

DKS Associates
TRANSPORTATION SOLUTIONS

Future 2040 Traffic Volumes (Alternative 7)

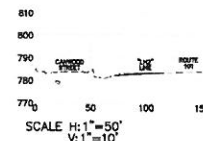
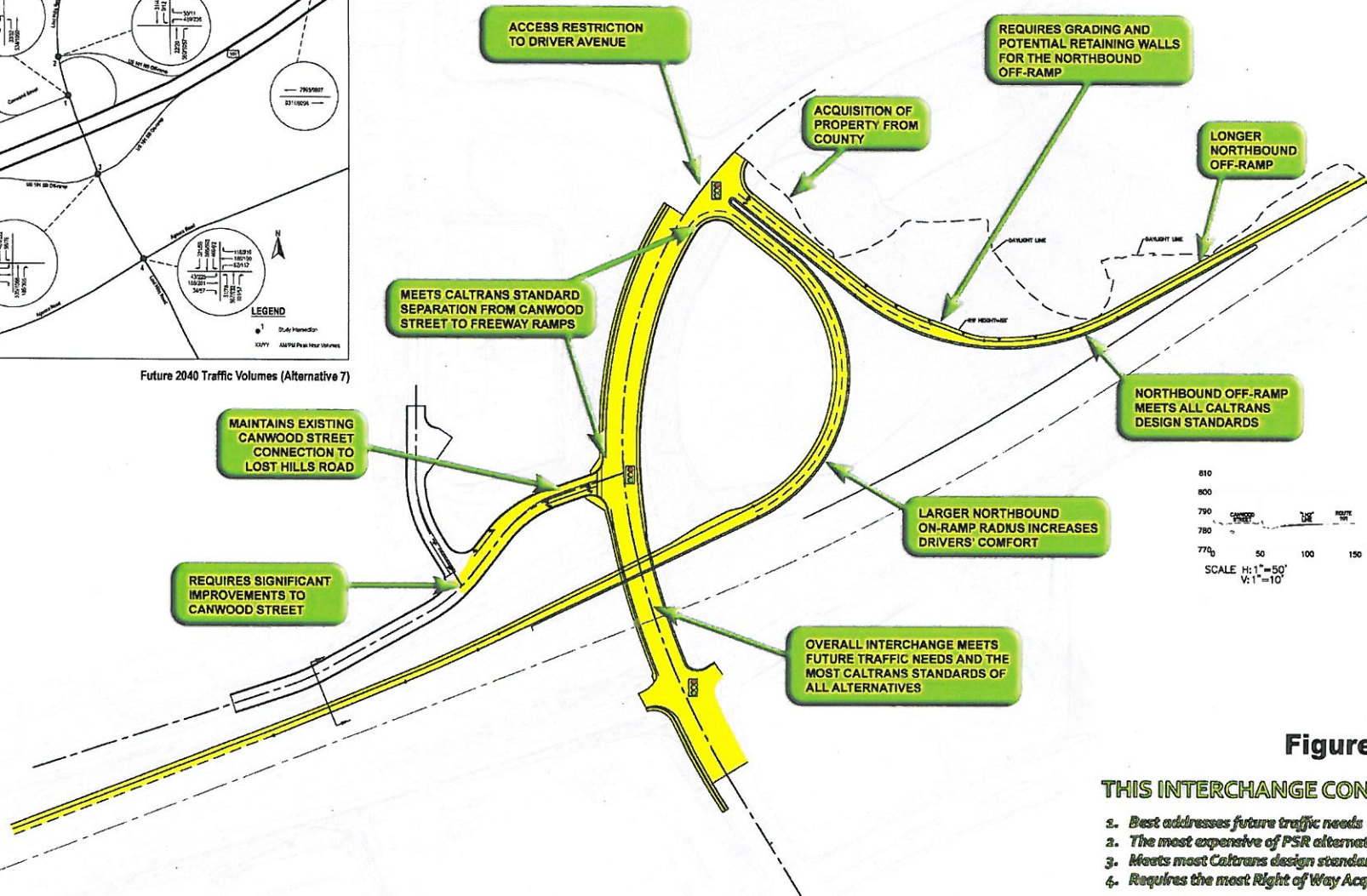


Figure 13

THIS INTERCHANGE CONCEPT

1. Best addresses future traffic needs
2. The most expensive of PSR alternatives
3. Meets most Caltrans design standards
4. Requires the most Right of Way Acquisition

Build Alternative



The existing noise levels and the future with project noise levels for each of 37 receivers were studied. Of the 37 receivers, eight receivers (R9, R10, R11, R13, R14, R28, R32, and R35) experience a noise increase greater than 3 dBA – a 3 dBA difference is generally the point at which the human ear will perceive a difference in noise level. A 3 dBA increase between existing noise levels and the Build Alternative would be barely perceptible to the human ear. Of the eight receivers, three (R9, R32, and R35) are predicted to have future with project noise levels below 66 dBA. Installation of noise abatement measures would minimize any potential noise impacts for the other five receivers to a less than significant level. Four of the five receivers (R10, R11, R13, and R14) would experience a 5 dBA (or more) reduction with implementation of the proposed noise abatement wall described above. The proposed noise abatement wall would reduce the noise level at receiver R28 to below the NAC, however, the abatement received at this location would be less than 5 dBA.

2.4 Biological Environment

2.4.1 Natural Communities

This section of the document discusses natural communities of concern. The focus of this section is on biological communities, not individual plant or animal species. This section also includes information on wildlife corridors and habitat fragmentation. Wildlife corridors are areas of habitat used by wildlife for seasonal or daily migration. Habitat fragmentation involves the potential for dividing sensitive habitat and thereby lessening its biological value.

Habitat areas that have been designated as critical habitat under the Federal Endangered Species Act are discussed below in the Threatened and Endangered Species section. Wetlands and other waters are also discussed below.

Affected Environment

The following technical study was prepared for the proposed project.

- Natural Environment Study, Chambers Group, Inc., April 2011

The proposed project would require a new bridge and local road alignment, defined herein as the Biological Study Area (BSA). The BSA is located along US Highway 101 north of Agoura Road, extending just north of Canwood Street and situated between Las Virgenes Road to the east and Liberty Canyon Road to the west. All proposed project construction activities are anticipated to occur within the boundaries of the BSA.

The City of Calabasas has no habitat conservation plan or other similar plan for the proposed project vicinity. Thus, the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local regional or state habitat conservation plan.

Six plant communities characterize the habitat within the BSA of the Lost Hills Road Interchange proposed project. These communities include Purple Sage Scrub, Coyote Brush Series, California Annual Grassland Series, Black Mustard Monotypic Stands, Cattail Series, and Ornamental Landscaping. These vegetation communities are discussed below. There were no Federal/ State-listed sensitive plant species observed during the reconnaissance survey or the focused plant survey.