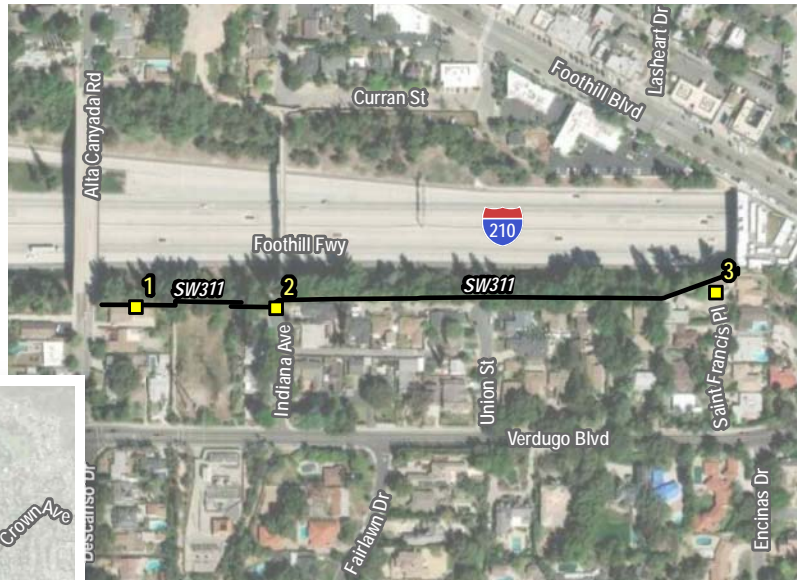


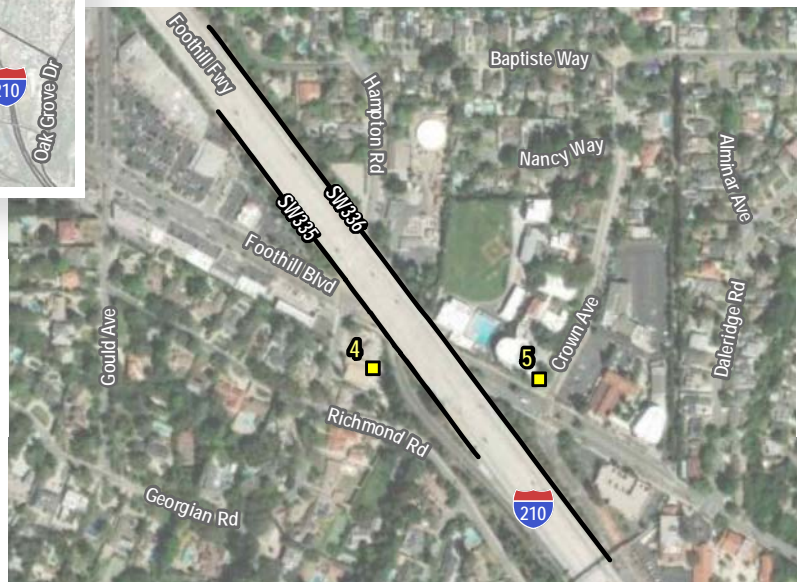
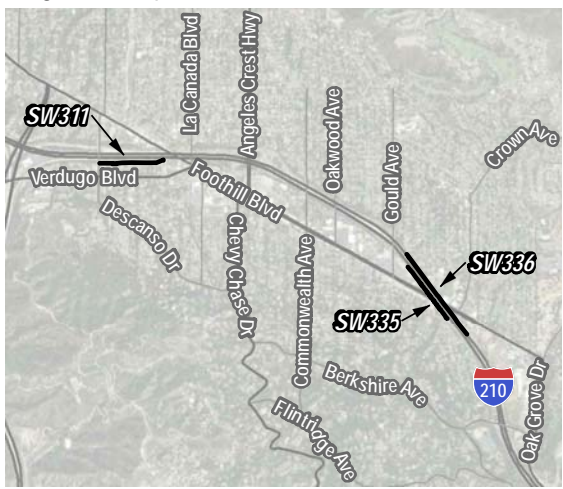


I-210 Soundwall Improvement Project, Phase III

Noise Measurement Results



Regional Map



Legend

- Noise Measurement Location
- Constructed Sound Wall

Noise Measurement Data Summary

Noise Measurement ID	Soundwall	Noise Level Measured Before Soundwall Construction (dBA L_{eq}) ¹	Noise Level Measured After Soundwall Construction (dBA L_{eq}) ²	Difference (After Soundwall Construction minus Before Soundwall Construction) (dB)
1	S311	66	56	-10
2	S311	66	61	-5
3	S311	66	59	-7
4	S335	67	61	-6
5	S336	69	62	-7

1 - Noise measurements conducted in January 2004 as part of the Noise Study Report for Interstate 210 (Parsons 2005).

2 - Noise measurements conducted in March 2023 for the La Cañada Flintridge Phase III Soundwall Post-Construction Noise Measurements.



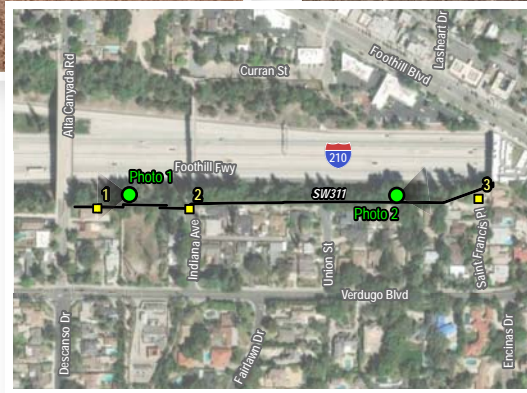
I-210 Soundwall Improvement Project, Phase III

Noise Measurement Results

Photo 1



Photo 2



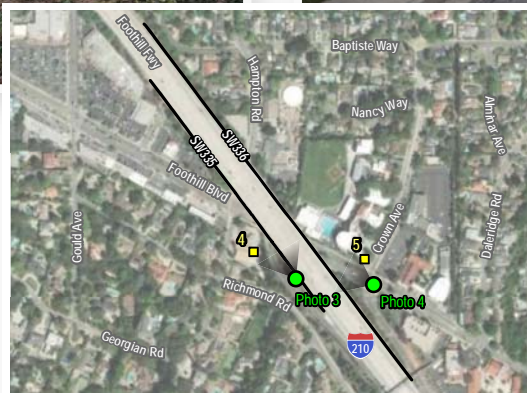
Legend

- Noise Measurement Location
- Constructed Sound Wall
- Photo Location

Photo 3



Photo 4



As provided in the noise measurement data summary table on the first page, that information represents the pre-project noise levels measured (January 2004) in comparison to the noise measurements taken after the soundwalls were constructed (March 2023). For the three-noise level locations associated with SW311, a single noise measurement point (#2 - Indiana Ave cul-de-sac) was taken in 2004 with two additional noise measurement points (#1 and #3) obtained through the noise modeling system¹. Use of the noise modeling methodology is standard professional practice in noise analysis. The corresponding noise level measured and modeled before soundwall construction is represented by the 66 dBA value provided in the table. The noise levels measured after construction of the soundwall for all three locations are also presented in the table (#1 - 56 dBA, #2 - 61 dBA, and #3 - 59 dBA), along with the corresponding differences in noise levels. These data points illustrate the City's efforts to successfully implement noise reductions along I-210 through the implementation of soundwalls. Additionally, plant materials, such as trees, shrubs, and vines have often been considered by homeowners as effective noise buffers providing reduction in noise levels. However, while landscape vegetation does provide a visual buffer it does not provide noise level reductions.

¹ Noise analysis modeling involves a number of key factors, including traffic volumes, speeds, and vehicle type mixes. As part of the January 2004 analysis the traffic noise was evaluated under existing conditions, including the loudest-hour traffic volumes, vehicle classification percentages, and traffic speeds. These data points were used as inputs into the traffic noise model.