



March 9, 1996

Los Angeles County  
Metropolitan  
Transportation  
Authority

**TO: MTA BOARD OF DIRECTORS**  
**FROM: PATRICIA V. McLAUGHLIN** *PVM*  
**SUBJECT: STATUS UPDATE ON SOUNDWALLS**

One Gateway Plaza  
Los Angeles, CA  
90012  
213.922.6000

**SUMMARY**

The purpose of this Board Box item is to respond to the Board's request that staff identify strategies for accelerating the completion of retrofit soundwalls.

Mailing Address:  
PO Box 194  
Los Angeles, CA 90053

**BACKGROUND**

Caltrans staff presented a report summarizing the status of the soundwall program to the Planning and Programming Committee on May 24, 1995. (Attached) At that time, Board members expressed concern that Los Angeles soundwall projects included on the Caltrans retrofit soundwall program list have gone unfunded for many years, even when listed as a high priority. The Committee requested that MTA staff research opportunities to accelerate State retrofit soundwall construction, including the use of Proposition C funds, strategies through the reauthorization of ISTEA, and the use of experimental materials. The results of this research are provided below.

Soundwalls are typically built as part of the construction of new highway projects. FHWA requires that soundwalls be constructed as a noise abatement measure when noise thresholds of 67 decibels are exceeded. Soundwalls can also be retrofitted to existing highways when noise levels increase more than 3 decibels and exceed the 67 decibels noise threshold.

The retrofit soundwall program is funded by the California Transportation Commission (CTC) through the State Transportation Improvement Program (STIP). While the legislature dedicated \$150 million for the soundwall program over a ten-year period, Caltrans is responsible for prioritizing and recommending projects for funding and the CTC determines the funding available within a given STIP cycle.

In the 1996 STIP, the MTA proposed twenty retrofit soundwall projects (which are listed in Attachment A) with a total cost of \$68,671,000 for Los Angeles

## STATUS UPDATE ON SOUNDWALLS

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County. Because of funding shortfalls, Caltrans has proposed deletion of seven Los Angeles County soundwall projects valued at \$28,441,000 (Attachment B). This reduced the total 1996 STIP retrofit soundwall total for Los Angeles to \$40,230,000.

In 1989, Caltrans studied the freeway system to identify the locations where retrofit soundwalls would be appropriate. Approximately 80 projects were identified and these were ranked by a formula that considers the noise level, project costs, the number of dwelling units in the vicinity, and the achievable noise reduction that would be realized by the project. Caltrans has added to the list when additional needs were identified by local jurisdictions, but budgetary limitations continue to impede full implementation of the program. The strategic opportunities and constraints to the soundwall program are discussed below.

### Use of Proposition C Funding and ISTEA Recertification

The Board requested that staff examine the use of Proposition C funds for soundwall construction. Since Proposition C funds are used to fund new HOV lane construction, Proposition C funds are used to construct soundwalls when they are required to mitigate the noise impacts on adjacent homeowners as part of new HOV projects. This is the only allowable use of Proposition C funds for soundwall construction. Local jurisdictions may only expend Proposition C Local Return funds on projects that are directly related to improvements in transit service, which precludes expenditures on soundwalls. Staff is working at the federal level on the ISTEA reauthorization bill to maintain funding levels with maximum local flexibility as to how the funds are spent. If increased flexibility is granted, the Board could have the opportunity to consider soundwalls when programming funds to meet the transportation needs of Los Angeles County.

### Use of Non-Traditional Materials for Soundwalls

Caltrans is experimenting with plexiglass and other translucent materials for soundwalls, particularly in Orange and San Diego Counties, where it is required for environmental mitigation. The materials have primarily been used to preserve views and light for private residences, often in hillside areas, rather than to reduce costs. Caltrans' experience to date indicates that plexiglass and other variants have actually increased costs. A variety of translucent materials is currently being tested, including polycarbonate, lexan, and acrylic. At this time, Caltrans indicates that the costs for transparent materials are at least 1.5-to-2 times more expensive than a typical soundwall. Recent bids for composite walls with glass panels have come in between \$35-to-\$40 per square foot as opposed to \$11 per square foot for masonry walls. As a result, alternative materials have not proven to be effective in reducing soundwall costs.

## STATUS UPDATE ON SOUNDWALLS

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### Other Strategies

As previously presented to the Planning and Programming Committee by Caltrans, there other strategies and opportunities for funding the retrofit soundwalls identified in Attachment are A, including:

- a) **33% Local Match:** A local city can accelerate the construction of a particular soundwall with a 33% match of the estimated cost of any soundwall project included for the first time in the STIP. With that local match, the project shall be given priority over all other soundwall projects to be included for the first time in the STIP.
- b) **Local Developer Contributions:** The California Environmental Quality Act (CEQA) allows local jurisdictions to require mitigation measures to address the impacts of new projects. As the lead agency, local jurisdictions may have the ability to condition developers to construct and/or contribute to soundwalls if there is a nexus between a project's impacts and the ability of soundwalls to mitigate those impacts.
- c) **Reimbursement Basis:** A local agency can construct a soundwall using local funds prior to the availability of state funding, though the project must be on the Caltrans list of retrofit soundwalls. When the funding priority established by Caltrans for the project is reached and Caltrans funding becomes available, Caltrans will reimburse the local jurisdiction (without interest) for the cost of construction dollars spent prior to the availability of state funds. Local agencies must consult with Caltrans before initiating this approach to be aware of the regulations, opportunities, and constraints.

### CONCLUSION

Staff will explore funding strategies for soundwalls and will work with local jurisdictions that seek to pursue some of the strategies outlined in this report. MTA will continue to actively monitor the STIP process and to keep the Board informed on key issues, including the soundwall program. Staff will also request periodic updates from Caltrans regarding the use of experimental materials for soundwalls in Orange and San Diego Counties and the associated costs of installing and maintaining these new materials.

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#### PREPARED BY:

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Deputy Executive Officer  
Countywide Planning

BRADFORD W. McALLESTER  
Director  
Mobility and Air Quality Programs

KEVIN J. MICHEL  
Project Manager

Rolling Agenda Items 95-54 and 95-55

ATTACHMENT A

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
1996 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROJECT PRIORITY LIST  
(\$000)

| RANK | ELEM | RT  | ID    | PROJECT SPONSOR                  | PROJECT   | FISCAL YEAR          |                         |                         |          |       |       |       |       |       |  |  |                         |
|------|------|-----|-------|----------------------------------|---|----------------------|-------------------------|-------------------------|----------|-------|-------|-------|-------|-------|--|--|-------------------------|
|      |      |     |       |                                  |   | 96 BASE              | 96/97                   | 97/98                   | 98/99    | 99/00 | 00/01 | 01/02 | 02/03 | TOTAL |  |  |                         |
| 29   | SND  | 5   | 0091A | CALTRANS<br>IN SANTA FE SPRINGS  | FROM ORR AND DAY RD OH TO FLORE<br>AVE SOUNDWALL EAST (NB) SIDE<br>(PAYBACK)<br>5.9 - 6.4         | ROW<br>CONS<br>TOTAL | 602<br>602<br>602       | 602<br>602<br>602       |          |       |       |       |       |       |  |  | 602<br>602<br>602       |
| 32   | SND  | 405 | 0858  | CALTRANS<br>NEAR SHERMAN OAKS    | FROM VENTURA BLVD TO ROUTE 101<br>SOUNDWALL SOUTHBOUND SIDE<br>39.0 - 39.4                        | ROW<br>CONS<br>TOTAL | 922<br>922<br>922       | 950<br>950<br>950       |          |       |       |       |       |       |  |  | 950<br>950<br>950       |
| 33   | SND  | 605 | 0885E | CALTRANS<br>IN SANTA FE SPRINGS  | FROM RTE 5 TO 0.3M S/O LOS NIETOS<br>OVERHEAD, ON LA 5 6 4/7 0 SOUNDWA<br>(PAYBACK)<br>9.6 - 10.9 | ROW<br>CONS<br>TOTAL | 2,279<br>2,279<br>2,279 | 2,279<br>2,279<br>2,279 |          |       |       |       |       |       |  |  | 2,279<br>2,279<br>2,279 |
| 35   | SND  | 10  | 301   | CALTRANS<br>IN EL MONTE          | LANDSDALE TO 1 MILE W/O SAN GABR<br>CONSTRUCT SOUNDWALL<br>29.9 - 30.7                            | ROW<br>CONS<br>TOTAL | 6,421<br>6,421<br>6,421 | 6,613<br>6,613<br>6,613 |          |       |       |       |       |       |  |  | 6,613<br>6,613<br>6,613 |
| 37   | SND  | 5   | 01088 | CALTRANS<br>NEAR COMMERCE        | DITMAN AVENUE TO BONNEY BEACH<br>CONSTRUCT SOUNDWALL<br>14.3 - 14.8                               | ROW<br>CONS<br>TOTAL | 1,686<br>1,686<br>1,686 | 1,737<br>1,737<br>1,737 |          |       |       |       |       |       |  |  | 1,737<br>1,737<br>1,737 |
| 41   | SND  | 10  | 0309S | CALTRANS<br>WEST COVINA TO POMON | PUENTE AVE TO CITRUS AVE<br>SOUNDWALLS BOTH SIDES<br>33.6 - 37.5                                  | ROW<br>CONS<br>TOTAL | 142<br>3,359<br>3,501   | 71<br>3,671<br>3,742    | 71<br>71 |       |       |       |       |       |  |  | 142<br>3,671<br>3,813   |
| 47   | SND  | 101 | 0603  | CALTRANS<br>IN NORTH HOLLYWOOD   | FROM ROUTE 170 TO RADFORD AVE<br>SOUNDWALLS NORTHBOUND<br>11.6 - 12.6                             | ROW<br>CONS<br>TOTAL | 1,872<br>1,872<br>1,872 | 1,986<br>1,986<br>1,986 |          |       |       |       |       |       |  |  | 1,986<br>1,986<br>1,986 |
| 49   | SND  | 405 | 0813F | CALTRANS<br>NEAR TORRANCE        | FROM VERMONT AVENUE TO CRENSH<br>BLVD<br>SOUNDWALLS NORTHBOUND & SOUTH<br>13.4 - 15.2             | ROW<br>CONS<br>TOTAL | 3,448<br>3,448<br>3,448 | 3,658<br>3,658<br>3,658 |          |       |       |       |       |       |  |  | 3,658<br>3,658<br>3,658 |
| 51   | SND  | 405 | 0866  | CALTRANS<br>NEAR VAN NUYS        | FROM 0.3 MILE S OF VICTORY BLVD TO<br>SHERMAN WAY<br>SOUNDWALLS NORTHBOUND & SOUTH<br>41.0 - 42.4 | ROW<br>CONS<br>TOTAL | 7,530<br>7,530<br>7,530 | 7,988<br>7,988<br>7,988 |          |       |       |       |       |       |  |  | 7,988<br>7,988<br>7,988 |
| 56   | SND  | 5   | 0158  | CALTRANS<br>NEAR ARIETA          | FROM OSBORNE STREET TO 0.3 MILE<br>SOUNDWALLS NORTHBOUND<br>37.4 - 37.7                           | ROW<br>CONS<br>TOTAL | 821<br>821<br>821       | 897<br>897<br>897       |          |       |       |       |       |       |  |  | 897<br>897<br>897       |
| 57   | SND  | 10  | 0296  | CALTRANS<br>IN EL MONTE          | FROM 0.2 MILES WEST OF SANTA ANIT<br>TO MEEKER ROAD<br>SOUNDWALLS NORTH (WB) SIDE<br>28.5 - 29.3  | ROW<br>CONS<br>TOTAL | 2,937<br>2,937<br>2,937 | 3,209<br>3,209<br>3,209 |          |       |       |       |       |       |  |  | 3,209<br>3,209<br>3,209 |
| 58   | SND  | 10  | 0319  | CALTRANS<br>IN POMONA            | FROM DUDLEY STREET TO GARY AVEN<br>SOUNDWALLS BOTH SIDES<br>44.2 - 45.7                           | ROW<br>CONS<br>TOTAL | 4,409<br>4,409<br>4,409 | 4,818<br>4,818<br>4,818 |          |       |       |       |       |       |  |  | 4,818<br>4,818<br>4,818 |

ATTACHMENT A

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
 1996 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) PROJECT PRIORITY LIST  
 (\$000)

| RANK | ELEM | RT  | ID    | PROJECT SPONSOR                   | PROJECT   | FISCAL YEAR          |       |       |       |       |       |       |                |                |  |  | TOTAL                |
|------|------|-----|-------|-----------------------------------|---|----------------------|-------|-------|-------|-------|-------|-------|----------------|----------------|--|--|----------------------|
|      |      |     |       |                                   |   | 96 BASE              | 96/97 | 97/98 | 98/99 | 99/00 | 00/01 | 01/02 | 02/03          |                |  |  |                      |
| 59   | SND  | 101 | 0585A | CALTRANS<br>NEAR HOLLYWOOD        | FROM CARIUENGA BLVD TO ODIN ST<br>SOUNDWALLS NORTHBOUND & SOUTH<br>7 5 - 7 7  | 16<br>1,344<br>1,360 |       |       |       |       |       |       |                |                |  |  | 16<br>1,469<br>1,485 |
| 60   | SND  | 405 | 0817A | CALTRANS<br>NEAR LAWNDALE         | FROM YUKON AVENUE TO INGLEWOOD<br>AVENUE<br>SOUNDWALLS NORTHBOUND & SOUTH<br>16 0 - 18 2                            | 5,104<br>5,104       |       |       |       |       |       |       |                |                |  |  | 5,578<br>5,578       |
| 61   | SND  | 605 | 0898M | CALTRANS<br>NEAR CITY OF INDUSTRY | FROM 0 6 MILE S/O TO VALLEY BLVD<br>SOUNDWALLS NORTHBOUND<br>18 8 - 19 4  | 1,351<br>1,351       |       |       |       |       |       |       |                |                |  |  | 1,476<br>1,476       |
| 62   | SND  | 605 | 0891  | CALTRANS<br>NEAR PICO RIVERA      | FROM WASHINGTON BLVD TO WHITTIE<br>SOUNDWALLS NORTH BOUND<br>12 1 - 13 6  | 7,915<br>7,915       |       |       |       |       |       |       |                |                |  |  | 8,649<br>8,649       |
| 70   | SND  | 60  | 0487M | CALTRANS<br>NEAR CITY OF INDUSTRY | FROM 0 5 MILE WEST OF 7TH ST TO<br>0 3 MILE WEST OF TURNBULL CANYON<br>SOUNDWALLS EASTBOUND AND WEST<br>13 8 - 14 8 | 2,831<br>2,831       |       |       |       |       |       |       | 3,282<br>3,282 |                |  |  | 3,282<br>3,282       |
| 71   | SND  | 60  | 0491  | CALTRANS<br>NEAR HACIENDA HEIGHTS | FROM TURNBULL CANYON RD TO 0 6 M<br>EAST OF STIMSON<br>SOUNDWALLS EASTBOUND AND WEST<br>15 1 - 16 9                 | 6,205<br>6,205       |       |       |       |       |       |       |                | 7,194<br>7,194 |  |  | 7,194<br>7,194       |
| 72   | SND  | 60  | 0496F | CALTRANS<br>IN CITY OF INDUSTRY   | FROM 0 5 MILE W/O FULLERTON RD TO<br>FULLERTON RD<br>SOUNDWALLS EASTBOUND<br>19 0 - 19 5                            | 1,545<br>1,545       |       |       |       |       |       |       |                | 1,791<br>1,791 |  |  | 1,791<br>1,791       |
| 73   | SND  | 91  | 0558A | CALTRANS<br>IN CERRITOS           | FR 0 3 MILE OF NORWALK BLVD TO<br>ORANGE CO LINE (EB & WB PORTIONS<br>SOUNDWALLS<br>18 9 - 20 7                     | 666<br>666           |       |       |       |       |       |       |                | 666<br>666     |  |  | 666<br>666           |
|      |      |     |       |                                   |   | TOTAL AMOUNT         |       |       |       |       |       |       |                |                |  |  | 68,671               |

**ATTACHMENT B**

**LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY  
1996 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)  
RETROFIT SOUNDWALL PROJECTS RECOMMENDED  
FOR DELETION BY CALTRANS  
(\$000)**

06 - Mar - 96

| Route        | PROJ ID | PROJECT SPONSOR                   | PROJECT DESCRIPTION   | PROJECT COST    |
|--------------|---------|-----------------------------------|---|-----------------|
| 405          | 0866    | CALTRANS<br>NEAR VAN NUYS         | FROM 0.3 MILE S OF VICTORY BLVD TO<br>SHERMAN WAY<br>SOUNDWALLS NORTHBOUND & SOUTHBOUND<br>41.0 - 42.4                      | \$7,989         |
| 5            | 0158    | CALTRANS<br>NEAR ARLETA           | FROM OSBORNE STREET TO 0.3 MILE NORTH<br>SOUNDWALLS NORTHBOUND<br>37.4 - 37.7   | \$910           |
| 60           | 0487M   | CALTRANS<br>NEAR CITY OF INDUSTRY | FROM 0.5 MILE WEST OF 7TH ST TO<br>0.3 MILE WEST OF TURNBULL CANYON RD<br>SOUNDWALLS EASTBOUND AND WESTBOUND<br>13.8 - 14.8 | \$3,363         |
| 60           | 0491    | CALTRANS<br>NEAR HACIENDA HEIGHTS | FROM TURNBULL CANYON RD TO 0.6 MILE<br>EAST OF STIMSON<br>SOUNDWALLS EASTBOUND AND WESTBOUND<br>15.1 - 16.9                 | \$7,369         |
| 60           | 0496F   | CALTRANS<br>IN CITY OF INDUSTRY   | FROM 0.5 MILE W/O FULLERTON RD TO<br>FULLERTON RD<br>SOUNDWALLS EASTBOUND<br>19.0 - 19.5                                    | \$1,835         |
| 101          | 0585A   | CALTRANS<br>NEAR HOLLYWOOD        | FROM CAHUENGA BLVD TO ODIN ST<br>SOUNDWALLS NORTHBOUND & SOUTHBOUND<br>7.5 - 7.7  | \$1,507         |
| 405          | 0817A   | CALTRANS<br>NEAR LAWDALE          | FROM YUKON AVENUE TO INGLEWOOD<br>AVENUE<br>SOUNDWALLS NORTHBOUND & SOUTHBOUND<br>16.0 - 18.2                               | \$5,468         |
| <b>TOTAL</b> |         |                                   |   | <b>\$28,441</b> |

PPC 14

PPC 14



May 24, 1995

Los Angeles County  
Metropolitan  
Transportation  
Authority

TO: PLANNING AND PROGRAMMING COMMITTEE

THROUGH: FRANKLIN E. WHITE

FROM: JUDITH A. WILSON *mw*

818 West Seventh Street  
Suite 300  
Los Angeles, CA 90017

SUBJECT: CALTRANS SOUNDWALL PROGRAM UPDATE

213 623.1194

RECOMMENDATION

Receive and file the attached Caltrans informational item concerning the Freeway Soundwall Program in Los Angeles County.

ALTERNATIVES CONSIDERED

None

IMPACT ON BUDGET AND OBJECTIVES

None

BACKGROUND

Caltrans is the agency responsible for developing the Freeway Soundwall Program in Los Angeles County. They establish the priority and construction schedule for the various segments to be built.

At the March, 1995 MTA Board meeting when the Long Range Plan was adopted, a request was made by Director Fasana for Caltrans to return within 60 days and make a presentation to the Board concerning the status of the Soundwall Program in Los Angeles County.

The attached document has been prepared by Caltrans and describes Caltrans' Soundwall Program and funding sources. A Caltrans representative will present this information to the Planning and Programming Committee.

Prepared by

Andres Ocon, Manager  
Highway Programs

DATE: MAY 25, 1995

FACT SHEET ON THE SOUNDWALL PROGRAM

DISTRICT 7  
SOUNDWALL PROGRAM

ISSUE NO. 1, DESCRIBE THE ROLE OF CALTRANS IN DEVELOPING THE  
FREEWAY SOUNDWALL PROGRAM IN LOS ANGELES COUNTY?

Caltrans is responsible for the soundwall program. The abatement of highway noise is a design consideration that is required by State and Federal statutes and regulations.

The three basic types of projects involving noise barrier construction include:

1. The retrofitting of noise abatement features on existing freeways through residential areas. On existing freeways, the construction of noise barriers is limited to residential areas when the existing noise levels exceed the noise abatement criteria level of 67 decibels.

In order for a residential area to qualify for this program, it must meet one of the following conditions:

- . Developed prior to the opening of the freeway
  - . Developed after opening of the freeway, but before the completion of an alteration to the freeway which caused at least a 3 decibel increase in noise levels.
2. The construction of new highways or the reconstruction of existing highways. Noise abatement measures which are reasonable and feasible are incorporated into highway projects that are on new location or on an existing highway when the horizontal or vertical alignment changes significantly or when there is an increase in the number of through-traffic lanes.
  3. The retrofitting of noise abatement features to reduce the level of freeway traffic noise that intrude on public owned primary and secondary schools.

Caltrans develops and implements a system of priorities for ranking the need for construction of soundwalls along freeways in California. In establishing a priority system, the



department has given the highest consideration to residential areas which were developed prior to the opening of the freeway.

ISSUE NO. 2, IF TRADITIONAL FUNDS FOR THIS PROGRAM ARE NOT AVAILABLE, THAT OTHER MEANS OF FUNDING THEM ARE AVAILABLE?

The Department does not have any other source of funds, other than the STIP Program, to complete the soundwall retrofit program.

The only other sources of funding and/or methods available to the locals to accelerate the construction of walls include:

- A city, the county or a local agency can contribute at least 33 percent of the estimated cost of any soundwall project included for the first time in the STIP then the project shall be given priority over all other soundwall projects to be included for the first time in the STIP. ( Reference: California Statutes 1991, page 227 and Senate Bill 511,)
- A city, the county, or a local agency can construct a noise barrier using public funds prior to the time that the barrier reaches a high enough priority for state funding, then, when the funding priority is reached, the department will reimburse the city, county, or local agency without interest for the cost of construction, but the department may not exceed the cost of the department to construct the barriers. Reimbursement will be made only if the city, county, or local agency constructs the noise barrier to the standards approved by the department, follows bidding and contracting procedures approved by the department, and the project is approved by the CTC.
- Local developers can be required to construct walls as part of their environmental mitigation plans.
- Locals can propose a soundwall as a demonstration projects.

**ISSUE NO. 3, WHAT IS THE TIMELINE FOR IMPLEMENTING THIS PROGRAM ?**

The Legislature has established a 10 year State Transportation (STIP) funding plan. The plan and the funds are specifically identified for the construction of soundwalls. The plan includes \$150 million for retrofit soundwalls. It is the intent of the Legislature that this amount, together with the soundwall projects funded in the 1988 STIP will complete all retrofit soundwalls on the priority list established on May 3, 1989. (Reference: California Statutes, 1991 page 200)

**ISSUE NO. 4, HOW ARE PROJECTS PRIORITIZED?**

The department has developed and implemented a system of priorities for ranking the need for construction of noise barriers along freeways in California. In establishing a priority system, the department has given the highest consideration to residential areas which were developed prior to the opening of the freeway.

If alterations have been made to the freeway since its original opening which resulted in a significant and measurable increase in noise levels, the opening date for the segment of the freeway, for the purpose of determining priorities, is the completion date of the alteration project.

Other criteria used for determining priorities include the existing and future noise levels, the increase in traffic flow since the original construction of the freeway, the cost of building the soundwall in relation to the expected noise reduction, and the number of people living in close proximity to the freeway.

The actual cost of construction shall be used in determining the relative priority ranking of projects funded and constructed.

The district maintains an inventory of residential areas adjacent to freeways that meet this criteria. From the inventory of qualifying projects, a priority index is calculated for each project where the measured exceed the noise level criteria. The priority index is calculated using the following formula:

$$PI = AR * (NL - 67) ** 2 * LU / Cost$$

where: PI= Priority Index  
AR= Achievable Reduction  
NL= Measured Noise Levels  
LU= Number of Living Units  
COST= Project Construction Cost

**ISSUE NO. 5, WHO SELECTS THE PROJECTS??**

Caltrans prioritizes and recommends to the CTC the projects to be programmed in the STIP. The projects are selected based on the Priority Index Number (PIN). The walls are ranked in priority order a construction program of noise attenuation barriers beginning with the highest priorities is developed based on the available funding.

**ISSUE NO. 6, OTHER??**

Project must be cost effective. Projects costing no more than \$30,000 per residential unit protected by the soundwall are considered to be cost effective. Only the first line of receptors is included in the analysis.

The views of the impacted residents are considered in reaching a decision on noise abatement measures. Soundwalls are not provided if most affected adult residents who live immediately adjacent to the freeway do not want the wall.

Soundwalls are constructed at the planned ultimate location. The cost effectiveness criteria for justifying a soundwall when outside widening is not proposed includes the cost of necessary widening, retaining walls, drainage modifications and additional right of way.

**ISSUE NO. 7, PROGRAM STATUS**

The Status of the HB311 Program "Community Noise Attenuation" is as follows:

**A. Major Program:**

- At the State wide level the program includes 196 soundwall projects with an estimated construction cost of \$384,445,000.
- In District 7 the major program includes 66 Soundwall Projects with an estimated construction cost of \$195,403,000. (See attached District 7 Priority List, dated April 21, 1995)

**NOTE:** Of the 66 projects identified above 20 projects are presently programmed in the 1994 STIP. The remaining 46 projects are identified in the District priority list of unprogrammed projects.

B. Minor A Program:

- In District 7 the Minor A Program includes 21 Soundwall Projects with an estimated construction cost of \$4,430,000. (See attached District 7 Minor Program Priority List, dated April 21, 1995)

C. Other Projects:

- District 7 has recently identified additional locations which meet the requirements of the soundwall retrofit program. A request has been made to headquarters to include these walls in the 1989 Soundwall Priority List. It is expected that the new projects will be added to the list based on the calculated PIN.

ISSUE NO. 8, SOUNDWALL PRIORITY LIST

- District 7 Major Program, Soundwall List, dated April 21, 1995

NOTES: IT SHOULD BE NOTED THAT THE DELIVERY DATES SHOWN ON THE ABOVE LIST, UNDER THE COLUMN HEADING "FY" ARE THOSE IDENTIFIED IN THE 1994 STIP.

BASED ON THE PRESENT FUNDING CONDITIONS IN THE STATE AND THE NEW PROJECT PRIORITIES IDENTIFIED AS A RESULT OF THE 1994 EARTHQUAKE, IT IS EXPECTED THAT FUNDING OF THE SOUNDWALL PROJECTS WILL HAVE TO BE DELAYED.

- District 7 Minor "A" Program, Soundwall List, dated April 21, 1995

NOTES: IT SHOULD BE NOTED THAT THE DELIVERY DATES SHOWN ON THE ABOVE LIST, UNDER THE COLUMN HEADING "PS DATE" ARE BASED ON THE ASSUMPTION THAT FUNDING WOULD BE MADE AVAILABLE ON JULY 1, 1995.

BASED ON THE PRESENT FUNDING CONDITIONS IN THE STATE AND THE NEW PROJECT PRIORITIES IDENTIFIED AS A RESULT OF THE 1994 EARTHQUAKE, IT IS EXPECTED THAT FUNDING OF THE SOUNDWALL PROJECTS WILL HAVE TO BE DELAYED.

SOUNDWALL PROGRAM,  
DISTRICT 7 PROGRAM

PRIORITY LIST  
STATUS: APRIL 1, 1995

PROGRAM MANAGER: ROBERT THOMPSON - 213-897-4281

DATE APRIL 21, 1985

DISTRICT 7 SOUNDWALLS IN THE 1989 PRIORITY LIST

| DISTRICT PRIORITY | STATE PRIORITY | EA     | CO | RTE | LIMITS    | PM  | COST      | PIN       | FY    | LIMITS                                     |
|-------------------|----------------|--------|----|-----|-----------|-----|-----------|-----------|-------|--|
| 1                 | 8              | 117001 | LA | 5   | 14.3/14.8 | LSH | 1,627,000 | 103.57220 | 93/94 | Bonnie Beach Place to Dilman Ave           |
| 2                 | 77             | 002631 | LA | 10  | 29.9/30.7 | PR  | 5,516,000 | 16.33790  | 93/94 | 0.1E El Monte OH to 0.2W San Gabriel River |
| 3                 | 96A            | 053541 | LA | 10  | 28.5/29.3 | JSH | 3,194,000 | 10.36960  | 95/96 | W/B 0.2W Santa Anita Ave to Meeker Rd      |
| 4                 | 103            | 111720 | LA | 10  | 33.6/45.0 | LSQ | 2,845,000 | 8.76100   | 97/98 | Puente Ave to Citrus St                    |
| 5                 | 105            | 11698G | LA | 110 | 27.7/30.1 |     | 800,000   | 8.51440   |       | S/B 0.4S Ave 52 to Arroyo Seco Ave         |
| 6                 | 108            | 002321 | LA | 710 | 23.3/24.4 | PP  | 2,808,000 | 8.46000   | 94/95 | N/B & S/B Route 5 to 3rd St                |
| 7                 | 112            | 111531 | LA | 101 | 36.2/37.5 | JHT | 750,000   | 7.67300   | 94/95 | W/B Reyes Adobe Rd to Linder Canyon Rd     |
| 8                 | 117            | 002241 | LA | 101 | 12.6/13.3 | PR  | 2,132,000 | 7.13000   | 94/95 | N/B & S/B Radford Ave to Tujunga Wash      |
| 9                 | 128            | 053331 | LA | 405 | 39.0/39.4 | LRS | 758,000   | 5.98000   | 94/95 | S/B Ventura Blvd to Route 101              |
| 10                | 129            | 023851 | LA | 5   | 5.9/6.4   | KLK | 887,000   | 5.98000   | 94/95 | S/B Orr & Day Rd OH to Florence Ave        |
| 11                | 130            | 11697G | LA | 110 | 26.7/27.0 |     | 299,000   | 5.68900   |       | S/B 0.2N to 0.5N Pasadena Ave              |
| 12                | 133            | 02801K | LA | 405 | 13.4/15.2 | PP  | 3,128,000 | 5.28000   | 95/96 | N/B & S/B Vermont Ave to Crenshaw Blvd     |
| 13                | 135            | 05357K | LA | 405 | 41.0/42.4 | AJA | 5,949,000 | 5.18000   | 95/96 | N/B & S/B 0.3S Victory Ave to Sherman Way  |
| 14                | 136            | 053521 | LA | 101 | 11.6/12.6 | WHR | 1,539,000 | 5.16000   | 95/96 | N/B Route 170 to Radford Ave               |
| 15                | 137            | 053530 | LA | 10  | 44.2/45.7 | SE  | 4,200,000 | 4.96790   | 95/96 | E/B & W/B Dudley St to Garey Ave           |
| 16                | 139            | 06631G | LA | 605 | 0.3/0.6   |     | 330,000   | 4.63000   |       | N/B Spring St to 0.3N Spring St            |
| 17                | 144            | 02393K | LA | 60  | 13.8/14.8 | PP  | 4,629,000 | 4.35840   | 97/98 | E/B & W/B 0.5W 7th to 0.3W Turnbull Cyn Rd |
| 18                | 144A           | 00235K | LA | 60  | 15.1/16.9 | PP  | 7,093,000 | 4.35700   | 97/98 | Turnbull Cyn Rd to 0.6E Stimson Ave        |
| 19                | 145A           | 05325K | LA | 605 | 12.1/13.6 | PP  | 6,798,000 | 4.32200   | 98/99 | N/B Washington Blvd to Whittier Blvd       |
| 20                | 146            | 49061K | LA | 405 | 16.0/18.2 | PP  | 4,417,000 | 4.31000   | 97/98 | N/B & S/B Yukon Ave to Inglewood           |
| 21                | 147            | 11157K | LA | 101 | 7.5/7.7   | THG | 1,171,000 | 4.26850   | 98/99 | N/B & S/B Cahuenga Blvd to Odin St         |
| 22                | 148            | 05355K | LA | 5   | 37.4/37.7 | THG | 700,000   | 4.23000   | 98/99 | N/B Osborne St to 0.3N                     |
| 23                | 149            | 02396K | LA | 60  | 19.0/19.5 | PP  | 1,421,000 | 4.11340   | 98/99 | E/B 0.5W Fullerton Rd to Fullerton Rd      |

SOUNDWALL PROGRAM - MINOR PROGRAM  
 STATUS: APRIL 1, 1995  
 PRIORITY LIST

PROGRAM MANAGER : ROBERT THOMPSON 897-4281

DATE APRIL 21, 1995

| #  | EA     | CO  | RTE | LIMITS    | PM  | COST      | PIN     | % DONE | PS DATE  | REMARKS                              |
|----|--------|-----|-----|-----------|-----|-----------|---------|--------|----------|--------------------------------------|
| 1  | 404101 | LA  | 110 | 28.3/28.7 | AC  | 300,000   | 78.4615 | 100    | 01/31/95 | S/B at Avenue 52                     |
| 2  |        | LA  | 091 | 17.8      | AC  | 35,000    | 36.0000 |        | 08/01/94 | Gridley Rd - Extension - Height      |
| 3  | 452600 | LA  | 605 | 13.7/13.9 | AC  | 300,000   | 28.2240 | 10     | 12/01/95 | N/B Whittier Blvd                    |
| 4  |        | LA  | 101 | 6.6/6.7   | TH  | 50,000    | 11.0769 |        | 12/01/95 | S/B Bronson/Tamarind                 |
| 5  | 450700 | LA  | 210 | 30.4/30.6 | AC  | 300,000   | 10.4120 | 10     | 12/01/95 | W/B Baldwin Park                     |
| 6  |        | LA  | 010 | 3.2       | AC  | 300,000   | 8.8088  |        | 12/01/95 | E/B Cloverfield Blvd & Stewart St    |
| 7  | 459200 | LA  | 091 | 18.3/18.6 | AC  | 205,000   | 6.0000  |        | 12/01/95 | E/B Pioneer to Norwalk               |
| 8  |        | LA  | 101 | 2.5       | WHR | 200,000   | 5.4000  |        | 10/01/95 | N/B Bonnie Brae                      |
| 9  |        | LA  | 101 | 3.9/4.0   |     | 250,000   | 4.3222  |        |          | N/B - Virgil Street to Hooevr Avenue |
| 10 |        | LA  | 010 | 25.5      | HC  | 110,000   | 4.0500  |        | 12/01/95 | E/B on ramp from Del Mar Avenue      |
| 11 |        | LA  | 134 | 7.6/7.8   | LH  | 200,000   | 3.1111  |        | 12/01/95 | W/B Geneva to Glendale               |
| 12 |        | LA  | 210 | 41.9/42.1 | KK  | 245,000   | 3.0857  |        | 12/01/95 | W/B Dalton to Glendora               |
| 13 |        | VEN | 126 | 26.8      | TH  | 75,000    | 1.9298  |        | 12/01/95 | E/B Telegraph                        |
| 14 |        | VEN | 118 | 24.3/24.8 | HC  | 195,000   | 1.6516  |        | 12/01/95 | E/B 0.5 mile west of Erringer Road   |
| 15 |        | LA  | 101 | 11.1/11.3 |     | 270,000   | 0.9697  |        | 06/01/96 | S/B - Vineland Avenue to 0.2 mi N/O  |
| 16 |        | LA  | 010 | 10.4/10.9 | HC  | 300,000   | 0.8348  |        | 12/01/95 | E/B La Brea Ave to Crenshaw Blvd     |
| 17 |        | LA  | 210 | 8.56/9.08 | KK  | 280,000   | 0.7216  |        | 12/01/95 | W/B Orcas Ave to Christy Ave         |
| 18 |        | LA  | 210 | 29.8      | AC  | 100,000   | 0.5893  |        | 12/01/95 | W/B 0.1 mile east of Rosemead Blvd   |
| 19 | 143201 | VEN | 126 | 1.40/1.45 | AC  | 150,000   | 0.4000  | 40     | 12/01/95 | W/B Victoria off ramp                |
| 20 |        | LA  | 405 | 47.2/47.8 | PP  | 300,000   | 0.3000  |        | 12/01/95 | S/B Rinaldi St to SFM Rd             |
| 21 |        | LA  | 010 | 6.1/6.4   | HC  | 265,000   | 0.0833  |        | 12/01/95 | W/B Westwood/Overland                |
| 22 |        |     |     |           |     |           |         |        |          |                                      |
| 23 |        |     |     |           |     |           |         |        |          |                                      |
| 24 |        |     |     |           |     | 4,430,000 |         |        |          |                                      |

SOUNDWALL PROGRAM  
DISTRICT 7 PROGRAM

PRIORITY LIST  
STATUS: APRIL 1, 1995

PROGRAM MANAGER: ROBERT THOMPSON - 213-897-4281

DISTRICT 7 SOUNDWALLS IN THE 1989 PRIORITY LIST

DATE: APRIL 21, 1995

| DISTRICT PRIORITY | STATE PRIORITY | EA     | CO  | RTE | LIMITS    | PM  | COST      | PIN     | FY    | LIMITS                                       |
|-------------------|----------------|--------|-----|-----|-----------|-----|-----------|---------|-------|--|
| 24                | 149A           | 11735P | LA  | 405 | 24 3/24.9 |     | 280,000   | 1.33880 |       | S/B La Tijera Blvd to 0.6N                   |
| 25                | 153            | 02051K | LA  | 605 | 18.8/19.4 | PP  | 1,162,000 | 3.91390 | 98/99 | N/B 0.6S Valley Blvd to Valley Blvd          |
| 26                | 156            | 06635K | VEN | 126 | 2.4/3.1   | JHT | 1,829,000 | 3.74000 | 98/99 | W/B 0.40W to 0.3E Kimball Road               |
| 27                | 160            | 06174K | LA  | 134 | 0 0/2.1   |     | 6,720,000 | 3.48000 |       | W/B Route 101 to Hollywood Way               |
| 28                | 161            | 02313K | LA  | 710 | 13.6/13.9 |     | 646,000   | 3.41740 |       | Atlantic Blvd to Alondra Blvd                |
| 29                | 162            | 02047K | LA  | 101 | 25.8/27.1 |     | 2,200,000 | 3.39980 |       | S/B Ventura Blvd to Dry Canyon Creek         |
| 30                | 163            | 11699G | LA  | 405 | 2.2/2.8   |     | 1,463,000 | 3.32400 |       | N/B Bellflower Blvd to Clark Ave             |
| 31                | 164            | 496101 | LA  | 60  | 1.0/2.4   |     | 4,907,000 | 3.26280 |       | W/B & E/B Euclid Ave to 0.2W 3rd St          |
| 32                | 166            | 05351K | LA  | 5   | 16.1/16.8 |     | 4,469,000 | 3.19270 |       | Euclid Ave to Boyle Ave                      |
| 33                | 167            | 05338K | LA  | 210 | 38.6/39.8 |     | 3,011,000 | 3.11270 |       | W/B Coney Ave to 0.2E Azusa Ave              |
| 34                | 168            | 02312K | LA  | 5   | 32.7/33.9 |     | 3,372,000 | 3.09000 |       | N/B 0.3N Hollywood Way to 0.2N Sunland Blvd  |
| 35                | 172            | 02074K | LA  | 101 | 21.3/23.3 |     | 4,910,000 | 2.66000 |       | N/B Reseda Blvd to Winnetka Ave              |
| 36                | 173            | 06009K | LA  | 101 | 13.6/14.9 |     | 3,115,000 | 2.64560 |       | NB-0.3S Coldwater Cyn Ave to Woodman Ave     |
| 37                | 179            | 02314K | LA  | 10  | 9.6/10.1  |     | 1,645,000 | 2.46590 |       | W/B 0.2W Washington Blvd to Redondo          |
| 38                | 183            | 05364K | LA  | 405 | 22.2/23.4 |     | 1,257,000 | 2.42000 |       | N/B Century Blvd to Manchester Blvd          |
| 39                | 190            | 02048G | LA  | 110 | 5.6/6.5   |     | 994,000   | 1.96000 |       | N/B & S/B 223rd St to 235th St               |
| 40                | 192            | 06053K | LA  | 405 | 1.0/1.1   |     | 1,075,000 | 1.88000 |       | N/B Stearns St to Palo Verde Ave             |
| 41                | 193            | 05334K | LA  | 101 | 15.4/15.9 |     | 2,240,000 | 1.85000 |       | N/B Hazeltine Ave to Van Nuys Blvd           |
| 42                | 194            | 002101 | LA  | 60  | 1.9/3.1   |     | 3,426,000 | 1.83000 |       | E/B Indiana St to Eastern Ave                |
| 43                | 196            | 02398K | LA  | 60  | 21.8/22.9 |     | 2,575,000 | 1.72830 |       | E/B & W/B 0.5W Lemon to Brea Canyon Rd       |
| 44                | 198            | 05107K | LA  | 5   | 27.8/28.4 |     | 4,600,000 | 1.67000 |       | S/B Western Ave to Alameda Ave               |
| 45                | 199            | 04602K | LA  | 710 | 22.9/23.2 |     | 2,188,000 | 1.61460 |       | N/B & S/B East Yard OH to Route 7 Separation |
| 46                | 201            | 00228K | LA  | 134 | 6.2/6.7   |     | 1,145,000 | 1.50530 |       | W/B Concord St to Columbus Ave POC           |

SOUNDWALL PROGRAM  
DISTRICT 7 PROGRAM

PRIORITY LIST  
STATUS: APRIL 1, 1995

PROGRAM MANAGER: ROBERT THOMPSON - 213-897-4281

DISTRICT 7 SOUNDWALLS IN THE 1989 PRIORITY LIST

DATE: APRIL 21, 1995

| DISTRICT PRIORITY | STATE PRIORITY | EA      | CO  | RTE | LIMITS    | PM | COST        | PIN     | FY | LIMITS                                      |
|-------------------|----------------|---------|-----|-----|-----------|----|-------------|---------|----|---|
| 47                | 203A           | 00249K  | LA  | 91  | 15 6/16.1 |    | 14,680,000  | 1.49000 |    | Bellflower Blvd to Woodruff Ave             |
| 48                | 204            | 10197K  | LA  | 405 | 28 5/29.2 |    | 868,000     | 1.35000 |    | N/B & S/B 0.1N Palm to 0.1S National        |
| 49                | 205            | 00253K  | LA  | 60  | 3 9/5 3   |    | 27,143,000  | 1.29000 |    | 0.2W Woods Ave to 0.1E Findlay Ave          |
| 50                | 206            | 01967P  | LA  | 605 | 9 6/10.9  |    | 2,147,000   | 1.27000 |    | Route 5 to 0.3S Nietos'OH                   |
| 51                | 207            | 05339K  | LA  | 210 | 34 9/36.3 |    | 4,490,000   | 1.26330 |    | E/B & W/B 0.3N Buena Vista to Route 605     |
| 52                | 209            | 10516K  | LA  | 60  | 26.0/26.3 |    | 410,000     | 1.13510 |    | WB - Diamond Bar Blvd to 0.2W Golden Spring |
| 53                | 210            | 04607K  | LA  | 605 | 20.3/20.6 |    | 2,330,000   | 0.98000 |    | N/B Route 10 to 0.3N Route 10               |
| 54                | 211            | 10196K  | LA  | 101 | 11.5/12.0 |    | 831,000     | 0.97000 |    | S/B Moorpark to 0.2W Tujunga                |
| 55                | 212            | 06632K  | LA  | 10  | 38.5/38.9 |    | 1,760,000   | 0.79450 |    | W/B Grand Ave to 0.4E Grand Ave             |
| 56                | 213            | 06635K  | VEN | 126 | 0 8/1 3   |    | 2,207,000   | 0.74000 |    | W/B 0.7W to 0.2W Victoria Ave               |
| 57                | 220            | 02386K  | LA  | 405 | 28.0/28.5 |    | 1,097,000   | 0.42000 |    | N/B & S/B Route 187 to Palms Blvd           |
| 58                | 221            | 05335K  | LA  | 405 | 15.5/15.9 |    | 955,000     | 0.36000 |    | N/B & S/B Crenshaw to 0.1S Yukon            |
| 59                | 222            | 00230K  | LA  | 101 | 14.9/15.9 |    | 1,231,000   | 0.32000 |    | S/B Woodman to Van Nuys Blvd                |
| 60                | 223            | 05344K  | LA  | 110 | 19 1/19.7 |    | 507,000     | 0.29900 |    | N/B Vernon to 39th St                       |
| 61                | 224            | 00259K  | LA  | 101 | 13 2/14.9 |    | 1,525,000   | 0.26000 |    | S/B 0.2E Whittell to Woodman                |
| 62                | 225            | 06633K  | LA  | 134 | 3.5/3.8   |    | 3,320,000   | 0.24000 |    | W/B Los Angeles River to Forest Lawn Dr     |
| 63                | 226            | 00234K  | LA  | 710 | 22.5/22.7 |    | 489,000     | 0.23000 |    | NB & SB-Washington Blvd to 0.2N Washington  |
| 64                | 227            | 04010K  | LA  | 605 | 14.6/15.4 |    | 2,780,000   | 0.07000 |    | S/B 0.2N Beverly Blvd to 0.2S Rose Hills Rd |
| 65                | 229            | 01320P  | LA  | 91  | 19.7/20.7 |    | 2,336,000   | 0.00766 |    | W/B 0.3E Artesia Blvd to ORA CO Line        |
| 66                | 230            | 013119P | LA  | 91  | 18 9/20.7 |    | 1,977,000   | 0.00212 |    | E/B & W/B E Norwalk Blvd to ORA CO Line     |
| 67                |                |         |     |     |           |    |             |         |    |   |
| 68                |                |         |     |     |           |    | 195,403,000 |         |    |   |