4	47.7
VEHICULAR NOISE	DAY=	61.6	Leq	EVENING=	65.9	Leq	NIGHT=	54.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.6**
			CNEL=	**65.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**38**	**81**	**174**
	CNEL:	**48**	**104**	**224**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Elizabeth Lake Rd	Analyst:	NJF
Segment:	Johnson Rd to Portal Pass Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		10,400
SPEED (mph)	55	
ROAD NEAR-FAR LN. DIST.	14.75	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	460	3	9	1259	10	26	94	1	2
Speed in MPH	55	55	55	55	55	55	55	55	55
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	72.7	79.9	83.8	72.7	79.9	83.8	72.7	79.9	83.8
ADJUSTMENTS									
Flow	-6.1	-27.3	-23.0	-1.7	-22.9	-18.6	-13.0	-34.2	-29.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	48.0	56.3	66.4	52.3	60.6	55.1	41.1	49.3
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	67.6	Leq	NIGHT=	56.3	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.2**
			CNEL=	**66.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**48**	**104**	**224**
	CNEL:	**62**	**134**	**288**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Amargosa Creek Rd	Analyst:	NJF
Segment:	Portal Pass Rd to Johnson Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue M	Analyst:	NJF
Segment:	Elizabeth Lake Rd to 80th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	110th St W	Analyst:	NJF
Segment:	Johnson Rd to Avenue M	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Johnson Rd	Analyst:	NJF
Segment:	Elizabeth Lake Rd to 110th St W	Date:	08-Aug-14

ROADWAY INPUTS	
ADT	7,600
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	14.75
DISTANCE ROAD CL (ft)	100
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	336	3	7	920	7	19	68	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.1	-27.3	-22.9	-1.7	-22.9	-18.6	-13.0	-34.2	-29.9
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.7	44.5	53.6	61.1	48.8	58.0	49.8	37.5	46.7
VEHICULAR NOISE	DAY=	58.6	Leq	EVENING=	63.0	Leq	NIGHT=	51.7	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.7**
			CNEL=	**62.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**24**	**51**	**111**
	CNEL:	**31**	**66**	**142**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	San Fransisquito Canyon Rd	Analyst:	NJF
Segment:	Angeles National Forest Boundary to Elizabeth Lake Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,200
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	186	1	4	508	4	10	38	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.6	-29.8	-25.5	-4.3	-25.5	-21.1	-15.6	-36.8	-32.4
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.1	41.9	51.1	58.5	46.3	55.4	47.2	35.0	44.1
VEHICULAR NOISE	DAY=	56.0	Leq	EVENING=	60.4	Leq	NIGHT=	49.1	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.1**
			CNEL=	**59.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**35**	**75**
	CNEL:	**21**	**45**	**96**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Portal Pass Rd	Analyst:	NJF
Segment:	Elizabeth Lake Rd to Ritter Ranch Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Ritter Ranch Rd	Analyst:	NJF
Segment:	Portal Pass Rd to Bouquet Canyon Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	87th St W	Analyst:	NJF
Segment:	Ritter Ranch Rd to Elizabeth Lake Rd	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		5,000
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	20	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	221	2	5	605	5	12	45	0	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.3	-28.5	-24.2	-2.9	-24.1	-19.8	-14.2	-35.4	-31.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	53.2	41.7	51.3	57.6	46.1	55.7	46.3	34.8	44.4
VEHICULAR NOISE	DAY=	55.6	Leq	EVENING=	59.9	Leq	NIGHT=	48.6	Leq

RESULTS

NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**59.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**19**	**41**	**89**

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue L-8	Analyst:	NJF
Segment:	10th St W to SR 14	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,800
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	212	2	4	581	4	12	43	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.1	-29.3	-24.9	-3.7	-24.9	-20.6	-15.0	-36.2	-31.9
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	42.7	51.9	59.3	47.1	56.2	48.0	35.8	44.9
VEHICULAR NOISE	DAY=	56.8	Leq	EVENING=	61.2	Leq	NIGHT=	49.9	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.9**
			CNEL=	**60.5**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**39**	**84**
	CNEL:	**23**	**50**	**109**

1

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue L-8	Analyst:	NJF
Segment:	SR 14 to 30th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		500
SPEED (mph)	35	
ROAD NEAR-FAR LN. DIST.	18	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	61	0	1	4	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-17.3	-38.5	-34.2	-12.9	-34.1	-29.8	-24.2	-45.4	-41.1
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.2	31.7	41.3	47.6	36.1	45.6	36.3	24.8	34.4
VEHICULAR NOISE	DAY=	45.5	Leq	EVENING=	49.9	Leq	NIGHT=	38.6	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.6**
			CNEL=	**49.2**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**7**	**15**
	CNEL:	**4**	**9**	**19**

1

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Avenue L-8	Analyst:	NJF
Segment:	60th St W to 80th St W	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		4,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	54	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	190	1	4	521	4	11	39	0	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.5	-29.7	-25.4	-4.2	-25.4	-21.0	-15.5	-36.7	-32.3
Distance	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4	-4.4
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.5	42.2	51.4	58.8	46.6	55.7	47.5	35.3	44.5
VEHICULAR NOISE	DAY=	56.4	Leq	EVENING=	60.7	Leq	NIGHT=	49.4	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.4**
			CNEL=	**60.1**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**36**	**78**
	CNEL:	**22**	**47**	**101**

1

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Davenport Road	Analyst:	NJF
Segment:	Sierra Highway to Agua Dulce Canyon Road	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		3,700
SPEED (mph)	50	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	164	1	3	448	3	9	33	0	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-10.2	-31.4	-27.0	-5.8	-27.0	-22.7	-17.1	-38.3	-34.0
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	42.8	51.4	60.7	47.2	55.8	49.4	35.9	44.5
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	62.1	Leq	NIGHT=	50.8	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.8**
			CNEL=	**61.4**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**21**	**45**	**96**
	CNEL:	**27**	**58**	**124**

1

Scenario:	Builodout (1 of 2)	Project:	0
Roadway:	Agua Dulce Canyon Road	Analyst:	NJF
Segment:	Soledad Canyon Road to Sierra Highway	Date:	08-Aug-14

ROADWAY INPUTS		
ADT		8,300
SPEED (mph)	40	
ROAD NEAR-FAR LN. DIST.	16	
DISTANCE ROAD CL (ft)	100	
SOFT/HARD CONDITIONS	Soft	
GRADE (%)	0%	
LEFT VIEW	-90	
RIGHT VIEW	90	

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.5%	DAY	54.5%
% MT	0.7%	EVENING	37.3%
% HT	2.0%	NIGHT	8.3%

CALCULATION AREA									
		DAYTIME			EVENING			NIGHT	
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	367	3	8	1005	8	21	75	1	2
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.7	-26.9	-22.6	-1.3	-22.5	-18.2	-12.6	-33.8	-29.5
Distance	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6	-4.6
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.1	44.8	54.0	61.5	49.2	58.4	50.2	37.9	47.1
VEHICULAR NOISE	DAY=	59.0	Leq	EVENING=	63.4	Leq	NIGHT=	52.1	Leq

RESULTS				
NOISE LEVELS AT 100 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.0**
			CNEL=	**62.7**
		70	*65*	*60*
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**25**	**54**	**117**
	CNEL:	**33**	**70**	**151**

Appendix J Public Services Correspondence

Appendices

This page intentionally left blank.

1 Please confirm that Acton-Agua Dulce Unified School District serves residents within portions of the Antelope Valley Planning Area (see link to map in attached letter). Yes

2 Please provide any information available on total District-wide capacities and current enrollments at the elementary, middle school, and high school levels.

School Level	*Capacity Permanent Buildings*	*Capacity Portable Buildings*	*Total Capacity*	*Current Enrollment*
Elementary Schools	79	325	455	429
Middle Schools	600	0	600	287
High Schools		460	460	400

3 Are the existing school facilities (classroom, athletic, recreational, or other facilities) adequate to serve the District under current conditions?

YES

4 Many schools districts use "student generation rates" (such as a specific fraction of a student per housing unit), to project/estimate their need for classrooms and other facilities. If applicable, please indicate the District's student generation rates by land use type.

Land Use	*Elementary Schools*	*Middle Schools*	*High Schools*
Single Family Residential			
Multiple Family Residential			
Nonresidential (commercial, etc.)			

5 Please summarize any additional resources (facilities, personnel) needed to serve future development under the proposed Antelope Valley Area Plan.

None at this time

6 Please describe any existing plans to expand school facilities that would serve the Planning Area. Please also describe the anticipated funding sources for such improvements.

- None at this time
- If any funding sources available, they will be through the state, renovations, but for now none is planned.

7 Are fees assessed against new developments for school related services? If so, in what amount for residential and nonresidential (commercial and industrial) development?

Residential $4.19 SQ
Commercial $.47 SQ

Response Prepared By:

Will Simmons	Director M+O
Name	**Title**
School District	8/14/14
Agency	**Date**

Lancaster School District

44711 NORTH CEDAR AVENUE, LANCASTER, CA 93534-3210

BUSINESS SERVICES DIVISION

7/23/2014

Mr. Ryan Potter
Project Planner
Placeworks
3 MacArthur Place, Suite 1100
Santa Ana, CA 92707

RECEIVED JUL 28 2014

Re: Request for Service Provider Information for the County of Los Angeles Antelope Valley Area Plan Update Environmental Impact Report

Dear Mr. Potter:

In response to your request for information please find the responses below.

Question 1 - Yes the Lancaster School District serves residents within the portions of the Antelope Valley Planning Area. Please find a copy of the District's boundary map enclosed.

Question 2 - The District's enrollment as of October 2013 as reported to the State was 14,789. A copy of that enrollment data by grade level is enclosed. For facility data please see the enclosed School Facilities Report.

Question 3 - The District's facilities are in need of improvement as outlined in the enclosed portion of the District's master plan.

Question 4 - Please refer to Page 6 of the enclosed 2014 Justification Study for student generation rates.

Question 5 - The Park View Middle School has been closed and the District has plans to reopen the school in 2016. There will be need for additional personnel to reopen this campus. There are also three undeveloped school sites that would require additional staffing upon opening. The need for these schools will be determined by future development in the area and is not foreseeable in the near future. The District is currently planning for the development of a gymnasium and sports field at the Endeavour MS, these and other projects are documented in the enclosed portion of the master plan.

Question 6 - There are three future school sites that would serve the planning area if developed as would the reopening of Park View Middle School. Funding sources would be provided by Local Bonds, State School Construction Bonds and Developer Fees.

Question 7 - Yes fees are assessed against new residential and new commercial development. If board approved on August 5th 2014 the new rates will be $2.66 per sq. ft. for new residential, $0.40 for new commercial, and $2.49 for residential additions on existing homes.

Please feel free to contact me if you have any questions about the enclosed materials.

Kind Regards,

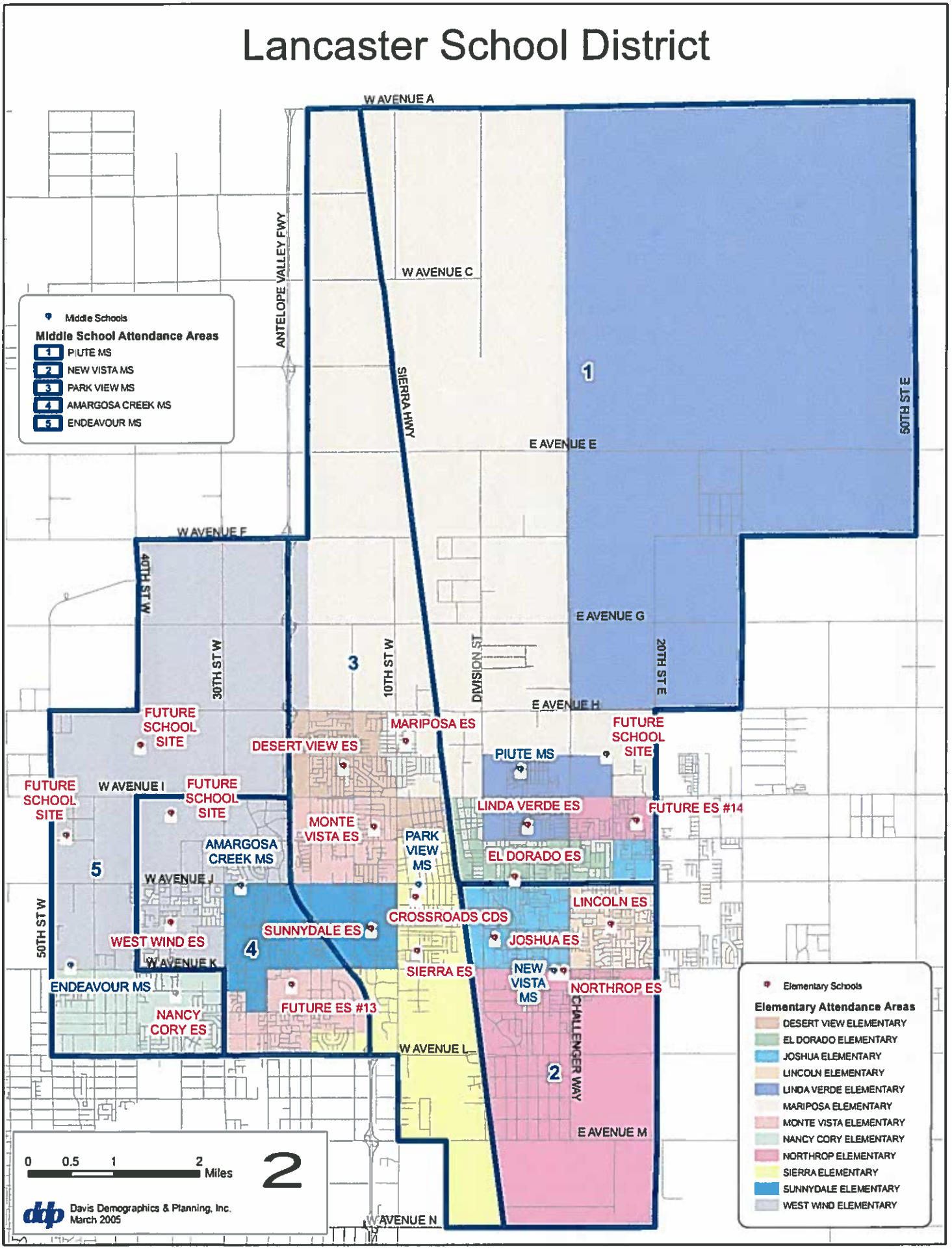
Cheryl Gorman

Cheryl Gorman
Facilities and Construction Secretary
Lancaster School District

Enclosures

Cc: Leona Smith, Assistant Superintendent of Business Services
Dean Fourr, Director of Facilities

Lancaster School District



California Department of Education
Educational Demographics Unit

CDE » DataQuest » Enrollment Report

Enrollment by Grade for 2013-14

District Enrollment by Grade

Report: District Enrollment by Grade
Year: 2013-14
District: 1964667 -- Lancaster Elementary
Gender: All
Type: Primary Enrollment

Report Total

Level	Code	K	Grade 1	Grade 2	Grade 3	Grade 4	Grade 5	Grade 6	Grade 7	Grade 8	Ungr Elem	Grade 9	Grade 10	Grade 11	Grade 12	Ungr Sec	Total Enroll
Lancaster Elementary	1964667	1,896	1,654	1,711	1,546	1,703	1,526	1,617	1,581	1,551	0	4	0	0	0	0	14,789
Los Angeles Total	19	123,935	115,731	118,322	115,599	114,908	114,826	113,619	115,656	118,308	190	129,959	126,350	121,305	123,249	747	1,552,704
State Total	00	506,831	470,812	485,674	474,323	470,515	469,645	462,125	465,592	472,381	857	491,493	484,993	477,425	498,403	5,603	6,236,672

Download Data Download a semicolon-delimited file of this data to your computer. You will need to select "Save" after selecting the "Download Data" button. Once the file is saved to your computer it may be imported into another software for analysis.

Gender: All, Type: Primary Enrollment

Report generated: 7/23/2014 8:41 AM
Data as of: 2014-03-24
Source: California Longitudinal Pupil Achievement Data System (CALPADS)

Web Policy

LANCASTER SCHOOL DISTRICT

OPERATING SCHOOL FACILITIES AND UNUSED SITES

March 13, 2014

OPERATING SCHOOL FACILITIES	GRADES	SITE	SQUARE FOOTAGE			YEAR	YEAR	ENROLLMENT				
	SERVED	ACRES	PERM.	RELO.	TOTAL	BUILT	MDRNZD	09-10	10-11	11-12	12-13	13-14
AMARGOSA CREEK MS	6-8	18.7	87,650	14,400	102,050	2001		1057	1049	1012	1046	980
CROSSROADS CDS/LAVA	K-8	1	10,800	960	11,760	1967		67	173	157	239	51
DESERT VIEW ES	K-6	12.9	34,363	30,896	65,259	1957	2001	693	803	784	748	780
DISCOVERY SCHOOL	K-8	13	32,258	24,000	56,258	2010				831	966	1058
DISTRICT OFFICE		5	10,500	7,612	18,112	1960						
EL DORADO ES	K-6	10.7	37,884	21,600	59,484	1958	2004	604	843	766	795	800
ENDEAVOUR MS	6-8	20	35,263	34,080	69,343	2007		774	840	809	786	832
JACK NORTHROP ES	K-5	14.5	45,009	19,200	64,209	2003		758	885	626	630	659
JOHN AND JACQUELYN MILLER ES	K-5	13.5	32,258	24,000	56,258	2009		520	740	706	697	646
JOSHUA ES	K-5	17.3	54,880	16,320	71,200	1955	1989	562	739	692	671	682
LANCASTER LEARNING CENTER		-	45,009	21,720	66,729	1989						
LINCOLN ES	K-5	12.5	39,946	24,600	64,546	1994		708	804	770	768	763
LINDA VERDE ES	K-6	12.9	31,201	22,072	53,273	1960	2006	626	801	661	757	752
MARIPOSA ES	K-7	14.6	34,934	22,544	57,478	1959	2005	596	801	594	597	733
MONTE VISTA ES	K-6	14	51,192	20,880	72,072	1956	1993	521	748	789	833	810
NANCY CORY ES	K-6	10	40,263	22,080	62,343	1989		527	708	653	628	616
NEW VISTA MS	6-8	15.7	61,276	24,960	86,236	1995		1148	1099	973	1002	996
PIUTE MS	6-8	15.6	57,900	22,720	80,620	1959	2005	1069	1103	1174	967	767
SIERRA ES	K-5	11.5	41,149	28,192	69,341	1957	2003	710	850	852	722	697
SUNNYDALE ES	K-5	12.6	39,454	22,464	61,918	1958	2005	495	697	667	657	614
WEST WIND ES	K-5	10.1	40,158	20,760	60,918	2002		614	756	778	886	859
TOTAL	K-8	249.3	437,473	231,272	668,745			12,049	14,439	14,294	14,395	14,095
UNUSED SITES												
PARK VIEW MS	6-8	19.7	57,246	22,560	79,806	1949	1949	0	0	0	0	0
15th St. East & E. Avenue H-8	ES	10	Unimproved (Site 19)									
20th St. East & Kettering	ES	6.29	Unimproved Portion (Site 23)									
40th St. West & Avenue H-8	ES	20	Unimproved (Site 24)									
47th St. West & Lancaster Blvd.	ES	12.5	Unimproved (Site 25)									

Lancaster School District

2014 Developer Fee Justification Study

Findings, Recommendations and Actions

Prepared for:

Board of Education

May, 2014

TABLE OF CONTENTS

		Page
	Executive Summary	
I.	Background	4
II.	Purpose of Study	4
III.	District Enrollment	5
IV.	Student Generation Factor	6
V.	New Residential Construction	6
VI.	Residential Development Impact on Enrollment Projections	7
VII.	Facility Capacity, Design and Loading	7
VIII.	Classroom Loading Standards	8
IX.	Existing Facility Capacity	8
X.	Cost of School Facilities per Student	9
XI.	Fiscal Impact on School from Residential Development	10
XII.	Impact of Commercial-Industrial Development	11
XIII.	Total School Cost Impact from Commercial-Industrial Development	15
XIV.	Facility and Financial Plan	17
XV.	Verifying the Sufficiency of the Development Impact	19
XVI.	Other Funding Sources	19
XVII.	Findings of this Study	19
XVIII.	Additional Findings of this Study	21
	Appendices	

Executive Summary

Education Code section 17620 (a) authorizes "the governing board of any school district to levy a fee, charge, dedication or other form of requirement against any development project for the construction or reconstruction of school facilities." On January 22, 2014, the State Allocation Board took action to increase the Level 1 Developer Fees to $3.36 per square foot of residential development and $0.54 per square foot of commercial-industrial developments.

The 2014 Developer Fee Justification Study (Study) establishes the nexus between residential and commercial/industrial development and the need for funding to construct schools. It also demonstrates that the Lancaster School District (District) may legally impose its portion of the statutory maximum fee of $3.36 per square foot of residential development or $2.49 per square foot and its portion of the statutory maximum fee of $.54 per square foot of commercial-industrial development or $.40 per square foot.

The Study covers all findings required to impose a fee as outlined in Government Code 65995 (b) and Education Code 17620 (a) for residential and commercial-industrial development. A series of calculations was made to determine the impact new residential development and commercial-industrial development.

The Study establishes the need for additional classrooms to mitigate new residential and commercial-industrial development. The Study's findings that the District's enrollment exceeds its K-8 grade facility capacity.

The Study establishes the actual cost of residential development for schools is $ 7.24 per square foot and the actual cost of commercial-industrial development on the average is $ .54 per square foot. After deducting the District's portion of the maximum residential fee totaling $2.49 per square foot, the unmitigated impact is $ 4.75 per square foot. After deducting the maximum commercial/industrial fee totaling $.40 per square foot of commercial-industrial development, the unmitigated impact is $ .14 per square foot of commercial-industrial development. Therefore, the District may collect its portion of the State maximum fee of $3.36 per square foot or $2.49 per square foot for residential development and $.54 per square foot of commercial-industrial development or $.40 per square foot.

I. Background

In 1986, Assembly Bill 2926 was signed into law which granted school district governing boards the authority to impose developer fees. Education Code 17620 (a) (1) allows school districts to levy fees on new residential and commercial-industrial construction within their respective boundaries. These fees can be collected without special city or county approval, to fund the construction of new school facilities necessitated by the impact of residential and commercial-industrial development activity. In addition, these fees can also be used to fund reconstruction of school facilities for reopening schools to accommodate development-related enrollment growth. Fees are collected immediately prior to the time of the issuance of a building permit by the City or the County.

Section 65995 of the Government Code limits the fees that can be collected, which is increased every other January by the State Allocation Board to adjust for inflation. Section 17620 of the Education Code authorizes school Districts to levy a statewide statutory fee on all residential and commercial-industrial developments to provide additional student housing within the District.

Section 65995 prohibits the imposition of fees, etc., for the construction or reconstruction of school facilities except for those assessed under Section 53080 of the Education Code or Section 65970, etc. seq., of the Government Code and increases the limits on such fees to $3.36 per square foot of residential construction and $0.54 per square foot of commercial or industrial construction.

This Study demonstrates that the District requires the full statutory impact fee to accommodate growth from development activity. The maintenance from the previous State adopted fee level represents $.16 increase per square foot for residential and $.03 increase per square foot for commercial and industrial construction.

II. Purpose of the Study

In order to levy a development fee, the District must make a finding that the fees to be paid has a reasonable relationship and is limited to the needs of the district for K-8 grade school facilities and is reasonably related to the need for schools caused by the development. These fees may be used only for specific purposes, and there must be a reasonable relationship between the levying of fees and impact created by the development.

This Study documents the need for imposing the maximum fees and justifies the lack of funding for school facilities. It further determines the extent to which a nexus can be established between the residential and commercial-industrial development, the need for school facilities and justifiable level of developer fees.

The basic methodology used for the purpose of levying the maximum developer fees for the District is as follows:

Methodology of Determining Fee Justification Study

1. Determine enrollment and students generated from new housing construction, commercial and industrial construction.

2. Calculate current school capacity.

3. Calculate cost to provide facilities for unhoused students.

4. Identify available resources to meet the expense of construction.

5. Calculate remaining cost (shortfall) per square foot of development.

III. District K-8 Enrollment

The District's current K-8 enrollment totals approximately 14,785 as reported on the October 2013 CBEDS from the State. The enrollment is projected to increase to 20,158 over the next five years. With the projected unhoused students, classrooms/schools are needed in the District as a result of students generated from new residential and commercial-industrial development.

The District’s overall enrollment is projected to continue growing due to new housing and commercial-industrial development.

IV. Student Generation Factor

In calculating the impact of new housing and commercial-industrial development on schools, the District may use only a portion of the projected enrollment, since only a portion of the enrollment growth comes from new development. To demonstrate that new development is contributing fees for only those students that are generated by new homes and commercial-industrial, the District is required to project new building construction and apply a student generation factor of either the District or the statewide average student generation factor to each home and/or business to determine development-related growth.

Data was calculated from Census data and statewide averages to determine the student generation factor from new housing units. The following are the results of this study:

Table 1
Student Generation Factor

K - 6	=	.362 student per household
7 - 8	=	.056 student per household
Total	=	.418 student per household

V. New Residential Construction

Based on information from the City of Lancaster and historical patterns, new housing development projected for the next five years is as follows:

Table 2
Fees Projected for New Residential Development

5 Year Projected Residential Units	Average # SF/Unit	Projected SF of Residential Development	Maximum Fee/SF for District	Total Fees Projected
379	2,208.42	836,990	$2.49	$2,084,105

It is determined that approximately 379 new housing units will be developed over the next five years. The average per single family residential unit and multi-family attached of new development is 2,208.42 square feet, with a total projected 836,990 square feet of residential development over the next five years. By imposing the District's portion of the maximum fee of $2.49 per square foot of residential development, the total revenue would be $2,084,105 for five years.

VI. Residential Development Impact on Enrollment Projections

Applying the generation factors from Section IV to the 379 projected new residential housing, it is expected that 159 students will be generated from the new residential construction over the next five years. This total includes 138 elementary students and 21 middle school students.

Table 3

Students Anticipated from New Housing

School Grades	Projected New Residential Housing	Enrollment Projection
Elementary K-6	379	138
Middle School 7-8	379	21
Total Projected Housing/ Enrollment		**159**

VII. Facility Capacity, Design and Loading

Currently the District operates 14 elementary schools, four middle schools, and some alternative school programs. In calculating the capacity of facilities for purposes of affirming the developer fee at or below the maximum statutory amount, the District must demonstrate that existing facilities are inadequate to house additional students according to the established loading standards. The District's standards differ from general State standards in that the District is in the process of implementing class size reduction at 24 students per classroom for grades K to 3 and additional support facilities that would be treated as teaching stations for purposes of the State School Facility Program. The following "support-spaces," necessary to conduct the District's educational program, are not included in the definition of a "teaching station," commonly known as "classrooms" to the public:

Table 4

List of Core and Support Facilities for Schools

Library	Child Care Centers
Resource Specialist	Cafeteria/Lunch Room
Multipurpose Room/Auditorium	Staff Development Program Room
Administrative Office Area	Outdoor P.E. Facilities

Because the District requires these facilities as part of its existing facility and curriculum standards at each of its schools, new development impact must not materially or adversely affect the continuance of these standards. Therefore, new development cannot require that the District

house students in integral support spaces that are considered essential to the educational program. The District is also allowed to load classrooms at elementary levels at a different level than 25 per classroom to accommodate the class size reduction programs (24 per classroom) in kindergarten through Grade 3. Furthermore, districts need not eliminate class size reduction programs to make room for growth elsewhere within the District. The District has no excess capacity at either elementary or middle schools to house projected students from new housing development. (See Table 6).

VIII. Classroom Loading Standards

The following maximum classroom loading-factors are used to determine teaching station "capacity," in accordance with the State standards. These capacity calculations used in preparing and filing a baseline school capacity statement with the Office of Public School Construction. Grades K to 6 loading is 25 students based on the existence of K-3 class size reduction programs at the elementary schools. Grades 7-8 are loaded at 27 students per classroom. Special education programs are loaded at 13 per classroom for non severe disabilities and 9 per classroom for severe disabilities as shown below:

Table 5
Classroom Loading Standards

Kindergarten- Grades 6	25 Pupils/CR (960-1,350 S.F. Standard Room)
7th-8th Grades	27 Pupils/CR (960 S.F. Standard Room)
Special Ed Non Severe	13 Pupils/CR (960 S.F. or more Standard Room)
Special Ed Severe	9 Pupils/CR (1000 SF or more Standard Room)

IX. Existing Facility Capacity and Unhoused Students

The District is required to determine student capacity for the purpose of a developer fee justification study. The State standards set forth in the State School Facility Program were used for this study as well as for filing the District's baseline capacity. The "State capacity" is determined by applying the standards used by the State School Facility Program, including State-approved loading standards for schools. The State capacity requires that the District include all permanent teaching stations including closed schools, all district-owned relocatable classrooms and all district lease-purchased relocatable classrooms to house students. The District is allowed to exclude portable classrooms that exceed 25 percent of permanent classrooms. The District is also allowed to exclude relocatable classrooms purchased from other funding sources than the

general fund e.g. categorical or grant funds for specialized programs and trailers on wheels. Table 6 provides the existing capacity at each of the grade levels as reported to the State:

The District has no excess capacity at any school in the District as demonstrated in Table 6. The SAB 50-01 indicates the enrollment as of the 2013 October CBEDS, is 14,559 regular education students and 226 special education students. The total enrollment is 14,785. The five year projected enrollment is 20,158.

The baseline capacity with adjustments is 9,459 as indicated on the SAB 50-02 in Appendix A. The projected students in five years total 20,158. Subsequent to establishing the baseline eligibility, the District has filed funding applications for new construction that have increased the District's capacity. Capacity added since the baseline including two schools that will be under construction in the future results in capacity adjustments totaling 7,236. The net unhoused K-6 students total 3,867 as shown in the Table 6.

TABLE 6
PROJECTED ENROLLMENT K-8, CAPACITY, NET UNHOUSED STUDENTS

Grade Level	Baseline Capacity	Projected Enrollment	Capacity Added Since Baseline and other Adjustments	Net Unhoused Students
Elementary	7,388	16,261	5,006	3,867
Middle	1,867	3,598	1,886	-155
Sp Ed Non Severe	204	225	262	-241
Sp Ed Severe	0	74	82	-8
Total	9,459	20,158	7,236	N/A

The District's permanent capacity as used in this study is the number of students that the District can house in classrooms recognized by State School Facility standards for existing capacity. This Study refers to this capacity as the "Existing School Capacity." District interim capacity indicates the number of students housed in temporary classrooms. Temporary classrooms including relocatable classrooms of all kinds that exceed 25 percent of permanent classrooms are not included in the District's existing school capacity as reflected in Table 6 above.

X. Cost of School Facilities Per Student

For purposes of estimating School Facility Program funding for the unhoused students, the State grant amounts are $9,921 for K-6 students, $10,491 for Grades 7-8 students, $18,640 for special education students with non-severe disabilities, and $27,873 for special education students with severe disabilities. These grant amounts must be matched by the District. Site development and site acquisition are funded based on eligible costs on an individual project basis.

The cost of schools for this Study was based on cost estimates from recent projects recently constructed. Site acquisition costs were adjusted based on current cost of real estate. The actual estimated cost of schools has been determined on a per student basis as depicted in Table 7 shown below.

Table 7
ESTIMATED COST OF NEW SCHOOLS

NEW ELEMENTARY SCHOOL **30 Classrooms**

PROJECT ITEM		UNITS	TOTAL PROJECT
	Land Acquisition	11.5 Acres	$ 432,750
	Building and Soft Cost	44,764 SF	28,200,029
TOTALS	Capacity	**722**	**$ 28,632,779**

100% Cost = $ 39,657.99 per Student

Elementary School Capacity	722
Total 100% Cost per Elementary Student	$ 39,657.99
State Funding per Elementary Student	$ 13,953.26
Net Cost/ Elementary Student	**$ 25,704.33**

NEW MIDDLE SCHOOL **40 Classrooms**

PROJECT ITEM		UNITS	TOTAL PROJECT
	Land Acquisition	18.1 Acres	$ 623,650
	Building and Soft Cost	87,412 SF	61,077,660
TOTALS	Capacity	**1,066**	**$ 61,701,310**

100% Cost = $ 57,881.15 per Student

Middle School Capacity	1,066
Total 100% Cost per student	$ 57,881.15
State Funding per MS Student	$ 14,463.96
Net Cost/ MS Student	**$ 43,417.20**

XI. Fiscal Impact on Schools From Residential Development

Based on the residential development-related enrollment projections previously discussed, the students generated from development activity must be provided through new schools/classrooms or reopening of classrooms not currently used for that purpose. In addition, the District must acquire new school sites or site additions because their existing campuses are impacted. The following cost per student is multiplied by the enrollment impact of the students generated from the 379 residential units projected for the next five years. The Impact per Square Foot is

calculated by dividing the Total Projected Impact of $4,446,878 collected by the projected new residential development of 836,990 square feet of residential development that is projected for the next five years leaving an impact of $2.82 per square feet of residential development.

Table 8
Summary of Fiscal Impact from Residential Development

School Facility	Enrollment Impact	Net Cost Per Student	Total Projected Impact
Elementary *	138	$ 25,704.33	$ 3,539,459
Middle School*	21	$ 43,417.20	$ 907,419
Total K-8 Impact	159		$ 4,446,878
Less Residential Fees			$ 2,084,105
Net Unmitigated Residential Cost			$ 2,362,773
Net Impact per Square Foot			$ 2.82

*Includes Special Education

In summary, 159 students are projected as a result of the new residential development for the next five years. The total net unmitigated cost to house these students after $2.49 per square foot of new housing development is $2,362,773. The unmitigated impact per square foot for new housing is $2.82 which is greater than the maximum impact fee of $2.49 for K-8. By dividing the Residential Impact per square foot of residential development by the maximum impact fee per square foot of residential development, a cost revenue ratio of 1.13 is established. The Impact per square foot of residential development is greater than the maximum fee when the ratio is equal or greater than 1.0

Table 9
Cost Revenue Ratio for Residential Development

Residential Impact per Square Foot of Residential Development	Maximum Impact Fee per Square Foot of Residential Development	Cost Revenue Ratio
$2.82	**$2.49**	**1.13**

The Lancaster School District is justified in levying its share of the maximum residential fee of $2.49 per square foot for new residential development since the Cost Revenue Ratio is greater or equal to 1.0 as shown in Table 9 above.

XII. Impact of Commercial-Industrial Development

This section analyzes a reasonable "nexus" for the District between categories of commercial-industrial development and the needs for school facilities, the cost of school facilities, and the maximum statutory developer fees per square foot that may be levied for schools pursuant to Government Code section 66001 and Education Code section 17621 (e). The District has demonstrated that it has school facility costs as a result of new residential development at all grade levels (K-8) as discussed in Section III through XI.

Based on the District's historical record of development, new residential developments are projected for the next five (5) years which may be available for employees who may relocate into the District due to employment opportunities generated from new commercial-industrial development. Based on projected housing data provided from the city of Lancaster and local developers, the District could experience an increase of 379 residential units within the District boundaries. Housing from this new development would be available for new employees without the displacement of existing residents.

While there is a correlation between the growth of commercial and industrial development within a community and the generation of school students within most business service areas, this impact must be identified. In addition, districts with elementary schools must accommodate the pupils of parents working within the District through interdistrict transfers, even though they live outside the district's boundaries. Once admitted, this law requires the District to continue to serve these students through grade 8. No adjustment is made in this report for students enrolled under this statutory provision because District data show that more students transfer out to other districts than transfer in. Therefore, it is assumed that the impact is nil for interdistrict transfers related to commercial and industrial development.

The categories of commercial-industrial business yield varying levels of employee densities and subsequently varying numbers of students that will attend the District's schools. These factors directly affect the amount and cost of school facilities needed to accommodate students generated from commercial-industrial development. Determining these factors demonstrates the nexus to make the required findings.

The approach utilized in this section is to apply statutory standards and local community data to determine the student generation rate as a result of future commercial-industrial development projects. The data on employee density were obtained, per code from the San Diego Association of Government's Traffic Generators publication and the Institute of Transportation Engineers' Study of Trip Generation. The results identify the following categories of commercial-industrial activity under building type, the corresponding employees anticipated from the development, and the student impact as shown in Table 10 below:

Table 10

Type of Commercial -Industrial Development & Employee/Student Impact per 10,000 Square Feet of Commercial-Industrial Development

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Type of Development	No. of Employees	Total Households	Resident Employee Households	Net Employees from New Housing	Elem. School Impact	Middle School Impact	Total K-8 Impact
Office	35.001	21.921	9,302	0.572	0.207	0.032	0.239
Retail and Services	22.379	14.016	5.948	0.366	0.133	0.021	0.153
Research and Development	30.408	19.044	8.082	0.497	0.180	0.028	0.208
Hospital	27.750	17.379	7.375	0.454	0.164	0.025	0.190
Industrial - Warehouse - Mfg.	26.960	16.885	7.165	0.441	0.160	0.025	0.184
Hotel – Motel	21.325	13.356	5.668	0.349	0.126	0.020	0.146

** 1.5967 Employees per household per 2010 Census data 2013 projection*
42.4% Employees work and live in District
6.15% employees moved into new houses
Student Generation Rate is K-6=.362 and Grade 7-8= .056
Since more students transfer out than transfer into the district, no interdistrict impact is calculated.

Number of Employees per 10,000 Square Foot of Commercial-Industrial Development (Columns 1& 2)

Results from a survey published by the San Diego Association of Governments are used to establish numbers of employees generated per square feet of each type of building area to be anticipated from new commercial - industrial development projects. The average number of employee per 10,000 square feet of commercial-industrial development is shown in Column 1 and 2 above.

Total Households (Column 3)

Total Households are defined as the number of households per 10,000 square feet of commercial-industrial development established by employees, regardless of location. The average employed person per household is 1.5967 for the Lancaster area as determined by 2010 Census Projection for 2013 data compiled by "Easy Analytic Software, Inc.". The Number of Employees in Table 10, Column 2 above for each Type of Development is divided by 1.5967 average employed persons per household factor to arrive at the Total Households shown in Column 3.

Resident Employee Household (Column 4)

The Resident Employee Households in Column 4 of Table 10 above is determined by the Total Households that are estimated to locate within the District per 10,000 square feet of commercial-industrial development for each category listed. It is estimated that 42.4 percent of the employees from new commercial-industrial development work and live in the District. This is based on 2010 Census Projection for 2013 data compiled by "Easy Analytic Software, Inc." for commute patterns listing the distance of travel to work for employees less than 15-29 commuting minutes was 24,137 of the total 56,8768 employees. Total Households (Column 3) is multiplied by the 42.4 percent factor to establish the Resident Employee Households (Column 4) for each type of commercial-industrial development.

Net Employees from New Housing (Column 5)

The Net New Housing from Employees in Column 5 in Table 10 above is determined by the estimated number of employees from new commercial-industrial development that are likely to move into new housing within the District boundaries. This is determined by the estimated number of employees estimated to move into new housing in the District. Information derived from Dataquick Information System News indicates a percent of new home sales to total home sales is 6.15. This factor is multiplied by Column 4 to determine the Net New Housing from Employees generated from each type of commercial-industrial development.

Elementary School Impact (Column 6)

The Elementary Impact in Column 6 in Table 10 is determined by multiplying the Net New Housing from Employees in Column 5 by the student generation factor from new housing. The estimated student generation rate based on data compiled from the 2014 School Facilities Needs Analysis. This factor was multiplied by Column 5 to establish the estimated Elementary School Impact for each type of commercial-industrial development.

Middle School Impact (Column 7)

The Middle School Impact in Column 7 in Table 10 is determined by multiplying the Net New Housing from Employees in Column 5 by the student generation factor from new housing. The estimated a student generation rate based on data compiled from the 2014 School Facilities Needs Analysis. This factor was multiplied by Column 5 to establish the estimated Middle School Impact for each type of commercial-industrial development.

Total K-8 School Impact (Column 8)

The Total K-8 School Impact in Column 8 in Table 10 is determined by the sum of Elementary Impact in Column 6 and the Middle School Impact in Column 7 for each type of the commercial-industrial development.

XIII. Total School Cost Impact from Commercial-Industrial Development

The School Facility Cost Impact, not including school fees, is determined by estimating the cost per student for new school construction found in Table 11 and multiplying the cost by the School Impact for K-8 from Table 10. The estimates are based on historical costs of schools including land costs and construction adjusted to current market rate. The School Facility Cost in Table 11 below utilizes new construction costs for elementary and middle school less State funding.

Table 11
School Facility Cost Per Student

Grade Level	School Facility Cost Per Student
Cost per Elementary Student	$39,657.39
Cost per Middle School Student	$57,881.15

Total School Facility Cost for each 10,000 square feet of commercial-industrial development listed in Table 12 is calculated by multiplying the School Facility Cost in Table 11 by the Total K-8 Impact from each type of commercial-industrial development in Table 10.

Table 12
Total School Facility Cost
Per 10,000 SF of Commercial-Industrial Development

Type of Development	Elementary	Middle School	Total K-8
Office	$ 8,219	$ 1,857	$ 10,076
Retail and Services	5,255	1,187	6,442
Research and Development	7,141	1,613	8,754
Hospital	6,517	1,472	7,989
Industrial - Warehouse – Mfg.	6,331	1,430	7,761
Hotel – Motel	5,008	1,131	6,139

Revenues from new development in the District include both Residential School Fees and Commercial-Industrial Fees. The maximum Level 1 developer fee revenue that may be imposed on residential development is the District's portion, which is $2.49 per square feet. Based on developer fees collected, the average new house sold has 2,208 square feet including single family detached and multifamily attached units. The Maximum Developer Fee revenue that may

be generated from a new house is calculated by multiplying the average square footage of new houses by the maximum developer fee. The average revenue per new household is $5,497.92 as shown in Table 13 below.

Table 13

Average Developer Fee Revenue per New House	
Average SF/House	2,208
Maximum Developer Fee/ SF	$2.49
Total Average Developer Fee per New House	**$5,497.92**

The Net School Facility Revenue per 10,000 square feet of each type of commercial-industrial development in Table 14 is determined by the multiplying the Average Developer Fee Revenue per New House ($5,497.92) by the Net Employee per New Housing and multiplied by the estimated students generated.

Table 14
Net School Facility Revenue per 10,000 SF of Comm-Ind. Development

Type of Development	Net Employee/ New Housing	Total K-8
Office	0.572	$ 3,147.16
Retail and Services	0.366	$ 2,012.24
Research and Development	0.497	$ 2,734.18
Hospital	0.454	$ 2,495.18
Industrial - Warehouse - Mfg.	0.441	$ 2,424.14
Hotel – Motel	0.349	$ 1,917.47

The Net School Facility Cost Impact in Table 15 is calculated by subtracting the Net School Facility Revenue in Table 14 from the Gross School Facility Cost Impact in Table 12.

Table 15
Net School Facility Cost Impact per 10,000 SF of Comm-Ind. Development

Type of Development	Total K-8
Office	$ 6,928.74
Retail and Services	$ 4,430.11
Research and Development	$ 6,019.52
Hospital	$ 5,493.34
Industrial - Warehouse - Mfg.	$ 5,336.96
Hotel - Motel	$ 4,221.46

To justify the District's portion of the maximum fee for commercial-industrial development, which is $.40 per square foot, the Net School Facility Cost listed in Table 15 is tested against the Maximum Commercial-Industrial School Fee of $ 4,000 per 10,000 square feet. The Cost Revenue Ratio must meet or exceed 1.0 to justify the maximum commercial-industrial developer fee. As shown in Table 16, all types of commercial-industrial development fees are justified at $.40 per square foot.

Table 16
Ratio of School Facility Cost to Developer Fee Revenue

Maximum Commercial-Industrial School Fee equals: $4,000 per 10,000 SF

	Cost-Revenue Ratio*
Office	1.732
Retail and Services	1.108
Research and Development	1.505
Hospital	1.373
Industrial - Warehouse - Mfg.	1.334
Hotel – Motel	1.055
Impact per Square Foot of Commercial-Industrial Development	$.54

**Must exceed 1.0 to justify $.40/SF of Commercial-Industrial Development*

Total Impact of Commercial-Industrial Development

Tables 10 through 16 show the cost of school facilities for the students generated as a result of new commercial-industrial development within the District boundaries. These Tables show that the average school facility cost impact totaling $.54 per square foot of commercial-industrial development is greater than the maximum fee $.40 per square feet for all commercial-industrial types.

XIV. Facility and Financial Plan

In response to the necessity of providing adequate housing for the projected enrollment growth and to provide an environment conducive to learning, the District is implementing its Facilities Master Plan. The major objective in this plan is construction of new schools and addition of classrooms and support space to relieve the overcrowding at existing campuses. The specifics of this plan will be further defined as funding is available. Currently, the District has insufficient local funding to implement its long-term facility plan.

The District qualifies for 50 percent funding under the School Facility Program, and must provide 50 percent match for eligible projects. Funding for new construction will need to come from a combination of State funding, developer fees, and any other available revenue. The District's primary use of developer impact fees has been to provide interim student housing to accommodate growth. The District currently appropriates its annual developer fee revenue primarily for lease and rental payments of relocatable classrooms and payment of debt service. The District expects to continue using interim housing as a temporary solution for growth until additional State or local funding is available to implement its long-term facility plan.

The District's five year facility master plan calls for the construction of one new elementary schools at a cost of approximately $25 million. The plan also calls for upgrades to its aging schools, site improvements, structural upgrades, and replacement of aging portable classrooms at a cost of $50 million. The total cost of these facility needs totals $75 million.

The voters recently approved a General Obligation Bond totaling $63 million which is being used on modernization of existing schools. The potential revenue to meet the facility master planning needs comes from two funding sources, the School Facility Program and developer fees. Funding from the State for eligible projects is less than actual cost resulting in a shortfall of $20.49 million to fund all of its facility projects.

Summary of School Facility Needs and Revenue

School Facility Needs	
1 New Elementary School	$ 25,000,000
Modernization, Site Improvements, Structural Upgrades, and Portable Replacement	50,000,000
Total School Facility Needs	**$ 75,000,000**
Projected Revenue	
Revenue Available from GO Bond	$ 50,000,000
State New Construction Funding	2,223,661
Developer Fees for Five Years	2,254,905
Total Projected Revenue	**$ 54,478,566**
Shortfall	**$ 20,521,434**

The District is allowed to allocate the total developer fees collected or a portion thereof to any growth-accommodating project. The District is not required to actually fund projects based on the State methodology for allocating fees to development impact based on grade level configuration.

XV. Verifying the Sufficiency of the Development Impact

The District's facility needs call for spending $75 million to construct new schools and upgrade existing facilities as defined in its long range facility plan. The study indicates that approximately 836,990 square feet of projected new housing are attributed to the generation of 159 students. Applying the new developer fee of $2.49 per square foot, which is the District's portion of the maximum developer fee allowed, the expected income to the District is $2,254,905 over five years. The actual cumulative impact of development over this period will be $4,446,878 which exceeds the developer fee collections. The District finds that it may impose its portion of the maximum residential fee of $3.36 per square feet of residential construction or $2.49 per square foot.

Based on the historical patterns of commercial-industrial development, the District can expect to receive $175,070 in fees over the next five years for 427,000 square feet of commercial-industrial development. The impact cost for the same is $229,531 over the same period. This cost exceeds developer fees projected to be collected by $170,800 over the next five years. The District is therefore allowed to levy is portion of the maximum fees of $.54 per square foot of commercial-industrial development or $.40 per square foot.

XVI. Other Funding Sources

The District's General Fund is obligated to program commitments and other critical facility projects leaving none available for new school facilities. The District is participating in the State School Facility Program for new construction and modernization projects with potential revenues received and projects as noted in Section XIV above.

XVII. Findings of this Study

This study has analyzed the cost of providing school facilities to house students generated from new residential and commercial-industrial development projects over the next five years. The analysis indicates that residential development has a significant financial impact on the District and that the fees collected from residential development are less than the cost of meeting these school facilities. The study also established that all categories of commercial-industrial development in the District will generate a need for new school facilities.

The following addresses how the relationship between the School Developer Fees and the new residential or commercial/industrial developments are met as required by the applicable Government Code criteria:

- **Government Code Section 66001 (a) (1) - Identify the Purpose of the Proposed Fee** School Developer Fees are for the purpose of providing facilities and related

activities to provide school facilities that will be used by students generated from the new developments.

- **Government Code Section 66001 (a) (2) - Identify Use of Fees**
  School Developer Fees collected in the District will fund the construction of new school(s) or addition to existing schools, interim portable classrooms, reopening/modernization of classrooms, architect fees, permit and plan approval fees, tests and inspection, legal fees and administrative costs for collecting the fees.

- **Government Code Section 66001 (a) (3) - Establish Reasonable Relationship between Use and Type of Project for which Fees are Imposed**

  New development, whether it is residential or commercial-industrial, will generate additional students in the District. The analysis previously described demonstrates a high probability of additional students as a result of new housing and commercial/industrial development. Additional employees and houses are linked to additional students. New and reconstructed schools/ classrooms are needed to serve these students. The District's Facility Plan indicates its intent to spend the fees from the new development on the school facilities. Thus, this study demonstrates that the use of developer fees for school facilities in the District has a reasonable relationship to the new housing and commercial-industrial development.

- **Government Code Section 66001 (a) (4) - Establish Reasonable Relationship between the Need for the Public Facility and the Type of Project on which the Fees are Imposed**

  The enrollment projections will increase in the District and some of that increase will be generated from the new development. Enrollment projections exceed the District's school capacity overall. The existing capacity will be insufficient to house the new students generated from the new developments. Fees are justified on a per-pupil basis to ensure that development pays for only the impact it causes.

  New housing development will directly cause a need for additional school facilities to house the students generated from this housing. Enrollment projections show a continued growth pattern. The District plans to construct facilities that will house the additional students. The fees will be used for planning, design and construction of permanent facilities, installation of relocatable classrooms, reopening of classrooms, and associated expenditures. Other expenditures will be used to acquire furniture and equipment for the new facilities.

The appropriate accounts have been established for tracking the expenditures. Other accounts are established for State School Facility Program funding, and other capital facility accounts.

This Study established the District's need to construction/reconstruct school facilities to provide adequate classroom and support facilities to provide an educational program to students generated from the new development.

- **Government Code 66001 (b) - Establish Reasonable Relationship between the Amount of the Fee and the Cost of the Public Facility Attributable to the Development for which the Fee is Imposed**

  The District's portion of the maximum fee of $3.36 per square foot for residential development totaling $2.49 per square foot and the District's portion of the maximum fee of $.54 per square foot of commercial-industrial development totaling $.40 per square foot is more than justified by the school cost impact of $7.24 per square foot of residential and an average of $.54 per square foot of commercial-industrial development that is linked with residential offset. The portion of the school facility costs attributed to the new development for which the fees will be imposed is justified in that facility costs are based on a cost per square foot and cost per student for required school facilities. A statistical relationship exists between the new residential and commercial-industrial development and the number of students expected to be generated, the needed school facilities and associated costs.

  In summary, the cost of the school facilities needed to house the students from the new development exceeds the maximum fees levied by the District on new development, even when other funding sources are considered.

XVIII. Additional Findings of this Study

In light of these findings and for the health and welfare of the students, it is recommended that the Board of Education for the District make the following determinations:

A. That many of the District's schools are overcrowded and need of modernization;

B. That the current overcrowded situations in these schools pose a health and safety concern to students, teachers, and all school-related personnel;

C. That District continues to house students in inadequate, temporary and/or interim classrooms and needs support facilities for the educational program operation;

D. That the District requires additional schools and interim facilities and to upgrade facilities that are not currently used to accommodate enrollment growth to accommodate student growth in a manner consistent with existing educational standards and the long-term facility master plan.

Appendix A

SAB 50-01 Enrollment Projections
SAB 50-02 School Building Capacity
New Construction Eligibility for State Funding

ENROLLMENT CERTIFICATION/PROJECTION

SAB 50-01 (REV 06/08)

SCHOOL DISTRICT	FIVE DIGIT DISTRICT CODE NUMBER (*see California Public School Directory*)
Lancaster School District	64667
COUNTY	HIGH SCHOOL ATTENDANCE AREA (HSAA) OR SUPER HSAA (*if applicable*)
Los Angeles	

Check one: ☑ Fifth-Year Enrollment Projection ☐ Tenth-Year Enrollment Projection

HSAA Districts Only - Check one: ☐ Attendance ☐ Residency

☐ Residency - COS Districts Only - (Fifth Year Projection Only)

☐ Modified Weighting (Fifth-Year Projection Only)

☐ Alternate Weighting - (Fill in boxes to the right):

3rd Prev. to 2nd Prev.	2nd Prev. to Prev.	Previous to Current

Part G. Number of New Dwelling Units (Fifth-Year Projection Only): 4418

Part H. District Student Yield Factor (Fifth-Year Projection Only): .5

Part A. K-12 Pupil Data

Grade	7th Prev. /	6th Prev. /	5th Prev. /	4th Prev. /	3rd Prev. 10 / 11	2nd Prev. 11 / 12	Previous 12 / 13	Current 13 / 14
K					1458	1679	1628	1875
1					1633	1547	1729	1632
2					1459	1621	1556	1688
3					1566	1444	1673	1520
4					1592	1552	1511	1674
5					1653	1592	1624	1498
6					1599	1608	1600	1588
7					1583	1575	1566	1558
8					1653	1563	1563	1526
9								
10								
11								
12								
TOTAL					**14196**	**14181**	**14450**	**14559**

Part B. Pupils Attending Schools Chartered By Another District

7th Prev.	6th Prev.	5th Prev.	4th Prev.	3rd Prev.	2nd Prev.	Previous	Current

Part C. Continuation High School Pupils - (Districts Only)

Grade	7th Prev.	6th Prev.	5th Prev.	4th Prev.	3rd Prev.	2nd Prev.	Previous	Current
9								
10								
11								
12								
TOTAL								

Part D. Special Day Class Pupils - (Districts or County Superintendent of Schools)

	Elementary	Secondary	TOTAL
Non-Severe	170		**170**
Severe	56		**56**
TOTAL	226		

Part E. Special Day Class Pupils - (County Superintendent of Schools Only)

7th Prev.	6th Prev.	5th Prev.	4th Prev.	3rd Prev.	2nd Prev.	Previous	Current
/	/	/	/	/	/	/	/

Part F. Birth Data - (Fifth-Year Projection Only)

☐ County Birth Data ☐ Birth Data by District ZIP Codes ☐ Estimate ☐ Estimate ☐ Estimate

8th Prev.	7th Prev.	6th Prev.	5th Prev.	4th Prev.	3rd Prev.	2nd Prev.	Previous	Current

Part I. Projected Enrollment

1. Fifth-Year Projection

Enrollment/Residency - (except Special Day Class pupils)

K-6	7-8	9-12	TOTAL
16261	3598		**19859**

Special Day Class pupils only - Enrollment/Residency

	Elementary	Secondary	TOTAL
Non-Severe	225		**225**
Severe	74		**74**
TOTAL	299		

2. Tenth-Year Projection

Enrollment/Residency - (except Special Day Class pupils)

K-6	7-8	9-12	TOTAL

Special Day Class pupils only - Enrollment/Residency

	Elementary	Secondary	TOTAL
Non-Severe			
Severe			
TOTAL			

I certify, as the District Representative, that the information reported on this form and, when applicable, the High School Attendance Area Residency Reporting Worksheet attached, is true and correct and that:

- *I am designated as an authorized district representative by the governing board of the district.*
- *If the district is requesting an augmentation in the enrollment projection pursuant to Regulation Section 1859.42.1 (a), the local planning commission or approval authority has approved the tentative subdivision map used for augmentation of the enrollment and the district has identified dwelling units in that map to be contracted. All subdivision maps used for augmentation of enrollment are available at the district for review by the Office of Public School Construction (OPSC).*
- *This form is an exact duplicate (verbatim) of the form provided by the Office of Public School Construction. In the event a conflict should exist, then the language in the OPSC form will prevail.*

NAME OF DISTRICT REPRESENTATIVE (PRINT OR TYPE): Leona Smith

SIGNATURE OF DISTRICT REPRESENTATIVE:

DATE	TELEPHONE NUMBER
05-01-2014	(661) 948-4661

E-MAIL ADDRESS: lsmith@lancsd.org

EXISTING SCHOOL BUILDING CAPACITY

SAB 50-02 (Rev. 09/02) Excel (Rev. 11/21/2002)

SCHOOL DISTRICT	FIVE DIGIT DISTRICT CODE NUMBER (*see California Public School Directory*)
LANCASTER ELEMENTARY	64667
COUNTY	HIGH SCHOOL ATTENDANCE AREA (HSAA) OR SUPER HSAA (*if applicable*)
LOS ANGELES	

PART I - Classroom Inventory ☐ NEW ☐ ADJUSTED	K-6	7-8	9-12	Non-Severe	Severe	Total
Line 1. Leased State Relocatable Classrooms	34	5				39
Line 2. Portable Classrooms leased less than 5 years	5	2		1		8
Line 3. Interim Housing Portables leased less than 5 years						
Line 4. Interim Housing Portables leased at least 5 years						
Line 5. Portable Classrooms leased at least 5 years	93					93
Line 6. Portable Classrooms owned by district	105	17		11		133
Line 7. Permanent Classrooms	218	60		12		290
Line 8. Total (Lines 1 through 7)	455	84		24		563

PART II - Available Classrooms

Option A.	K-6	7-8	9-12	Non-Severe	Severe	Total
a. Part I, line 4						
b. Part I, line 5	93					93
c. Part I, line 6	105	17		11		133
d. Part I, line 7	218	60		12		290
e. Total (a, b, c, & d)	**416**	**77**		**23**		**516**

Option B.	K-6	7-8	9-12	Non-Severe	Severe	Total
a. Part I, line 8	455	84		24		563
b. Part I, lines 1,2,5 and 6 (total only)						273
c. 25 percent of Part I, line 7 (total only)						73
d. Subtract c from b (enter 0 if negative)	173	18		9		200
e. Total (a minus d)	**282**	**66**		**15**		**363**

PART III - Determination of Existing School Building Capacity

	K-6	7-8	9-12	Non-Severe	Severe
Line 1. Classroom capacity	**7,050**	**1,782**		**195**	
Line 2. SER adjustment	338	85		9	
Line 3. Operational Grants					
Line 4. Greater of line 2 or 3	**338**	**85**		**9**	
Line 5. Total of lines 1 and 4	**7,388**	**1,867**		**204**	

I certify, as the District Representative, that the information reported on this form is true and correct and that:
I am designated as an authorized district representative by the governing board of the district; and,
This form is an exact duplicate (verbatim) of the form provided by the Office of Public School Construction (OPSC).
In the event a conflict should exist, then the language in the OPSC form will prevail.

SIGNATURE OF DISTRICT REPRESENTATIVE	DATE

Lancaster School District

Analysis of New Construction Eligibility 2013-14

	K-6	Gr 7-8	Sp Ed NS	Sp Ed S
SAB Approved for 06-07	183	287	1	235
5 Yr Projection based on 06-07 CBEDS	13357	4040	467	317
5 Yr Projection based on 13-14 CBEDS	16261	3598	225	74
Eligibility for 13-14	3087	-155	-241	-8
Elementary #24 Grants	390			
Elementary #25 Grants	390			
Adjusted Eligibility for 2013-14	3867	-155	-241	-8

Appendix B

Actual Cost of Schools

Project Budget Summary Worksheet

District:	Lancaster School District	County:	Los Angeles
Project:	New Elementary School	Capacity:	722
		Square Feet:	44,764

CURRENT PROJECT COST

A. SITE ACQUISITION				
1A. Site Survey				$ 5,000
2. Geotechnical				$ 13,000
3. Advertising				$ 5,000
4. Printing				$ 25,000
5. Site Acquisition				$ 362,250
6. Miscellaneous				$ 22,500
Environmental Reviews			10,000	
Escrow/Closing			5,000	
Appraisal			7,500	
Total Site Acquisition				**$ 432,750**
B. FEES				
1A. A/E Fees			1,363,274	
Fee Subtotal				$ 1,363,274
2. PM/ CM Fees	8.0%			$ 1,881,239
3. DSA Fees				
Structural Safety Section			119,577	
Access Compliance Section			4,602	
Fee Subtotal				$ 124,179
4. CDE Fees				
.0007 of the Construction Subtotal + $350 per site =				$ 16,811
Total Fees				**$ 3,385,503**
C. CONSTRUCTION CONTRACT				
1. CM General Conditions			1,881,239	
2. General Contractor				
a. Sitework			$ 4,986,547	
Off-site		$ 1,059,224		
Utility Site		$ 626,588		
Service Site		$ 1,212,831		
General Site		$ 2,087,904		
b.Building Construction			$ 18,528,939	
Main Building @ 39,064 sf		$ 15,734,979		
Kindergarten Building @ 2,700 sf		$ 1,087,560		
Multi-purpose Building @3,000 sf		$ 1,208,400		
Covered walkways		$ 498,000		
Total Construction				**$ 23,515,486**
3. Change Order Contingency				
2% x Total Construction				**$ 470,310**

D. CONSTRUCTION SUPPLEMENTAL

1. Testing		$ 110,000
2. Inspections ($7500 X 14 months)		$ 140,000
3. Agencies		$ 243,000
a. Capital Improvement Fees	$ 50,000	
c. Inspection Fees	$ 25,000	
d. Utility Service Charges	$ 150,000	
e. Telephone Service Charge	$ 8,000	
f. Cable TV Service Charge	$ 6,000	
g. CO Plan Check Fee	$ 2,000	
h. CO Health Dept Plan Check Fees	$ 2,000	
7. Furniture, Fixtures & Equipment (FF&E @ $7.50x 44,764 SF)		$ 335,730
Total Project Cost		$ 28,632,779
Cost per Student		**$ 39,657.59**
50% Cost Per Student		**$ 19,829**

Project Budget Summary Worksheet

District:	Lancaster School District	County:	Los Angeles
Project:	New Middle School	Capacity:	1066
		Square Feet:	87,412

CURRENT PROJECT COST

A. SITE ACQUISITION				
1A. Site Survey				$ 3,500
2. Geotechnical				$ 13,000
3. Advertising				$ 2,500
4. Printing				$ 20,000
5. Site Acquisition				$ 570,150
6. Miscellaneous				$ 14,500
Environmental Reviews			7,500	
Escrow/Closing			2,000	
Appraisal			5,000	
Total Site Acquisition				**$ 623,650**
B. FEES				
1A. A/E Fees			2,811,228	
Fee Subtotal				$ 2,811,228
2. PM/ CM Fees	6.5%			$ 3,410,846
3. DSA Fees				
Structural Safety Section			264,373	
Access Compliance Section			7,497	
Fee Subtotal				$ 271,870
4. CDE Fees				
.0007 of the Construction Subtotal + $350 per site =				$ 37,082
Total Fees				**$ 6,531,026**
C. CONSTRUCTION CONTRACT				
1. CM General Conditions			4,197,964	
2. General Contractor				
a. Sitework			$ 16,469,999	
Off-site	$ 1,091,372	$ 1,909,901		
Utility Site	$ 723,060	$ 1,265,355		
Service Site	$ 5,865,236	$ 10,264,163		
General Site	$ 1,731,760	$ 3,030,580		
b.Building Construction			$ 36,004,554	
Main Building @ 65,412 sf		$ 26,347,954		
Gymnasium Building @ 12,000 sf		$ 4,833,600		
Multi-purpose Building @10,000 sf		$ 4,028,000		
Covered walkways		$ 795,000		
Total Construction				**$ 52,474,553**
3. Change Order Contingency				
2% x Total Construction				**$ 1,049,491**

D. CONSTRUCTION SUPPLEMENTAL

1. Testing		$ 85,000
2. Inspections ($7500 X 14 months)		$ 140,000
3. Agencies		$ 142,000
a. Capital Improvement Fees	$ 50,000	
c. Inspection Fees	$ 25,000	
d. Utility Service Charges	$ 50,000	
e. Telephone Service Charge	$ 8,000	
f. Cable TV Service Charge	$ 6,000	
g. CO Plan Check Fee	$ 1,500	
h. CO Health Dept Plan Check Fees	$ 1,500	
7. Furniture, Fixtures & Equipment (FF&E @ $7.50x 87,412 SF)		$ 655,590
Total Project Cost		$ 61,701,310
Cost per Student		**$ 57,881.15**
50% Cost Per Student		**$ 28,941**

APPENDIX A

PROPOSED PROJECTS

- BOND PROJECTS
- DEFERRED MAINTENANCE PROJECTS
- PROP 39 PROJECTS

Lancaster School District
Measure L Bond Projects

Project	2014-15	2015-16	2016-17	2017-18	2018-19	STATUS
Amargosa Creek Middle School						
Low Voltage District Portion E-Rate Proj.	42,387.00					
	42,387.00	0.00	0.00	0.00	0.00	
Crossroads CDS, PDC, PSA						
Low Voltage District Portion E-Rate Proj.	11,945.00					
	11,945.00	0.00	0.00	0.00	0.00	
Desert View Elementary School						
Low Voltage District Portion E-Rate Proj.	47,820.00					
	47,820.00	0.00	0.00	0.00	0.00	

Lancaster School District
Measure L Bond Projects

Project	2014-15	2015-16	2016-17	2017-18	2018-19	STATUS
Discovery School						
	0.00	0.00	0.00	0.00	0.00	
El Dorado Elementary School						
Low Voltage District Portion E-Rate Proj.	24,115.00					
	24,115.00	0.00	0.00	0.00	0.00	
Endeavour Middle School						
Low Voltage District Portion E-Rate Proj.	56,361.00					
Gymnasium and Field Expansion		9,961,750.00				
	56,361.00	9,961,750.00	0.00	0.00	0.00	

Lancaster School District
Measure L Bond Projects

Project	2014-15	2015-16	2016-17	2017-18	2018-19	STATUS
Jack Northrop Elementary School						
Low Voltage District Portion E-Rate Proj.	48,576.00					
	48,576.00	0.00	0.00	0.00	0.00	
Joshua Elementary School						
Low Voltage District Portion E-Rate Proj.	51,038.00					
Pre-Mod	5,000.00	1,140,165.00				
Modernization		14,992,878.00				
	56,038.00	16,133,043.00	0.00	0.00	0.00	
Lancaster Learning Center						
	0.00	0.00	0.00	0.00	0.00	

Lancaster School District
Measure L Bond Projects

Project	2014-15	2015-16	2016-17	2017-18	2018-19	STATUS
Lincoln Elementary School						
Low Voltage District Portion E-Rate Proj.	37,524.00					
	37,524.00	0.00	0.00	0.00	0.00	
Linda Verde Elementary School						
Low Voltage District Portion E-Rate Proj.	42,505.00					
	42,505.00	0.00	0.00	0.00	0.00	
Mariposa Elementary School						
Low Voltage District Portion E-Rate Proj.	26,993.00					
	26,993.00	0.00	0.00	0.00	0.00	

Lancaster School District
Measure L Bond Projects

Project	2014-15	2015-16	2016-17	2017-18	2018-19	STATUS
Monte Vista Elementary School						
Low Voltage District Portion E-Rate Proj.	62,695.00					
	62,695.00	0.00	0.00	0.00	0.00	
Miller Elementary School						
	0.00	0.00	0.00	0.00	0.00	
Nancy Cory Elementary School						
Low Voltage District Portion E-Rate Proj.	50,643.00					
	50,643.00	0.00	0.00	0.00	0.00	

Lancaster School District
Measure L Bond Projects

Project	2014-15	2015-16	2016-17	2017-18	2018-19	STATUS
New Vista Middle School						
Low Voltage District Portion E-Rate Proj.	42,642.00					
	42,642.00	0.00	0.00	0.00	0.00	
Park View Middle School						
Low Voltabe District Portion E-Rate	26,778.00					
Modernization		18,180,026.00				
	26,778.00	18,180,026.00	0.00	0.00	0.00	
Piute Middle School						
Low Voltage District Portion E-Rate Proj.	36,444.00					
	36,444.00	0.00	0.00	0.00	0.00	

Lancaster School District
Measure L Bond Projects

Project	2014-15	2015-16	2016-17	2017-18	2018-19	STATUS
Sierra Elementary School						
Low Voltage District Portion E-Rate Proj.	19,560.00					
	19,560.00	0.00	0.00	0.00	0.00	
Sunnydale Elementary School						
Low Voltage District Portion E-Rate Proj.	40,905.00					
	40,905.00	0.00	0.00	0.00	0.00	
West Wind Elementary School						
	0.00	0.00	0.00	0.00	0.00	

Lancaster School District
Measure L Bond Projects

Project	2014-15	2015-16	2016-17	2017-18	2018-19	STATUS
District-wide						
	0.00	0.00	0.00	0.00	0.00	
Grand Total	15,666,809.00	29,281,941.00	0.00	0.00	0.00	

Lancaster School District
Deferred Maintenance Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
Amargosa Creek Middle School						
Asbestos / Lead						
Electrical / Communications	12,000.00					T1, T2, T3, T4 PA Installation
Floor covering	30,000.00				30,000.00	Refinish Gym Floor
HVAC						
Painting	60,000.00		60,000.00		60,000.00	Repair and Paint Exterior of Main Building
Paving	35,000.00				35,000.00	Crack Fill, Slurry, and Stripe Playground Asphalt
Plumbing						
Roofing						
	137,000.00	**0.00**	**60,000.00**	**0.00**	**125,000.00**	
Crossroads CDS, PDC, PSA						
Asbestos / Lead	5,000.00	5,000.00				Flooring Abatement
Electrical / Communications	40,000.00					PA Installation
Floor covering	20,000.00	20,000.00				Carpeting Replacement
HVAC	60,000.00					HVAC Renovation
Painting	30,000.00			20,000.00		Exterior Painting
Paving		25,000.00				
Plumbing						
Roofing	60,000.00					Replace Roofing
	215,000.00	**50,000.00**	**0.00**	**20,000.00**	**0.00**	
Desert View Elementary School						
Asbestos / Lead						
Electrical / Communications						
Floor covering			40,000.00			
HVAC						
Painting	50,000.00					Exterior Painting
Paving			40,000.00			
Plumbing						
Roofing		40,000.00				
	50,000.00	**40,000.00**	**80,000.00**	**0.00**	**0.00**	
Discovery School						
Asbestos / Lead						
Electrical / Communications						
Floor covering			35,000.00			

Lancaster School District
Deferred Maintenance Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
HVAC						
Painting			15,000.00			
Paving		35,000.00				
Plumbing						
Roofing						
	0.00	35,000.00	50,000.00	0.00	0.00	
El Dorado Elementary School						
Asbestos / Lead						
Electrical / Communications	35,000.00					New Phone System
Floor covering						
HVAC						
Painting	40,000.00					Exterior Painting
Paving		10,000.00			35000	
Plumbing						
Roofing						
	75,000.00	10,000.00	0.00	0.00	35,000.00	
Endeavour Middle School						
Asbestos / Lead						
Electrical / Communications						
Floor covering		20,000.00			40,000.00	
HVAC						
Painting		40,000.00				
Paving			40,000.00			
Plumbing						
Roofing						
	0.00	60,000.00	40,000.00	0.00	40,000.00	
Jack Northrop Elementary School						
Asbestos / Lead						
Electrical / Communications						
Floor covering					35,000.00	
HVAC						
Painting			25,000.00			
Paving	40,000.00				40,000.00	Crack Fill, Slurry, Stripe Playground Asphalt
Plumbing						
Roofing			35,000.00			

Lancaster School District
Deferred Maintenance Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
	40,000.00	0.00	60,000.00	0.00	75,000.00	
Joshua Elementary School						
Asbestos / Lead		40,000.00	40,000.00	40,000.00		
Electrical / Communications	50,000.00	100,000.00	100,000.00	100,000.00		Rooms 16, 17, &18
Floor covering	35,000.00	75,000.00	75,000.00	75,000.00		Rooms 16, 17, &18
HVAC						
Painting	7,500.00					Rooms 16, 17, &18
Paving			40,000.00			
Plumbing						
Roofing						
	92,500.00	215,000.00	255,000.00	215,000.00	0.00	
Lancaster Learning Center						
Asbestos / Lead						
Electrical / Communications						
Floor covering						
HVAC						
Painting	30,000.00					Exterior Painting
Paving	30,000.00				30,000.00	Crack Fill, Slurry, Stripe Asphalt
Plumbing						
Roofing						
	60,000.00	0.00	0.00	0.00	30,000.00	
Lincoln Elementary School						
Asbestos / Lead						
Electrical / Communications					120,000.00	
Floor covering			35,000.00			
HVAC						
Painting				40,000.00		
Paving	55,000.00					Crack Fill, Slurry, Stripe Playground Asphalt
Plumbing						
Roofing						
	55,000.00	0.00	35,000.00	40,000.00	120,000.00	
Linda Verde Elementary School						

Lancaster School District
Deferred Maintenance Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
Asbestos / Lead						
Electrical / Communications	45,000.00					PA Upgrade
Floor covering			30,000.00			
HVAC				35,000.00		
Painting					30,000.00	
Paving				30,000.00		
Plumbing						
Roofing						
	45,000.00	0.00	30,000.00	65,000.00	30,000.00	
Mariposa Elementary School						
Asbestos / Lead						
Electrical / Communications						
Floor covering				40,000.00		
HVAC						
Painting					40,000.00	
Paving				30,000.00		
Plumbing						
Roofing						
	0.00	0.00	0.00	70,000.00	40,000.00	
Miller Elementary School						
Asbestos / Lead						
Electrical / Communications						
Floor covering					40,000.00	
HVAC						
Painting			25,000.00			
Paving	30,000.00					Crack Fill, Slurry, Stripe Playground Asphalt
Plumbing						
Roofing						
	30,000.00	0.00	25,000.00	0.00	40,000.00	
Monte Vista Elementary School						
Asbestos / Lead						
Electrical / Communications	40,000.00					PA Replacement
Floor covering	30,000.00		30,000.00			Carpeting Replacement
HVAC						
Painting				40,000.00		

Lancaster School District
Deferred Maintenance Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
Paving			40,000.00			
Plumbing						
Roofing					75,000.00	
	70,000.00	**0.00**	**70,000.00**	**40,000.00**	**75,000.00**	
Nancy Cory Elementary School						
Asbestos / Lead						
Electrical / Communications	45,000.00			125,000.00		PA Replacement
Floor covering	40,000.00					Carpeting Replacement
HVAC						
Painting					40,000.00	Exterior Painting
Paving			30,000.00			
Plumbing						
Roofing						
	85,000.00	**0.00**	**30,000.00**	**125,000.00**	**40,000.00**	
New Vista Middle School						
Asbestos / Lead						
Electrical / Communications	20,000.00					PA to Portables
Floor covering					85,000.00	
HVAC						
Painting						
Paving	40,000.00				40,000.00	Crack Fill, Slurry, Stripe Playground Asphalt
Plumbing						
Roofing						
	60,000.00	**0.00**	**0.00**	**0.00**	**125,000.00**	
Park View						
Asbestos / Lead			20,000.00	20,000.00		
Electrical / Communications		120,000.00				
Floor covering		85,000.00	30,000.00	30,000.00	25,000.00	
HVAC						
Painting			30,000.00	30,000.00		
Paving		50,000.00				
Plumbing						
Roofing		100,000.00	100,000.00	60,000.00		

Lancaster School District
Deferred Maintenance Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
	0.00	355,000.00	180,000.00	140,000.00	25,000.00	
Piute						
Asbestos / Lead						
Electrical / Communications						
Floor covering			40,000.00			
HVAC		10,000.00				
Painting		40,000.00				
Paving				40,000.00		
Plumbing						
Roofing						
	0.00	50,000.00	40,000.00	40,000.00	0.00	
Sierra Elementary School						
Asbestos / Lead						
Electrical / Communications	40,000.00					PA Upgrade
Floor covering				25,000.00		
HVAC						
Painting		45,000.00			45,000.00	
Paving			40,000.00			
Plumbing						
Roofing			30,000.00			
	40,000.00	45,000.00	70,000.00	25,000.00	45,000.00	
Sunnydale Elementary School						
Asbestos / Lead						
Electrical / Communications						
Floor covering		20,000.00			20,000.00	
HVAC		10,000.00				
Painting				40,000.00		
Paving	35,000.00				35,000.00	Crack Fill, Slurry, Stripe Playground Asphalt
Plumbing			75,000.00			
Roofing						
	35,000.00	30,000.00	75,000.00	40,000.00	55,000.00	
West Wind Elementary School						
Asbestos / Lead						
Electrical / Communications	7,500.00					PA Upgrade

Lancaster School District
Deferred Maintenance Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
Floor covering			30,000.00			
HVAC						
Painting	25,000.00				25,000.00	Exterior Painting
Paving	40,000.00				40,000.00	Crack Fill, Slurry, Stripe Playground Asphalt
Plumbing						
Roofing						
	72,500.00	**0.00**	**30,000.00**	**0.00**	**65,000.00**	
District Office						
Asbestos / Lead						
Electrical / Communications	20,000.00					Relocate Emergency Generator
Floor covering	15,000.00					Main Building Flooring
HVAC						
Painting				45,000.00		
Paving					60,000.00	
Plumbing						
Roofing						
	35,000.00	**0.00**	**0.00**	**45,000.00**	**60,000.00**	
District-wide						
Asbestos / Lead	45,000.00	45,000.00	5,000.00	5,000.00	5,000.00	
Electrical / Communications	75,000.00	50,000.00	50,000.00	50,000.00	50,000.00	
Floor covering	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	
HVAC	50,000.00	50,000.00	50,000.00	50,000.00	100,000.00	
Painting	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	
Paving	25,000.00	25,000.00	50,000.00	50,000.00	50,000.00	
Plumbing	50,000.00	50,000.00	50,000.00	50,000.00	50,000.00	
Roofing	50,000.00	50,000.00	50,000.00	200,000.00	200,000.00	
	395,000.00	**370,000.00**	**355,000.00**	**505,000.00**	**555,000.00**	
	1,592,000.00	**1,615,000.00**	**1,665,000.00**	**1,510,000.00**	**1,605,000.00**	

Lancaster School District
Proposition 39 Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
Amargosa Creek Middle School						
HVAC Renovation						
HVAC Controls					40,000.00	
Lighting Upgrade						
Roofing						
Storefront Windows						
	0.00	0.00	0.00	0.00	40,000.00	
Crossroads CDS, PDC, PSA						
HVAC Renovation	60,000.00					
HVAC Controls	40,000.00					
Lighting Upgrade						
Roofing	45,000.00					
Storefront Windows						
	145,000.00	0.00	0.00	0.00	0.00	
Desert View Elementary School						
HVAC Renovation				255,000.00		
HVAC Controls				40,000.00		
Lighting Upgrade						
Roofing	45,000.00					
Storefront Windows						
	45,000.00	0.00	0.00	295,000.00	0.00	
Discovery School						
HVAC Renovation						

Lancaster School District
Proposition 39 Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
HVAC Controls					40,000.00	
Lighting Upgrade						
Roofing						
Storefront Windows						
	0.00	0.00	0.00	0.00	40,000.00	
El Dorado Elementary School						
HVAC Renovation				250,000.00		
HVAC Controls	40,000.00					
Lighting Upgrade						
Roofing						
Storefront Windows						
	40,000.00	0.00	0.00	250,000.00	0.00	
Endeavour Middle School						
HVAC Renovation						
HVAC Controls				40,000.00		
Lighting Upgrade						
Roofing						
Storefront Windows						
	0.00	0.00	0.00	40,000.00	0.00	
Jack Northrop Elementary School						
HVAC Renovation						
HVAC Controls				40,000.00		
Lighting Upgrade						
Roofing						

Lancaster School District
Proposition 39 Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
Storefront Windows						
	0.00	0.00	0.00	40,000.00	0.00	
Joshua Elementary School						
HVAC Renovation	60,000.00	200,000.00	200,000.00			HVAC replacement in rooms 16, 17, &18
HVAC Controls	10,000.00	15,000.00	15,000.00			HVAC Controls upgrade in rooms 16, 17, &18
Lighting Upgrade	45,000.00	150,000.00	150,000.00			Lighting upgrade in rooms 16, 17, &18
Roofing	30,000.00	90,000.00	90,000.00			Rooms 16, 17, &18
Storefront Windows	45,000.00	180,000.00	180,000.00			Rooms 16, 17, &18
	190,000.00	635,000.00	635,000.00	0.00	0.00	
Lancaster Learning Center						
HVAC Renovation						
HVAC Controls	25,000.00					
Lighting Upgrade						
Roofing						
Storefront Windows						
	25,000.00	0.00	0.00	0.00	0.00	
Lincoln Elemenary School						
HVAC Renovation						
HVAC Controls	40,000.00					
Lighting Upgrade						
Roofing						
Storefront Windows						

Lancaster School District
Proposition 39 Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
	40,000.00	0.00	0.00	0.00	0.00	
Linda Verde Elemenary School						
HVAC Renovation						
HVAC Controls	40,000.00					
Lighting Upgrade						
Roofing						
Storefront Windows						
	40,000.00	0.00	0.00	0.00	0.00	
Linda Verde Center						
HVAC Renovation						
HVAC Controls	10,000.00					
Lighting Upgrade						
Roofing						
Storefront Windows						
	10,000.00	0.00	0.00	0.00	0.00	
Mariposa Elementary School						
HVAC Renovation						
HVAC Controls	40,000.00					
Lighting Upgrade						

Lancaster School District
Proposition 39 Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
Roofing			30,000.00			
Storefront Windows						
	40,000.00	0.00	30,000.00	0.00	0.00	
Miller Elementary School						
HVAC Renovation						
HVAC Controls				40,000.00		
Lighting Upgrade						
Roofing						
Storefront Windows						
	0.00	0.00	0.00	40,000.00	0.00	
Monte Vista Elementary School						
HVAC Renovation					300,000.00	
HVAC Controls					40,000.00	
Lighting Upgrade						
Roofing	50,000.00					
Storefront Windows						
	50,000.00	0.00	0.00	0.00	340,000.00	
Nancy Cory Elementary School						
HVAC Renovation						
HVAC Controls	40,000.00					
Lighting Upgrade						
Roofing						
Storefront Windows						

Lancaster School District
Proposition 39 Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
	40,000.00	0.00	0.00	0.00	0.00	
New Vista Middle School						
HVAC Renovation						
HVAC Controls				40,000.00		
Lighting Upgrade						
Roofing						
Storefront Windows						
	0.00	0.00	0.00	40,000.00	0.00	
Park View Middle School						
HVAC Renovation						
HVAC Controls						
Lighting Upgrade						
Roofing						
Storefront Windows						
	0.00	0.00	0.00	0.00	0.00	
Piute Middle School						
HVAC Renovation						
HVAC Controls		30,000.00				
Lighting Upgrade						
Roofing						
Storefront Windows						

Lancaster School District
Proposition 39 Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
	0.00	30,000.00	0.00	0.00	0.00	
Sierra Elementary School						
HVAC Renovation					245,000.00	
HVAC Controls					40,000.00	
Lighting Upgrade						
Roofing						
Storefront Windows						
	0.00	0.00	0.00	0.00	285,000.00	
Sunnydale Elementary School						
HVAC Renovation						
HVAC Controls			40,000.00			
Lighting Upgrade						
Roofing						
Storefront Windows						
	0.00	0.00	40,000.00	0.00	0.00	
West Wind Elementary School						
HVAC Renovation		40,000.00				
HVAC Controls						
Lighting Upgrade						
Roofing						
Storefront Windows						

Lancaster School District
Proposition 39 Projects

PROJECT	2014-15	2015-16	2016-17	2017-18	2018-19	2014-15 Planned Projects
	0.00	40,000.00	0.00	0.00	0.00	
District-wide						
HVAC Renovation						
HVAC Controls	40,000.00					
Lighting Upgrade						
Roofing						
Storefront Windows						
	40,000.00	0.00	0.00	0.00	0.00	
Grand Total	705,000.00	705,000.00	705,000.00	705,000.00	705,000.00	

APPENDIX B

FACILITIES COMPLETED PROJECTS BY SITE

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
AMARGOSA CREEK				
Opened 2001	4 Additional Classrooms	$200,000.00	25	2005
18.5 Acres				
$21,000,000.00				
CROSSROADS, PDC, PSA				
	New phone system	$14,000.00	14	2012
	2 New A/C	$20,000.00	14	2007

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
DESERT VIEW				
Opened 1957	Modernized	$3,500,000.00	35.1	2002
12.9 Acres	New Handball Walls	$45,000.00	14	2003
	Faculty parking Lot	$30,000.00	14,000	2006
	New Asphalt	$300,000.00	14.0 and Williams	2008
	2 Additional Classsrooms and 1 additional Restroom Building	$45,000.00	14	2008
	Computer Lab	$15,000.00	14	2005
	New Pre-School Playground	$25,000.00	14	2011
	New Walk-In Freezer/Refrigerator	$50,000.00	CNS/01	2013
	New storage Bins, One for cafeteria furniture One for Cust.	$6,000.00		
DISCOVERY				
Opened 2011				
13 Acres				
$16,800,000.00				

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
EL DORADO				
Opened 1958	Modernized	$3,500,000.00	35.1	2006
10.7 Acres	Install 6 Additional Classrooms	$400,000.00	35.1	2006
	Remove 2 poorly located Old Classrooms	$15,000.00	35.1	2006
	New Asphalt	$300,000.00	14.0 and Williams	2006
	1 Additional Pre-School Classroom	$140,000.00	LAUP	2007
	Pre-School Playground and Shade Cover	$50,000.00	Grant	2006
	Renovate Backfield	$40,000.00	14	2010
	New Handball Walls	$30,000.00	14	2003
	Installed restroom in K-3	$10,000.00	1	2012
	New roofs on 31 and 32	$9,000.00	14	2013
ENDEAVOUR				
Opened 2009				
20 Acres				
$20,990,000.00				

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
JACK NORTHROP				
Opened 2004	3 Additional Classrooms	$150,000.00	25	2006
14.5 Acres	Install B-2 Model in Parking Lot	$15,000.00	1	2006
JOSHUA				
Opened 1955	New Asphalt	$350,000.00	14.0 and Williams	2007
17.3 Acres	New Pre-School Playground	$25,000.00	Grant	2005
	Installed new electrical service	$30,000.00	14	2012

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
LANCASTER LEARNING CENTER				
Opened 1991	New Phone System	$25,000.00	14	2007
4.3 Acres	New HVAC on CR-1	$30,000.00	14	2007
	New roof on room 23	$4,500.00	14	2013
LINCOLN				
Opened 1994	Paint Campus	$45,000.00	14	2008
12.5 Acres	Pre-School Playground	$25,000.00	14	2011

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
LINDA VERDE				
Opened 1960	Modernized (Hardship)	$3,500,000.00	35.1	2007
12.9 Acres	New Asphalt in Parking Lot	$65,000.00	14	2007
	New Roof on LVC	$120,000.00	14	2009
	New Ceiling in LVC	$35,000.00	14	2005
	New Exterior Siding on LVC	$85,000.00	14	2007
	3 New HVAC on LVC	$75,000.00	14	2006,07,08
	1 Additional Pre-School Classroom	$15,000.00	LAUP	2009
	New Handball Walls	$30,000.00	14	2003
	New Phone System	$25,000.00	14	2009
	Crack fill, slurry, and stripe playground asphalt	$30,000.00	14	2013
	1 New HVAC on LVC	$20,000.00	14	2013
	Campus Painted (Neighborhood Impact)	$10,000.00	14	2007
Mariposa				
Opened 1959	Modernized (Hardship)	$2,500,000.00	35.1	2007
14.6 Acres	New Asphalt	$120,000.00	14	2010
	Campus Painted (Neighborhood Impact)	$12,000.00	14	2011
	New Faculty Parking Lot	$45,000.00	40	2012
	New Handball Walls	$30,000.00	14	2003
	Installed West Parking Lot	$45,000.00	40	2012

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
MILLER				
Opened 2009				
13.5 Acres				
$17,400,000.00				
MONTE VISTA				
Opened 1956	New Handball Walls	$30,000.00	14	2003
14.0 Acres	New Phone System	$25,000.00	14	2011
	New Pre-School Playground	$100,000.00	Grant	2011
	Installed new flooring in portable restroom	$9,000.00	14	2012
	Crack fill, slurry, and stripe playground asphalt	$30,000.00	14	2013
	Paint	$8,000.00	14	2010,11,12,13

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
NANCY CORY				
Opened 1989	Office Remodel	$120,000.00	14	2008
10 Acres	New Phone System	$25,000.00	14	2007
	Crack fill, slurry, and stripe playground asphalt	$30,000.00	14	2013
NEW VISTA MIDDLE				
Opened 1995	New Fire Alarm Aystem	$120,000.00	14	2008
15.7 Acres	New Backfield	$350,000.00	35	2006
	Asphalt Slurry, Seal, Paint	$30,000.00	14	2013

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
PARK VIEW				
Opened 1949	New Asphalt	$350,000.00	14 and Williams	2008
19.7 Acres				
PIUTE MIDDLE				
Opened 1959	Modernized	$6,675,000.00	35.1	2007
15.6 Acres	New Gym	$2,500,000.00	35.0 and COL	2005
	7 Additional Classrooms	$150,000.00	25	2004
	New Asphalt	$350,000.00	14 and Williams	2009
	Crack fill, slurry, and stripe playground asphalt	$25,000.00	14	2013

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
SIERRA				
Opened 1957	Modernized	$3,500,000.00	35.1	2002
11.5 Acres	New Handball Walls	$30,000.00	14	2002
	New Kindergarten Playground	$25,000.00	14	2012
	New Faculty Parking Lot	$80,000.00	40	2003
	Install Kindergarten playground	$14,000.00	14	2013
	Upgrade Kindergarten portable restroom	$15,000.00	14	2012
	Crack fill, slurry, and stripe playground asphalt	$30,000.00	14	2013
	Replace roof on K-3	$4,500.00	14	2013
SUNNYDALE				
Opened 1958	New Handball Walls	$30,000.00	14	2003
12.6 Acres	New Asphalt	$350,000.00	14.0 and Williams	2007
	Campus Painted (Neighborhood Impact)	$10,000.00	14	2011
	Modernization (Hardship)	$2,100,000.00	35.1	2004
	Install restroom in room 37	$10,000.00	1	2012
	Replace roof on Bldg E	$25,000.00	14	2013
	Replace roof on rooms 19 and 20	$18,000.00	14	2013

Lancaster School District
Facilities Completed Projects

SITE	PROJECT	COST ESTIMATE	FUNDING SOURCE	COMPLETION DATE
WEST WIND				
Opened 2003	4 Additional Classrooms	$200,000.00	25	2006
10.1 Acres				

Appendix C

DISTRICT ESTIMATED PROJECT COSTS

- Cost Summary
- Estimated Expenditure Budgets

Summary Sheet

Project Name	2014 Estimated Project Budget	Estimated Year of Construction	Estimated Add for Escalation (3%/year)	Adjusted Estimated Budget
Joshua Pre-Modernization	1,145,165	2014	0	1,145,165
Joshua Modernization	14,922,878	2016	0.06	15,818,251
Parkview Modernization	18,180,026	2015	0.03	18,725,427
Endeavour Gym And Fields Expansion	9,961,750	2015	0.03	10,260,603
Discovery Relocatable	335,986	2014	0	335,986
Elementary School Site #24	33,498,783	2025	0.3	43,548,418
Elementary School Site #25	33,498,783	2025	0.3	43,548,418

Joshua Pre-Modernization

	FUNDING SOURCES	Planning Budget	Comment
	State		
A	SFP - MOD Funding 60/40		
B	Proposition 39		
C	Other (LV MOD)		
	Local		
A	Measure L		
B	Developer Fees		
C	Other		
	TOTAL FUNDING	0	

	EXPENDITURES		
A	**Site Costs**		
	Purchase Price of Property		NA
	Appraisal Fees		NA
	Escrow costs		NA
	Surveying Costs	2,640	survey at building C
	Site Support Costs		
	Relocation Assistance		District
	Hazard Waste Removal		District
	Other Costs - Site		
B	**Planning Costs**		
	Architect/Engineering Fees	97,375	est T&M
	A & E Reimbursable Costs	5,000	est
	DSA Fees	9,100	est per DSA Calculator
	CDE Fees	5,000	est
	Preliminary tests		
	Other costs - Planning		
C	**Construction Costs**		
	Construction Contractor	825,500	est bldg A & C
	Labor Compliance		District
	Other Costs - Construction		
D	**Construction Testing Costs**		
	Construction Tests	10,000	est
E	**Construction Inspection Costs**		
	Inspection Services	108,000	est at $70/hr 180 day contract
F	**Furniture & Equipment costs**		
	Furn. & Equip.	41,275	5% construction
G	**Project Contingency**		
	Contingency	41275	5% of construction
	TOTAL EXPENDITURES	**1,145,165**	

Joshua Modernization

	FUNDING SOURCES	Planning Budget	Comment
	State		
A	SFP - MOD Funding 60/40	0	
B	Proposition 39	0	
C	Other (LV MOD)	0	
	Local		
A	Measure L	0	
B	Developer Fees	0	
C	Other	0	
	TOTAL FUNDING	**0**	

	EXPENDITURES		
A	**Site Costs**		
	Purchase Price of Property		NA
	Appraisal Fees		NA
	Escrow costs		NA
	Surveying Costs	8,000	est
	Site Support Costs		
	Relocation Assistance		Dist
	Hazard Waste Removal		Dist
	Other Costs - Site		Dist
B	**Planning Costs**		
	Architect/Engineering Fees	1,270,559	OPSC Scale
	A & E Reimbursable Costs	30,000	est
	DSA Fees	87,479	est per DSA calculator
	CDE Fees	5,000	est
	Preliminary tests	8,000	geo-hazards geo-tech est
	Other costs - Planning	10,000	est legal
C	**Construction Costs**		AB300 unknown at this time
	Construction Contractor	10,976,000	54,880 SF perm@$200/SF
	Construction Contractor	930,240	16,320 relo@ $157/SF
	Labor Compliance		District
	Other Costs - Construction		
D	**Construction Testing Costs**		
	Construction Tests	120,000	est
E	**Construction Inspection Costs**		
	Inspection Services	380,000	est -24-30mo contract
F	**Furniture & Equipment costs**		
	Furn. & Equip.	548,800	5% of Construction
G	**Project Contingency**		
	Contingency	548,800	5% of construction
	TOTAL EXPENDITURES	**14,922,878**	

Park View

	FUNDING SOURCES	Planning Budget	Comment
	State		
A	SFP - MOD Funding 60/40		
B	Proposition 39		
C	Other (LV MOD)		
	Local		
A	Measure L		
B	Developer Fees		
C	Other		
	TOTAL FUNDING	**0**	

	EXPENDITURES		
A	**Site Costs**		
	Purchase Price of Property		NA
	Appraisal Fees		NA
	Escrow costs		NA
	Surveying Costs	8,000	est
	Site Support Costs		
	Relocation Assistance		Dist
	Hazard Waste Removal		Dist
	Other Costs - Site		Dist
B	**Planning Costs**		
	Architect/Engineering Fees	1,386,790	OPSC Scale
	A & E Reimbursable Costs	30,000	est
	DSA Fees	96,196	est per DSA calulator
	CDE Fees	5,000	est
	Preliminary tests	8,000	geo-hazards geo-tech est
	Other costs - Planning	10,000	est legal
C	**Construction Costs**		AB300 unknown at this time
	Construction Contractor	11,449,200	57,246 perm @ $200/SF
		3,541,920	22,560 relo @ $157/SF
	Labor Compliance		District
	Other Costs - Construction		
D	**Construction Testing Costs**		
	Construction Tests	120,000	est
E	**Construction Inspection Costs**		
	Inspection Services	380,000	est 24-30 mo contract
F	**Furniture & Equipment costs**		
	Furn. & Equip.	572,460	5% of Construction
G	**Project Contingency**		
	Contingency	572460	5% of construction
	TOTAL EXPENDITURES	**18,180,026**	

Endeavour Gym & Field Expansion

	FUNDING SOURCES	Planning Budget	Comment
	State		
A	SFP - MOD Funding 60/40		
B	Proposition 39		
C	Other (LV MOD)		
	Local		
A	Measure L		
B	Developer Fees		
C	Other		
	TOTAL FUNDING	**0**	

	EXPENDITURES		
A	**Site Costs**		
	Purchase Price of Property		NA
	Appraisal Fees		NA
	Escrow costs		NA
	Surveying Costs	10,000	est
	Site Support Costs		
	Relocation Assistance		Dist
	Hazard Waste Removal		Dist
	Other Costs - Site		Dist
B	**Planning Costs**		
	Architect/Engineering Fees	597,500	OPSC Scale
	A & E Reimbursable Costs	30,000	est
	DSA Fees	45,250	est per DSA Calculator
	CDE Fees	5,000	est
	Preliminary tests	8,000	geo-hazards geo-tech est
	Other costs - Planning	10,000	est legal
C	**Construction Costs**		
	Construction Contractor	7,000,000	Saramark/Bruns Belmont Est+$500Ksite
	Fields	1,500,000	est
	Labor Compliance		District
	Other Costs - Construction		
D	**Construction Testing Costs**		
	Construction Tests	120,000	est
E	**Construction Inspection Costs**		
	Inspection Services	216,000	est 24 mo contract
F	**Furniture & Equipment costs**		
	Furn. & Equip.	350,000	5% of Construction
G	**Project Contingency**		
	Contingency	70000	1% of construction
	TOTAL EXPENDITURES	**9,961,750**	

Discovery Relocatable

	FUNDING SOURCES	Planning Budget	Comment
	State		
A	SFP - MOD Funding 60/40		
B	Proposition 39		
C	Other (LV MOD)		
	Local		
A	Measure L		
B	Developer Fees		
C	Other		
	TOTAL FUNDING	**0**	

	EXPENDITURES		
A	**Site Costs**		
	Purchase Price of Property	0	N/A
	Appraisal Fees	0	N/A
	Escrow costs	0	N/A
	Surveying Costs	0	N/A
	Site Support Costs		
	Relocation Assistance		
	Hazard Waste Removal	0	N/A
	Other Costs - Site		
B	**Planning Costs**		
	Architect/Engineering Fees		T&M
	A & E Reimbursable Costs		
	DSA Fees		Dist
	CDE Fees		Dist
	Preliminary tests		Dist
	Other costs - Planning		survey
C	**Construction Costs**		
	Construction Contractor	169,000	actual Bid - IVL
	Labor Compliance		District
	Other Costs - Construction	158,536	Bldg Cost - AMS
D	**Construction Testing Costs**		
	Construction Tests		Dist
E	**Construction Inspection Costs**		
	Inspection Services		Dist
F	**Furniture & Equipment costs**		
	Furn. & Equip.		Dist
G	**Project Contingency**		
	Contingency 5%	8450	
	TOTAL EXPENDITURES	**335,986**	

School Site #24

	FUNDING SOURCES	Planning Budget	Comment
	State		
A	SFP - MOD Funding 60/40		
B	Proposition 39		
C	Other (LV MOD)		
	Local		
A	Measure L		
B	Developer Fees		
C	Other		
	TOTAL FUNDING	**0**	

	EXPENDITURES		
A	**Site Costs**		
	Purchase Price of Property	475,950	10.02Acre @ $47.5K/acre
	Appraisal Fees		
	DTSC	1,500	Dist
	CEQA Docs	7,500	Dist
	Escrow costs		
	Surveying Costs	8,000	Dist
	Site Support Costs		
	Relocation Assistance		
	Hazard Waste Removal		
	Other Costs - Site		
B	**Planning Costs**		
	Architect/Engineering Fees	1,234,712	OPSC scale
	A & E Reimbursable Costs		
	DSA Fees	78,231	dist
	CDE Fees	5,000	dist
	Preliminary tests	6,000	Geo Tech
	Other costs - Planning	3,000	Geo-Hazards
C	**Construction Costs**		
	Construction Contractor	30,886,890	2007 esc t0 2014 3%/yr
	Labor Compliance		
	Other Costs - Construction	41,000	est
D	**Construction Testing Costs**		
	Construction Tests	35,000	est
E	**Construction Inspection Costs**		
	Inspection Services	216,000	est
F	**Furniture & Equipment costs**		
	Furn. & Equip.	500,000	budget
G	**Project Contingency**		
	Contingency		

	REMAINING BALANCE	**33,498,783**

School Site #25

	FUNDING SOURCES	Planning Budget	Comment
	State		
A	SFP - MOD Funding 60/40		
B	Proposition 39		
C	Other (LV MOD)		
	Local		
A	Measure L		
B	Developer Fees		
C	Other		
	TOTAL FUNDING	0	

	EXPENDITURES		
A	**Site Costs**		
	Purchase Price of Property	475,950	10.02Acre @ $47.5K/acre
	Appraisal Fees		
	Escrow costs	1,500	
	Surveying Costs	7,500	
	Site Support Costs		
	Relocation Assistance	8,000	
	Hazard Waste Removal		
	Other Costs - Site		
B	**Planning Costs**		
	Architect/Engineering Fees		
	A & E Reimbursable Costs		
	DSA Fees	1,234,712	OPSC scale
	CDE Fees		
	Preliminary tests	78,231	dist
	Other costs - Planning	5,000	dist
C	**Construction Costs**	6,000	Geo Tech
	Construction Contractor	3,000	Geo-Hazards
	Labor Compliance		
	Other Costs - Construction	30,886,890	2007 esc t0 2014 3%/yr
D	**Construction Testing Costs**		
	Construction Tests	41,000	est
E	**Construction Inspection Costs**		
	Inspection Services	35,000	est
F	**Furniture & Equipment costs**		
	Furn. & Equip.	216,000	est
G	**Project Contingency**		
	Contingency	500,000	
	TOTAL EXPENDITURES	**33,498,783**	

Appendix D

DISTRICT PROPOSED IT PROJECTS

Appendix E

DISTRICT COMPLETED IT PROJECTS

APPENDIX F

DISTRICT STANDARDS

- List of District Approved Product Standards
- Typical Classroom Plan and Interior Elevations
- District Purchasing – Standard Furniture & Equipment List

DISTRICT PRODUCT STANDARDS
LANCASTER SCHOOL DISTRICT

44711 North Cedar Avenue
Lancaster, California 93534

Adopted by: _____
Board of Trustees
Date: _____

Adopted by: _____
Asst. Supt. of Business Services
Date: _____

Adopted by: _____
Director of Facilities
Date: _____

Adopted by: _____
Director of Purchasing
Date: _____

LANCASTER SCHOOL DISTRICT
Department of Facilities

PRODUCT STANDARDS

JANUARY 2014

Division Number	Product Standards
Division 2 Gate Motors	Elite Access Systems Swing Gate Operators – CSW-200-UL-1HP Slide Gate Operators – SL-3000-UL Transmitters – DT418
02810 Irrigation	Rainbird: Maxi-Com Controller, Valves, Sprinklers, Bubblers
03305 Colored Concrete	Bomanite
Division 4	Not Used
Division 5	Not Used
06499 &12300 Plastic Laminate	Wilsonart or Formica All cabinet hinges shall be ¾ X ¾ overlay type as manufactured by Rockford Process Control Inc. (RPC), catalog no. 851-26D, color "Satellite Chrome".
07515 &/or 07611 Roofing	Durolast or GAF as assigned for each project by District
07720 Roof Hatches	No Standard
07840 Fire Stopping	No Standard
08710 Coordinators	See "Flush Bolts"

Door Lever Sets And Lock Sets	**Schlage:**	
	New Construction:	**L9000 06L mortise lockset**
	Retrofit Construction:	**L9000P 06N mortise lockset**
	Classrooms:	**L9076P minus the outside lever, with a Trimco 1111CX 06L or 06N lockset**
	At Exterior Cylindrical Installation: D series Rhodes "Vandigard" lockset	
	At interior Cylindrical Installation: D series Rhodes lever design	
	Rim Cylinders:	**Interchangeable Core Type Only**
	Deadbolts:	**B660 series**
	Registered Key System:	
	E keyway stamped "Do Not Duplicate". Consult with District for additional and other specific keying information and instructions.	
Digital Lock	**Alarm Lock: Trilogy DL2700 Electronic Digital Lock**	
Door Seals and Bottoms	**Zero, Ultra, or Reese:**	
	Use Zero "Intumet" at labeled openings.	
Exit Devices	**Von Duprin:**	
	CD99 series. Use key-removable mullions plus rim devices at pairs.	
	994L-F lever trim at rated openings.	
	Use pull handles at non-rated openings.	
Floor Closers	**LCN:**	
	New: LCN 8100 & 8200. Replace existing floor closers with Mfr's best logical replacement unit.	
Floor Stops/Holders	**Trimco:**	
	Interior: 1215/1216 with locksets, 7281 with panic hardware, or equal.	
	Exterior: 1214 - 2 ¼ CK X 1268CK throughout, or equal.	
Flush Bolts	**Ives (formerly Glynn-Johnson):**	
	FB30 or FB40 Series	
	Coordinators: "COR Series"	
Hinges	**Conventional: Stanley "LifeSpan" three-knuckle design series or Hager equivalent.**	
Hollow Metal	**Steelcraft:**	

Doors and Frames	**Exterior:"L" Series, 16 ga honeycomb core or "S"or"A" series tubular for full glass, galvanized, with galvanized 14 ga. frames.** **Interior: "L" Series honeycomb core "S" or "A" series for full glass, 18 ga. With 16 ga. Frames** **Use knockdown frames at interiors.**
Key Cabinets	**No Standard**
Kick Plates	**Trimco:** **K0050 series, 12" H X 2" less than door width (1" LDW at non-mullioned pairs) or equal.**
Mullions	**Von Duprin:** **KR series with MT54 storage bracket kit**
Overhead Stops	**Ives (formerly Glynn-Johnson):** **90 &100 series: Use only where floor or wall stops are inadvisable. When used, use heavy weight hinges or continuous hinges on doors with panic hardware.**
Padlocks	**Almont: 134-3 series.**
Pivots	**LCN: 7200 Series. For offset use 7215 series minimum.**
Push/Pull Plates	**No Standard**
Silencers	**Ives**
Surface Closers	**LCN: In-swing Doors: 4041** **Out-swing Doors: 4041-EDA series**
Thresholds	**No Standard**
Wall Stops	**Trimco: Interior Doors Only: W1276 CS/CCS at non student doors, or equal. Elsewhere: 1276 CCS-PK, or equal.**
09300 **Ceramic and Quarry Tile**	**Dal Tile**
Kitchen Flooring	**Dal Tile quarry tile.**

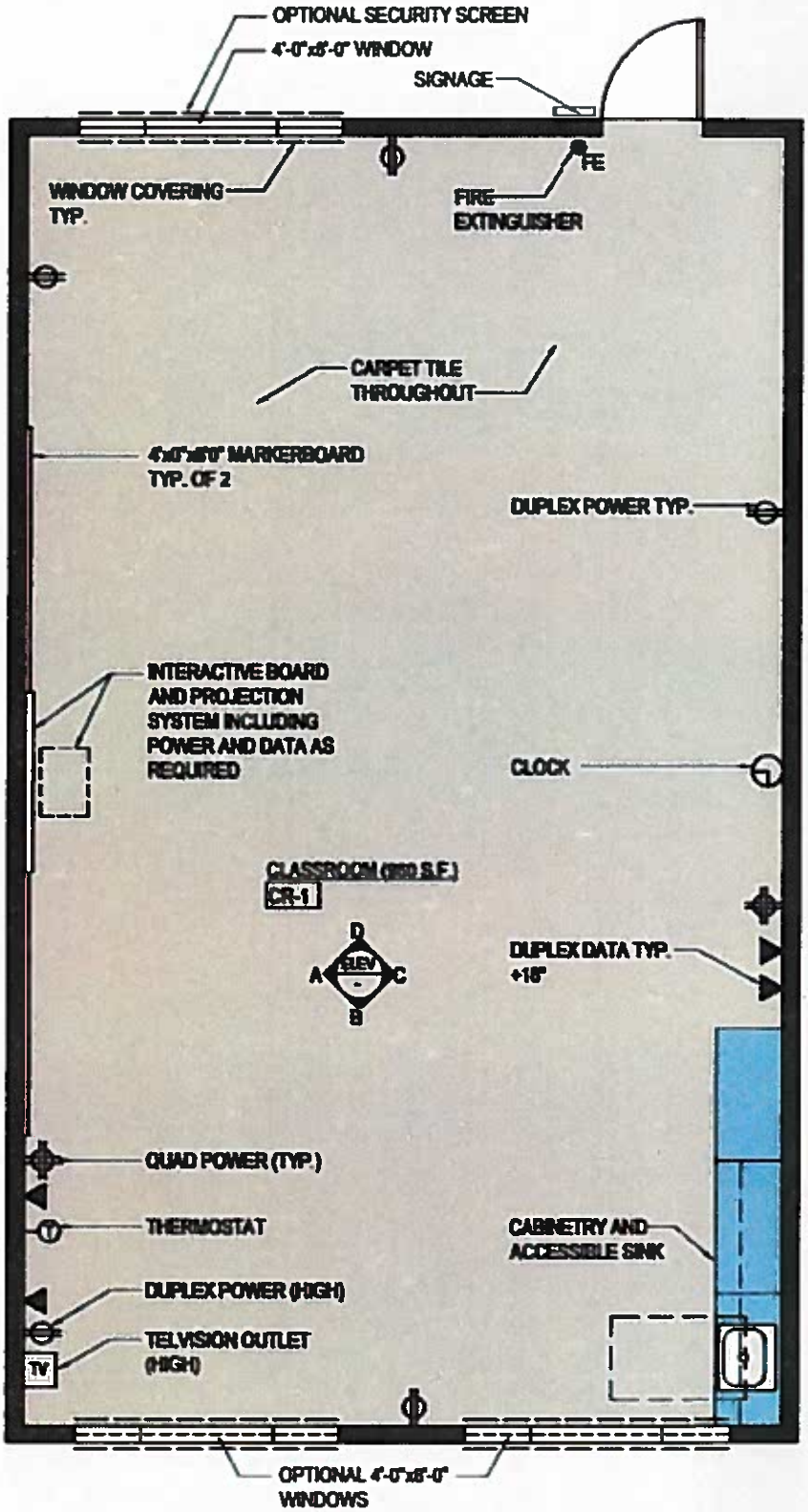
09510 **Acoustic Ceilings**	**Armstrong: Cortega 2'x 4'**
Adhesive Applied Ceilings	**Armstrong: No. 592 Concealed Fine Fissured, 12" x 12"**
09650 **Resilient Floor Tile**	**Altro-Quartz**
Resilient Floor Sheeting	**Armstrong**
09680 **Carpet**	**Interface: Carpet Tiles**
Rubber Base	**Burke**
09720 **Vinyl Wallcovering**	**Koroseal: Harborweave**
09900 **Paint**	**PPG**
10100	**No Standard**
10165 **Toilet Partitions**	**Santana: Poly-Mar HD: "Black Paisley"**
10810 **Toilet Accessories**	**Soap & Towel Dispensers provided by District.** **Other items: Bobrick.**
10990 **Pocket In-wall Tables**	**Polyvision: DRM 9TB Series**
Division 11	**Not Used**
12485 **Vertical Blinds**	**Levelor**
Division 13	**Not Used**
14420 **Wheel Chair Lift**	**The National Wheel-O-Vator Co.: Lift Model "CD"**

15400 **Waterless Urinals**	**Sloan: WES 1000 (Ceramic)**
15800 **HVAC**	**York, Carrier, or Trane** **(include all accessories and components)**
Programmable **Thermostats**	**Venstar: Model T2900SCH or Eco-Bee commercial grade model, as assigned for each project by District**
16425 **Transformers**	**Square D**
16470 **Lighting Controls**	**Not Used**
16495 **Transfer Switch**	**Onan Corporation: Model as required for system design**
16622 **Packaged Engine Generator Systems**	**Onan Corporation: Model as required for system design (must meet SCAQMD requirements)**
Switchgear And Panels	**Square D**
16760 **PABX Telephone System**	**Mitel or Toshiba, as assigned for each project by District.**
Public Address/ Sound System, Master Clock and Class Change Signaling	**Valcom or Bogen, as assigned for each project by District.**
16715 **Fire alarm System**	**Notifier: NFS2-640E**
16790 **Computer Networking Switches**	**Cisco**
Raceway	**Wiremold**

TYPICAL CLASSROOM FLOORPLAN

NOTES:

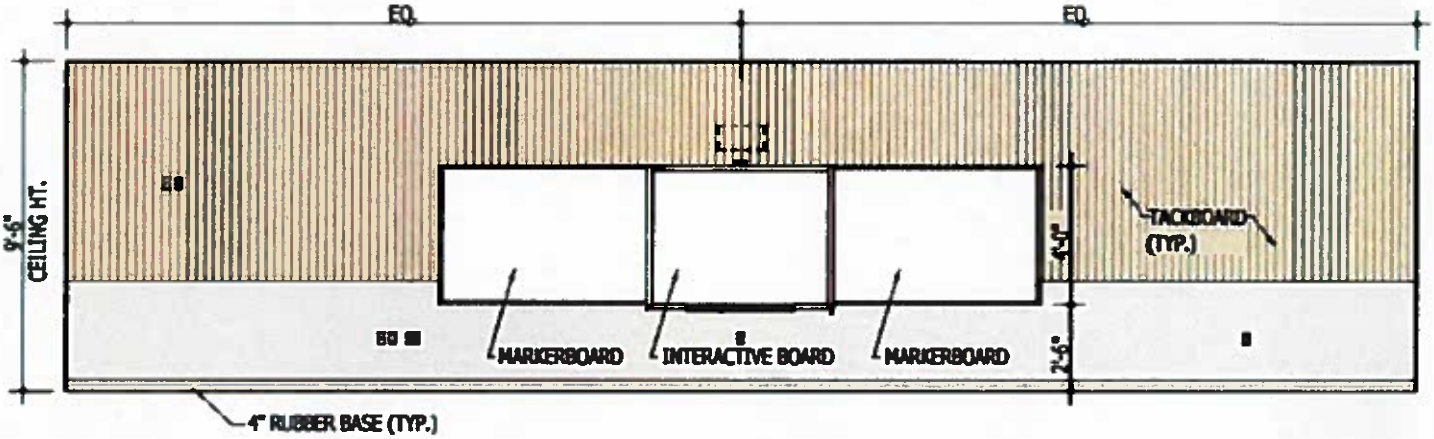
1. INCLUDE SIGNAL (FIRE ALARM / P.A.) SYSTEMS COMPATIBLE WITH SITE SYSTEMS.
2. PROVIDE INTRUSION DOOR CONTACTS AND MOTION DETECTORS AS REQUIRED.
3. PROVIDE MOTION SENSOR CONTROL FOR ROOM LIGHTS.
4. REFER TO DISTRICT PROJECT STANDARDS.



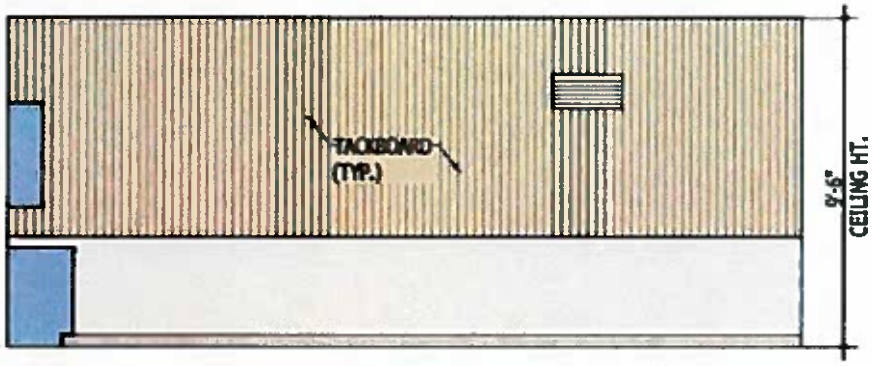
NOTE: 24' x 40' CONFIGURATION SHOW, (30' x 32' SIMILAR)

FLEWELLING & MOODY

TYPICAL CLASSROOM INTERIOR ELEVATIONS

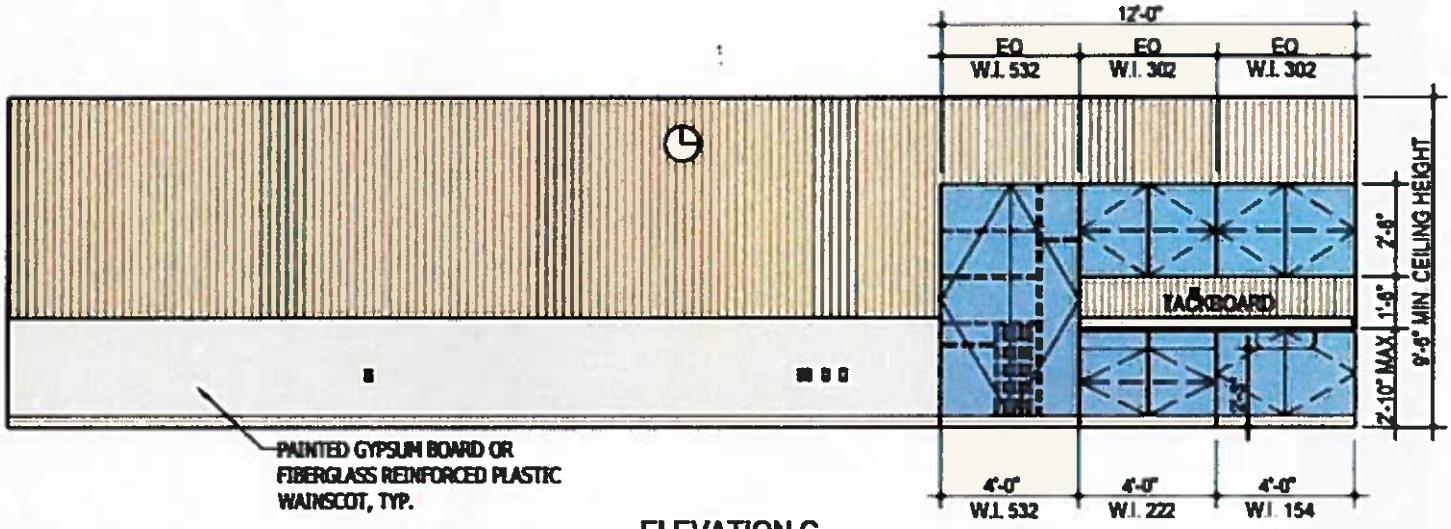


ELEVATION A

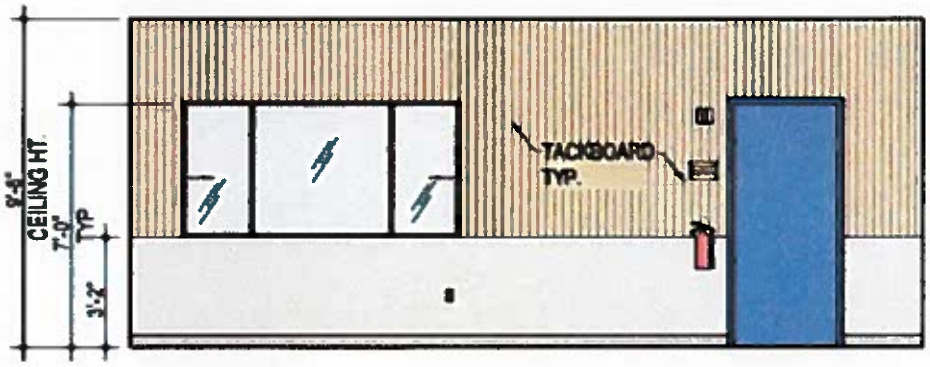


ELEVATION B

TYPICAL CLASSROOM INTERIOR ELEVATIONS



ELEVATION C



ELEVATION D

Appendix K Traffic Study

Appendices

This page intentionally left blank.

Traffic Impact Study

Antelope Valley Area Plan Update

Prepared by

FEHR PEERS

600 Wilshire Blvd., Suite 1050
Los Angeles, CA 90017
213.261.3050

Sarah Brandenberg
s.brandenberg@fehrandpeers.com

August 2014

INTRODUCTION

This traffic impact report evaluates the potential for implementation of the Proposed Antelope Valley Area Plan Update (Proposed Project) to result in transportation and traffic impacts in the County's unincorporated Antelope Valley (Project Area). The Project Area consists of unincorporated land outside incorporated city planning areas, such as City of Palmdale and City of Lancaster. Information on existing and proposed traffic conditions was prepared by Fehr & Peers; technical calculations are included in the appendices of this report.

Environmental Setting

TRANSPORTATION SYSTEM

A large portion of the Antelope Valley is unincorporated, and includes the City of Lancaster and the City of Palmdale. The Antelope Valley, including the Project Area is served by the state highway system and a network of roadways ranging from local and collector streets to expressways and major highways. The transportation system, including the roadway network, transit, and active modes of travel, is described below.

State Highway Network

The Project Area is served by portions of the Interstate 5 (I-5) freeway as well as State Routes 14 and 138 (SR-14 and SR-138). I-5 is generally an 8-lane facility within the Project Area and serves north-south regional travel between Los Angeles and Kern Counties in the project vicinity as well as regional travel throughout the state. SR-14 is a 4-lane facility in the northern portion of the Antelope Valley and widens to six lanes with high occupancy vehicle (HOV) lanes in the southern area. SR-138 is a key east-west connection between I-5 and SR-14 and is currently a 2-lane undivided highway.

County Roadway Network

The key roadways that serve the Project Area along with the County's functional classification are contained in Table 5.16-1 below.

Table 5.16-1 Project Area Roadway Network

North-South Corridors	Functional Classification
100th St E	Limited Secondary Highway[1]
100th St W (Avenue J to Lancaster Blvd)	Major Highway[1]
100th St W (Avenue F to Avenue D)	Limited Secondary Highway[1]
10th St W	Secondary Highway[1]
110th St W	Local / Collector[1]
120th St E	Expressway[1]
170th Street E	Secondary Highway
200th Street E	Secondary Highway
25th St W	Secondary Highway[1]
35th St W	Local / Collector[1]
40th St W	Local / Collector[1]
50th St E	Expressway[1]

Table 5.16-1 Project Area Roadway Network

70th St E	Major Highway[1]
80th St W	Major Highway[1]
87th St W	Local / Collector[1]
Bouquet Canyon Rd	Secondary Highway[1]
East-West Corridors	**Functional Classification**
Agua Dulce Canyon Road	Limited Secondary Highway[1]
Amargosa Creek Rd	Local / Collector[1]
Avenue E (Lancaster City Line to 110th St W)	Major Highway[1]
Avenue E (70th St W to 100th St W)	Limited Secondary Highway[1]
Avenue F (95th St W to 110th St W)	Major Highway[1]
Avenue F (70th St W to 95th St W)	Limited Secondary Highway[1]
Avenue G	Expressway[1]
Avenue H (70th St W to 110th St W)	Major Highway[1]
Avenue H (40th St E to Division St)	Expressway[1]
Avenue K-8	Secondary Highway[1]
Avenue L	Expressway[1]
Avenue L-8	Secondary Highway[1]
Avenue M	Local / Collector[1]
Avenue N-8	Local / Collector[1]
Avenue O-8	Secondary Highway[1]
Avenue Q (90th St E to 60th St E)	Major Highway[1]
Avenue Q (120th St E to 90th St E)	Secondary Highway[1]
City Ranch Rd	Secondary Highway[1]
Davenport Road	Limited Secondary Highway[1]
E Avenue O (180th Street E to 145th Street E)	Major Highway
E Avenue O (240th Street E to 180th Street E)	Secondary Highway
E Avenue P	Major Highway
E Palmdale Boulevard	Major Highway
Elizabeth Lake Rd	Major Highway[1]
Escondido Canyon Road	Limited Secondary Highway[1]
Fort Tejon Road	Secondary Highway
High Desert Corridor	Expressway[1]
Johnson Rd	Major Highway[1]
Lancaster Road	Expressway
Pearblossom Highway (SR-138)	Major Highway
Portal Pass Rd	Local / Collector[1]
Ritter Ranch Rd	Local / Collector[1]
San Fransisquito Canyon Rd	Secondary Highway[1]
W Avenue G	Expressway

Table 5.16-1 Project Area Roadway Network

W Avenue J	Major Highway
W Avenue L	Expressway

Note: Roadway was reclassified in the 2014 Los Angeles County General Plan Update.

Transit Network

The Project Area is served primarily by Antelope Valley Transit Authority (AVTA) for bus service. AVTA provides 11 local routes and one express route in the Antelope Valley. In addition, AVTA operates supplemental and deviated routes to accommodate increased student ridership on routes that serve Eastside High School, and Antelope Valley High School in Lancaster, and Pete Knight High School in Palmdale. The AVTA also provides three commuter bus services:

- AVTA Line 785 – Line 785 connects Antelope Valley with Downtown Los Angeles and has an average headway of 10-20 minutes during weekday peak periods.
- AVTA Line 786 – Line 786 connects Antelope Valley with Century City/West Los Angeles and has an average headway of 60 minutes during weekday peak periods.
- AVTA Line 787 – Line 787 connects Antelope Valley with West San Fernando Valley and has an average headway of 20-30 minutes during weekday peak periods.

AVTA also provides a dial-a-ride (DAR) service to seniors over the age of 65 and disabled residents of the Antelope Valley.

In addition to the bus network, Antelope Valley is also served by two stations on the Antelope Valley Metrolink rail line, Lancaster Station and Palmdale Station. This line provides commuter service between Antelope Valley and Union Station in Downtown Los Angeles. From the Palmdale Station, 10 commuter trains run daily in each direction Monday through Friday to/from Union Station.

Antelope Valley is serviced by two regional transportation centers: the Lancaster City Park and the Palmdale Transportation Center. These centers offer free parking, and connect the Project Area with AVTA service, Santa Clarita Transit, AMTRAK throughway bus service, Greyhound, Metrolink, and the County of LA Beach Bus.

Bicycle & Pedestrian Network

The Project Area is primarily a rural environment. Due to the nature of the built environment and surrounding land uses, many of the roadways in the area do not have sidewalks, and bicycle facilities are limited. However, most of the major roadways in the developed areas, including the Cities of Lancaster and Palmdale, have sidewalks along with several bicycle facilities. In addition, a Trails Plan was adopted into the Antelope Valley General Plan by the Board of Supervisors in 2007. The Project Area includes a trail network that is used by hikers, bicyclists, and equestrians. This network is comprised of the Adopted County Backbone Trail System, Pacific Crest National Trail, Federal/National Forest Trails, and Incorporated City Trails.

Bicycle facilities are generally categorized into three types of facilities: Class I – bicycle paths, Class II – bicycle lanes, and Class III – bicycle routes. A description of the facility types along with existing facilities in the Project Area are described below.

- Class I bike paths, also called shared-use paths or multi-use paths, are paved right-of-way for exclusive use by bicyclists, pedestrians, and other non-motorized modes of travel. They are physically separated from vehicular traffic and can be constructed in roadway right-of-way or exclusive right-of-way. The Sierra Highway Bike path is a Class I facility that connects cities of Lancaster and Palmdale along the Metrolink tracks and Sierra Highway. The path helps commuters access the Metrolink stations and provides a recreational use for residents and visitors. In addition, the Lake Los Angeles path is a Class I facility that runs along 170th Street East for approximately 2.7 miles between Avenue M-8 and Avenue P.

- Class II bicycle lanes are defined by pavement striping and signage used to allocate a portion of a roadway for exclusive bicycle travel. Bike lanes are one-way facilities on either side of a roadway. The Project Area does not currently have Class II bicycle lanes. The County of Los Angeles Bicycle Master Plan (2012) (Bicycle Plan) has proposed Class II facilities near Lake Elizabeth along Elizabeth Lake Road.

- Class III bike routes provide shared use with motor vehicle traffic within the same travel lane. Designated by signs and roadway markings, bike routes provide continuity to other bike facilities or designated preferred routes through corridors with high demand. The Project Area does not currently have Class III bicycle routes. The County Bicycle Plan has proposed Class III facilities along Pine Canyon Road, as well as Lake Hughes Road, San Francisquito Canyon Road, and Bouquet Canyon Road, which would provide the connection to the Santa Clarita Valley area.

The County Bicycle Plan has proposed additional Class II and III bicycle facilities located primarily northwest of City of Lancaster. The Cities of Lancaster and Palmdale also have planned bicycle facilities that would connect with the County bicycle network.

Airports

The Los Angeles International Airport (LAX) is approximately 70 miles from the Project Area and provides commercial air travel to the Project Area. The Bob Hope Airport also provides commercial air travel service and is located in the City of Burbank approximately 50 miles from the Project Area.

Commercial passenger services ended at the Palmdale Regional Airport in 2008. At the same time, Los Angeles World Airport (LAWA) gave control of the airport to City of Palmdale. The Palmdale Regional Airport is currently being studied for passenger service as an alternative to the LAX airport.

The General William J. Fox Airfield (Fox Airfield) is a general aviation airport located in the Project Area three miles northwest of City of Lancaster and is operated by the County. The airport is home to a state-of-the-art Federal Aviation Administration (FAA) air traffic control tower, a U. S. Department of Forestry Base, an Aircraft Museum, and several other aviation-related businesses.

PERFORMANCE METRICS

Level of Service

The efficiency of traffic operations is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at a particular facility, such as an intersection, roadway segment, or freeway segment. The LOS concept is a measure of average operating conditions during a specified time period is based on a volume-to-capacity (V/C) ratio. Levels range from 'A' to 'F', with 'A' representing excellent (free-flow) conditions and 'F' representing extreme congestion. The LOS definitions ranging from 'A' to 'F' are contained below in Table 5.16-2.

Table 5.16-2 Level of Service Definitions

LOS	Description
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easy and nearly all drivers find freedom of operation.
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.
E	Poor operation. Some long-standing vehicular queues develop on critical approaches.
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes therefore, volumes carried are no predictable. Potential for stop-and-go type traffic flow.

Source: Highway Capacity Manual, 2010.

Roadway Operations

The County has established daily capacity thresholds for roadways within the Project Area based on the roadways' functional classification and number of travel lanes. Table 5.16-3 presents the County's roadway classifications, allowable number of travel lanes, and the maximum average daily traffic volume representing LOS E conditions.

Table 5.16-3: Roadway Classification Capacities

Classification	Number of Lanes	Design Maximum 2-Way ADT	Design Maximum ADT Per Lane
Major Highway	4 Lanes 6 Lanes 8 Lanes	36,000 54,000 72,000	9,000
Secondary Highway	4 Lanes	36,000	9,000
Limited Secondary Highway	2 Lanes 4 Lanes	18,000 36,000	9,000
Collector Street	2 Lanes	15,000	7,500
Local Street	2 Lanes	2,500	1,250

Table 5.16-3: Roadway Classification Capacities

Classification	Number of Lanes	Design Maximum 2-Way ADT	Design Maximum ADT Per Lane
Expressway	4 Lanes 6 Lanes 8 Lanes	44,000 66,000 88,000	11,000

The study roadway segments were analyzed by comparing the existing average daily traffic volumes to the roadway capacity. The existing traffic volumes reflect available traffic counts collected by the County through prior studies and an estimate of current traffic levels from the North County Sub-Area Travel Demand Forecasting Model (Sub-Area Model). The Sub-Area Model contains the northern portion of LA County, including the Cities of Lancaster, Palmdale and Santa Clarita. The sub-area model also includes the southern portion of Kern County. Additional information on the Sub-Area Model is in the Model Methodology section of this report. The existing roadway operations are contained in Table 5.16-4 below.

Table 5.16-4 Roadway Segment LOS – Existing Conditions

Study Location	Location	To	From	Functional Class	Capacity[1]	Lanes	ADT	V/C
1	100th St E	Avenue J	Avenue J-8	Limited Secondary Highway	18,000	2	500	0.03
2	100th St E	Lancaster City Line	Avenue L	Limited Secondary Highway	18,000	2	500	0.03
3	100th St W	Lancaster Blvd	Avenue J	Major Highway	18,000	2	500	0.03
4	100th St W	Avenue D	Avenue D-8	Limited Secondary Highway	18,000	2	500	0.03
5	100th St W	Avenue E	Avenue F	Limited Secondary Highway	18,000	2	500	0.03
6	10th St W	Palmdale City Line	Avenue O	Secondary Highway	36,000	4	14,500	0.40
7	10th St W	Auto Center Dr	Elizabeth Lake Rd	Secondary Highway	45,000	5	14,500	0.32
8	110th St W	Johnson Rd	Avenue M	Local / Collector	15,000	2	< 10,000	(2)
9	120th St E	Avenue L	Avenue Q	Expressway	22,000	2	5,200	0.24
10	170th Street E	Avenue T	Avenue W	Secondary Highway	18,000	2	3,500	0.19
11	170th Street E	Avenue W	165th Street	Secondary Highway	18,000	2	1,000	0.06
12	200th Street E	Avenue G	Avenue J	Secondary Highway	18,000	2	1,000	0.06
13	25th St W	Avenue O	Palmdale City Line	Secondary Highway	36,000	4	6,100	0.17
14	35th St W	Avenue N	Avenue N-8	Local / Collector	15,000	2	< 10,000	(2)
15	40th St W	Avenue N	Avenue N-8	Local / Collector	15,000	2	< 10,000	(2)
16	50th St E	Avenue K-4	Avenue L	Expressway	22,000	2	2,200	0.10
17	70th St E	Lancaster City Line	Avenue K-8	Major Highway	18,000	2	500	0.03
18	70th St E	Avenue K-12	Avenue L	Major Highway	18,000	2	500	0.03
19	80th St W	Lancaster City Line	Lancaster City Line	Major Highway	18,000	2	1,700	0.09
20	87th St W	Ritter Ranch Rd	Elizabeth Lake Rd	Local / Collector	15,000	2	< 10,000	(2)
21	Agua Dulce Canyon Road	Soledad Canyon Road	Sierra Highway	Limited Secondary Highway	18,000	2	7,800	0.43
22	Amargosa Creek Rd	Portal Pass Rd	Johnson Rd	Local / Collector	15,000	2	< 10,000	(2)
23	Avenue E	110th St W	Lancaster City Line	Major Highway	18,000	2	500	0.03
24	Avenue E	100th St W	70th St W	Limited Secondary Highway	18,000	2	1,800	0.10
25	Avenue F	110th St W	Lancaster City Line	Major Highway	18,000	2	500	0.03
26	Avenue F	Lancaster City Line	95th St W	Major Highway	18,000	2	600	0.03
27	Avenue F	95th St W	70th St W	Limited Secondary Highway	18,000	2	1,800	0.10
28	Avenue G	25th St W	Division St	Expressway	22,000	2	5,200	0.24
29	Avenue G	SR-14 Antelope Valley Freeway	15th Street W	Expressway	22,000	2	4,400	0.20
30	Avenue G	15th Street W	10th Street W	Expressway	22,000	2	4,500	0.20

Table 5.16-4 Roadway Segment LOS – Existing Conditions

Study Location	Location	To	From	Functional Class	Capacity[1]	Lanes	ADT	V/C
31	Avenue G	10th Street W	Sierra Highway	Expressway	22,000	2	5,200	0.24
32	Avenue G	Sierra Highway	Division Street	Expressway	22,000	2	4,700	0.21
33	Avenue H	110th St W	70th St W	Major Highway	18,000	2	500	0.03
34	Avenue H	Division St	40th St E	Expressway	22,000	2	9,000	0.41
35	Avenue J	90th Street E	100th Street E	Major Highway	18,000	2	500	0.03
36	Avenue J	100th Street E	110th Street E	Major Highway	18,000	2	500	0.03
37	Avenue J	110th Street E	140th Street E	Major Highway	18,000	2	500	0.03
38	Avenue J	140th Street E	150th Street E	Major Highway	18,000	2	500	0.03
39	Avenue J	150th Street E	170th Street E	Major Highway	18,000	2	500	0.03
40	Avenue J	170th Street E	200th Street E	Major Highway	18,000	2	500	0.03
41	Avenue K-8	52nd St W	50th St W	Secondary Highway	18,000	2	600	0.03
42	Avenue L	40th St E	45th St E	Expressway	22,000	2	500	0.02
43	Avenue L	50th St E	80th St E	Expressway	22,000	2	500	0.02
44	Avenue L	90th St E	120th St E	Expressway	N/A[3]	N/A[3]	N/A[3]	N/A[3]
45	Avenue L	55th St W	40th St W	Expressway	22,000	2	19,000	0.86
46	Avenue L-8	10th St W	SR 14	Secondary Highway	36,000	4	4,300	0.12
47	Avenue L-8	SR 14	30th St W	Secondary Highway	18,000	2	600	0.03
48	Avenue L-8	60th St W	80th St W	Secondary Highway	36,000	4	3,900	0.11
49	Avenue M	Elizabeth Lake Rd	80th St W	Local / Collector	15,000	2	< 10,000	(2)
50	Avenue N-8	45th St W	30th St W	Local / Collector	15,000	2	< 10,000	(2)
51	Avenue N-8	20th St W	Palmdale City Line	Local / Collector	15,000	2	< 10,000	(2)
52	Avenue O	145th Street E	150th Street E	Major Highway	18,000	2	6,600	0.37
53	Avenue O	150th Street E	170th Street E	Major Highway	18,000	2	2,000	0.11
54	Avenue O	170th Street E	175th Street E	Major Highway	18,000	2	2,400	0.13
55	Avenue O	175th Street E	180th Street E	Major Highway	18,000	2	2,500	0.14
56	Avenue O	180th Street E	200th Street E	Secondary Highway	18,000	2	2,500	0.14
57	Avenue O	200th Street E	210 Street E	Secondary Highway	18,000	2	2,300	0.13
58	Avenue O	210 Street E	240th Street E	Secondary Highway	18,000	2	2,000	0.11
59	Avenue O-8	30th St W	20th St W	Secondary Highway	N/A[3]	N/A[3]	N/A[3]	N/A[3]
60	Avenue P	15th Street E	20th Street E	Major Highway	36,000	4	18,000	0.50

Table 5.16-4 Roadway Segment LOS – Existing Conditions

Study Location	Location	To	From	Functional Class	Capacity[1]	Lanes	ADT	V/C
61	Avenue P	20th Street E	25th Street E	Major Highway	36,000	4	17,800	0.49
62	Avenue P	25th Street E	30th Street E	Major Highway	36,000	4	6,400	0.18
63	Avenue P	30th Street E	40th Street E	Major Highway	18,000	2	2,200	0.12
64	Avenue P	40th Street E	70th Street E	Major Highway	18,000	2	500	0.03
65	Avenue Q	60th St E	90th St E	Major Highway	18,000	2	8,800	0.49
66	Avenue Q	90th St E	120th St E	Secondary Highway	18,000	2	1,000	0.06
67	Bouquet Canyon Rd	Elizabeth Lake Rd	Palmdale City Line	Secondary Highway	18,000	2	1,800	0.10
68	Davenport Road	Sierra Highway	Agua Dulce Canyon Road	Limited Secondary Highway	18,000	2	1,800	0.10
69	Elizabeth Lake Road	Johnson Road	Portal Pass Rd	Major Highway	18,000	2	2,700	0.15
70	Elizabeth Lake Road	Johnson Road	San Francisquito Canyon Road	Major Highway	18,000	2	3,400	0.19
71	Elizabeth Lake Road	San Francisquito Canyon Road	Bouquet Canyon Road	Major Highway	18,000	2	3,400	0.19
72	Elizabeth Lake Road	Bouquet Canyon Road	Godde Hill Road	Major Highway	18,000	2	3,400	0.19
73	Escondido Canyon Road	Agua Dulce Canyon Road	SCV Planning Boundary	Limited Secondary Highway	18,000	2	2,000	0.11
74	Fort Tejon Road	87th Street E	Mount Emma Road	Secondary Highway	18,000	2	4,500	0.25
75	Fort Tejon Road	Mount Emma Road	96th Street	Secondary Highway	18,000	2	9,000	0.50
76	Fort Tejon Road	96th Street	106th Street	Secondary Highway	18,000	2	9,000	0.50
77	Fort Tejon Road	106th Street	131 Street E	Secondary Highway	18,000	2	7,900	0.44
78	Johnson Rd	Elizabeth Lake Rd	110th St W	Major Highway	18,000	2	2,400	0.13
79	Lancaster Road	Pine Canyon Road	Avenue I	Expressway	22,000	2	500	0.02
80	Lancaster Road	Avenue I	190th Street W	Expressway	22,000	2	500	0.02
81	Lancaster Road	190th Street W	170th Street W	Expressway	22,000	2	500	0.02
82	Lancaster Road	170th Street W	110th Street W	Expressway	22,000	2	700	0.03
83	Lancaster Road	110th Street W	90th Street W	Expressway	22,000	2	600	0.03
84	Lancaster Road	90th Street W	70th Street W	Expressway	22,000	2	800	0.04
85	Lancaster Road	70th Street W	60th Street W	Expressway	22,000	2	800	0.04
86	Palmdale Boulevard	90th Street E	95th Street E	Major Highway	18,000	2	11,700	0.65
87	Palmdale Boulevard	95th Street E	100th Street E	Major Highway	18,000	2	11,900	0.66
88	Palmdale Boulevard	100th Street E	105th Street E	Major Highway	18,000	2	11,300	0.63
89	Palmdale Boulevard	105th Street E	110 Street E	Major Highway	18,000	2	11,000	0.61
90	Pearblossom Highway (SR-138)	70th Street E	Avenue T 8	Major Highway	36,000	4	18,400	0.51
91	Pearblossom Highway (SR-138)	Avenue T 8	82nd Street E	Major Highway	18,000	2	17,600	**0.98**

Table 5.16-4 Roadway Segment LOS – Existing Conditions

Study Location	Location	To	From	Functional Class	Capacity[1]	Lanes	ADT	V/C
92	Pearblossom Highway (SR-138)	82nd Street E	87th Street E	Major Highway	18,000	2	13,500	0.75
93	Pearblossom Highway (SR-138)	87th Street E	96th Street E	Major Highway	18,000	2	16,000	0.89
94	Pearblossom Highway (SR-138)	96th Street E	106th Street E	Major Highway	36,000	4	17,900	0.50
95	Pearblossom Highway (SR-138)	106th Street E	116th Street E	Major Highway	36,000	4	17,800	0.49
96	Pearblossom Highway (SR-138)	116th Street E	126th Street E	Major Highway	18,000	2	17,700	**0.98**
97	Pearblossom Highway (SR-138)	126th Street E	131st Street E	Major Highway	18,000	2	18,600	**1.03**
98	Pearblossom Highway (SR-138)	131 Street E	170th Street E	Major Highway	36,000	4	17,700	0.49
99	Portal Pass Rd	Elizabeth Lake Rd	Ritter Ranch Rd	Local / Collector	15,000	2	< 10,000	(2)
100	Ritter Ranch Rd	Portal Pass Rd	Bouquet Canyon Rd	Local / Collector	15,000	2	< 10,000	(2)
101	San Fransisquito Canyon Rd	Angeles National Forest Boundary	Elizabeth Lake Rd	Secondary Highway	18,000	2	1,600	0.09

Notes

1. Capacity based on County thresholds as defined in Table 5.16-3.
2. Local and collector streets are typically not reflected in travel demand models; based on the roadway classification, volumes are expected to be well below the County's ADT thresholds.
3. Roadway segment does not exist or is discontinuous under existing conditions; segment only analyzed under future conditions with planned improvements in place.

Under Existing Conditions, three locations currently exceed the LOS E threshold:

91. Pearblossom Highway (SR-138) between Avenue T and 82nd Street

96. Pearblossom Highway (SR-138) between 116th Street East and 126th Street East

97. Pearblossom Highway (SR-138) between 126th Street East and 131st Street East

Congestion Management Plan

The traffic study incorporates analyses at the intersection level for the County-designated Congestion Management Program (CMP) intersections. The CMP was created following the passage of Proposition 111 and is intended to link transportation, land use and air quality decisions for urban areas in California. The CMP assesses transportation operating conditions at key locations for the County, and it is implemented by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP requires monitoring of the CMP roadway system, including designated intersections and freeway segments. In the Project Area, there are a total of five CMP monitoring intersections:

1. Lancaster Road & 300th Street West (SR-138)
2. Avenue D & 60th Street West (SR-138)
3. Sierra Highway & Red Rover Mine Road
4. Pearblossom Highway & 82nd Street East
5. Pearblossom Highway & Antelope Highway

While I-5, SR-138 and SR-14 are considered part of the CMP freeway network, no CMP monitoring stations are located within the Project Area. Therefore, the following nine freeway segments were selected based on locations that could be impacted by the Proposed Project:

1. I-5 Freeway – North of SR-138
2. I-5 Freeway – South of SR-138
3. SR-138 – Between I-5 freeway and 300th Street
4. SR-138 – Between 300th Street and 190th Street
5. Avenue D/SR-138 – Between 190th Street and SR-14
6. SR-14 – North of Avenue D/SR-138
7. SR-14 – South of Avenue D/SR-138
8. SR-14 – South of SR-138/High Desert Corridor
9. High Desert Corridor – East of 125th Street East (Future Conditions Only)

The five CMP intersection locations and nine study freeway segment locations are included in this study and evaluated for both existing and future conditions with and without the Proposed Project.

Intersection CMP Analysis

The CMP study intersections were analyzed using the Intersection Capacity Utilization (ICU) methodology. The ICU methodology is the preferred method to calculate the existing and future levels of service at intersections per the County guidelines. Some of the inputs that are used in this analysis are vehicle turning movements, number of travel lanes and intersection controls. Table 5.16-5 below shows the LOS and V/C thresholds for signalized intersections. Technical calculations are contained in Appendix A.

Table 5.16-5 Level of Service description for Signalized Intersections

LOS	Signalized Intersection Volume/Capacity
A	0.000 - 0.600
B	>0.600 - 0.700
C	>0.700 - 0.800
D	>0.800 - 0.900
E	>0.900 - 1.000
F	> 1.000

Source: Highway Capacity Manual, 2010.

Table 5.16-6 presents the existing traffic operations at the five CMP study intersections. As shown, the CMP intersections in the Project Area operate at LOS B or better during both AM and PM peak hours under Existing Conditions.

Table 5.16-6 Intersection CMP Analysis – Existing (2014) Level of Service

			AM Peak Hour		PM Peak Hour	
No.	CMP Route	Cross Street	V/C Ratio	Level of Service	V/C Ratio	Level of Service
1	Lancaster Road	300th Street West[1]	0.18	A	0.21	A
2	Avenue D	60th Street West[1]	0.23	A	0.28	A
3	Sierra Highway	Red Rover Mine Road[1]	0.14	A	0.14	A
4	Pearblossom Highway	82nd Street East	0.58	A	0.70	B
5	Pearblossom Highway	Antelope Highway[1]	0.54	A	0.63	B

Note: [1] Unsignalized CMP intersections were assumed to be signalized for planning purposes.

Freeway CMP Analysis

For the purposes of showing changes in travel demand on the state highway system within the Project Area, the CMP analysis was conducted for the major freeway segments in the study area. While I-5, SR-138 and SR-14 are considered part of the CMP freeway network, no CMP monitoring stations are located within the Project Area. Therefore, nine freeway segments were selected based on locations that could be impacted by the Proposed Project.

In accordance with the CMP guidelines, freeway (mainline) operating conditions during peak periods were evaluated using the general procedures established by the CMP. Freeway mainline LOS is estimated with calculation of the demand-to-capacity (D/C) ratio. Calculation of LOS based on D/C ratios is a surrogate

for the speed-based LOS used by the State Department of Transportation (Caltrans) for traffic operational analysis. The LOS criteria for freeway segments using D/C ratios as the performance measure are shown in Table 5.16-7. Capacity is determined based on the existing number of lanes and a single-lane capacity of 2,000 vehicles per hour per lane. Highways and roadways designated in the CMP network are required to operate at LOS E, except where Future No Project LOS is worse than LOS E. In such cases, the Future No Project LOS is the standard.

Table 5.16-7 Level of Service Definitions for CMP Freeway Mainline Segments

Level of Service	Demand-to-Capacity Ratio
A	0.00-0.35
B	>0.35-0.54
C	>0.54-0.77
D	>0.77-0.93
E	>0.93-1.00
F(0)	>1.00-1.25
F(1)	>1.25-1.35
F(2)	>1.35-1.45
F(3)	>1.45

Source: Congestion Management Program, Metro, 2010.

Table 5.16-8 presents the existing operations of the freeway facilities in the study area. Under Existing Conditions, all freeway segments operate with an LOS of C or better for both AM and PM peak hours.

Table 5.16-8 Freeway CMP Segments – Existing (2014) Level of Service

Study Location	Roadway	Segment	Direction	Peak Hour Capacity	Lanes	Peak Hour Volume	D/C	LOS
AM Peak Hour								
1	I-5 Freeway	North of SR-138	NB	8,000	4	2,920	0.37	B
	I-5 Freeway	North of SR-138	SB	8,000	4	2,990	0.37	B
2	I-5 Freeway	South of SR-138	NB	8,000	4	2,770	0.35	A
	I-5 Freeway	South of SR-138	SB	8,000	4	2,900	0.36	B
3	SR-138	Between I-5 and 300th Street W	WB	2,000	1	230	0.12	A
	SR-138	Between I-5 and 300th Street W	EB	2,000	1	170	0.09	A
4	SR-138	Between 300th St W and 190th St W	WB	2,000	1	160	0.08	A
	SR-138	Between 300th St W and 190th St W	EB	2,000	1	150	0.08	A
5	Avenue D/SR-138	Between 190th Street W and SR-14	WB	2,000	1	150	0.08	A
	Avenue D/SR-138	Between 190th Street W and SR-14	EB	2,000	1	180	0.09	A
6	SR-14	North of Avenue D/SR-138	NB	4,000	2	1,380	0.35	A
	SR-14	North of Avenue D/SR-138	SB	4,000	2	1,930	0.48	B
7	SR-14	South of Avenue D/SR-138	NB	4,000	2	1,480	0.37	B
	SR-14	South of Avenue D/SR-138	SB	4,000	2	2,040	0.51	B
8	SR-14	South of SR-138/High Desert Cor.	NB	6,000	3	3,320	0.55	C
	SR-14	South of SR-138/High Desert Cor.	SB	6,000	3	3,540	0.59	C
9	High Desert Corridor	East of 125th Street E	WB	N/A	N/A	N/A	N/A	N/A
	High Desert Corridor	East of 125th Street E	EB	N/A	N/A	N/A	N/A	N/A

Table 5.16-8 Freeway CMP Segments – Existing (2014) Level of Service

Study Location	Roadway	Segment	Direction	Peak Hour Capacity	Lanes	Peak Hour Volume	D/C	LOS
PM Peak Hour								
1	I-5 Freeway	North of SR-138	NB	8,000	4	3,050	0.38	B
	I-5 Freeway	North of SR-138	SB	8,000	4	2,970	0.37	B
2	I-5 Freeway	South of SR-138	NB	8,000	4	2,910	0.36	B
	I-5 Freeway	South of SR-138	SB	8,000	4	2,850	0.36	B
3	SR-138	Between I-5 and 300th Street W	WB	2,000	1	240	0.12	A
	SR-138	Between I-5 and 300th Street W	EB	2,000	1	230	0.12	A
4	SR-138	Between 300th St W and 190th St W	WB	2,000	1	200	0.10	A
	SR-138	Between 300th St W and 190th St W	EB	2,000	1	170	0.09	A
5	Avenue D/SR-138	Between 190th Street W and SR-14	WB	2,000	1	230	0.12	A
	Avenue D/SR-138	Between 190th Street W and SR-14	EB	2,000	1	180	0.09	A
6	SR-14	North of Avenue D/SR-138	NB	4,000	2	2,280	0.57	C
	SR-14	North of Avenue D/SR-138	SB	4,000	2	1,830	0.46	B
7	SR-14	South of Avenue D/SR-138	NB	4,000	2	2,420	0.61	C
	SR-14	South of Avenue D/SR-138	SB	4,000	2	1,890	0.47	B
8	SR-14	South of SR-138/High Desert Cor.	NB	6,000	3	4,270	0.71	C
	SR-14	South of SR-138/High Desert Cor.	SB	6,000	3	3,400	0.57	C
9	High Desert Corridor	East of 125th Street E	WB	N/A	N/A	N/A	N/A	N/A
	High Desert Corridor	East of 125th Street E	EB	N/A	N/A	N/A	N/A	N/A

Thresholds of Significance

According to Appendix G of the CEQA Guidelines, a project would normally have a significant effect on the environment if the project could:

T-1 Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

T-2 Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.

T-3 Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

T-4 Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

T-5 Result in inadequate emergency access.

T-6 Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

These potential impact areas are discussed in this chapter. In addition, this chapter includes a program-level analysis of the potential impacts to the County's highways themselves based on potential growth due to the Proposed Project, including the Highway Plan amendments in the Project Area as described in the Draft 2014 Los Angeles County General Plan Update. The County does not specify an acceptable LOS for the purpose of long-range planning. However, in conformance with the County CMP, the maximum acceptable level of service on arterial roads (i.e., major, secondary, and limited secondary highways) is LOS E, except where base year LOS is worse than LOS E. In such cases, the base year LOS is the standard. Thus, for this analysis, LOS E is considered to be the measuring point for significant impacts. Any action that causes an LOS F condition to worsen by 0.02 or greater is considered a significant impact for purposes of this analysis.

The transportation analysis applied to the Proposed Project reflects the existing policy and legal context. The State Office of Planning and Research (OPR) is currently developing revisions to the CEQA Guidelines under Senate Bill (SB) 743. The revised CEQA Guidelines will establish new criteria for determining the significance of transportation impacts and define alternative metrics for level of service. The legislation does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements. On August 7, 2014, OPR released the SB 743 guidelines in a document entitled *Updating Transportation Impacts Analysis in the CEQA Guidelines*. Vehicle miles of travel (VMT) is the proposed transportation metric for CEQA and the use of LOS as a sole basis for impact significance will be prohibited in Transit Priority Areas immediately upon filing the guidelines with the Secretary of State, which is likely to occur in early 2015. Outside of the Transit Priority Areas, lead agencies may elect to be governed by the new guidelines until they become mandatory after January 1, 2016.

Individual development projects are reviewed in accordance with the County's Traffic Impact Analysis Report Guidelines. However, the Proposed Project is a policy-level document that must be evaluated differently than a single development project. This is because it is only possible to make generalized estimates of development activity at this time. The specific location or intensity of development throughout the Project Area is unknown. The Proposed Project guides where growth will occur and to what level, but actual development patterns will likely differ somewhat from the Proposed Project. In addition, the specific timing and other details such as driveway locations, mix of land uses and intensity are not known at this time. Therefore, a different and broader standard for measuring impacts is appropriate for this program-level impact analysis.

Relevant Area Plan Goals and Policies

The following is a list of applicable goals and policies of the Proposed Area Plan that are intended to reduce potentially significant adverse effects concerning transportation and traffic. The policies below cover Travel Demand Management, Highways and Streets, Truck Traffic, Regional Transportation, Local Transit, Bikeways and Bicycle Routes, Trails, and Pedestrian Access.

Mobility Element

Travel Demand Management

Goal M 1: Land use patterns that promote alternatives to automobile travel.

- **Policy M 1.1:** Direct the majority of Antelope Valley's future growth to rural town center areas, rural town areas and where appropriate to economic opportunity areas, to minimize travel time and reduce the number of vehicle trips.

- **Policy M 1.2:** Encourage the continued development of rural town center areas that provide for the daily needs of local residents, reducing the number of vehicle trips and providing local employment opportunities.

- **Policy M 1.3:** Encourage new parks, recreation areas, and public facilities to locate in rural town center areas, rural town areas, and, where appropriate, economic opportunity areas.

- **Policy M 1.4:** Ensure that new developments have a balanced mix of residential uses and employment opportunities as well as park, recreation areas and public facilities within close proximity of each other.

- **Policy M 1.5:** Promote alternatives to automobile travel in rural town center areas and rural town areas by linking these areas through pedestrian walkways, trails, and bicycle routes.

Goal M 2: Reduction of vehicle trips and emissions through effective management of travel demand, transportation systems, and parking.

- **Policy M 2.1:** Encourage the reduction of home-to-work trips through the promotion of home-based businesses, live-work units, and telecommuting.

- **Policy M 2.2:** Encourage trip reduction through promotion of carpools, vanpools, shuttles, and public transit.

- **Policy M 2.3:** In evaluating new development proposals, require trip reduction measures to relieve congestion and reduce air pollution from vehicle emissions.

- **Policy M 2.4:** Develop multi-modal transportation systems that offer alternatives to automobile travel by implementing the policies regarding regional transportation, local transit, bicycle routes, trails, and pedestrian access contained in this Mobility Element.

- **Policy M 2.5:** As residential development occurs in communities; require transportation routes, including alternatives to automotive transit, to link to important local destination points such as shopping, services, employment, and recreation.

- **Policy M 2.6:** Within rural town center areas, explore flexible parking regulations such as allowing residential and commercial development to meet parking requirements through a combination of on-site and off-site parking, where appropriate, or encouraging the provision of different types of parking spaces.

Highways and Streets

Goal M 3: An efficient network of major, secondary and limited secondary highways to serve the Antelope Valley.

- **Policy M 3.1:** Implement the adopted Highway Plan for the Antelope Valley, in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.

- **Policy M 3.2:** In rural areas, require rural highway standards that minimize the width of paving and placement of curbs, gutters, sidewalks, street lighting, and traffic signals, as adopted by the Department of Public Works.

- **Policy M 3.3:** Implement highway improvements only when necessitated by increasing traffic or new development or for safety reasons.

- **Policy M 3.4:** Maintain existing highways to ensure safety, and require adequate street and house signage for emergency response vehicles.

- **Policy M 3.5:** As future land use changes occur, periodically review traffic counts and traffic projections and revise the Highway Plan accordingly.

- **Policy M 3.6**: Engage local communities and agencies in the planning and implementation of transportation improvements.

Goal M 4: A network of local streets that support the rural character of the unincorporated Antelope Valley without compromising public safety.

- **Policy M 4.1:** Require rural local street standards that minimize the width of paving and placement of curbs, gutters, sidewalks, street lighting, and traffic signals, as adopted by the Department of Public Works.

- **Policy M 4.2:** Maintain existing local streets to ensure safety, and require adequate signage for emergency response vehicles.

- **Policy M 4.3:** Encourage ongoing maintenance of private local streets to ensure public safety.

Truck Traffic

Goal M 5: Long-haul truck traffic is separated from local traffic reducing the impacts of truck traffic on local streets and residential areas.

- **Policy M 5.1:** Support development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project, to provide a route for truck traffic between Interstate5, State Route14, and Interstate15.

- **Policy M 5.2:** Direct truck traffic to designated truck routes, such as major and secondary highways, and prohibit truck traffic on designated scenic routes, to the greatest extent feasible.

- **Policy M 5.3:** Require that designated truck routes are designed and paved to accommodate truck traffic, preventing excessive pavement and deterioration from truck use.

- **Policy M 5.4:** Add rest stops along designated truck routes to provide stopping locations away from residential areas.

- **Policy M 5.5:** Adopt regulations for truck parking on local streets to avoid impacts to residential areas.

Regional Transportation

Goal M 6: A range of transportation options to connect the Antelope Valley to other regions.

- **Policy M 6.1:** Support the development of Palmdale Regional Airport and encourage a range of commercial air travel options.

- **Policy M 6.2:** Support the development of William J. Fox Airfield as a facility for general aviation, air cargo operations, and commuter air travel.

- **Policy M 6.3:** Support the development of the High Desert Corridor and the Northwest 138 Corridor Improvement Project between Interstate 5, State Route14, and Interstate15, and encourage the participation of private enterprise and capital.

- **Policy M 6.4:** Support increases in Metrolink commuter rail service, and support the expansion of commuter rail service on underutilized rails lines where appropriate.

- **Policy M 6.5:** Support the development of the California High Speed Rail system, with a station in Palmdale to provide links to Northern California and other portions of Southern California, and encourage the participation of private enterprise and capital.

- **Policy M 6.6:** Support the development of a high-speed rail system linking Palmdale to Victorville and Las Vegas, and encourage the participation of private enterprise and capital.

- **Policy M 6.7:** Establish a regional transportation hub in Palmdale with feeder transit service to the rural areas of the unincorporated Antelope Valley.

- **Policy M 6.8:** In planning for all regional transportation systems, consider and mitigate potential impacts to existing communities, and minimize land use conflicts.

- **Policy M 6.9:** Engage regional agencies, such as Caltrans, SCAG, and Metro, in the implementation of an effective and efficient integrated multi-modal regional transportation network. Ensure adequate funding on an ongoing basis through financing programs, such as grants, congestion pricing, bonding, fair share cost assignments, etc.

Local Transit

Goal M 7: Bus service is maintained and enhanced throughout the Antelope Valley.

- **Policy M 7.1:** Maintain and increase funding to the Antelope Valley Transit Authority for bus service.

- **Policy M 7.2:** Support increases in bus service to heavily traveled areas and public facilities, such as parks and libraries.

- **Policy M 7.3:** Support increases in bus service to rural communities, linking them to a regional transportation hub in Palmdale and shopping and employment centers in Lancaster and Palmdale.

- **Policy M 7.4:** Improve access for all people, including seniors, youth, and the disabled, by maintaining off-peak service and equipping transit vehicles for wheelchairs and bicycles.

- **Policy M 7.5:** Encourage the use of advanced technologies in the planning and operation of the transit system.

Goal M 8: Alternative transit options in areas not reached by bus service.

- **Policy M 8.1:** Support the expansion of dial-a-ride services to rural communities, linking them to a regional transportation hub in Palmdale and shopping and employment centers in Lancaster and Palmdale.

- **Policy M 8.2:** Evaluate the feasibility of alternative transit options, such as community shuttle services and privately operated transit, to increase accessibility.

Bikeways and Bicycle Routes

Goal M 9: A unified and well-maintained bicycle transportation system throughout the Antelope Valley with safe and convenient routes for commuting, recreation, and daily travel.

- **Policy M 9.1:** Implement the adopted Bikeway Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.

- **Policy M 9.2:** Along streets and highway sin rural areas, add safe bicycle routes that link to public facilities, a regional transportation hub in Palmdale, and shopping and employment centers in Lancaster and Palmdale.

- **Policy M 9.3:** Ensure that bicycle ways and bicycle routes connect communities and offer alternative travel modes within communities.

- **Policy M 9.4:** Encourage provision of bicycle racks and other equipment and facilities to support the use of bicycles as an alternative means of travel.

Trails

Goal M 10: A unified and well-maintained multi-use (equestrian, hiking, and mountain bicycling) system that links destinations such as rural town centers and recreation areas throughout Antelope Valley.

- **Policy M 10.1:** Implement the adopted Trails Plan for the Antelope Valley in cooperation with the cities of Lancaster and Palmdale. Ensure adequate funding on an ongoing basis.

- **Policy M 10.2:** Connect new developments to existing population centers with trails requiring trail dedication and construction through the development review and permitting process.
- **Policy M 10.3:** Maximize fair and reasonable opportunities to secure additional trail routes (dedicated multi-use trail easements) from willing property owners.
- **Policy M 10.4:** Ensure trail access by establishing trailheads with adequate parking and access to public transit, where appropriate and feasible.
- **Policy M 10.5:** Locate and design trail routes to minimize impacts to sensitive environmental resources and ecosystems.
- **Policy M 10.6:** Where trial connections are not fully implemented, collaboratively work to establish safe interim connections.
- **Policy M 10.7:** Ensure that existing trails and trailheads are properly maintained by the relevant agencies.
- **Policy M 10.8:** Solicit community input to ensure that trails are compatible with local needs and character.

Pedestrian Access

Goal M 11: A continuous, integrated system of safe and attractive pedestrian routes linking residents to rural town center areas, schools, services, transit, parks, and open space areas.

- **Policy M 11.1:** Improve existing pedestrian routes and create new pedestrian routes, where appropriate and feasible. If paving is deemed necessary, require permeable paving consistent with rural community character instead of concrete sidewalks.
- **Policy M 11.2:** Within rural town center areas, require that highways and streets provide pleasant pedestrian environments and implement traffic calming methods to increase public safety for pedestrians, bicyclists, and equestrian riders.
- **Policy M 11.3:** Within rural town center areas, promote pedestrian-oriented scale and design features, including public plazas, directional signage, and community bulletin boards.
- **Policy M 11.4:** Within rural town center areas, encourage parking to be located behind or beside structures, with primary building entries facing the street. Encourage also the provision of direct and clearly delineated pedestrian walkways from transit stops and parking areas to building entries.
- **Policy M 11.5:** Implement traffic calming methods in areas with high pedestrian usage, such as school zones.

Environmental Impacts

The following impact analysis addresses thresholds according to Appendix G of the CEQA Guidelines of significance. The applicable thresholds are identified in brackets after the impact statement.

COUNTY HIGHWAY PLAN NETWORK SUMMARY

The County Department of Public Works (DPW) is generally responsible for the design, construction, operation, maintenance and repair of roads in the Project Area, as well as in a number of jurisdictions that contract with the County for these services. The primary transportation focus of the County is on the portions of the highway system that fall within the unincorporated areas. Primary responsibility for transportation planning in Los Angeles County is Metro. As a result, the County is not directly responsible for overall transportation planning or service provision in the County. The County's Highway Plan designates the functional classifications of the County's highway system. For the purposes of the Proposed Project, the Project Area's highway system reflects the highway system documented in the County's originally adopted plan plus proposed updates as reflected in the Draft 2014 Los Angeles County General Plan. The Highway Plan illustrates existing and proposed locations of major arterial highways throughout the County. It is intended to provide a highway system consistent with the distribution of land uses and growth envisioned by the Proposed Project by providing adequate highways to serve future needs.

The County's Transportation Element includes the roadway classifications described below.

Major Highway

This classification includes urban highways that are of countywide significance and are, or are projected to be, the most highly traveled routes. These roads generally require four or more lanes of moving traffic, channelized medians and, to the extent possible, access control and limits on intersecting streets.

The normal right-of-way width for these highways is 100 feet. This width may vary to meet extraordinary circumstances. Also classified as major highways are key (inter-urban) connectors, non-urban access ways and recreational roads. The bulk of these routes are not planned for urban type improvement. However, the full major highway right-of-way width of 100 feet or more is generally required to maintain adequate safety and noise standards. Portions of these rights-of-way are needed for recreational uses such as equestrian and bike trails, and for other transportation uses such as turnouts.

Secondary Highway

This classification includes urban routes that serve or are planned to serve an areawide or countywide function, but are less heavily traveled than major highways. In a few cases, routes which carry major highway levels of traffic are classified as secondary highways because it is impractical to widen them to major highway standards. In addition to the countywide function, secondary highways also frequently act as oversized collector roads that feed the countywide system. In this capacity, the routes serve to remove heavy traffic from local streets, especially in residential areas. In urban areas, secondary highways generally have four lanes of vehicular traffic on 80 feet of right-of-way. However, configuration and width may vary with traffic demand and existing conditions. Access control, especially to residential property and minor streets, is desirable along these roads.

In rural areas, certain connector highways to and between rural communities are also classified as secondary highways. In the flat lands of the Antelope Valley, acquisition or retention of 80 feet of right-of-way for many of the non-urban access routes is required for traffic safety and/or to allow for multiple use of the right-of-way. In rural areas, secondary highways are ordinarily improved with only two lanes of moving

traffic. Additional traffic lanes, left-turn pockets and other facilities may be provided where conditions or the nature of development on adjacent property warrant traffic.

Limited Secondary Highway

Limited secondary routes are located in remote foothill, mountain and canyon areas. Their primary function is to provide access to low-density settlements, ranches and recreational areas. The standard improvement for limited secondary routes is two traffic lanes on 64 feet of right-of-way. Typically, such improvements consist of 28-30 feet of pavement with graded shoulders. Left-turn pockets and passing lanes may be provided when required for traffic safety. The right-of-way may be increased to 80 feet for additional improvements where traffic or drainage conditions warrant.

A uniform building setback shall be established 40 feet from the centerline of all limited secondary highways in order to preserve proper sight distances and to help maintain a rural appearance adjacent to the roadway. This setback shall be in addition to any yard requirement contained in the Zoning Ordinance.

Parkway

This classification includes urban and rural routes that have park-like features either within or adjacent to the roadway. The right-of-way width required varies as necessary to incorporate these features, typically with a minimum of 80 feet. Roadway improvements vary depending on the composition and volume of traffic carried.

Table 5.16-9 summarizes the highway plan classifications, functional classifications, typical right-of-way widths, and design maximum average daily traffic (ADT) for the roadways.

Table 5.16-9: Roadway Classifications

Highway Plan Classification	Functional Classification	Definition	Typical ROW Width (Curb-to-Curb)	Design Maximum 2-Way ADT
Major Highway	4 to 8 Lane Roadway	Arterials with at least 6 travel lanes for high mobility, designed with limited vehicular access to driveways and cross streets. The typical road section includes a raised landscaped median with left turn pockets at intersections. Street sections may include striped, on-street bikeways or separated bike paths.	100' or More)	36,000 (4L) 54,000 (6L) 72,000 (8L)
Secondary Highway	4 Lane Roadway	Arterials with an ultimate design section of 4 travel lanes, designed for high mobility and with limited vehicular access from driveways and cross streets. The typical road section includes a median with left turn pockets provided at intersections. Secondary highways are designed to service both through traffic, and to collect traffic from collector and local streets.	80'	36,000
Limited Secondary Highway	2 to 4 Lane Roadway	Arterials with an ultimate roadway design section of 2 to 4 travel lanes and less restrictive access control. The typical road section does not include a median. These streets are designed to accommodate moderate volumes of traffic and are typically located in remote foothill, mountainous and canyon areas.	64' - 84' (28' - 64')	18,000 (2L) 36,000 (4L)
Parkway	2+ Lane Roadway	Arterials having park-like features either within or adjacent to the roadway. Specific features vary depending on the composition and volume of traffic to be carried.	80' or More (varies)	Varies
Collector Street	2 Lane Roadway	Streets which have an ultimate roadway design section of 2 travel lanes with limited vehicular access to the roadway from driveways and cross streets. The roadway is usually undivided and does not always accommodate left turn pockets at	64' (40')	15,000

Table 5.16-9: Roadway Classifications

Highway Plan Classification	Functional Classification	Definition	Typical ROW Width (Curb-to-Curb)	Design Maximum 2-Way ADT
		intersections. Collector streets are designed to provide both access and limited mobility, servicing local traffic from residential, commercial, and industrial uses and providing access to the arterial roadway system. Collector streets are not depicted on the adopted Highway Plan.		
Local Street	2 Lane Roadway	Streets which have an ultimate roadway design section of 2 travel lanes designed for full access and limited mobility. Local streets are not included on the adopted Highway Plan.	58' - 60' (34' - 36')	2,500
Expressway	4 to 8 Lane Roadway	Highways which have an ultimate roadway design section of 4 or more lanes that are part of the State Highway system. Expressways have restrictive access control consisting of grade-separated interchanges or at-grade signalized intersections with a minimum spacing of 1 mile.	200' (varies)	44,000 (4L) 88,000 (8L)

MODEL METHODOLOGY

This section discusses the land use and model development for the Proposed Area Plan. Similar to the Draft 2014 County General Plan, each recommended Highway Plan amendment will be evaluated for validity and potential impacts based on the roadway's planned number of lanes and projected roadway average daily traffic volumes.

Model Development and Approach

The North County Sub-Area Travel Demand Forecasting Model was used for the Proposed Project analysis. The sub-area model was originally developed for use in the Northwest 138 Corridor Improvement Project in conjunction with Metro and Caltrans. The North County Sub-Area Model reflects the socioeconomic projections and transportation network improvements contained in the Southern California Association of Governments (SCAG) 2012 Regional Transportation Plan (RTP) and Kern Council of Governments (COG) RTP models. It also reflects local land use and roadway network details from the Enhanced Antelope Valley Transportation Analysis Model (EAVTAM).

The sub-area model includes the northern portion of the County, including the Cities of Lancaster, Palmdale and Santa Clarita. The sub-area model also includes the southern portion of Kern County as contained in the latest version of the Kern COG model. The model contains the existing and planned highway system within the Project Area.

The following steps were taken to develop the North County Sub-Area Model:

1. Applied the SCAG regional model version 6.1 to generate a sub-area model platform; extracted the trip tables and roadway network for both base year and future year
2. Added detailed traffic analysis zone (TAZ) and network structure from EAVTAM for Palmdale and Lancaster
3. Joined Kern COG TAZ and network structure
4. Refined TAZ and network structure within LA County

Plots of the Sub-Area Model base and future year networks are contained in Appendix B.

The sub-area model was validated to the standards presented in the 2010 California Regional Transportation Plan Guidelines, produced by the California Transportation Commission. In addition to these criteria, the subarea model volume-to-count ratio was checked against a desired maximum threshold of no more than a 10 percent deviation. The model was validation to Year 2013 travel conditions. The table below shows the results of the model validation.

Table 5.16-10 - Sub-Area Model Validation

Statistical Measure	Criterion of Acceptance	Model Results		
		Daily	AM Peak Hour	PM Peak Hour
Model Deviation	Within ± 10%	-5%	-3%	2%
Percent of Links with Volume-to-Count Ratios Within Caltrans Deviation Allowance	At Least 75%	87%	78%	78%
Correlation Coefficient	At Least 88%	98%	94%	95%
Percent Root Mean Square Error	40% or less	26%	36%	32%

Source: Fehr & Peers, 2014

Analysis Scenarios

The general plan roadway segments and CMP intersection and highway locations are analyzed under the following scenarios:

- Existing Conditions (2014): Current conditions are based on available traffic counts and existing model volumes, where existing counts were not available.
- Existing plus Project (with Area Plan Buildout) Conditions: Traffic forecasts are prepared for the Proposed Project using the base year sub-area model. Increases in traffic volumes resulting from the Proposed Project are compared to the existing roadway network capacity. No changes to land uses or the roadway network outside of the Project Area are included in this scenario.
- Future Baseline (2035) Conditions: Future traffic forecasts include background traffic growth and anticipated cumulative developments outside of the Project Area as projected in the SCAG 2012 RTP model along with planned RTP roadway improvements. Within the Project Area, existing land uses are assumed to remain in place.
- Future plus Project (2035 with Area Plan Buildout) Conditions: Future traffic forecasts reflect anticipated growth resulting from the Proposed Project. Outside of the Project Area, land use and roadway network assumptions are consistent with Future Baseline Conditions.

In addition to the above scenarios, anticipated development levels under the currently adopted Area Plan were compared to the Proposed Project based on expected trip generation and VMT. Table 5.16-11 displays the study scenarios and level of analysis performed.

Table 5.16-11: Analysis Scenarios

Scenario	County Roadway Analysis	CMP Analysis	VMT Comparison
Existing	√	√	√
Existing + Proposed Project	√	√	√
Future Baseline (2035)	√	√	√

Table 5.16-11: Analysis Scenarios

Scenario	County Roadway Analysis	CMP Analysis	VMT Comparison
Future + Proposed Project	√	√	√
Future + Adopted Area Plan			√

The two elements to the transportation impact analysis, Land Use/Socioeconomic Growth and Highway Plan Amendments, are further discussed below.

Land Use/Socioeconomic Growth

The Project Area is projected to increase development, population as well as employment, both of which generate added person trips and vehicle trips. The changes in forecast growth in the Project Area are shown in Table 5.16-12.

Table 5.16-12: Project Area Land Use & Socioeconomic Data

Year	Source	POP	SFDU	MFDU	EMP
Existing/Future Baseline Conditions	County General Plan	93,490	24,739		31,838
Potential Future (Year 2035) Conditions	AV Adopted Area Plan	1,070,571	277,486	671	51,219
	AV Proposed Area Plan	405,410	102,260	3,921	134,351

Note: POP = population; SFDU = single family dwelling units; MFDU = multi-family dwelling units; EMP = employment

Compared to existing conditions, both the proposed and previously adopted area plans forecast increases in population, single family dwelling units, multi-family dwelling units, and employment beyond 2012 Existing Conditions. As shown in Table 5.16-12, as of 2012, the Project Area had a population of 93,490 and an employment base of 31,838 jobs. With the previously Adopted Area Plan, the Project Area would have a population of 1,070,571 and an employment base of 51,219. With the proposed area plan, the Project Area would have a population of 405,410 and an employment base of 134,351.

Planned Transportation Network

The North County Sub-Area model contains the 2035 planning network identified in the 2012 SCAG RTP. The RTP's planning network includes all financially constrained projects within the SCAG region that are expected to be constructed by 2035. The following major projects are contained in the sub-area model under future conditions:

- High Speed Rail – The 2035 Planning network reflects Phase I of the High Speed Rail project, with extents from the City of Anaheim into Kern County. In the model area, the High Speed Rail travels north-south between SR-14 and I-15. The High Speed Rail also travels south on SR-14 into the City of Santa Clarita with a station in the City of Palmdale.

- High Desert Corridor – New expressway route with limited access beginning at SR-14 and extending east into San Bernardino County. The High Desert Corridor would be a divided highway with three to four travel lanes in each direction.

- SR-138 between I-5 and SR-14 – Planned widening from a 2-lane full-access expressway route with at-grade crossings to a 4- to 6-lane limited-access divided highway/expressway route.
- Sierra Highway between SR-138 and Avenue E – Planned widening from a 2-lane full-access arterial to a 4-lane limited access expressway route (SR-138 extension/High Desert Corridor).
- Avenue E between Sierra Highway and 90th Street – Planned widening from a 2-lane full-access collector to a 4-lane limited access expressway route (SR-138 extension).
- 90th Street between Avenue E and Avenue L – Planned widening from a 2-lane full-access collector to a 4-lane limited access expressway route (SR-138 extension).
- I-5 between Ridge Route Road and SR-14 – Construction of an HOV lane in each direction.
- SR-14 between Avenue M and I-5 – Addition of an HOV lane in each direction.

Within the Proposed Plan, the Highway Plan designates the functional classifications of the County's highway system and illustrates the existing and proposed location of Arterial Highways throughout the County. It is intended to provide a highway system consistent with the distribution of land uses, by providing adequate highways to serve residential and commercial needs. Additional roadway widening planned within the study area is reflected in the roadway impact analysis results, and travel lanes under existing and future conditions are reported.

Trips Generated & Vehicle Miles Traveled

The North County Sub-Area model provides peak period and daily forecasts for the Antelope Valley Area roadway system. The number of trips generated by a certain type of land use is estimated by applying a representative trip generation rate to the quantity of land use in the area under consideration. The North County Sub-Area model relies on the trip generation rates and resulting origin-destination trip matrices in SCAG RTP model, calibrated specifically to local conditions to calculate both peak period and daily trips.

Table 5.16-13 provides a comparison between the analysis scenarios for AM and PM peak period vehicle trips as well as daily trips. The AM peak period reflects the 3-hour morning commute period and the PM peak period reflects the evening commute hours (typically 7:00 to 10:00 AM and 3:00 to 7:00 PM). The Existing and 2035 Baseline show similar results as only the SCAG regional growth is included, not growth in the Project Area. Existing plus Project and 2035 Baseline plus Project reflect the projected land use and socioeconomic growth within the Project Area, and these scenarios show similar trip generation characteristics. In comparison to the 2035 Baseline plus Approved Plan forecast, the 2035 Baseline plus Project scenario trip generation is reduced by 43 percent in the AM peak period, 49 percent in the PM peak period, and 45 percent for daily trips.

Table 5.16-13: Vehicle Trips within Project Area by Scenario

Scenario	AM Peak Period	PM Peak Period	Daily
Existing	60,852	86,250	274,769
Existing + Project	203,332	300,167	988,167
2035 Baseline	64,516	91,918	297,783
2035 Baseline + Project	196,511	292,913	967,187
2035 Baseline + Adopted Area Plan	343,289	569,725	1,767,403

The traffic forecasting process used by the North County Sub-Area model also calculates vehicle miles travelled (VMT) based on the geographical placement of land uses within an area and the number of trips they generate. Internal trips reflect VMT within the Project Area and external trips reflect VMT outside of the Project Area.

Table 5.16-14 provides a comparison internal, external, and total VMT for each analysis scenario. Existing and 2035 Baseline show similar results as only the SCAG regional growth is included, not growth in the Project Area. Existing plus Project and 2035 Baseline plus Project show similar VMT characteristics as well. From the 2035 Baseline plus Approved Plan forecast, the 2035 Baseline plus Project scenario VMT is reduced by 53 percent in the AM peak period, 42 percent in the PM peak period, and 45 percent for daily VMT.

The reduction in vehicle trips and VMT is primarily attributed to decreased development levels under the Proposed Project. However, the projected diversification in land uses and socioeconomics in the area through increased employment land uses and multi-family housing in the Project Area compared to the adopted area plan also creates a job to housing balance that limits the regional demand for travel to and from the Project area.

Table 5.16-14: Vehicle Miles Traveled Summary by Scenario

Scenario	VMT Internal Trips	VMT External Trips	Total VMT
Existing	28,258	223,117	251,375
Existing + Project	239,225	524,734	763,959
2035 Baseline	24,827	250,738	275,566
2035 Baseline + Project	202,093	563,668	765,760
2035 Baseline + Adopted Area Plan	431,977	969,484	1,401,461

Traffic Operations

Roadway Segment Level of Service

The North County Sub-Area modeling results were then used to assess the potential project impacts due to the "Existing plus Project" and "2035 with Project" scenarios. Table 5.16-15 presents the results of the sub-area regional modeling analysis of Proposed Project growth for Existing plus Project, and Table 5.16-16 presents the results of the North County Sub-Area modeling analysis for 2035 conditions with and without the Proposed Project.

For the Project Area, the Secondary Highways, Limited Secondary Highways, Major Highways, and Expressways have been reviewed to determine the model volumes under existing conditions, Existing plus Project, 2035 Baseline, and 2035 plus Project conditions. The Existing plus Project volumes were compared to the existing roadway capacity and 2035 plus Project daily traffic volumes were compared to the County's designated LOS E capacity for each facility type based on planned improvements. If the Existing plus Project or 2035 plus Project daily volume falls under the County's designated LOS E capacity, it was determined that there would be no significant impact because this roadway would continue to operate at acceptable conditions. For those roadways operating with a V/C ratio of less than 0.90 (i.e., better than LOS E), it was determined that the planned roadway capacity is adequate to handle the future volumes within acceptable operating conditions.

Tables 5.16-15 and 5.16-16 display the detailed information that was used to develop the roadway impact findings below for the Existing plus Project and Year 2035 plus Project scenarios. Technical calculations are also included in Appendix C. These tables include the following for each segment on the Highway Plan in the Antelope Valley Planning Area:

- Functional Classification
- Limits of the segment
- Existing/Future Baseline ADT (from the model)
- Plus project ADT (from the model)
- Number of lanes
- Existing/Future Baseline V/C
- Plus Project V/C
- Whether the change in V/C exceeds the significant impact threshold (where the segment has a volume greater than LOS E capacity AND the change in V/C is 0.02 or greater).

The results of the analysis show that 13 roadway segments in the unincorporated areas are expected to exceed the designated LOS E threshold under the Existing plus Project scenario. Three of these segments exceed the designated V/C ratio under Existing Conditions. None of the segments exceed the LOS E threshold under 2035 plus Project Conditions with the planned County highway improvements in place. The Existing plus Project segments that are projected to exceed the maximum LOS E threshold and experience a significant change in V/C due to the project are listed below:

Avenue L from 40th Street West to 55th Street West – Exceeds existing roadway LOS E capacity by approximately 1,500 daily vehicles, 0.10 change in V/C (Existing plus Project V/C = 0.97) due to the Proposed Project growth.

Fort Tejon Road from 96th Street to Mount Emma Road – Exceeds existing roadway LOS E capacity by approximately 1,200 daily vehicles, 0.47 change in V/C (Existing plus Project V/C = 0.97) due to the Proposed Project growth.

Fort Tejon Road from 106th Street to 96th Street – Exceeds existing roadway LOS E capacity by approximately 1,300 daily vehicles, 0.47 change in V/C (Existing plus Project V/C = 0.97) due to the Proposed Project growth.

Fort Tejon Road from 131st Street East to 106th Street – Exceeds existing roadway LOS E capacity by approximately 700 daily vehicles, 0.5 change in V/C (Existing plus Project V/C = 0.94) due to the Proposed Project growth.

Palmdale Boulevard from 95th Street East to 90th Street East – Exceeds existing roadway LOS E capacity by approximately 1,300 daily vehicles, 0.32 change in V/C (Existing plus Project V/C = 0.97) due to the Proposed Project growth.

Palmdale Boulevard from 100th Street East to 95th Street East – Exceeds existing roadway LOS E capacity by approximately 1,800 daily vehicles, 0.34 change in V/C (Existing plus Project V/C = 1.00) due to the Proposed Project growth.

Palmdale Boulevard from 105th Street East to 100th Street East – Exceeds existing roadway LOS E capacity by approximately 700 daily vehicles, 0.31 change in V/C (Existing plus Project V/C = .94) due to the Proposed Project growth.

Palmdale Boulevard from 110th Street East to 105th Street East – Exceeds existing roadway LOS E capacity by approximately 700 daily vehicles, 0.33 change in V/C (Existing plus Project V/C = 0.94) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 82nd Street East to Avenue T-8 – Exceeds existing roadway LOS E capacity by approximately 7,600 daily vehicles, 0.34 change in V/C (Existing plus Project V/C = 1.32) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 87th Street East to 82nd Street East – Exceeds existing roadway LOS E capacity by approximately 3,400 daily vehicles, 0.34 change in V/C (Existing plus Project V/C = 1.09) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 96th Street East to 87th Street East – Exceeds existing roadway LOS E capacity by approximately 5,600 daily vehicles, 0.32 change in V/C (Existing plus Project V/C = 1.21) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 126th Street East to 116th Street East – Exceeds existing roadway LOS E capacity by approximately 6,700 daily vehicles, 0.29 change in V/C (Existing plus Project V/C = 1.27) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 131st Street East to 126th Street East – Exceeds existing roadway LOS E capacity by approximately 11,200 daily vehicles, 0.49 change in V/C (Existing plus Project V/C = 1.52) due to the Proposed Project growth.

This page intentionally left blank.

Table 5.16-15 Roadway Segment LOS – Existing vs. Existing plus Project

Study Location	Location	To	From	Functional Class	Capacity[1]	Lanes	Existing Conditions		Existing Plus Project Conditions		Exceeds Capacity Threshold?
							ADT	V/C	ADT	V/C	
1	100th St E	Avenue J	Avenue J-8	Limited Secondary Highway	18,000	2	500	0.03	800	0.04	NO
2	100th St E	Lancaster City Line	Avenue L	Limited Secondary Highway	18,000	2	500	0.03	500	0.03	NO
3	100th St W	Lancaster Blvd	Avenue J	Major Highway	18,000	2	500	0.03	500	0.03	NO
4	100th St W	Avenue D	Avenue D-8	Limited Secondary Highway	18,000	2	500	0.03	4,000	0.22	NO
5	100th St W	Avenue E	Avenue F	Limited Secondary Highway	18,000	2	500	0.03	1,800	0.10	NO
6	10th St W	Palmdale City Line	Avenue O	Secondary Highway	36,000	4	14,500	0.40	19,000	0.53	NO
7	10th St W	Auto Center Dr	Elizabeth Lake Rd	Secondary Highway	45,000	5	14,500	0.32	17,400	0.39	NO
8	110th St W	Johnson Rd	Avenue M	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
9	120th St E	Avenue L	Avenue Q	Expressway	22,000	2	5,200	0.24	18,000	0.82	NO
10	170th Street E	Avenue T	Avenue W	Secondary Highway	18,000	2	3,500	0.19	15,200	0.84	NO
11	170th Street E	Avenue W	165th Street	Secondary Highway	18,000	2	1,000	0.06	8,900	0.49	NO
12	200th Street E	Avenue G	Avenue J	Secondary Highway	18,000	2	1,000	0.06	6,700	0.37	NO
13	25th St W	Avenue O	Palmdale City Line	Secondary Highway	36,000	4	6,100	0.17	6,100	0.17	NO
14	35th St W	Avenue N	Avenue N-8	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
15	40th St W	Avenue N	Avenue N-8	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
16	50th St E	Avenue K-4	Avenue L	Expressway	22,000	2	2,200	0.10	7,400	0.34	NO
17	70th St E	Lancaster City Line	Avenue K-8	Major Highway	18,000	2	500	0.03	2,200	0.12	NO
18	70th St E	Avenue K-12	Avenue L	Major Highway	18,000	2	500	0.03	2,200	0.12	NO
19	80th St W	Lancaster City Line	Lancaster City Line	Major Highway	18,000	2	1,700	0.09	7,300	0.41	NO
20	87th St W	Ritter Ranch Rd	Elizabeth Lake Rd	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
21	Agua Dulce Canyon Road	Soledad Canyon Road	Sierra Highway	Limited Secondary Highway	18,000	2	7,800	0.43	8,400	0.47	NO
22	Amargosa Creek Rd	Portal Pass Rd	Johnson Rd	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
23	Avenue E	110th St W	Lancaster City Line	Major Highway	18,000	2	500	0.03	600	0.03	NO
24	Avenue E	100th St W	70th St W	Limited Secondary Highway	18,000	2	1,800	0.10	11,800	0.66	NO
25	Avenue F	110th St W	Lancaster City Line	Major Highway	18,000	2	500	0.03	600	0.03	NO
26	Avenue F	Lancaster City Line	95th St W	Major Highway	18,000	2	600	0.03	3,000	0.17	NO
27	Avenue F	95th St W	70th St W	Limited Secondary Highway	18,000	2	1,800	0.10	11,800	0.66	NO
28	Avenue G	25th St W	Division St	Expressway	22,000	2	5,200	0.24	19,000	0.86	NO
29	Avenue G	SR-14 Antelope Valley Freeway	15th Street W	Expressway	22,000	2	4,400	0.20	14,900	0.68	NO
30	Avenue G	15th Street W	10th Street W	Expressway	22,000	2	4,500	0.20	15,500	0.70	NO
31	Avenue G	10th Street W	Sierra Highway	Expressway	22,000	2	5,200	0.24	19,000	0.86	NO
32	Avenue G	Sierra Highway	Division Street	Expressway	22,000	2	4,700	0.21	11,900	0.54	NO
33	Avenue H	110th St W	70th St W	Major Highway	18,000	2	500	0.03	4,900	0.27	NO
34	Avenue H	Division St	40th St E	Expressway	22,000	2	9,000	0.41	17,000	0.77	NO
35	Avenue J	90th Street E	100th Street E	Major Highway	18,000	2	500	0.03	3,200	0.18	NO
36	Avenue J	100th Street E	110th Street E	Major Highway	18,000	2	500	0.03	3,600	0.20	NO
37	Avenue J	110th Street E	140th Street E	Major Highway	18,000	2	500	0.03	3,700	0.21	NO
38	Avenue J	140th Street E	150th Street E	Major Highway	18,000	2	500	0.03	5,400	0.30	NO
39	Avenue J	150th Street E	170th Street E	Major Highway	18,000	2	500	0.03	4,800	0.27	NO
40	Avenue J	170th Street E	200th Street E	Major Highway	18,000	2	500	0.03	5,300	0.29	NO
41	Avenue K-8	52nd St W	50th St W	Secondary Highway	18,000	2	600	0.03	900	0.05	NO
42	Avenue L	40th St E	45th St E	Expressway	22,000	2	500	0.02	500	0.02	NO
43	Avenue L	50th St E	80th St E	Expressway	22,000	2	500	0.02	500	0.02	NO
44	Avenue L	90th St E	120th St E	Expressway	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	NO

Table 5.16-15 Roadway Segment LOS – Existing vs. Existing plus Project

Study Location	Location	To	From	Functional Class	Capacity[1]	Lanes	Existing Conditions		Existing Plus Project Conditions		Exceeds Capacity Threshold?
							ADT	V/C	ADT	V/C	
45	Avenue L	55th St W	40th St W	Expressway	22,000	2	19,000	0.86	21,300	**0.97**	**YES**
46	Avenue L-8	10th St W	SR 14	Secondary Highway	36,000	4	4,300	0.12	4,300	0.12	NO
47	Avenue L-8	SR 14	30th St W	Secondary Highway	18,000	2	600	0.03	600	0.03	NO
48	Avenue L-8	60th St W	80th St W	Secondary Highway	36,000	4	3,900	0.11	4,000	0.11	NO
49	Avenue M	Elizabeth Lake Rd	80th St W	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
50	Avenue N-8	45th St W	30th St W	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
51	Avenue N-8	20th St W	Palmdale City Line	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
52	Avenue O	145th Street E	150th Street E	Major Highway	18,000	2	6,600	0.37	13,200	0.73	NO
53	Avenue O	150th Street E	170th Street E	Major Highway	18,000	2	2,000	0.11	9,200	0.51	NO
54	Avenue O	170th Street E	175th Street E	Major Highway	18,000	2	2,400	0.13	9,500	0.53	NO
55	Avenue O	175th Street E	180th Street E	Major Highway	18,000	2	2,500	0.14	11,100	0.62	NO
56	Avenue O	180th Street E	200th Street E	Secondary Highway	18,000	2	2,500	0.14	11,600	0.64	NO
57	Avenue O	200th Street E	210 Street E	Secondary Highway	18,000	2	2,300	0.13	8,900	0.49	NO
58	Avenue O	210 Street E	240th Street E	Secondary Highway	18,000	2	2,000	0.11	7,500	0.42	NO
59	Avenue O-8	30th St W	20th St W	Secondary Highway	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	N/A[3]	NO
60	Avenue P	15th Street E	20th Street E	Major Highway	36,000	4	18,000	0.50	23,500	0.65	NO
61	Avenue P	20th Street E	25th Street E	Major Highway	36,000	4	17,800	0.49	23,300	0.65	NO
62	Avenue P	25th Street E	30th Street E	Major Highway	36,000	4	6,400	0.18	12,000	0.33	NO
63	Avenue P	30th Street E	40th Street E	Major Highway	18,000	2	2,200	0.12	6,000	0.33	NO
64	Avenue P	40th Street E	70th Street E	Major Highway	18,000	2	500	0.03	500	0.03	NO
65	Avenue Q	60th St E	90th St E	Major Highway	18,000	2	8,800	0.49	10,300	0.57	NO
66	Avenue Q	90th St E	120th St E	Secondary Highway	18,000	2	1,000	0.06	8,000	0.44	NO
67	Bouquet Canyon Rd	Elizabeth Lake Rd	Palmdale City Line	Secondary Highway	18,000	2	1,800	0.10	3,800	0.21	NO
68	Davenport Road	Sierra Highway	Agua Dulce Canyon Road	Limited Secondary Highway	18,000	2	1,800	0.10	3,000	0.17	NO
69	Elizabeth Lake Road	Johnson Road	Portal Pass Rd	Major Highway	18,000	2	2,700	0.15	12,500	0.69	NO
70	Elizabeth Lake Road	Johnson Road	San Francisquito Canyon Road	Major Highway	18,000	2	3,400	0.19	6,300	0.35	NO
71	Elizabeth Lake Road	San Francisquito Canyon Road	Bouquet Canyon Road	Major Highway	18,000	2	3,400	0.19	10,800	0.60	NO
72	Elizabeth Lake Road	Bouquet Canyon Road	Godde Hill Road	Major Highway	18,000	2	3,400	0.19	9,900	0.55	NO
73	Escondido Canyon Road	Agua Dulce Canyon Road	SCV Planning Boundary	Limited Secondary Highway	18,000	2	2,000	0.11	3,600	0.20	NO
74	Fort Tejon Road	87th Street E	Mount Emma Road	Secondary Highway	18,000	2	4,500	0.25	6,300	0.35	NO
75	Fort Tejon Road	Mount Emma Road	96th Street	Secondary Highway	18,000	2	9,000	0.50	17,400	**0.97**	**YES**
76	Fort Tejon Road	96th Street	106th Street	Secondary Highway	18,000	2	9,000	0.50	17,500	**0.97**	**YES**
77	Fort Tejon Road	106th Street	131 Street E	Secondary Highway	18,000	2	7,900	0.44	16,900	**0.94**	**YES**
78	Johnson Rd	Elizabeth Lake Rd	110th St W	Major Highway	18,000	2	2,400	0.13	8,800	0.49	NO
79	Lancaster Road	Pine Canyon Road	Avenue I	Expressway	22,000	2	500	0.02	5,500	0.25	NO
80	Lancaster Road	Avenue I	190th Street W	Expressway	22,000	2	500	0.02	5,000	0.23	NO
81	Lancaster Road	190th Street W	170th Street W	Expressway	22,000	2	500	0.02	4,100	0.19	NO
82	Lancaster Road	170th Street W	110th Street W	Expressway	22,000	2	700	0.03	13,500	0.61	NO
83	Lancaster Road	110th Street W	90th Street W	Expressway	22,000	2	600	0.03	9,400	0.43	NO
84	Lancaster Road	90th Street W	70th Street W	Expressway	22,000	2	800	0.04	9,300	0.42	NO
85	Lancaster Road	70th Street W	60th Street W	Expressway	22,000	2	800	0.04	7,000	0.32	NO
86	Palmdale Boulevard	90th Street E	95th Street E	Major Highway	18,000	2	11,700	0.65	17,500	**0.97**	**YES**
87	Palmdale Boulevard	95th Street E	100th Street E	Major Highway	18,000	2	11,900	0.66	18,000	**1.00**	**YES**
88	Palmdale Boulevard	100th Street E	105th Street E	Major Highway	18,000	2	11,300	0.63	16,900	**0.94**	**YES**

Table 5.16-15 Roadway Segment LOS – Existing vs. Existing plus Project

Study Location	Location	To	From	Functional Class	Capacity[1]	Lanes	Existing Conditions		Existing Plus Project Conditions		Exceeds Capacity Threshold?
							ADT	V/C	ADT	V/C	
89	Palmdale Boulevard	105th Street E	110 Street E	Major Highway	18,000	2	11,000	0.61	16,900	**0.94**	**YES**
90	Pearblossom Highway (SR-138)	70th Street E	Avenue T 8	Major Highway	36,000	4	18,400	0.51	25,900	0.72	NO
91	Pearblossom Highway (SR-138)	Avenue T 8	82nd Street E	Major Highway	18,000	2	17,600	**0.98**	23,800	**1.32**	**YES**
92	Pearblossom Highway (SR-138)	82nd Street E	87th Street E	Major Highway	18,000	2	13,500	0.75	19,600	**1.09**	**YES**
93	Pearblossom Highway (SR-138)	87th Street E	96th Street E	Major Highway	18,000	2	16,000	0.89	21,800	**1.21**	**YES**
94	Pearblossom Highway (SR-138)	96th Street E	106th Street E	Major Highway	36,000	4	17,900	0.50	31,800	0.88	NO
95	Pearblossom Highway (SR-138)	106th Street E	116th Street E	Major Highway	36,000	4	17,800	0.49	23,100	0.64	NO
96	Pearblossom Highway (SR-138)	116th Street E	126th Street E	Major Highway	18,000	2	17,700	**0.98**	22,900	**1.27**	**YES**
97	Pearblossom Highway (SR-138)	126th Street E	131st Street E	Major Highway	18,000	2	18,600	**1.03**	27,400	**1.52**	**YES**
98	Pearblossom Highway (SR-138)	131 Street E	170th Street E	Major Highway	36,000	4	17,700	0.49	21,300	0.59	NO
99	Portal Pass Rd	Elizabeth Lake Rd	Ritter Ranch Rd	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
100	Ritter Ranch Rd	Portal Pass Rd	Bouquet Canyon Rd	Local / Collector	15,000	2	< 10,000	(2)	< 10,000	(2)	NO
101	San Fransisquito Canyon Rd	Angeles National Forest Boundary	Elizabeth Lake Rd	Secondary Highway	18,000	2	1,600	0.09	7,700	0.43	NO

Notes
1. Capacity based on County thresholds as defined in Table 5.16-3.
2. Local and collector streets are typically not reflected in travel demand models; based on the roadway classification, volumes are expected to be well below the County's ADT thresholds.
3. Roadway segment does not exist or is discontinuous under existing conditions; segment only analyzed under future conditions with planned improvements in place.

Table 5.16-16 Roadway Segment LOS – 2035 Baseline vs. 2035 plus Project

Study Location	Location	To	From	Functional Class	Potential Number of Lanes[1]	Potential Roadway Capacity[2]	2035 Baseline Conditions			2035 Plus Project Conditions			Exceeds Capacity Threshold?
							Model Lanes	ADT	V/C	Model Lanes	ADT	V/C	
1	100th St E	Avenue J	Avenue J-8	Limited Secondary Highway	2	18,000	2	500	0.03	2	600	0.03	NO
2	100th St E	Lancaster City Line	Avenue L	Limited Secondary Highway	2	18,000	2	500	0.03	2	2,300	0.13	NO
3	100th St W	Lancaster Blvd	Avenue J	Major Highway	6	54,000	2	500	0.03	2	500	0.03	NO
4	100th St W	Avenue D	Avenue D-8	Limited Secondary Highway	2	18,000	2	1,300	0.07	2	7,700	0.43	NO
5	100th St W	Avenue E	Avenue F	Limited Secondary Highway	2	18,000	2	1,800	0.10	2	8,400	0.47	NO
6	10th St W	Palmdale City Line	Avenue O	Secondary Highway	4	36,000	4	14,000	0.39	4	22,100	0.61	NO
7	10th St W	Auto Center Dr	Elizabeth Lake Rd	Secondary Highway	4	36,000	5	16,500	0.37	5	19,500	0.43	NO
8	110th St W	Johnson Rd	Avenue M	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
9	120th St E	Avenue L	Avenue Q	Expressway	4	44,000	4	3,200	0.07	4	10,600	0.24	NO
10	170th Street E	Avenue T	Avenue W	Secondary Highway	4	36,000	2	3,700	0.21	2	9,800	0.54	NO
11	170th Street E	Avenue W	165th Street	Secondary Highway	4	36,000	2	700	0.04	2	5,300	0.29	NO
12	200th Street E	Avenue G	Avenue J	Secondary Highway	4	36,000	2	700	0.04	2	5,100	0.28	NO
13	25th St W	Avenue O	Palmdale City Line	Secondary Highway	4	36,000	4	9,600	0.27	4	10,300	0.29	NO
14	35th St W	Avenue N	Avenue N-8	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
15	40th St W	Avenue N	Avenue N-8	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
16	50th St E	Avenue K-4	Avenue L	Expressway	4	44,000	2	1,700	0.08	2	7,100	0.32	NO
17	70th St E	Lancaster City Line	Avenue K-8	Major Highway	6	54,000	2	500	0.03	2	1,200	0.07	NO
18	70th St E	Avenue K-12	Avenue L	Major Highway	6	54,000	2	500	0.03	2	1,400	0.08	NO
19	80th St W	Lancaster City Line	Lancaster City Line	Major Highway	6	54,000	2	2,100	0.12	2	5,800	0.32	NO
20	87th St W	Ritter Ranch Rd	Elizabeth Lake Rd	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
21	Agua Dulce Canyon Road	Soledad Canyon Road	Sierra Highway	Limited Secondary Highway	2	18,000	2	7,600	0.42	2	8,300	0.46	NO
22	Amargosa Creek Rd	Portal Pass Rd	Johnson Rd	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
23	Avenue E	110th St W	Lancaster City Line	Major Highway	6	54,000	2	500	0.03	2	1,600	0.09	NO
24	Avenue E	100th St W	70th St W	Limited Secondary Highway	2	18,000	2	2,900	0.16	2	14,300	0.79	NO
25	Avenue F	110th St W	Lancaster City Line	Major Highway	6	54,000	2	500	0.03	2	1,600	0.09	NO
26	Avenue F	Lancaster City Line	95th St W	Major Highway	6	54,000	2	700	0.04	2	3,700	0.21	NO
27	Avenue F	95th St W	70th St W	Limited Secondary Highway	2	18,000	2	2,900	0.16	2	14,300	0.79	NO
28	Avenue G	25th St W	Division St	Expressway	4	44,000	2	5,300	0.24	2	18,700	0.85	NO
29	Avenue G	SR-14 Antelope Valley Freeway	15th Street W	Expressway	4	44,000	2	2,600	0.12	2	15,200	0.69	NO
30	Avenue G	15th Street W	10th Street W	Expressway	4	44,000	2	2,600	0.12	2	15,600	0.71	NO
31	Avenue G	10th Street W	Sierra Highway	Expressway	4	44,000	2	3,200	0.15	2	18,700	0.85	NO
32	Avenue G	Sierra Highway	Division Street	Expressway	4	44,000	2	5,300	0.24	2	13,500	0.61	NO
33	Avenue H	110th St W	70th St W	Major Highway	6	54,000	2	500	0.03	2	4,400	0.24	NO
34	Avenue H	Division St	40th St E	Expressway	4	44,000	2	7,900	0.36	2	16,400	0.75	NO
35	Avenue J	90th Street E	100th Street E	Major Highway	6	54,000	2	600	0.03	2	2,000	0.11	NO
36	Avenue J	100th Street E	110th Street E	Major Highway	6	54,000	2	500	0.03	2	1,300	0.07	NO
37	Avenue J	110th Street E	140th Street E	Major Highway	6	54,000	2	500	0.03	2	1,000	0.06	NO
38	Avenue J	140th Street E	150th Street E	Major Highway	6	54,000	2	500	0.03	2	1,500	0.08	NO
39	Avenue J	150th Street E	170th Street E	Major Highway	6	54,000	2	500	0.03	2	1,800	0.10	NO
40	Avenue J	170th Street E	200th Street E	Major Highway	6	54,000	2	500	0.03	2	3,300	0.18	NO
41	Avenue K-8	52nd St W	50th St W	Secondary Highway	2	18,000	2	600	0.03	2	800	0.04	NO
42	Avenue L	40th St E	45th St E	Expressway	4	44,000	4	8,200	0.19	4	12,000	0.27	NO
43	Avenue L	50th St E	80th St E	Expressway	4	44,000	4	8,700	0.20	4	16,900	0.38	NO

Table 5.16-16 Roadway Segment LOS – 2035 Baseline vs. 2035 plus Project

Study Location	Location	To	From	Functional Class	Potential Number of Lanes[1]	Potential Roadway Capacity[2]	2035 Baseline Conditions			2035 Plus Project Conditions			Exceeds Capacity Threshold?
							Model Lanes	ADT	V/C	Model Lanes	ADT	V/C	
44	Avenue L	90th St E	120th St E	Expressway	4	44,000	4	500	0.01	4	2,400	0.05	NO
45	Avenue L	55th St W	40th St W	Expressway	4	44,000	4	20,100	0.46	4	23,000	0.52	NO
46	Avenue L-8	10th St W	SR 14	Secondary Highway	4	36,000	4	4,700	0.13	4	4,800	0.13	NO
47	Avenue L-8	SR 14	30th St W	Secondary Highway	4	36,000	2	500	0.03	2	500	0.03	NO
48	Avenue L-8	60th St W	80th St W	Secondary Highway	4	36,000	4	4,000	0.11	4	4,300	0.12	NO
49	Avenue M	Elizabeth Lake Rd	80th St W	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
50	Avenue N-8	45th St W	30th St W	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
51	Avenue N-8	20th St W	Palmdale City Line	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
52	Avenue O	145th Street E	150th Street E	Major Highway	6	54,000	2	5,200	0.29	2	11,700	0.65	NO
53	Avenue O	150th Street E	170th Street E	Major Highway	6	54,000	2	900	0.05	2	5,200	0.29	NO
54	Avenue O	170th Street E	175th Street E	Major Highway	6	54,000	2	600	0.03	2	3,800	0.21	NO
55	Avenue O	175th Street E	180th Street E	Major Highway	6	54,000	2	800	0.04	2	5,700	0.32	NO
56	Avenue O	180th Street E	200th Street E	Secondary Highway	4	36,000	2	800	0.04	2	6,200	0.34	NO
57	Avenue O	200th Street E	210 Street E	Secondary Highway	4	36,000	2	500	0.03	2	2,100	0.12	NO
58	Avenue O	210 Street E	240th Street E	Secondary Highway	4	36,000	2	500	0.03	2	700	0.04	NO
59	Avenue O-8	30th St W	20th St W	Secondary Highway	4	36,000	4	1,300	0.04	4	1,800	0.05	NO
60	Avenue P	15th Street E	20th Street E	Major Highway	6	54,000	6	16,700	0.31	6	20,900	0.39	NO
61	Avenue P	20th Street E	25th Street E	Major Highway	6	54,000	6	16,600	0.31	6	20,800	0.39	NO
62	Avenue P	25th Street E	30th Street E	Major Highway	6	54,000	6	4,400	0.08	6	7,400	0.14	NO
63	Avenue P	30th Street E	40th Street E	Major Highway	6	54,000	6	3,000	0.06	6	4,900	0.09	NO
64	Avenue P	40th Street E	70th Street E	Major Highway	6	54,000	2	2,900	0.16	2	4,700	0.26	NO
65	Avenue Q	60th St E	90th St E	Major Highway	6	54,000	2	7,200	0.40	2	8,700	0.48	NO
66	Avenue Q	90th St E	120th St E	Secondary Highway	4	36,000	2	1,100	0.06	2	6,500	0.36	NO
67	Bouquet Canyon Rd	Elizabeth Lake Rd	Palmdale City Line	Secondary Highway	4	36,000	2	1,800	0.10	2	3,900	0.22	NO
68	Davenport Road	Sierra Highway	Agua Dulce Canyon Road	Limited Secondary Highway	2	18,000	2	2,500	0.14	2	3,700	0.21	NO
69	Elizabeth Lake Road	Johnson Road	Portal Pass Rd	Major Highway	6	54,000	2	2,800	0.16	2	10,400	0.58	NO
70	Elizabeth Lake Road	Johnson Road	San Francisquito Canyon Road	Major Highway	6	54,000	2	3,300	0.18	2	5,500	0.31	NO
71	Elizabeth Lake Road	San Francisquito Canyon Road	Bouquet Canyon Road	Major Highway	6	54,000	2	3,500	0.19	2	8,000	0.44	NO
72	Elizabeth Lake Road	Bouquet Canyon Road	Godde Hill Road	Major Highway	6	54,000	2	1,700	0.09	2	6,600	0.37	NO
73	Escondido Canyon Road	Agua Dulce Canyon Road	SCV Planning Boundary	Limited Secondary Highway	2	18,000	2	2,800	0.16	2	4,100	0.23	NO
74	Fort Tejon Road	87th Street E	Mount Emma Road	Secondary Highway	4	36,000	2	2,400	0.13	2	10,200	0.57	NO
75	Fort Tejon Road	Mount Emma Road	96th Street	Secondary Highway	4	36,000	2	2,800	0.16	2	12,200	0.68	NO
76	Fort Tejon Road	96th Street	106th Street	Secondary Highway	4	36,000	2	2,800	0.16	2	12,500	0.69	NO
77	Fort Tejon Road	106th Street	131 Street E	Secondary Highway	4	36,000	2	1,500	0.08	2	7,200	0.40	NO
78	Johnson Rd	Elizabeth Lake Rd	110th St W	Major Highway	6	54,000	2	2,600	0.14	2	7,600	0.42	NO
79	Lancaster Road	Pine Canyon Road	Avenue I	Expressway	4	44,000	2	1,300	0.06	2	9,400	0.43	NO
80	Lancaster Road	Avenue I	190th Street W	Expressway	4	44,000	2	500	0.02	2	2,400	0.11	NO
81	Lancaster Road	190th Street W	170th Street W	Expressway	4	44,000	2	500	0.02	2	3,300	0.15	NO
82	Lancaster Road	170th Street W	110th Street W	Expressway	4	44,000	2	500	0.02	2	6,200	0.28	NO
83	Lancaster Road	110th Street W	90th Street W	Expressway	4	44,000	2	500	0.02	2	3,700	0.17	NO
84	Lancaster Road	90th Street W	70th Street W	Expressway	4	44,000	2	1,200	0.05	2	5,500	0.25	NO
85	Lancaster Road	70th Street W	60th Street W	Expressway	4	44,000	2	1,100	0.05	2	4,100	0.19	NO
86	Palmdale Boulevard	90th Street E	95th Street E	Major Highway	6	54,000	2	7,400	0.41	2	13,400	0.74	NO

Table 5.16-16 Roadway Segment LOS – 2035 Baseline vs. 2035 plus Project

Study Location	Location	To	From	Functional Class	Potential Number of Lanes[1]	Potential Roadway Capacity[2]	2035 Baseline Conditions			2035 Plus Project Conditions			Exceeds Capacity Threshold?
							Model Lanes	ADT	V/C	Model Lanes	ADT	V/C	
87	Palmdale Boulevard	95th Street E	100th Street E	Major Highway	6	54,000	2	7,600	0.42	2	15,300	0.85	NO
88	Palmdale Boulevard	100th Street E	105th Street E	Major Highway	6	54,000	2	7,200	0.40	2	14,400	0.80	NO
89	Palmdale Boulevard	105th Street E	110 Street E	Major Highway	6	54,000	2	6,700	0.37	2	14,300	0.79	NO
90	Pearblossom Highway (SR-138)	70th Street E	Avenue T 8	Major Highway	6	54,000	6	15,200	0.28	6	33,900	0.63	NO
91	Pearblossom Highway (SR-138)	Avenue T 8	82nd Street E	Major Highway	6	54,000	6	14,000	0.26	6	33,900	0.63	NO
92	Pearblossom Highway (SR-138)	82nd Street E	87th Street E	Major Highway	6	54,000	6	11,700	0.22	6	24,800	0.46	NO
93	Pearblossom Highway (SR-138)	87th Street E	96th Street E	Major Highway	6	54,000	6	11,800	0.22	6	26,700	0.49	NO
94	Pearblossom Highway (SR-138)	96th Street E	106th Street E	Major Highway	6	54,000	6	12,300	0.23	6	30,600	0.57	NO
95	Pearblossom Highway (SR-138)	106th Street E	116th Street E	Major Highway	6	54,000	6	12,500	0.23	6	27,000	0.50	NO
96	Pearblossom Highway (SR-138)	116th Street E	126th Street E	Major Highway	6	54,000	4	12,500	0.35	4	26,800	0.74	NO
97	Pearblossom Highway (SR-138)	126th Street E	131st Street E	Major Highway	6	54,000	4	13,000	0.36	4	31,400	0.87	NO
98	Pearblossom Highway (SR-138)	131 Street E	170th Street E	Major Highway	6	54,000	4	11,600	0.32	4	21,100	0.59	NO
99	Portal Pass Rd	Elizabeth Lake Rd	Ritter Ranch Rd	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
100	Ritter Ranch Rd	Portal Pass Rd	Bouquet Canyon Rd	Local / Collector	2	15,000	2	< 10,000	(3)	2	< 10,000	(3)	NO
101	San Fransisquito Canyon Rd	Angeles National Forest Boundary	Elizabeth Lake Rd	Secondary Highway	4	36,000	2	1,700	0.09	2	4,200	0.23	NO

Notes
1. Potential number of lanes is based on County's roadway classification definition per the 2014 Draft Los Angeles County General Plan.
2. Capacity based on County thresholds as defined in Table 5.16-3; For V/C analysis, modeled lanes were used to report future baseline operations.
3. Local and collector streets are typically not reflected in travel demand models; based on the roadway classification, volumes are expected to be well below the County's ADT thresholds.

Intersection CMP Analysis

Table 5.16-17 shows the results of the Existing and Existing plus Project level of service analysis at the study area CMP intersection locations. Implementation of the Proposed Project is expected to result in exceeding the County CMP standard level of service (LOS E), to LOS F, along with a significant increase in V/C due to the Project, at the following locations:

1. Lancaster Road & 300th Street West (AM and PM peak hours)
2. Avenue D & 60th Street West (AM and PM peak hours)

Table 5.16-17 Intersection CMP Analysis – Existing vs. Existing plus Project

			Existing Conditions				Existing plus Project Conditions				
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
No.	CMP Route	Cross Street	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	Significant Impact?
1	Lancaster Road	300th Street West	0.18	A	0.21	A	**1.02**	**F**	**1.04**	**F**	**Yes**
2	Avenue D	60th Street West	0.23	A	0.28	A	**0.99**	**E**	**1.22**	**F**	**Yes**
3	Sierra Highway	Red Rover Mine Road	0.14	A	0.14	A	0.37	A	0.41	A	No
4	Pearblossom Highway (SR-138)	82nd Street East	0.58	A	0.70	B	0.70	B	0.78	C	No
5	Pearblossom Highway (SR-138)	Antelope Highway	0.54	A	0.63	B	0.73	C	0.86	D	No

Table 5.16-18 shows the results of the 2035 Baseline and 2035 plus Project level of service analysis at the study area CMP intersection locations. Implementation of the Proposed Project is expected to result in exceeding the County CMP standard level of service (LOS E), to LOS F, along with a significant increase in V/C due to the Project, at the following locations:

1. Lancaster Road & 300th Street West (AM and PM peak hours)
2. Avenue D & 60th Street West (AM and PM peak hours)
4. Pearblossom Highway (SR-138) & 82nd Street East (AM and PM peak hours)

Table 5.16-18 Intersection CMP Analysis – 2035 Baseline vs. 2035 plus Project

			Existing Conditions				Existing plus Project Conditions				
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		
No.	CMP Route	Cross Street	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	Significant Impact?
1	Lancaster Road	300th Street West	0.59	A	0.67	B	**1.09**	**F**	**1.11**	**F**	**Yes**
2	Avenue D	60th Street West	0.74	C	0.83	D	**1.30**	**F**	**1.57**	**F**	**Yes**
3	Sierra Highway	Red Rover Mine Road	0.14	A	0.14	A	0.34	A	0.33	A	No
4	Pearblossom Highway (SR-138)	82nd Street East	0.52	A	0.73	C	**1.19**	**F**	**1.55**	**F**	**Yes**
5	Pearblossom Highway (SR-138)	Antelope Highway	0.44	A	0.47	A	0.65	B	0.70	B	No

Freeway CMP Analysis

Based on the established significant impact criteria, the Proposed Project would have a significant impact if it causes a freeway segment at LOS E or F to experience a change in D/C of 0.02 or greater. Table 5.16-19 shows the freeway CMP analysis for all scenarios. Based on the results of the modeling and impact analysis, the following locations are forecast to be significantly impacted:

Freeway Segment Impacts due to Planned Growth – Existing plus Project

SR-14 South of SR-138/Future High Desert Corridor (PM Northbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 0.95.

Freeway Segment Impacts due to Future Growth – Future plus Project

SR-14 South of Avenue D/SR-138 (AM Northbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 1.04.

SR-14 South of Avenue D/SR-138 (AM Southbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 1.09.

SR-14 South of Avenue D/SR-138 (PM Northbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 1.32.

SR-14 South of Avenue D/SR-138 (PM Southbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 1.10.

SR-14 South of SR-138/High Desert Corridor (PM Northbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 0.97.

SR-14 South of SR-138/High Desert Corridor (PM Southbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 0.93.

Table 5.16-19 Freeway CMP Segments – All Scenarios

Study Location	Roadway	Segment	Direction	Peak Hour Capacity	Existing Conditions				Existing plus Project Conditions			2035 Baseline Conditions				2035 Plus Project Conditions			Potential Impact?
					Lanes	Peak Hour Volume	D/C	LOS	Peak Hour Volume	D/C	LOS	Lanes	Peak Hour Volume	D/C	LOS	Peak Hour Volume	D/C	LOS	
AM Peak Hour																			
1	I-5 Freeway	North of SR-138	NB	8,000	4	2,920	0.37	**B**	2,800	0.35	**A**	4	4,840	0.61	**C**	5,210	0.65	**C**	NO
	I-5 Freeway	North of SR-138	SB	8,000	4	2,990	0.37	**B**	2,950	0.37	**B**	4	4,820	0.60	**C**	5,920	0.74	**C**	NO
2	I-5 Freeway	South of SR-138	NB	8,000	4	2,770	0.35	**A**	3,300	0.41	**B**	4	3,520	0.44	**B**	4,150	0.52	**B**	NO
	I-5 Freeway	South of SR-138	SB	8,000	4	2,900	0.36	**B**	3,890	0.49	**B**	4	3,700	0.46	**B**	6,240	0.78	**D**	NO
3	SR-138	Between I-5 and 300th Street W	WB	2,000-6,000	1	230	0.12	**A**	800	0.40	**B**	3	1,710	0.29	**A**	2,560	0.43	**B**	NO
	SR-138	Between I-5 and 300th Street W	EB	2,000-6,000	1	170	0.09	**A**	880	0.44	**B**	3	2,120	0.35	**B**	4,430	0.74	**C**	NO
4	SR-138	Between 300th St W and 190th St W	WB	2,000-4,000	1	160	0.08	**A**	400	0.20	**A**	2	2,170	0.54	**C**	2,710	0.68	**C**	NO
	SR-138	Between 300th St W and 190th St W	EB	2,000-4,000	1	150	0.08	**A**	560	0.28	**A**	2	1,290	0.32	**A**	2,020	0.51	**B**	NO
5	Avenue D/SR-138	Between 190th Street W and SR-14	WB	2,000-4,000	1	150	0.08	**A**	700	0.35	**A**	2	1,770	0.44	**B**	2,320	0.58	**C**	NO
	Avenue D/SR-138	Between 190th Street W and SR-14	EB	2,000-4,000	1	180	0.09	**A**	810	0.41	**B**	2	1,120	0.28	**A**	2,700	0.68	**C**	NO
6	SR-14	North of Avenue D/SR-138	NB	4,000	2	1,380	0.35	**A**	2,010	0.50	**B**	2	1,630	0.41	**B**	2,480	0.62	**C**	NO
	SR-14	North of Avenue D/SR-138	SB	4,000	2	1,930	0.48	**B**	2,810	0.70	**C**	2	1,930	0.48	**B**	2,740	0.69	**C**	NO
7	SR-14	South of Avenue D/SR-138	NB	4,000	2	1,480	0.37	**B**	2,910	0.73	**C**	2	2,370	0.59	**C**	4,140	**1.04**	**F(0)**	**YES**
	SR-14	South of Avenue D/SR-138	SB	4,000	2	2,040	0.51	**B**	3,460	0.87	**D**	2	2,050	0.51	**B**	4,340	**1.09**	**F(0)**	**YES**
8	SR-14	South of SR-138/High Desert Cor.	NB	6,000	3	3,320	0.55	**C**	5,360	0.89	**D**	3	3,280	0.55	**C**	5,020	0.84	**D**	NO
	SR-14	South of SR-138/High Desert Cor.	SB	6,000	3	3,540	0.59	**C**	4,640	0.77	**D**	3	4,240	0.71	**C**	4,990	0.83	**D**	NO
9	High Desert Corridor	East of 125th Street E	WB	0-6,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3	2,500	0.42	**B**	3,500	0.58	**C**	NO
	High Desert Corridor	East of 125th Street E	EB	0-6,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3	1,740	0.29	**A**	2,090	0.35	**A**	NO
PM Peak Hour																			
1	I-5 Freeway	North of SR-138	NB	8,000	4	3,050	0.38	**B**	2,980	0.37	**B**	4	5,250	0.66	**C**	5,910	0.74	**C**	NO
	I-5 Freeway	North of SR-138	SB	8,000	4	2,970	0.37	**B**	2,950	0.37	**B**	4	4,590	0.57	**C**	4,910	0.61	**C**	NO
2	I-5 Freeway	South of SR-138	NB	8,000	4	2,910	0.36	**B**	4,080	0.51	**B**	4	3,870	0.48	**B**	6,540	0.82	**D**	NO
	I-5 Freeway	South of SR-138	SB	8,000	4	2,850	0.36	**B**	3,750	0.47	**B**	4	3,340	0.42	**B**	4,360	0.55	**C**	NO
3	SR-138	Between I-5 and 300th Street W	WB	2,000-6,000	1	240	0.12	**A**	930	0.47	**B**	3	2,080	0.35	**A**	4,440	0.74	**C**	NO
	SR-138	Between I-5 and 300th Street W	EB	2,000-6,000	1	230	0.12	**A**	890	0.45	**B**	3	2,310	0.39	**B**	3,380	0.56	**C**	NO
4	SR-138	Between 300th St W and 190th St W	WB	2,000-4,000	1	200	0.10	**A**	570	0.29	**A**	2	2,300	0.58	**C**	2,730	0.68	**C**	NO
	SR-138	Between 300th St W and 190th St W	EB	2,000-4,000	1	170	0.09	**A**	500	0.25	**A**	2	1,740	0.44	**B**	2,480	0.62	**C**	NO
5	Avenue D/SR-138	Between 190th Street W and SR-14	WB	2,000-4,000	1	230	0.12	**A**	780	0.39	**B**	2	1,980	0.50	**B**	3,360	0.84	**D**	NO
	Avenue D/SR-138	Between 190th Street W and SR-14	EB	2,000-4,000	1	180	0.09	**A**	910	0.46	**B**	2	1,430	0.36	**B**	2,320	0.58	**C**	NO
6	SR-14	North of Avenue D/SR-138	NB	4,000	2	2,280	0.57	**C**	3,030	0.76	**C**	2	2,570	0.64	**C**	3,300	0.83	**D**	NO
	SR-14	North of Avenue D/SR-138	SB	4,000	2	1,830	0.46	**B**	2,450	0.61	**C**	2	1,990	0.50	**B**	2,780	0.70	**C**	NO
7	SR-14	South of Avenue D/SR-138	NB	4,000	2	2,420	0.61	**C**	3,700	0.93	**D**	2	3,250	0.81	**D**	5,270	**1.32**	**F(1)**	**YES**
	SR-14	South of Avenue D/SR-138	SB	4,000	2	1,890	0.47	**B**	3,510	0.88	**D**	2	2,260	0.57	**C**	4,380	**1.10**	**F(0)**	**YES**
8	SR-14	South of SR-138/High Desert Cor.	NB	6,000	3	4,270	0.71	**C**	5,690	**0.95**	**E**	3	4,940	0.82	**D**	5,840	**0.97**	**E**	**YES**
	SR-14	South of SR-138/High Desert Cor.	SB	6,000	3	3,400	0.57	**C**	5,510	0.92	**D**	3	3,720	0.62	**C**	5,600	**0.93**	**E**	**YES**
9	High Desert Corridor	East of 125th Street E	WB	0-6,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3	2,860	0.48	**B**	3,580	0.60	**C**	NO
	High Desert Corridor	East of 125th Street E	EB	0-6,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	3	2,880	0.48	**B**	3,900	0.65	**C**	NO

IMPACT ANALYSIS

Impact 5.16-1: Buildout in accordance with the Proposed Project would impact levels of service on the existing roadway system. [Threshold T-1, T-2]

Roadway Segment Analysis

Based on the established significant impact criteria, the Proposed Project would have a significant impact if it causes a roadway segment at LOS E or F to experience a change in V/C of 0.02 or greater. Based on the results of the modeling and impact analysis, the following locations are forecast to be significantly impacted:

Roadway Segment Impacts due to Planned Growth – Existing plus Project

Avenue L from 40th Street West to 55th Street West – Exceeds existing roadway LOS E capacity by approximately 1,500 daily vehicles, 0.10 change in V/C (Existing plus Project V/C = 0.97) due to the Proposed Project growth.

Fort Tejon Road from 96th Street to Mount Emma Road – Exceeds existing roadway LOS E capacity by approximately 1,200 daily vehicles, 0.47 change in V/C (Existing plus Project V/C = 0.97) due to the Proposed Project growth.

Fort Tejon Road from 106th Street to 96th Street – Exceeds existing roadway LOS E capacity by approximately 1,300 daily vehicles, 0.47 change in V/C (Existing plus Project V/C = 0.97) due to the Proposed Project growth.

Fort Tejon Road from 131st Street East to 106th Street – Exceeds existing roadway LOS E capacity by approximately 700 daily vehicles, 0.5 change in V/C (Existing plus Project V/C = 0.94) due to the Proposed Project growth.

Palmdale Boulevard from 95th Street East to 90th Street East – Exceeds existing roadway LOS E capacity by approximately 1,300 daily vehicles, 0.32 change in V/C (Existing plus Project V/C = 0.97) due to the Proposed Project growth.

Palmdale Boulevard from 100th Street East to 95th Street East – Exceeds existing roadway LOS E capacity by approximately 1,800 daily vehicles, 0.34 change in V/C (Existing plus Project V/C = 1.00) due to the Proposed Project growth.

Palmdale Boulevard from 105th Street East to 100th Street East – Exceeds existing roadway LOS E capacity by approximately 700 daily vehicles, 0.31 change in V/C (Existing plus Project V/C = .94) due to the Proposed Project growth.

Palmdale Boulevard from 110th Street East to 105th Street East – Exceeds existing roadway LOS E capacity by approximately 700 daily vehicles, 0.33 change in V/C (Existing plus Project V/C = 0.94) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 82nd Street East to Avenue T-8 – Exceeds existing roadway LOS E capacity by approximately 7,600 daily vehicles, 0.34 change in V/C (Existing plus Project V/C = 1.32) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 87th Street East to 82nd Street East – Exceeds existing roadway LOS E capacity by approximately 3,400 daily vehicles, 0.34 change in V/C (Existing plus Project V/C = 1.09) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 96th Street East to 87th Street East – Exceeds existing roadway LOS E capacity by approximately 5,600 daily vehicles, 0.32 change in V/C (Existing plus Project V/C = 1.21) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 126th Street East to 116th Street East – Exceeds existing roadway LOS E capacity by approximately 6,700 daily vehicles, 0.29 change in V/C (Existing plus Project V/C = 1.27) due to the Proposed Project growth.

Pearblossom Highway (SR-138) from 131st Street East to 126th Street East – Exceeds existing roadway LOS E capacity by approximately 11,200 daily vehicles, 0.49 change in V/C (Existing plus Project V/C = 1.52) due to the Proposed Project growth.

Intersection Levels of Service (LOS)

Implementation of the Proposed Project is expected to result in exceeding the County CMP standard level of service (LOS E), to LOS F, along with a significant increase in V/C due to the Project, at the following locations:

Existing plus Project

3. Lancaster Road & 300th Street West
4. Avenue D & 60th Street West

2035 plus Project

1. Lancaster Road & 300th Street West
2. Avenue D & 60th Street West
4. Pearblossom Highway (SR-138) & 82nd Street East

Freeway Segment Analysis

Based on the established significant impact criteria, the Proposed Project would have a significant impact if it causes a freeway segment at LOS E or F to experience a change in V/C of 0.02 or greater. Based on the results of the modeling and impact analysis, the following locations are forecast to be significantly impacted:

Freeway Segment Impacts due to Planned Growth – Existing plus Project

SR-14 South of SR-138/Future High Desert Corridor (PM Northbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of .95.

Freeway Segment Impacts due to Future Growth – Future plus Project

SR-14 South of Avenue D/SR-138 (AM Northbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 1.04.

SR-14 South of Avenue D/SR-138 (AM Southbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 1.09.

SR-14 South of Avenue D/SR-138 (PM Northbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 1.32.

SR-14 South of Avenue D/SR-138 (PM Southbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 1.10.

SR-14 South of SR-138/High Desert Corridor (PM Northbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 0.97.

SR-14 South of SR-138/High Desert Corridor (PM Southbound) – Exceeds the CMP LOS E threshold and would have a D/C ratio of 0.93.

IMPACT 5.16-2: Implementation of the Proposed Project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. [Threshold T-3]

Impact Analysis: The Proposed Project will result in a significant impact to air traffic patterns if it causes an increase in air traffic levels or introduce incompatible land uses. The Proposed Project will not result in the development of a new airport within the County nor will it introduce new land uses that could prevent safety hazards to air traffic. The Proposed Project has policies aimed at improving the compatibility between aviation facilities and their surroundings, encouraging greater multi-modal access to airports and encouraging the development of a decentralized system of major airports.

IMPACT 5.16-3: Implementation of the Proposed Project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). [Threshold T-4]

Impact Analysis: The Proposed Project promotes highways to be built to specific standards that have been set by the County. These include increasing the number of lanes on major highways and other improvements under the Highway Plan. Hazards due to roadway design features will be evaluated on a project-by-project basis as the buildout of the Proposed Project occurs. All new highways and upgrades will be planned, designed and built to County standards.

The County periodically monitors levels of service, traffic accident patterns, and physical conditions of the existing street system, and upgrade roadways as needed. Additionally, the County applies consistent standards throughout the Highway Plan for street design to promote travel safety. It will accomplish this by designating roadways based on their functional classification, adopting consistent standard street cross sections, coordinating circulation plans of new development project with each other, and adopting common standards for pavement width. Within residential neighborhoods, complete streets will be promoted through traffic-calming devices, shorter block length, and other considerations. Where possible, local street patterns would be designed to create logical and understandable travel paths for users and discourage cut-through traffic.

IMPACT 5.16-4: Implementation of the Proposed Project would not result in inadequate emergency access. [Threshold T-5]

Impact Analysis: Emergency access will be evaluated on a project-by-project basis as the buildout of the Proposed Project occurs. Buildout of the Proposed Project will enhance the capacity of the roadway system by upgrading roadways and intersections when necessary, ensure that the future dedication and acquisitions of roadways are based on projected demand, and implement the construction of paved crossover points through medians for emergency vehicles. Additionally, the Proposed Project will facilitate the consideration of the needs for emergency access in transportation planning. The County will maintain a current evacuation plan, ensure that new development is provided with adequate emergency and/or secondary access, including two points of ingress and egress for most subdivisions, require visible street name signage, and provide directional signage to freeways at key intersections to assist in emergency evacuation operations.

IMPACT 5.16-5: Implementation of the Proposed Project would not conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks). [Threshold T-6]

Impact Analysis: The Bicycle Plan was adopted by the County Board of Supervisors on March 13, 2012. The Bicycle Plan, which replaces the 1975 Plan of Bikeways, is a sub-element of the Transportation Element of the adopted General Plan. The Bicycle Plan proposes approximately 831 miles of new bikeways throughout the County. Along with the proposed bikeways, the Bicycle Plan recommends various bicycle-friendly policies and programs to promote bicycle ridership among users of all ages and skill sets within the County. A Final Program EIR (State Clearinghouse No. 2011041004) for the Bicycle Plan was completed. The Bicycle Plan also contains elements that support alternative transportation programs, including increased ridership on public transit, developing mass transit as an alternative to automobile travel, the development of rail transit or exclusive bus lanes in high demand corridors, as well as research for and development of new transportation technologies.

The Proposed Project supports alternative modes of transportation, including walking and bicycling, to reduce total VMT. Additionally, the Proposed Project establishes several policies to ensure the safety and mobility of pedestrians and bicyclists. The County will provide safe and convenient access to safe transit, bikeways, and walkways, consider the safety and convenience of pedestrians and cyclists in the design and development of transportation systems, provide safe pedestrian connections across barriers, such as major traffic corridors, drainage and flood control facilities, and grade separations, adopt consistent standards for implementation of Americans with Disabilities Act requirements and in the development review process prioritize direct pedestrian access between building entrances, sidewalks and transit stops. The Bicycle Plan also contains many programs and policies that would mitigate potential hazards or barriers for bicyclists.

Cumulative Impacts

The geographic scope for traffic analysis includes cumulative growth projections for the County that are reflected in the SCAG RTP/SCS, as described in Section 4.4, *Cumulative Impact Assumptions*, of this DEIR. Past projects in Los Angeles County (cities and unincorporated areas) have converted undeveloped and agricultural land to urban uses, resulting in residential and employment population increases and associated demand for expansions of roadway systems. The contribution of these past projects to area growth is also reflected in the SCAG RTP/SCS. The 2012–2035 RTP/SCS provides a blueprint for improving quality of life for residents by providing more choices for where they will live, work, and play, and how they will move around. Safe, secure, and efficient transportation systems will provide improved access to opportunities, such as jobs, education, and healthcare. SCAG utilizes an integrated analytical framework to develop growth projections, travel forecasts, and emissions estimates to support the region's various planning programs. In addition, SCAG maintains a robust subregional modeling and data service program that is essential to the analysis of many of the region's projects and programs.

The primary functions of the Modeling and Forecasting Department include: a) working collaboratively with local jurisdictions to develop socioeconomic growth forecasts as required for regional and local planning; b) providing modeling services for the development and implementation of SCAG's plans, programs, and projects; c) developing and maintaining SCAG's various analytical tools and data to more effectively forecast travel demand and estimate resulting air quality; d) providing member services through a robust subregional

modeling and data distribution program; e) promoting state of the art modeling practices; and, f) coordinating modeling activities within the SCAG Region.

To assess the effects of potential land use changes on the transportation system, SCAG's regional travel demand model has been applied as incorporated into the North County Sub-Area Travel Demand Model. The SCAG model covers the six county areas (Los Angeles plus Orange, Ventura, Riverside, San Bernardino and Imperial counties). Within Los Angeles County and the Antelope Valley, the sub-area model includes both city land area and unincorporated areas. Thus, the model is the appropriate tool to test changes in land uses in the unincorporated areas, and to take into account changes and growth in the surrounding city areas of Lancaster and Palmdale. The sub-area model was calibrated to Year 2013 conditions and reflects a 2035 future horizon year. Both models were used for this analysis. The base year model is used for the "Existing plus Project" analysis for purposes of CEQA review, and the future 2035 model was also reviewed to understand future build out land uses at 2035.

Because the modeling used for the traffic analyses contained in this Section 5.16, *Transportation and Traffic*, incorporates SCAG's regional growth projections, the analyses assess the traffic impacts of all cumulative development reasonably anticipated by Year 2035, and buildout levels of the Proposed Area Plan. As discussed, most intersections and roadway/freeway segments will operate at acceptable levels of service with the planned improvements, although some may require additional improvements, as described in Section 5.16.8, *Mitigation Measures*. It should be noted, however, that it has been anticipated in the traffic analysis that the cumulative impact of the Proposed Project traffic along with other regional growth at the identified freeway locations will be largely mitigated by a combination of regional programs that are the responsibility of other agencies, such as cities and Caltrans. Future developers/project applicants will contribute their fair share to these regional programs, as applicable. However, if these programs are not implemented by the agencies with the responsibility to do so, the cumulative transportation and traffic impacts would remain significant and unavoidable. Under these circumstances, the Proposed Project could result in a cumulatively significant traffic impact that may remain significant and unavoidable.

Existing Regulations and Standard Conditions

There are no existing regulations or standard conditions that apply to transportation and traffic.

Level of Significance before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.16-2, 5.16-3, 5.16-4 and 5.16-5.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.16-1 Buildout in accordance with the Proposed Project would impact levels of service on the existing roadway system.

Mitigation Measures

Impact 5.16-1

T-1 The County shall continue to monitor potential impacts on roadway segments and intersections on a project-by-project basis as buildout occurs by requiring traffic studies for all projects that could significantly impact traffic and circulation patterns. Future projects shall be evaluated and traffic improvements shall be identified to maintain minimum levels of service in accordance with the County's Traffic Impact Analysis Guidelines, where feasible mitigation is available.

T-2 The County shall implement over time objectives and policies contained within the Antelope Valley Area Plan and the adopted General Plan Transportation Element. Implementation of those policies will help mitigate any potential impacts of Project growth and/or highway amendments on the transportation system.

T-3 The County shall participate with Metro, the CMP agency in Los Angeles County, on a potential Congestion Mitigation Fee program that would replace the current CMP Debit/Credit approach. Under a countywide fee program, each jurisdiction, including the County, will select and build capital transportation projects, adopt a fee ordinance, collect fees and control revenues. A fee program will require a nexus analysis, and apply only to net new construction on commercial and industrial space and additional residential units and needs to be approved by Metro and the local jurisdictions. A countywide fee, if adopted, will allow the County to mitigate the impacts of development via the payment of the transportation impact fee in lieu of asking each development project for individual mitigation measures, or asking for fair share payments of mitigation. The fee program would itself constitute a "fair-share" program that would apply to all development (of a certain size) within the unincorporated areas.

T-4 The County of Los Angeles shall continue to secure the funding needed to implement the future planned improvements within the Project Area. A variety of funding sources shall be explored, such as Metro's CMP Fee Program as described under T-3, Metro Call for Project funds, and federal and state grant opportunities. If the CMP fee program is not adopted by Metro and the County of Los Angeles, other funding sources for regional transportation needs in the Project Area, including Caltrans facilities, shall be pursued such as a potential North County Development Impact Fee Program, development agreements for large projects, and/or mitigation agreements between future applicants and Caltrans for projects that impact Caltrans facilities.

T-5 The County shall work with Caltrans as they prepare plans to add additional lanes or complete other improvements to various freeways within and adjacent to unincorporated areas. This includes adding or extending mixed flow general purpose lanes, adding or extending existing HOV lanes, adding Express Lanes (high occupancy toll lanes), incorporating truck climbing lanes, improving interchanges and other freeway related improvements.

T-6 The County shall require traffic engineering firms retained to prepare traffic impact studies for future development projects to consult with Caltrans, when a development proposal meets the requirements of statewide, regional, or areawide significance per CEQA Guidelines §15206(b). When preparing traffic impact studies, the most up to date Guide for the Preparation of Traffic Impact Studies from Caltrans shall be followed. Proposed developments meeting the criteria of statewide, regional or areawide include:

- Proposed residential developments of more than 500 dwelling units
- Proposed shopping centers or business establishments employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space.
- Proposed commercial office buildings employing more than 1,000 persons or encompassing more than 250,000 square feet of floor space
- Proposed hotel/motel developments of more than 500 rooms

When the CEQA criteria of regional significance are not met, Caltrans recommends that Project Applicants consult with Caltrans when a proposed development includes the following characteristics:

- All proposed developments that have the potential to cause a significant impact to state facilities (right-of-way, intersections, interchanges, etc.) and when required mitigation improvements are proposed in the initial study. Mitigation concurrence should be obtained from Caltrans as early as possible.
- Any development that assigns 50 or more trips (passenger car equivalent trips) during peak hours to a state highway/freeway.
- Any development that assigns 10 or more trips (passenger car equivalent trips) during peak hours to an off-ramp. On/off-ramps that are very close to each other in which the project trips may cause congestion on the left-turn lane storage to the on-ramp.
- Any development located adjacent to or within 100 feet of a state highway facility and may require a Caltrans Encroachment Permit. (Exceptions: additions to single family homes or 10 residential units or less).
- When the County cannot determine whether or not Caltrans will expect a traffic impact analysis pursuant to CEQA.

Level of Significance after Mitigation

Impact 5.16-1

The impacted locations are still considered to be significantly impacted with mitigation. Because this is a program-level analysis, additional case-by-case mitigation analysis of impacts and mitigation will occur at the project level to determine more specific physical, program and policy-level mitigation measures to reduce the level of impact below a significant level.

Furthermore, inasmuch as the primary responsibility for approving and/or completing certain improvements lies with agencies other than the County (i.e., cities and Caltrans), there is the potential that significant impacts may not be fully mitigated if such improvements are not completed for reasons beyond the County's control (e.g., the County cannot undertake or require improvements outside of the County's jurisdiction or the County cannot construct improvements in the Caltrans right-of-way without Caltrans' approval). Therefore, Impact 5.16-1 would remain significant and unavoidable.

References

Southern California Association of Governments (SCAG). 2012, April 4. Regional Transportation Plan/ Sustainable Communities Strategy 2012-2035. http://rtpscs.scag.ca.gov/Pages/default.aspx

County of Los Angeles. 2012. County of Los Angeles Bicycle Master Plan. http://dpw.lacounty.gov/bike/masterplan.cfm

County of Los Angeles. 1980. County of Los Angeles General Plan.

County of Los Angeles. 2014. County of Los Angeles Draft General Plan.

County of Los Angeles. 2010. Congestion Management Program.

Transportation Research Board (TRB), 2010. Highway Capacity Manual.

This page intentionally left blank.

Appendix A: CMP Study Intersections – Technical Calculations

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **1 300th Street West & Lancaster Road**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.50	1	800	0.001 *	N-S(1):	0.001 *
	TH	0.00	0	0	0.000	N-S(2):	0.001 *
	LT	0.50	1	800	0.001 *	E-W(1):	0.034
Westbound	RT	0.00	1	0	0.000	E-W(2):	0.079 *
	TH	1.00	126	1,600	0.079 *		
	LT	0.00	0	0	0.000	V/C:	0.080
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.180
	TH	1.00	54	1,600	0.034		
	LT	0.00	0	0	0.000 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.38	5	615	0.008 *	N-S(1):	0.008 *
	TH	0.00	0	0	0.000	N-S(2):	0.008 *
	LT	0.62	8	985	0.008 *	E-W(1):	0.104 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.074
	TH	1.00	113	1,600	0.073		
	LT	0.00	0	0	0.000 *	V/C:	0.112
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.212
	TH	1.00	166	1,600	0.104 *		
	LT	0.00	1	1,600	0.001	LOS:	A

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **2 60th Street West & Avenue D**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	1	0	0.000	N-S(1):	0.030
	TH	1.00	59	1,600	0.039 *	N-S(2):	0.045 *
	LT	0.00	3	1,600	0.002	E-W(1):	0.088 *
Westbound	RT	0.00	4	0	0.000	E-W(2):	0.076
	TH	1.00	115	1,600	0.075		
	LT	0.00	1	1,600	0.001 *	V/C:	0.133
Northbound	RT	0.00	7	0	0.000	Lost Time:	0.100
	TH	1.00	27	1,600	0.028	ITS:	0.000
	LT	0.00	10	1,600	0.006 *		
Eastbound	RT	0.00	23	0	0.000	ICU:	0.233
	TH	1.00	115	1,600	0.087 *		
	LT	0.00	1	1,600	0.001	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	2	0	0.000	N-S(1):	0.038 *
	TH	1.00	33	1,600	0.024	N-S(2):	0.033
	LT	0.00	4	1,600	0.003 *	E-W(1):	0.143 *
Westbound	RT	0.00	6	0	0.000	E-W(2):	0.108
	TH	1.00	159	1,600	0.106		
	LT	0.00	4	1,600	0.003 *	V/C:	0.181
Northbound	RT	0.00	2	0	0.000	Lost Time:	0.100
	TH	1.00	40	1,600	0.035 *	ITS:	0.000
	LT	0.00	14	1,600	0.009		
Eastbound	RT	0.00	25	0	0.000	ICU:	0.281
	TH	1.00	196	1,600	0.140 *		
	LT	0.00	3	1,600	0.002	LOS:	A

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **3 Red Rover Mine Road & Sierra Highway**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.019 *
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.019 *
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.019 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.019 *
	TH	1.00	10	1,600	0.013 *		
	LT	1.00	10	1,600	0.006 *	V/C:	0.038
Northbound	RT	1.00	10	1,600	0.006	Lost Time:	0.100
	TH	1.00	10	1,600	0.013 *	ITS:	0.000
	LT	0.00	10	1,600	0.006 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.138
	TH	1.00	10	1,600	0.013 *		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.019 *
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.019 *
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.019 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.019 *
	TH	1.00	10	1,600	0.013 *		
	LT	1.00	10	1,600	0.006 *	V/C:	0.038
Northbound	RT	1.00	10	1,600	0.006	Lost Time:	0.100
	TH	1.00	10	1,600	0.013 *	ITS:	0.000
	LT	0.00	10	1,600	0.006 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.138
	TH	1.00	10	1,600	0.013 *		
	LT	1.00	10	1,600	0.006 *	LOS:	A

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **4 82nd Street East & Pearblossom Highway**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.019
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.076 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.400 *
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.378
	TH	1.00	595	1,600	0.372		
	LT	1.00	10	1,600	0.006 *	V/C:	0.476
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	101	1,600	0.063 *		
Eastbound	RT	0.00	206	0	0.000	ICU:	0.576
	TH	1.00	424	1,600	0.394 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.019
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.123 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.475 *
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.347
	TH	1.00	545	1,600	0.341		
	LT	1.00	10	1,600	0.006 *	V/C:	0.598
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	176	1,600	0.110 *		
Eastbound	RT	0.00	128	0	0.000	ICU:	0.698
	TH	1.00	622	1,600	0.469 *		
	LT	1.00	10	1,600	0.006	LOS:	B

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **5 Pearblossom Highway & Antelope Highway**
Description: **Existing**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.273
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.437 *
	TH	1.00	309	1,600	0.199 *		
	LT	0.00	0	0	0.000	V/C:	0.443
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.543
	TH	1.00	436	1,600	0.273		
	LT	1.00	380	1,600	0.238 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.321
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.526 *
	TH	1.00	443	1,600	0.283 *		
	LT	0.00	0	0	0.000	V/C:	0.532
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.632
	TH	1.00	514	1,600	0.321		
	LT	1.00	389	1,600	0.243 *	LOS:	B

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **1 300th Street West & Lancaster Road**
Description: **Existing Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.70	370	1,117	0.331 *	N-S(1):	0.331 *
	TH	0.00	0	0	0.000	N-S(2):	0.331 *
	LT	0.30	160	483	0.331 *	E-W(1):	0.531
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.588 *
	TH	1.00	500	1,600	0.450 *		
	LT	0.00	0	0	0.000	V/C:	0.919
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.019
	TH	1.00	630	1,600	0.531		
	LT	0.00	220	1,600	0.138 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.60	260	967	0.269 *	N-S(1):	0.269 *
	TH	0.00	0	0	0.000	N-S(2):	0.269 *
	LT	0.40	170	633	0.269 *	E-W(1):	0.644
Westbound	RT	0.00	180	0	0.000	E-W(2):	0.675 *
	TH	1.00	500	1,600	0.425 *		
	LT	0.00	0	0	0.000	V/C:	0.944
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000 *		
Eastbound	RT	0.00	0	0	0.000	ICU:	1.044
	TH	1.00	630	1,600	0.644		
	LT	0.00	400	1,600	0.250 *	LOS:	F

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **2 60th Street West & Avenue D**
Description: **Existing Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	150	0	0.000	N-S(1):	0.319
	TH	1.00	290	1,600	0.400 *	N-S(2):	0.413 *
	LT	0.00	200	1,600	0.125	E-W(1):	0.476 *
Westbound	RT	0.00	220	0	0.000	E-W(2):	0.456
	TH	1.00	320	1,600	0.350		
	LT	0.00	20	1,600	0.013 *	V/C:	0.889
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	1.00	270	1,600	0.194	ITS:	0.000
	LT	0.00	20	1,600	0.013 *		
Eastbound	RT	0.00	40	0	0.000	ICU:	0.989
	TH	1.00	530	1,600	0.463 *		
	LT	0.00	170	1,600	0.106	LOS:	E

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	160	0	0.000	N-S(1):	0.456
	TH	1.00	320	1,600	0.481 *	N-S(2):	0.512 *
	LT	0.00	290	1,600	0.181	E-W(1):	0.376
Westbound	RT	0.00	200	0	0.000	E-W(2):	0.606 *
	TH	1.00	540	1,600	0.475 *		
	LT	0.00	20	1,600	0.013	V/C:	1.118
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	1.00	370	1,600	0.275	ITS:	0.000
	LT	0.00	50	1,600	0.031 *		
Eastbound	RT	0.00	30	0	0.000	ICU:	1.218
	TH	1.00	340	1,600	0.363		
	LT	0.00	210	1,600	0.131 *	LOS:	F

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **3 Red Rover Mine Road & Sierra Highway**
Description: **Existing Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.244 *
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.244 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.019
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.025 *
	TH	1.00	20	1,600	0.019 *		
	LT	1.00	10	1,600	0.006	V/C:	0.269
Northbound	RT	1.00	10	1,600	0.006	Lost Time:	0.100
	TH	1.00	10	1,600	0.238	ITS:	0.000
	LT	0.00	370	1,600	0.231 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.369
	TH	1.00	10	1,600	0.013		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.219 *
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.219 *
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.087 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.019
	TH	1.00	10	1,600	0.013		
	LT	1.00	10	1,600	0.006 *	V/C:	0.306
Northbound	RT	1.00	10	1,600	0.006	Lost Time:	0.100
	TH	1.00	10	1,600	0.213 *	ITS:	0.000
	LT	0.00	330	1,600	0.206 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.406
	TH	1.00	120	1,600	0.081 *		
	LT	1.00	10	1,600	0.006	LOS:	A

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **4 82nd Street East & Pearblossom Highway**
Description: **Existing Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	20	0	0.000	N-S(1):	0.019
	TH	1.00	10	1,600	0.019 *	N-S(2):	0.113 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.487 *
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.482
	TH	1.00	740	1,600	0.463		
	LT	1.00	10	1,600	0.006 *	V/C:	0.600
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	150	1,600	0.094 *		
Eastbound	RT	0.00	60	0	0.000	ICU:	0.700
	TH	1.00	710	1,600	0.481 *		
	LT	1.00	30	1,600	0.019	LOS:	B

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	50	0	0.000	N-S(1):	0.019
	TH	1.00	10	1,600	0.038 *	N-S(2):	0.076 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.600 *
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.513
	TH	1.00	800	1,600	0.500		
	LT	1.00	10	1,600	0.006 *	V/C:	0.676
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	60	1,600	0.038 *		
Eastbound	RT	0.00	180	0	0.000	ICU:	0.776
	TH	1.00	770	1,600	0.594 *		
	LT	1.00	20	1,600	0.013	LOS:	C

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **5 Pearblossom Highway & Antelope Highway**
Description: **Existing Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.456
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.619 *
	TH	1.00	550	1,600	0.350 *		
	LT	0.00	0	0	0.000	V/C:	0.625
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.725
	TH	1.00	730	1,600	0.456		
	LT	1.00	430	1,600	0.269 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.419
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.750 *
	TH	1.00	750	1,600	0.475 *		
	LT	0.00	0	0	0.000	V/C:	0.756
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.856
	TH	1.00	670	1,600	0.419		
	LT	1.00	440	1,600	0.275 *	LOS:	D

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **1 300th Street West & Lancaster Road**
Description: **2035 Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	260	3,200	0.081	N-S(1):	0.100 *
	TH	1.00	10	1,600	0.006	N-S(2):	0.087
	LT	2.00	250	2,880	0.087 *	E-W(1):	0.260
Westbound	RT	1.00	100	1,600	0.063	E-W(2):	0.387 *
	TH	3.00	1,610	4,800	0.335 *		
	LT	1.00	10	1,600	0.006	V/C:	0.487
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013 *	ITS:	0.000
	LT	1.00	10	1,600	0.006		
Eastbound	RT	1.00	10	1,600	0.006	ICU:	0.587
	TH	3.00	1,220	4,800	0.254		
	LT	2.00	150	2,880	0.052 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	320	3,200	0.100 *	N-S(1):	0.082
	TH	1.00	10	1,600	0.006	N-S(2):	0.106 *
	LT	2.00	200	2,880	0.069	E-W(1):	0.333
Westbound	RT	1.00	200	1,600	0.125	E-W(2):	0.467 *
	TH	3.00	1,740	4,800	0.363 *		
	LT	1.00	10	1,600	0.006	V/C:	0.573
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	10	1,600	0.006 *		
Eastbound	RT	1.00	10	1,600	0.006	ICU:	0.673
	TH	3.00	1,570	4,800	0.327		
	LT	2.00	300	2,880	0.104 *	LOS:	B

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **2 60th Street West & Avenue D**
Description: **2035 Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	60	1,600	0.038	N-S(1):	0.081 *
	TH	1.00	50	1,600	0.031	N-S(2):	0.066
	LT	1.00	40	1,600	0.025 *	E-W(1):	0.338
Westbound	RT	1.00	20	1,600	0.013	E-W(2):	0.560 *
	TH	2.00	1,750	3,200	0.547 *		
	LT	1.00	0	1,600	0.000	V/C:	0.641
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	1.00	90	1,600	0.056 *	ITS:	0.000
	LT	2.00	80	2,880	0.028		
Eastbound	RT	1.00	100	1,600	0.063	ICU:	0.741
	TH	2.00	1,080	3,200	0.338		
	LT	1.00	20	1,600	0.013 *	LOS:	C

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	50	1,600	0.031	N-S(1):	0.094 *
	TH	1.00	30	1,600	0.019	N-S(2):	0.069
	LT	1.00	20	1,600	0.013 *	E-W(1):	0.441
Westbound	RT	1.00	30	1,600	0.019	E-W(2):	0.631 *
	TH	2.00	1,940	3,200	0.606 *		
	LT	1.00	0	1,600	0.000	V/C:	0.725
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	1.00	130	1,600	0.081 *	ITS:	0.000
	LT	2.00	110	2,880	0.038		
Eastbound	RT	1.00	80	1,600	0.050	ICU:	0.825
	TH	2.00	1,410	3,200	0.441		
	LT	1.00	40	1,600	0.025 *	LOS:	D

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **3 Red Rover Mine Road & Sierra Highway**
Description: **2035 Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.019 *
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.019 *
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.019 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.019 *
	TH	1.00	10	1,600	0.013 *		
	LT	1.00	10	1,600	0.006 *	V/C:	0.038
Northbound	RT	1.00	10	1,600	0.006	Lost Time:	0.100
	TH	1.00	10	1,600	0.013 *	ITS:	0.000
	LT	0.00	10	1,600	0.006 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.138
	TH	1.00	10	1,600	0.013 *		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.019 *
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.019 *
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.019 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.019 *
	TH	1.00	10	1,600	0.013 *		
	LT	1.00	10	1,600	0.006 *	V/C:	0.038
Northbound	RT	1.00	10	1,600	0.006	Lost Time:	0.100
	TH	1.00	10	1,600	0.013 *	ITS:	0.000
	LT	0.00	10	1,600	0.006 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.138
	TH	1.00	10	1,600	0.013 *		
	LT	1.00	10	1,600	0.006 *	LOS:	A

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **4 82nd Street East & Pearblossom Highway**
Description: **2035 Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.019
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.088 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.331 *
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.325
	TH	1.00	510	1,600	0.319		
	LT	1.00	10	1,600	0.006 *	V/C:	0.419
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	120	1,600	0.075 *		
Eastbound	RT	0.00	80	0	0.000	ICU:	0.519
	TH	1.00	440	1,600	0.325 *		
	LT	1.00	10	1,600	0.006	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.019
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.082 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.550 *
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.281
	TH	1.00	440	1,600	0.275		
	LT	1.00	10	1,600	0.006 *	V/C:	0.632
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	110	1,600	0.069 *		
Eastbound	RT	0.00	120	0	0.000	ICU:	0.732
	TH	1.00	750	1,600	0.544 *		
	LT	1.00	10	1,600	0.006	LOS:	C

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **5 Pearblossom Highway & Antelope Highway**
Description: **2035 Baseline**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.231
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.338 *
	TH	1.00	420	1,600	0.269 *		
	LT	0.00	0	0	0.000	V/C:	0.344
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.444
	TH	1.00	370	1,600	0.231		
	LT	1.00	110	1,600	0.069 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.363 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.356
	TH	1.00	350	1,600	0.225		
	LT	0.00	0	0	0.000 *	V/C:	0.369
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.469
	TH	1.00	580	1,600	0.363 *		
	LT	1.00	210	1,600	0.131	LOS:	A

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **1 300th Street West & Lancaster Road**
Description: **2035 Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	730	3,200	0.228 *	N-S(1):	0.136
	TH	1.00	30	1,600	0.019	N-S(2):	0.253 *
	LT	2.00	320	2,880	0.111	E-W(1):	0.480
Westbound	RT	1.00	430	1,600	0.269	E-W(2):	0.732 *
	TH	3.00	2,780	4,800	0.579 *		
	LT	1.00	100	1,600	0.063	V/C:	0.985
Northbound	RT	0.00	30	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.025	ITS:	0.000
	LT	1.00	40	1,600	0.025 *		
Eastbound	RT	1.00	100	1,600	0.063	ICU:	1.085
	TH	3.00	2,000	4,800	0.417		
	LT	2.00	440	2,880	0.153 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	2.00	510	3,200	0.159 *	N-S(1):	0.187
	TH	1.00	10	1,600	0.006	N-S(2):	0.215 *
	LT	2.00	340	2,880	0.118	E-W(1):	0.529
Westbound	RT	1.00	360	1,600	0.225	E-W(2):	0.793 *
	TH	3.00	2,470	4,800	0.515 *		
	LT	1.00	50	1,600	0.031	V/C:	1.008
Northbound	RT	0.00	80	0	0.000	Lost Time:	0.100
	TH	1.00	30	1,600	0.069	ITS:	0.000
	LT	1.00	90	1,600	0.056 *		
Eastbound	RT	1.00	50	1,600	0.031	ICU:	1.108
	TH	3.00	2,390	4,800	0.498		
	LT	2.00	800	2,880	0.278 *	LOS:	F

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **2 60th Street West & Avenue D**
Description: **2035 Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	170	1,600	0.106 *	N-S(1):	0.144
	TH	1.00	130	1,600	0.081	N-S(2):	0.196 *
	LT	1.00	150	1,600	0.094	E-W(1):	0.826
Westbound	RT	1.00	40	1,600	0.025	E-W(2):	1.007 *
	TH	2.00	3,100	3,200	0.969 *		
	LT	1.00	20	1,600	0.013	V/C:	1.203
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	1.00	60	1,600	0.050	ITS:	0.000
	LT	2.00	260	2,880	0.090 *		
Eastbound	RT	1.00	60	1,600	0.038	ICU:	1.303
	TH	2.00	2,600	3,200	0.813		
	LT	1.00	60	1,600	0.038 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	130	1,600	0.081 *	N-S(1):	0.137
	TH	1.00	90	1,600	0.056	N-S(2):	0.241 *
	LT	1.00	90	1,600	0.056	E-W(1):	0.860
Westbound	RT	1.00	110	1,600	0.069	E-W(2):	1.225 *
	TH	2.00	3,660	3,200	1.144 *		
	LT	1.00	20	1,600	0.013	V/C:	1.466
Northbound	RT	0.00	20	0	0.000	Lost Time:	0.100
	TH	1.00	110	1,600	0.081	ITS:	0.000
	LT	2.00	460	2,880	0.160 *		
Eastbound	RT	1.00	70	1,600	0.044	ICU:	1.566
	TH	2.00	2,710	3,200	0.847		
	LT	1.00	130	1,600	0.081 *	LOS:	F

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **3 Red Rover Mine Road & Sierra Highway**
Description: **2035 Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.212
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.213 *
	LT	0.00	10	1,600	0.006	E-W(1):	0.019
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.025 *
	TH	1.00	20	1,600	0.019 *		
	LT	1.00	10	1,600	0.006	V/C:	0.238
Northbound	RT	1.00	10	1,600	0.006	Lost Time:	0.100
	TH	1.00	10	1,600	0.206	ITS:	0.000
	LT	0.00	320	1,600	0.200 *		
Eastbound	RT	0.00	10	0	0.000	ICU:	0.338
	TH	1.00	10	1,600	0.013		
	LT	1.00	10	1,600	0.006 *	LOS:	A

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	1.00	10	1,600	0.006	N-S(1):	0.169 *
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.169 *
	LT	0.00	10	1,600	0.006 *	E-W(1):	0.056 *
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.019
	TH	1.00	10	1,600	0.013		
	LT	1.00	10	1,600	0.006 *	V/C:	0.225
Northbound	RT	1.00	10	1,600	0.006	Lost Time:	0.100
	TH	1.00	10	1,600	0.163 *	ITS:	0.000
	LT	0.00	250	1,600	0.156 *		
Eastbound	RT	0.00	20	0	0.000	ICU:	0.325
	TH	1.00	60	1,600	0.050 *		
	LT	1.00	10	1,600	0.006	LOS:	A

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **4 82nd Street East & Pearblossom Highway**
Description: **2035 Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.019
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.276 *
	LT	1.00	10	1,600	0.006	E-W(1):	0.737
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.812 *
	TH	1.00	1,290	1,600	0.806 *		
	LT	1.00	10	1,600	0.006	V/C:	1.088
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	420	1,600	0.263 *		
Eastbound	RT	0.00	260	0	0.000	ICU:	1.188
	TH	1.00	910	1,600	0.731		
	LT	1.00	10	1,600	0.006 *	LOS:	F

Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	10	0	0.000	N-S(1):	0.019
	TH	1.00	10	1,600	0.013 *	N-S(2):	0.276 *
	LT	1.00	10	1,600	0.006	E-W(1):	1.175 *
Westbound	RT	1.00	10	1,600	0.006	E-W(2):	0.644
	TH	1.00	1,020	1,600	0.638		
	LT	1.00	10	1,600	0.006 *	V/C:	1.451
Northbound	RT	0.00	10	0	0.000	Lost Time:	0.100
	TH	1.00	10	1,600	0.013	ITS:	0.000
	LT	1.00	420	1,600	0.263 *		
Eastbound	RT	0.00	430	0	0.000	ICU:	1.551
	TH	1.00	1,440	1,600	1.169 *		
	LT	1.00	10	1,600	0.006	LOS:	F

* - Denotes critical movement

Project Title: **ANTELOPE VALLEY AREA PLAN**
Intersection: **5 Pearblossom Highway & Antelope Highway**
Description: **2035 Plus Project**

Date/Time: **AM PEAK HOUR**

Thru Lane:	1600 vph	N-S Split Phase :	N
Left Lane:	1600 vph	E-W Split Phase :	N
Double Lt Penalty:	10 %	Lost Time (% of cycle) :	10
ITS:	0 %	V/C Round Off (decs.) :	3
OLA Movements :			
FF Movements:			

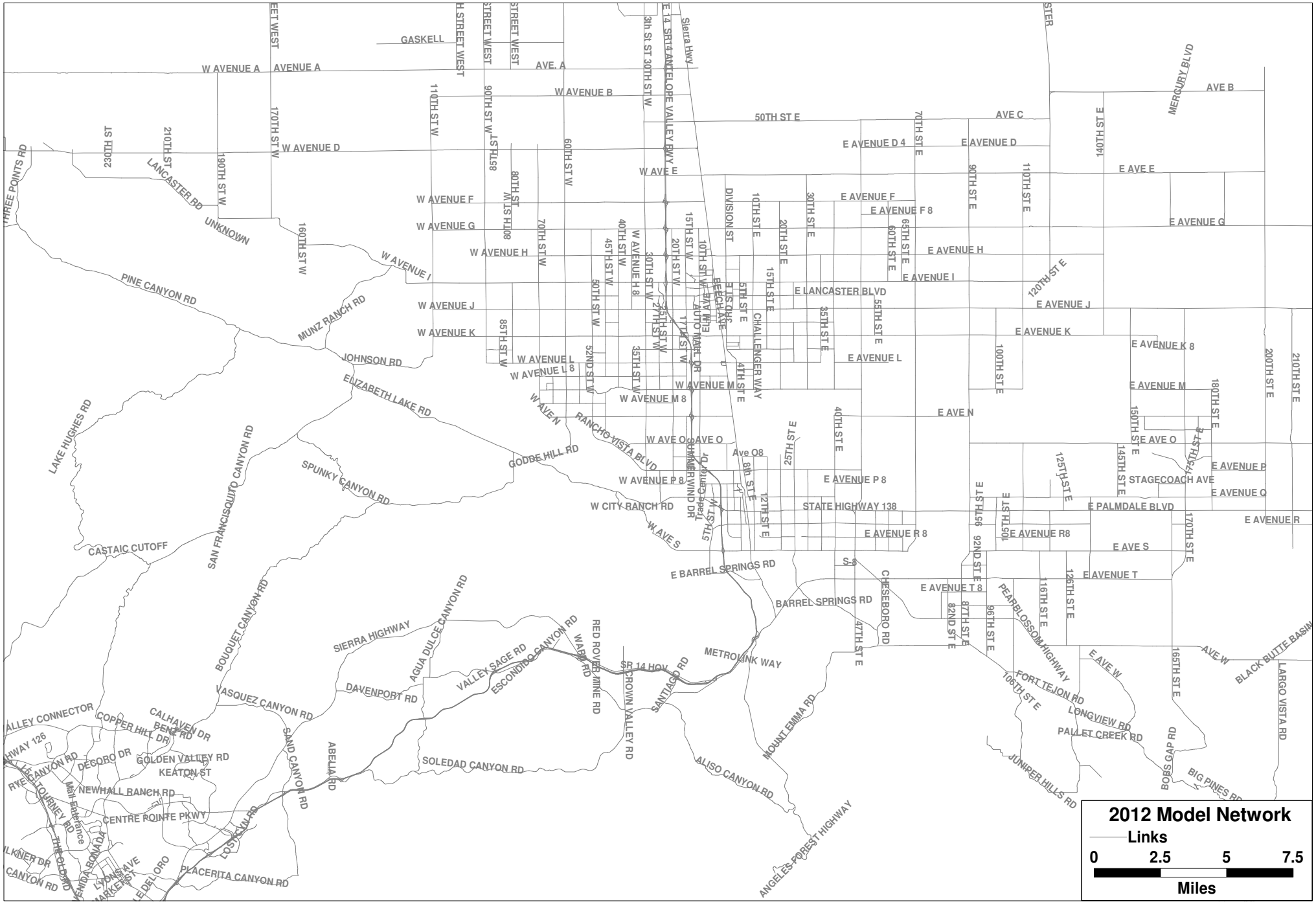
APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.400
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.544 *
	TH	1.00	510	1,600	0.325 *		
	LT	0.00	0	0	0.000	V/C:	0.550
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.650
	TH	1.00	640	1,600	0.400		
	LT	1.00	350	1,600	0.219 *	LOS:	B

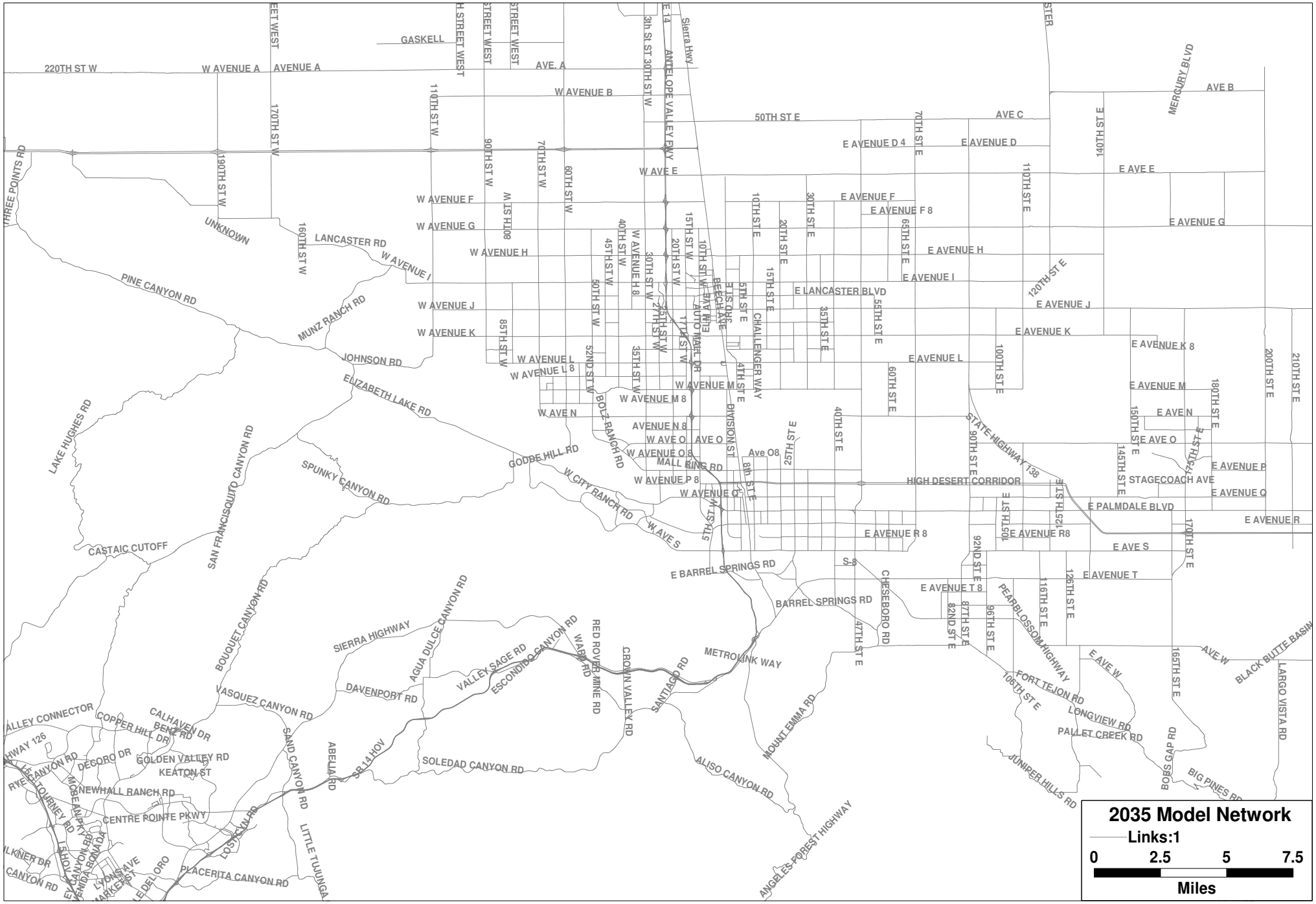
Date/Time: **PM PEAK HOUR**

APPROACH	MVMT	LANES	VOLUME	CAPACITY	V/C	ICU ANALYSIS	
Southbound	RT	0.00	0	0	0.000	N-S(1):	0.006 *
	TH	0.00	0	0	0.000	N-S(2):	0.000
	LT	1.00	10	1,600	0.006 *	E-W(1):	0.394
Westbound	RT	0.00	10	0	0.000	E-W(2):	0.594 *
	TH	1.00	630	1,600	0.400 *		
	LT	0.00	0	0	0.000	V/C:	0.600
Northbound	RT	0.00	0	0	0.000	Lost Time:	0.100
	TH	0.00	0	0	0.000 *	ITS:	0.000
	LT	0.00	0	0	0.000		
Eastbound	RT	0.00	0	0	0.000	ICU:	0.700
	TH	1.00	630	1,600	0.394		
	LT	1.00	310	1,600	0.194 *	LOS:	B

* - Denotes critical movement

Appendix B: Sub-Area Model Transportation Network


2012 Model Network
Links
0
2.5
5
7.5
Miles
W AVENUE A
AVENUE A
GASKELL
AVE. A
W AVENUE B
W AVENUE D
W AVE E
W AVENUE F
W AVENUE G
W AVENUE H
W AVENUE I
W AVENUE J
W AVENUE K
W AVENUE L
W AVENUE L 8
W AVENUE M 8
W AVE N
W AVE O
AVE O
Ave O8
W AVENUE P 8
W CITY RANCH RD
W AVE S
E BARREL SPRINGS RD
BARREL SPRINGS RD
50TH ST E
AVE C
E AVENUE D 4
E AVENUE D
E AVE E
E AVENUE F
E AVENUE F 8
E AVENUE G
E AVENUE H
E AVENUE I
E LANCASTER BLVD
E AVENUE J
E AVENUE K
E AVENUE K 8
E AVENUE L
E AVENUE M
E AVE N
E AVE O
E AVENUE P
E AVENUE P 8
E AVENUE Q
E AVENUE R
E AVENUE R8
E AVE S
E AVENUE T
E AVENUE T 8
E PALMDALE BLVD
STATE HIGHWAY 138
STAGECOACH AVE
AVE B
AVE W
E AVE W
MERCURY BLVD
Sierra Hwy
SR14 ANTELOPE VALLEY FWY
3th St ST 30TH ST W
DIVISION ST
BEECH AVE
OHIO STE
ELM AVE
AUTO MALL DR
CHALLENGER WAY
TURBINE WIND DR
Trade Center Dr
METROLINK WAY
SR 14 HOV
SANTIAGO RD
CHESEBORO RD
PEARBLOSSOM HIGHWAY
FORT TEJON RD
LONGVIEW RD
PALLET CREEK RD
JUNIPER HILLS RD
BOBS GAP RD
BIG PINES RD
BLACK BUTTE BASIN
LARGO VISTA RD
ANGELES FOREST HIGHWAY
ALISO CANYON RD
MOUNT EMMA RD
SOLEDAD CANYON RD
DAVENPORT RD
VASQUEZ CANYON RD
SAND CANYON RD
ABELIA RD
LOST CAYON RD
PLACERITA CANYON RD
VALLEY SAGE RD
ESCONDIDO CANYON RD
WARD RD
RED ROVER MINE RD
BROWN VALLEY RD
AGUA DULCE CANYON RD
SIERRA HIGHWAY
BOUQUET CANYON RD
SAN FRANCISQUITO CANYON RD
CASTAIC CUTOFF
SPUNKY CANYON RD
GODDE HILL RD
RANCHO VISTA BLVD
ELIZABETH LAKE RD
JOHNSON RD
MUNZ RANCH RD
PINE CANYON RD
LAKE HUGHES RD
LANCASTER RD
THREE POINTS RD
UNKNOWN
ALLEY CONNECTOR
COPPER HILL DR
CALHAVEN DR
BENO RD
DECORO DR
GOLDEN VALLEY RD
KEATON ST
NEWHALL RANCH RD
CENTRE POINTE PKWY
Main Entrance
THE OLD RD
LYONS AVE
MARKET ST
VENTURA BOULEVARD
DEL ORO
RYE CANYON RD
CANYON RD
HIGHWAY 126
230TH ST
210TH ST
190TH ST W
170TH ST W
160TH ST W
110TH ST W
90TH ST W
85TH ST W
80TH ST W
70TH ST W
60TH ST W
50TH ST W
45TH ST W
40TH ST W
35TH ST W
30TH ST W
27TH ST W
25TH ST W
20TH ST W
15TH ST W
10TH ST W
5TH ST W
85TH ST W
52ND ST W
10TH ST E
15TH ST E
20TH ST E
25TH ST E
30TH ST E
35TH ST E
40TH ST E
45TH ST E
47TH ST E
55TH ST E
60TH ST E
65TH ST E
70TH ST E
5TH ST E
4TH ST E
8th ST E
12TH ST E
90TH ST E
100TH ST E
110TH ST E
120TH ST E
125TH ST E
140TH ST E
145TH ST E
150TH ST E
160TH ST E
165TH ST E
170TH ST E
180TH ST E
200TH ST E
210TH ST E
96TH ST E
105TH ST E
106TH ST E
116TH ST E
126TH ST E
92ND ST E
87TH ST E
82ND ST E
S-8


2035 Model Network
Links:1
0
2.5
5
7.5
Miles
220TH ST W
W AVENUE A
AVENUE A
GASKELL
AVE. A
W AVENUE B
50TH ST E
AVE C
AVE B
MERCURY BLVD
E AVENUE D 4
E AVENUE D
W AVE E
E AVE E
W AVENUE F
E AVENUE F
E AVENUE F 8
W AVENUE G
E AVENUE G
W AVENUE H
E AVENUE H
W AVENUE I
E AVENUE I
E LANCASTER BLVD
W AVENUE J
E AVENUE J
W AVENUE K
E AVENUE K
E AVENUE K 8
W AVENUE L
W AVENUE L 8
E AVENUE L
W AVENUE M
W AVENUE M 8
E AVENUE M
W AVE N
AVENUE N 8
E AVE N
W AVE O
AVE O
E AVE O
W AVENUE O 8
Ave O8
W AVENUE P 8
W AVENUE Q
E AVENUE P
E AVENUE Q
E AVENUE R
E AVENUE R 8
E AVENUE R8
E AVE S
E BARREL SPRINGS RD
BARREL SPRINGS RD
E AVENUE T
E AVENUE T 8
E AVE W
AVE W
THREE POINTS RD
UNKNOWN
LANCASTER RD
PINE CANYON RD
MUNZ RANCH RD
JOHNSON RD
ELIZABETH LAKE RD
LAKE HUGHES RD
SPUNKY CANYON RD
SAN FRANCISQUITO CANYON RD
GODDE HILL RD
W CITY RANCH RD
BOLT RANCH RD
MALL KING RD
CASTAIC CUTOFF
BOUQUET CANYON RD
SIERRA HIGHWAY
AGUA DULCE CANYON RD
VALLEY SAGE RD
ESCONDIDO CANYON RD
WARP RD
RED ROVER MINE RD
CROWN VALLEY RD
SANTIAGO RD
METROLINK WAY
VASQUEZ CANYON RD
DAVENPORT RD
SAND CANYON RD
ABELIA RD
SR 14 HOV
SOLEDAD CANYON RD
ALISO CANYON RD
MOUNT EMMA RD
ANGELES FOREST HIGHWAY
LITTLE TUJUNGA
PLACERITA CANYON RD
LOS CEDRO RD
CHESEBORO RD
PEARBLOSSOM HIGHWAY
FORT TEJON RD
LONGVIEW RD
PALLET CREEK RD
JUNIPER HILLS RD
BOBS GAP RD
BIG PINES RD
BLACK BUTTE BASIN
LARGO VISTA RD
STATE HIGHWAY 138
HIGH DESERT CORRIDOR
E PALMDALE BLVD
STAGECOACH AVE
COPPER HILL DR
CALHAVEN DR
BENT RD
DECORO DR
GOLDEN VALLEY RD
KEATON ST
NEWHALL RANCH RD
CENTRE POINTE PKWY
LYONS AVE
MARKET ST
CANYON RD
ALLEY CONNECTOR
HIGHWAY 126
RYE CANYON RD
LA VERNE DR
MCBEAN PKWY
SANTA CLARITA
VALENCIA BLVD
WILKNER DR
CHALLENGER WAY
DIVISION ST
BEECH AVE
OHIO AVE
ELM AVE
AUTO MALL DR
4TH ST E
5TH ST E
8th ST E
25TH ST E
40TH ST E
47TH ST E
60TH ST E
90TH ST E
92ND ST E
96TH ST E
100TH ST E
106TH ST E
110TH ST E
116TH ST E
120TH ST E
125TH ST E
126TH ST E
140TH ST E
145TH ST E
150TH ST E
160TH ST E
165TH ST E
170TH ST E
180TH ST E
200TH ST E
210TH ST E
3th St ST 30TH ST W
ANTELOPE VALLEY PKWY
Sierra Hwy
E 14
110TH ST W
170TH ST W
190TH ST W
160TH ST W
90TH ST W
80TH ST W
70TH ST W
60TH ST W
85TH ST W
50TH ST W
45TH ST W
40TH ST W
35TH ST W
30TH ST W
27TH ST W
20TH ST W
15TH ST W
10TH ST W
5TH ST W
W AVENUE H 8
W AVENUE I 8
W AVENUE L 8
52ND ST W
S-8

Appendix C: Roadway Segment Analysis Scenarios

Study Location	Location	To	From	Functional Class	Potential Number of Lanes	Potential Roadway Capacity	Existing Conditions				Existing Plus Project Conditions						2035 Baseline Conditions						2035 Plus Project Conditions					
							Lanes	Speed	Volume	V/C	Lanes	Speed	Volume	Change	Percent Change	V/C	Lanes	Speed	Volume	Change	Percent Change	V/C	Lanes	Speed Limit	Volume	Change	Percent Change	V/C
1	100th St E	Avenue J	Avenue J-8	Limited Secondary Highway	2	18,000	2	55	500	0.03	2	55	800	300	60%	0.04	2	55	500	0	0%	0.03	2	55	600	100	20%	0.03
2	100th St E	Lancaster City Line	Avenue L	Limited Secondary Highway	2	18,000	2	55	500	0.03	2	55	500	0	0%	0.03	2	55	500	0	0%	0.03	2	55	2,300	1,800	360%	0.13
3	100th St W	Lancaster Blvd	Avenue J	Major Highway	6	54,000	2	35	500	0.03	2	35	500	0	0%	0.03	2	35	500	0	0%	0.03	2	35	500	0	0%	0.03
4	100th St W	Avenue D	Avenue D-8	Limited Secondary Highway	2	18,000	2	35	500	0.03	2	35	4,000	3,500	700%	0.22	2	35	1,300	800	160%	0.07	2	35	7,700	7,200	1440%	0.43
5	100th St W	Avenue E	Avenue F	Limited Secondary Highway	2	18,000	2	35	500	0.03	2	35	1,800	1,300	260%	0.10	2	35	1,800	1,300	260%	0.10	2	35	8,400	7,900	1580%	0.47
6	10th St W	Palmdale City Line	Avenue O	Secondary Highway	4	36,000	4	60	14,500	0.40	4	60	19,000	4,500	31%	0.53	4	60	14,000	-500	-3%	0.39	4	60	22,100	7,600	52%	0.61
7	10th St W	Auto Center Dr	Elizabeth Lake Rd	Secondary Highway	4	36,000	5	55	14,500	0.32	5	55	17,400	2,900	20%	0.39	5	55	16,500	2,000	14%	0.37	5	55	19,500	5,000	34%	0.43
8	110th St W	Johnson Rd	Avenue M	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*			< 10,000			*	2		< 10,000			*
9	120th St E	Avenue L	Avenue Q	Expressway	4	44,000	2	55	5,200	0.24	2	55	18,000	12,800	246%	0.82	4	55	3,200	-2,000	-38%	0.07	4	55	10,600	5,400	104%	0.24
10	170th Street E	Avenue T	Avenue W	Secondary Highway	4	36,000	2	40	3,500	0.19	2	40	15,200	11,700	334%	0.84	2	40	3,700	200	6%	0.21	2	40	9,800	6,300	180%	0.54
11	170th Street E	Avenue W	165th Street	Secondary Highway	4	36,000	2	40	1,000	0.06	2	40	8,900	7,900	790%	0.49	2	40	700	-300	-30%	0.04	2	40	5,300	4,300	430%	0.29
12	200th Street E	Avenue G	Avenue J	Secondary Highway	4	36,000	2	45	1,000	0.06	2	45	6,700	5,700	570%	0.37	2	45	700	-300	-30%	0.04	2	45	5,100	4,100	410%	0.28
13	25th St W	Avenue O	Palmdale City Line	Secondary Highway	4	36,000	4	50	6,100	0.17	4	50	6,100	0	0%	0.17	4	50	9,600	3,500	57%	0.27	4	50	10,300	4,200	69%	0.29
14	35th St W	Avenue N	Avenue N-8	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*			< 10,000			*	2		< 10,000			*
15	40th St W	Avenue N	Avenue N-8	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*			< 10,000			*	2		< 10,000			*
16	50th St E	Avenue K-4	Avenue L	Expressway	4	44,000	2	55	2,200	0.10	2	55	7,400	5,200	236%	0.34	2	55	1,700	-500	-23%	0.08	2	55	7,100	4,900	223%	0.32
17	70th St E	Lancaster City Line	Avenue K-8	Major Highway	6	54,000	2	55	500	0.03	2	55	2,200	1,700	340%	0.12	2	55	500	0	0%	0.03	2	55	1,200	700	140%	0.07
18	70th St E	Avenue K-12	Avenue L	Major Highway	6	54,000	2	55	500	0.03	2	55	2,200	1,700	340%	0.12	2	55	500	0	0%	0.03	2	55	1,400	900	180%	0.08
19	80th St W	Lancaster City Line	Lancaster City Line	Major Highway	6	54,000	2	55	1,700	0.09	2	55	7,300	5,600	329%	0.41	2	55	2,100	400	24%	0.12	2	55	5,800	4,100	241%	0.32
20	87th St W	Ritter Ranch Rd	Elizabeth Lake Rd	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*			< 10,000			*	2		< 10,000			*
21	Agua Dulce Canyon Road	Soledad Canyon Road	Sierra Highway	Limited Secondary Highway	2	18,000	2	40	7,800	0.43	2	40	8,400	600	8%	0.47	2	40	7,600	-200	-3%	0.42	2	40	8,300	500	6%	0.46
22	Amargosa Creek Rd	Portal Pass Rd	Johnson Rd	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*			< 10,000			*	2		< 10,000			*
23	Avenue E	110th St W	Lancaster City Line	Major Highway	6	54,000	2	40	500	0.03	2	40	600	100	20%	0.03	2	40	500	0	0%	0.03	2	40	1,600	1,100	220%	0.09
24	Avenue E	100th St W	70th St W	Limited Secondary Highway	2	18,000	2	40	1,800	0.10	2	40	11,800	10,000	556%	0.66	2	40	2,900	1,100	61%	0.16	2	40	14,300	12,500	694%	0.79
25	Avenue F	110th St W	Lancaster City Line	Major Highway	6	54,000	2	40	500	0.03	2	40	600	100	20%	0.03	2	40	500	0	0%	0.03	2	40	1,600	1,100	220%	0.09
26	Avenue F	Lancaster City Line	95th St W	Major Highway	6	54,000	2	40	600	0.03	2	40	3,000	2,400	400%	0.17	2	40	700	100	17%	0.04	2	40	3,700	3,100	517%	0.21
27	Avenue F	95th St W	70th St W	Limited Secondary Highway	2	18,000	2	40	1,800	0.10	2	40	11,800	10,000	556%	0.66	2	40	2,900	1,100	61%	0.16	2	40	14,300	12,500	694%	0.79
28	Avenue G	25th St W	Division St	Expressway	4	44,000	2	55	5,200	0.24	2	55	19,000	13,800	265%	0.86	2	55	5,300	100	2%	0.24	2	55	18,700	13,500	260%	0.85
29	Avenue G	SR-14 Antelope Valley Freeway	15th Street W	Expressway	4	44,000	2	55	4,400	0.20	2	55	14,900	10,500	239%	0.68	2	55	2,600	-1,800	-41%	0.12	2	55	15,200	10,800	245%	0.69
30	Avenue G	15th Street W	10th Street W	Expressway	4	44,000	2	55	4,500	0.20	2	55	15,500	11,000	244%	0.70	2	55	2,600	-1,900	-42%	0.12	2	55	15,600	11,100	247%	0.71
31	Avenue G	10th Street W	Sierra Highway	Expressway	4	44,000	2	55	5,200	0.24	2	55	19,000	13,800	265%	0.86	2	55	3,200	-2,000	-38%	0.15	2	55	18,700	13,500	260%	0.85
32	Avenue G	Sierra Highway	Division Street	Expressway	4	44,000	2	55	4,700	0.21	2	55	11,900	7,200	153%	0.54	2	55	5,300	600	13%	0.24	2	55	13,500	8,800	187%	0.61
33	Avenue H	110th St W	70th St W	Major Highway	6	54,000	2	45	500	0.03	2	45	4,900	4,400	880%	0.27	2	45	500	0	0%	0.03	2	45	4,400	3,900	780%	0.24
34	Avenue H	Division St	40th St E	Expressway	4	44,000	2	55	9,000	0.41	2	55	17,000	8,000	89%	0.77	2	55	7,900	-1,100	-12%	0.36	2	55	16,400	7,400	82%	0.75
35	Avenue J	90th Street E	100th Street E	Major Highway	6	54,000	2	40	500	0.03	2	40	3,200	2,700	540%	0.18	2	40	600	100	20%	0.03	2	40	2,000	1,500	300%	0.11
36	Avenue J	100th Street E	110th Street E	Major Highway	6	54,000	2	40	500	0.03	2	40	3,600	3,100	620%	0.20	2	40	500	0	0%	0.03	2	40	1,300	800	160%	0.07
37	Avenue J	110th Street E	140th Street E	Major Highway	6	54,000	2	40	500	0.03	2	40	3,700	3,200	640%	0.21	2	40	500	0	0%	0.03	2	40	1,000	500	100%	0.06
38	Avenue J	140th Street E	150th Street E	Major Highway	6	54,000	2	40	500	0.03	2	40	5,400	4,900	980%	0.30	2	40	500	0	0%	0.03	2	40	1,500	1,000	200%	0.08
39	Avenue J	150th Street E	170th Street E	Major Highway	6	54,000	2	40	500	0.03	2	40	4,800	4,300	860%	0.27	2	40	500	0	0%	0.03	2	40	1,800	1,300	260%	0.10
40	Avenue J	170th Street E	200th Street E	Major Highway	6	54,000	2	40	500	0.03	2	40	5,300	4,800	960%	0.29	2	40	500	0	0%	0.03	2	40	3,300	2,800	560%	0.18
41	Avenue K-8	52nd St W	50th St W	Secondary Highway	2	18,000	2	40	600	0.03	2	40	900	300	50%	0.05	2	40	600	0	0%	0.03	2	40	800	200	33%	0.04
42	Avenue L	40th St E	45th St E	Expressway	4	44,000	2	55	500	0.02	2	55	500	0	0%	0.02	4	55	8,200	7,700	1540%	0.19	4	55	12,000	11,500	2300%	0.27
43	Avenue L	50th St E	80th St E	Expressway	4	44,000	2	55	500	0.02	2	55	500	0	0%	0.02	4	55	8,700	8,200	1640%	0.20	4	55	16,900	16,400	3280%	0.38
44	Avenue L	90th St E	120th St E	Expressway	4	44,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4	55	500			0.01	4	55	2,400			0.05
45	Avenue L	55th St W	40th St W	Expressway	4	44,000	2	40	19,000	0.86	2	40	21,300	2,300	12%	**0.97**	4	40	20,100	1,100	6%	0.46	4	40	23,000	4,000	21%	0.52
46	Avenue L-8	10th St W	SR 14	Secondary Highway	4	36,000	4	40	4,300	0.12	4	40	4,300	0	0%	0.12	4	40	4,700	400	9%	0.13	4	40	4,800	500	12%	0.13
47	Avenue L-8	SR 14	30th St W	Secondary Highway	4	36,000	2	35	600	0.03	2	35	600	0	0%	0.03	2	35	500	-100	-17%	0.03	2	35	500	-100	-17%	0.03
48	Avenue L-8	60th St W	80th St W	Secondary Highway	4	36,000	4	40	3,900	0.11	4	40	4,000	100	3%	0.11	4	40	4,000	100	3%	0.11	4	40	4,300	400	10%	0.12
49	Avenue M	Elizabeth Lake Rd	80th St W	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*	2		< 10,000			*	2		< 10,000			*
50	Avenue N-8	45th St W	30th St W	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*	2		< 10,000			*	2		< 10,000			*
51	Avenue N-8	20th St W	Palmdale City Line	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*	2		< 10,000			*	2		< 10,000			*
52	Avenue O	145th Street E	150th Street E	Major Highway	6	54,000	2	55	6,600	0.37	2	55	13,200	6,600	100%	0.73	2	55	5,200	-1,400	-21%	0.29	2	55	11,700	5,100	77%	0.65
53	Avenue O	150th Street E	170th Street E	Major Highway	6	54,000	2	55	2,000	0.11	2	55	9,200	7,200	360%	0.51	2	55	900	-1,100	-55%	0.05	2	55	5,200	3,200	160%	0.29
54	Avenue O	170th Street E	175th Street E	Major Highway	6	54,000	2	55	2,400	0.13	2	55	9,500	7,100	296%	0.53	2	55	600	-1,800	-75%	0.03	2	55	3,800	1,400	58%	0.21
55	Avenue O	175th Street E	180th Street E	Major Highway	6	54,000	2	55	2,500	0.14	2	55	11,100	8,600	344%	0.62	2	55	800	-1,700	-68%	0.04	2	55	5,700	3,200	128%	0.32
56	Avenue O	180th Street E	200th Street E	Secondary Highway	4	36,000	2	55	2,500	0.14	2	55	11,600	9,100	364%	0.64	2	55	800	-1,700	-68%	0.04	2	55	6,200	3,700	148%	0.34
57	Avenue O	200th Street E	210 Street E	Secondary Highway	4	36,000	2	55	2,300	0.13	2	55	8,900	6,600	287%	0.49	2	55	500	-1,800	-78%	0.03	2	55	2,100	-200	-9%	0.12
58	Avenue O	210 Street E	240th Street E	Secondary Highway	4	36,000	2	55	2,000	0.11	2	55	7,500	5,500	275%	0.42	2	55	500	-1,500	-75%	0.03	2	55	700	-1,300	-65%	0.04
59	Avenue O-8	30th St W	20th St W	Secondary Highway	4	36,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	4	50	1,300			0.04	4	50	1,800			0.05
60	Avenue P	15th Street E	20th Street E	Major Highway	6	54,000	4	60	18,000	0.50	4	60	23,500	5,500	31%	0.65	6	60	16,700	-1,300	-7%	0.31	6	60	20,900	2,900	16%	0.39
61	Avenue P	20th Street E	25th Street E	Major Highway	6	54,000	4	60	17,800	0.49	4	60	23,300	5,500	31%	0.65	6	60	16,600	-1,200	-7%	0.31	6	60	20,800	3,000	17%	0.39
62	Avenue P	25th Street E	30th Street E	Major Highway	6	54,000	4	60	6,400	0.18	4	60	12,000	5,600	88%	0.33	6	60	4,400	-2,000	-31%	0.08	6	60	7,400	1,000	16%	0.14
63	Avenue P	30th Street E	40th Street E	Major Highway	6	54,000	2	60	2,200	0.12	2	60	6,000	3,800	173%	0.33	6	60	3,000	800	36%	0.06	6	60	4,900	2,700	123%	0.09
64	Avenue P	40th Street E	70th Street E	Major Highway	6	54,000	2	50	500	0.03	2	50	500	0	0%	0.03	2	60	2,900	2,400	480%	0.16	2	60	4,700	4,200	840%	0.26
65	Avenue Q	60th St E	90th St E	Major Highway	6	54,000	2	55	8,800	0.49	2	55	10,300	1,500	17%	0.57	2	55	7,200	-1,600	-18%	0.40	2	55	8,700	-100	-1%	0.48
66	Avenue Q	90th St E	120th St E	Secondary Highway	4	36,000	2	40	1,000	0.06	2	40	8,000	7,000	700%	0.44	2	40	1,100	100	10%	0.06	2	40	6,500	5,500	550%	0.36
67	Bouquet Canyon Rd	Elizabeth Lake Rd	Palmdale City Line	Secondary Highway	4	36,000	2	40	1,800	0.10	2	40	3,800	2,000	111%	0.21	2	40	1,800	0	0%	0.10	2	40	3,900	2,100	117%	0.22
68	Davenport Road	Sierra Highway	Aqua Dulce Canyon Road	Limited Secondary Highway	2	18,000	2	50	1,800	0.10	2	50	3,000	1,200	67%	0.17	2	50	2,500	700	39%	0.14	2	50	3,700	1,900	106%	0.21
69	Elizabeth Lake Road	Johnson Road	Portal Pass Rd	Major Highway	6	54,000	2	55	2,700	0.15	2	55	12,500	9,800	363%	0.69	2	55	2,800	100	4%	0.16	2	55	10,400	7,700	285%	0.58
70	Elizabeth Lake Road	Johnson Road	San Francisquito Canyon Road	Major Highway	6	54,000	2	40	3,400	0.19	2	40	6,300	2,900	85%	0.35	2	40	3,300	-100	-3%	0.18	2	40	5,500	2,100	62%	0.31
71	Elizabeth Lake Road	San Francisquito Canyon Road	Bouquet Canyon Road	Major Highway	6	54,000	2	55	3,400	0.19	2	55	10,800	7,400	218%	0.60	2	55	3,500	100	3%	0.19	2	55	8,000	4,600	135%	0.44
72	Elizabeth Lake Road	Bouquet Canyon Road	Godde Hill Road	Major Highway	6	54,000	2	40	3,400	0.19	2	40	9,900	6,500	191%	0.55	2	40	1,700	-1,700	-50%	0.09	2	40	6,600	3,200	94%	0.37
73	Escondido Canyon Road	Aqua Dulce Canyon Road	SCV Planning Boundary	Limited Secondary Highway	2	18,000	2	40	2,000	0.11	2	40	3,600	1,600	80%	0.20	2	40	2,800	800	40%	0.16	2	40	4,100	2,100	105%	0.23
74	Fort Tejon Road	87th Street E	Mount Emma Road	Secondary Highway	4	36,000	2	40	4,500	0.25	2	40	6,300	1,800	40%	0.35	2	40	2,400	-2,100	-47%	0.13	2	40	10,200	5,700	127%	0.57
75	Fort Tejon Road	Mount Emma Road	96th Street	Secondary Highway	4	36,000	2	40	9,000	0.50	2	40	17,400	8,400	93%	**0.97**	2	40	2,800	-6,200	-69%	0.16	2	40	12,200	3,200	36%	0.68
76	Fort Tejon Road	96th Street	106th Street	Secondary Highway	4	36,000	2	40	9,000	0.50	2	40	17,500	8,500	94%	**0.97**	2	40	2,800	-6,200	-69%	0.16	2	40	12,500	3,500	39%	0.69
77	Fort Tejon Road	106th Street	131 Street E	Secondary Highway	4	36,000	2	55	7,900	0.44	2	55	16,900	9,000	114%	**0.94**	2	55	1,500	-6,400	-81%	0.08	2	55	7,200	-700	-9%	0.40
78	Johnson Rd	Elizabeth Lake Rd	110th St W	Major Highway	6	54,000	2	40	2,400	0.13	2	40	8,800	6,400	267%	0.49	2	40	2,600	200	8%	0.14	2	40	7,600	5,200	217%	0.42
79	Lancaster Road	Pine Canyon Road	Avenue I	Expressway	4	44,000	2	35	500	0.02	2	35	5,500	5,000	1000%	0.25	2	35	1,300	800	160%	0.06	2	35	9,400	8,900	1780%	0.43
80	Lancaster Road	Avenue I	190th Street W	Expressway	4	44,000	2	35	500	0.02	2	35	5,000	4,500	900%	0.23	2	35	500	0	0%	0.02	2	35	2,400	1,900	380%	0.11
81	Lancaster Road	190th Street W	170th Street W	Expressway	4	44,000	2	35	500	0.02	2	35	4,100	3,600	720%	0.19	2	35	500	0	0%	0.02	2	35	3,300	2,800	560%	0.15
82	Lancaster Road	170th Street W	110th Street W	Expressway	4	44,000	2	40	700	0.03	2	40	13,500	12,800	1829%	0.61	2	40	500	-200	-29%	0.02	2	40	6,200	5,500	786%	0.28
83	Lancaster Road	110th Street W	90th Street W	Expressway	4	44,000	2	40	600	0.03	2	40	9,400	8,800	1467%	0.43	2	40	500	-100	-17%	0.02	2	40	3,700	3,100	517%	0.17
84	Lancaster Road	90th Street W	70th Street W	Expressway	4	44,000	2	40	800	0.04	2	40	9,300	8,500	1063%	0.42	2	40	1,200	400	50%	0.05	2	40	5,500	4,700	588%	0.25

Study Location	Location	To	From	Functional Class	Potential Number of Lanes	Potential Roadway Capacity	Existing Conditions				Existing Plus Project Conditions						2035 Baseline Conditions						2035 Plus Project Conditions					
							Lanes	Speed	Volume	V/C	Lanes	Speed	Volume	Change	Percent Change	V/C	Lanes	Speed	Volume	Change	Percent Change	V/C	Lanes	Speed Limit	Volume	Change	Percent Change	V/C
85	Lancaster Road	70th Street W	60th Street W	Expressway	4	44,000	2	40	800	0.04	2	40	7,000	6,200	775%	0.32	2	40	1,100	300	38%	0.05	2	40	4,100	3,300	413%	0.19
86	Palmdale Boulevard	90th Street E	95th Street E	Major Highway	6	54,000	2	55	11,700	0.65	2	55	17,500	5,800	50%	**0.97**	2	55	7,400	-4,300	-37%	0.41	2	55	13,400	1,700	15%	0.74
87	Palmdale Boulevard	95th Street E	100th Street E	Major Highway	6	54,000	2	55	11,900	0.66	2	55	18,000	6,100	51%	**1.00**	2	55	7,600	-4,300	-36%	0.42	2	55	15,300	3,400	29%	0.85
88	Palmdale Boulevard	100th Street E	105th Street E	Major Highway	6	54,000	2	55	11,300	0.63	2	55	16,900	5,600	50%	**0.94**	2	55	7,200	-4,100	-36%	0.40	2	55	14,400	3,100	27%	0.80
89	Palmdale Boulevard	105th Street E	110 Street E	Major Highway	6	54,000	2	55	11,000	0.61	2	55	16,900	5,900	54%	**0.94**	2	55	6,700	-4,300	-39%	0.37	2	55	14,300	3,300	30%	0.79
90	Pearblossom Highway (SR-138)	70th Street E	Avenue T 8	Major Highway	6	54,000	4	45	18,400	0.51	4	45	25,900	7,500	41%	0.72	6	55	15,200	-3,200	-17%	0.28	6	55	33,900	15,500	84%	0.63
91	Pearblossom Highway (SR-138)	Avenue T 8	82nd Street E	Major Highway	6	54,000	2	40	17,600	**0.98**	2	40	23,800	6,200	35%	**1.32**	6	55	14,000	-3,600	-20%	0.26	6	55	33,900	16,300	93%	0.63
92	Pearblossom Highway (SR-138)	82nd Street E	87th Street E	Major Highway	6	54,000	2	40	13,500	0.75	2	40	19,600	6,100	45%	**1.09**	6	55	11,700	-1,800	-13%	0.22	6	55	24,800	11,300	84%	0.46
93	Pearblossom Highway (SR-138)	87th Street E	96th Street E	Major Highway	6	54,000	2	55	16,000	0.89	2	55	21,800	5,800	36%	**1.21**	6	55	11,800	-4,200	-26%	0.22	6	55	26,700	10,700	67%	0.49
94	Pearblossom Highway (SR-138)	96th Street E	106th Street E	Major Highway	6	54,000	4	55	17,900	0.50	4	55	31,800	13,900	78%	0.88	6	55	12,300	-5,600	-31%	0.23	6	55	30,600	12,700	71%	0.57
95	Pearblossom Highway (SR-138)	106th Street E	116th Street E	Major Highway	6	54,000	4	55	17,800	0.49	4	55	23,100	5,300	30%	0.64	6	55	12,500	-5,300	-30%	0.23	6	55	27,000	9,200	52%	0.50
96	Pearblossom Highway (SR-138)	116th Street E	126th Street E	Major Highway	6	54,000	2	55	17,700	**0.98**	2	55	22,900	5,200	29%	**1.27**	4	55	12,500	-5,200	-29%	0.35	4	55	26,800	9,100	51%	0.74
97	Pearblossom Highway (SR-138)	126th Street E	131st Street E	Major Highway	6	54,000	2	50	18,600	**1.03**	2	50	27,400	8,800	47%	**1.52**	4	50	13,000	-5,600	-30%	0.36	4	50	31,400	12,800	69%	0.87
98	Pearblossom Highway (SR-138)	131 Street E	170th Street E	Major Highway	6	54,000	4	45	17,700	0.49	4	45	21,300	3,600	20%	0.59	4	45	11,600	-6,100	-34%	0.32	4	45	21,100	3,400	19%	0.59
99	Portal Pass Rd	Elizabeth Lake Rd	Ritter Ranch Rd	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*	2		< 10,000			*	2		< 10,000			*
100	Ritter Ranch Rd	Portal Pass Rd	Bouquet Canyon Rd	Local / Collector	2	15,000	2		< 10,000	*	2		< 10,000			*	2		< 10,000			*	2		< 10,000			*
101	San Fransisquito Canyon Rd	Angeles National Forest Boundary	Elizabeth Lake Rd	Secondary Highway	4	36,000	2	40	1,600	0.09	2	40	7,700	6,100	381%	0.43	2	40	1,700	100	6%	0.09	2	40	4,200	2,600	163%	0.23