Noise Assessment For The
WORLD LOGISTIC CENTER
CITY OF MORENO VALLEY

Prepared For:

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PREFACE – CHANGES SINCE THE DRAFT NOISE ASSESSMENT

Since the draft Noise Assessment that was issued in January 2013, comments were received from various public and private groups and individuals. The report has been modified in response to these comments and to clarify the descriptions of the analysis. In addition, some modifications were made to the project. Readers of the draft report will find that a number of updates and clarifications have been made, the most important of which are:

- *The WLC implementation schedule was revised so that Phase 1 is scheduled for completion in 2022 rather than in 2017, as was assumed in the draft report. The scenarios for 2017 were therefore dropped and the scenario for 2022 was revised to analyze Phase 1 only, not full build-out of the WLC.*
- *A new analysis was added to analyze Existing Plus Phase 1 Only conditions.*
- *An area of land in the southwest corner of the WLC site is no longer part of the WLC project and instead will maintain its current zoning for residential development. This update reduces the planned amount of high-cube warehouse development in the WLC by one million square feet and increases the amount of background (i.e., non-project related development in 2035 by 220 dwelling units.*
- *The traffic noise analysis was completely revised to reflect the updated Traffic Impact Analysis which is based on the reduced project. Many areas that were previously identified as being impacted are no longer impacted (refer to Sections 2.3.1 and 2.3.2).*
- *Various grammatical corrections were made, and in places the text and tables were revised to provide greater clarity to readers.*

1.0 EXISTING SETTING

1.1 Project Description

The World Logistic Center project site covers 3,818 acres in the Rancho Belago area of the City of Moreno Valley. It includes 3,714 acres of land which is the subject of various entitlements, plus 104 acres of land affected by off-site improvements needed to support the proposed development. Exhibit 1 depicts the location of the proposed project in the region. The proposed entitlements are summarized below.

A General Plan Amendment is proposed covering 3,714 acres which redesignates approximately 70% of the area (2,610 acres) for logistics warehousing (the World Logistics Center project), and the remaining 30% (1,104 acres) for permanent open space and public facilities. The following elements of the General Plan are included in the proposed Amendment: Community Development (land use), Circulation, Parks, Recreation, and Open Space, Safety, Conservation, and the General Plan Goals and Objectives.

A new Specific Plan (Exhibit 2) will be adopted to govern development of the World Logistics Center for the 2,610 acres that will be governed by the Specific Plan. The Specific Plan permits the construction of up to 40.6 million square feet of building area within the World Logistics Center. A separate zoning amendment will also be processed and adopted to re-zone 1,104 acres for open space and public facilities uses and to incorporate the Specific Plan into the City's Zoning Map.

In addition to the General Plan Amendment, Specific Plan, and Zone Change, the project includes a development agreement and a Tentative Parcel Map covering a 1,539-acre site (property owned by the project applicant, Highland Fairview) within the project site. This subdivision map is for financing purposes only and will not confer any development rights to the property owner. The project includes pre-annexation zoning for an 85-acre parcel of land within the project area.

1.2 Background Information on Noise

1.2.1 Noise Criteria Background

Sound is technically described in terms of the loudness (amplitude) of the sound and frequency (pitch) of the sound. The standard unit of measurement of the loudness of sound is the decibel (dB). Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers in a manner similar to the Richter scale used to measure earthquakes. In terms of human response to noise, a sound 10 dB higher than another is judged to be twice as loud; and 20 dB higher four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud).

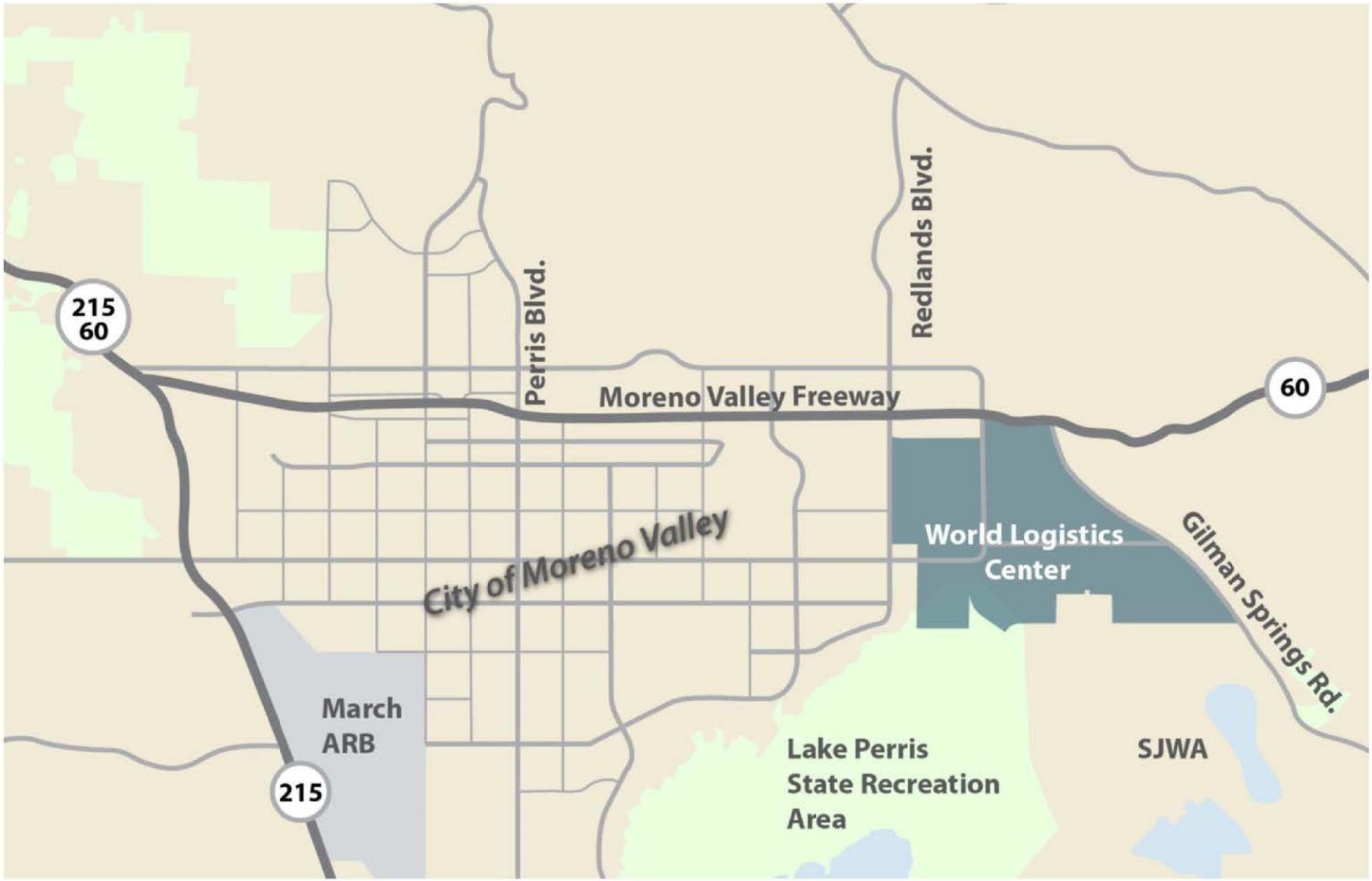

Exhibit 1

Vicinity Map

Mestre Greve Associates
Division of Landrum & Brown

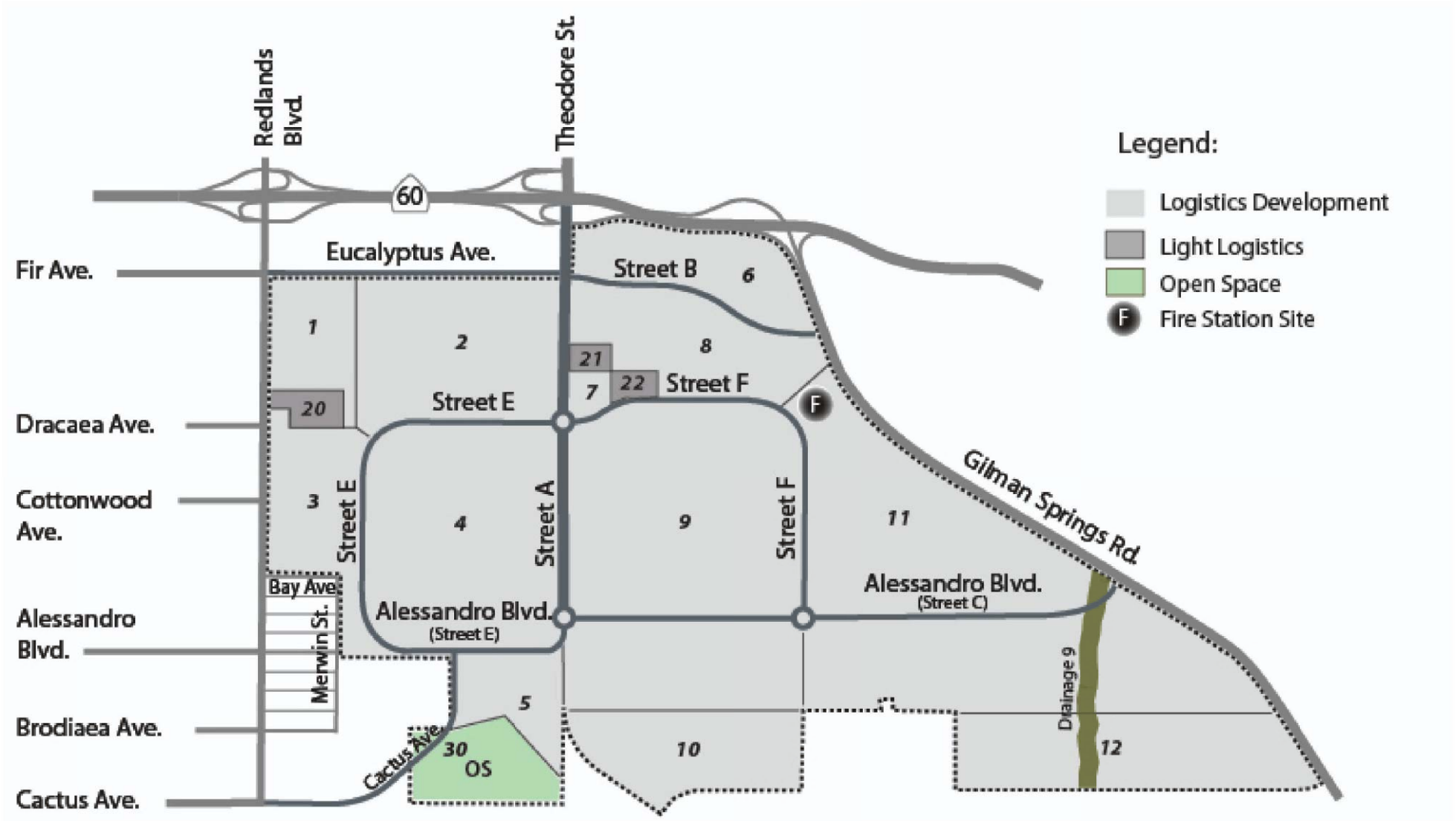

Exhibit 2

Land Use Plan

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Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear. Community noise levels are measured in terms of the "A-weighted decibel," abbreviated dBA. Exhibit 3 provides examples of various noises and their typical A-weighted noise level.

Sound levels decrease as a function of distance from the source as a result of wave divergence, atmospheric absorption and ground attenuation. As the sound wave form travels away from the source, the sound energy is dispersed over a greater area, thereby dispersing the sound power of the wave. Atmospheric absorption also influences the levels that are received by the observer. The greater the distance traveled, the greater the influence and the resultant fluctuations. The degree of absorption is a function of the frequency of the sound as well as the humidity and temperature of the air. Turbulence and gradients of wind, temperature and humidity also play a significant role in determining the degree of attenuation. Intervening topography can also have a substantial effect on the effective perceived noise levels.

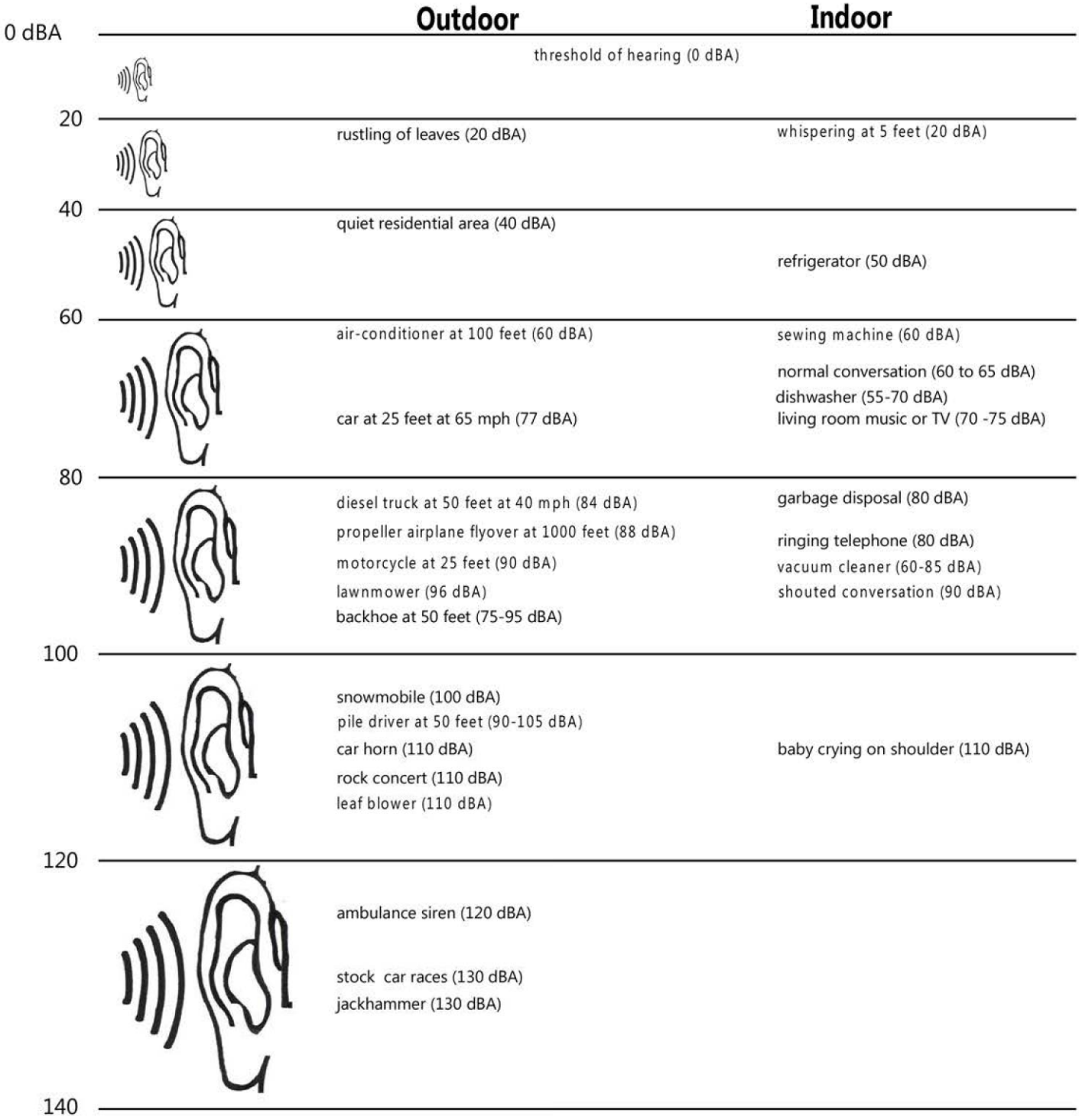
Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. This criteria is based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed in the following narratives:

HEARING LOSS is not a concern in community noise situations of this type. The potential for noise induced hearing loss is more commonly associated with occupational noise exposures in heavy industry or very noisy work environments. Noise levels in neighborhoods, even in very noisy airport environs, are not sufficiently loud to cause hearing loss.

SPEECH INTERFERENCE is one of the primary concerns in environmental noise problems. Normal conversational speech is in the range of 60 to 65 dBA and any noise in this range or louder may interfere with speech. There are specific methods of describing speech interference as a function of distance between speaker and listener and voice level.

SLEEP INTERFERENCE is a major noise concern for traffic noise. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Note that sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.

PHYSIOLOGICAL RESPONSES are those measurable effects of noise on people that are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent is not known to which these physiological responses cause harm or are sign of harm.



Sources: League For The Hard Of Hearing, www.lhh.org
Handbook of Noise Control, McGraw Hill, Edited byCyril Harris, 1979
Measurements by Mestre Greve Associates

Exhibit 3

Typical A-Weighted Noise Levels

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ANNOYANCE is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capability.

1.2.2 Noise Assessment Metrics

The description, analysis and reporting of community noise levels around communities is made difficult by the complexity of human response to noise and the myriad of noise metrics that have been developed for describing noise impacts. Each of these metrics attempts to quantify noise levels with respect to community response. Most of the metrics use the A-Weighted noise level to quantify noise impacts on humans. A-Weighting is a frequency weighting that accounts for human sensitivity to different frequencies.

Noise metrics can be divided into two categories: single event and cumulative. Single-event metrics describe the noise levels from an individual event such as an aircraft fly over or perhaps a heavy equipment pass-by. Cumulative metrics average the total noise over a specific time period, which is typically 1 or 24-hours for community noise problems. For this type of analysis, cumulative noise metrics will be used.

Several rating scales have been developed for measurement of community noise. These account for: (1) the parameters of noise that have been shown to contribute to the effects of noise on man, (2) the variety of noises found in the environment, (3) the variations in noise levels that occur as a person moves through the environment, and (4) the variations associated with the time of day. They are designed to account for the known health effects of noise on people described previously. Based on these effects, the observation has been made that the potential for a noise to impact people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. Two of the predominate noise scales are the: Equivalent Noise Level (Leq) and the Community Noise Equivalent Level (CNEL). These scales are described in the following paragraphs.

Leq is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the "energy" average noise level during the time period of the sample. Leq can be measured for any time period, but is typically measured for 1 hour. This 1-hour noise level can also be referred to as the Hourly Noise Level (HNL). It is the energy sum of all the events and background noise levels that occur during that time period.

CNEL, Community Noise Equivalent Level, is the predominant rating scale now in use in California for land use compatibility assessment. The CNEL scale represents a time weighted 24-hour average noise level based on the A-weighted decibel. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is penalized for occurring at these times. The evening time period (7 p.m. to 10 p.m.) penalizes noises by 5 dBA, while nighttime (10 p.m. to 7 a.m.) noises are penalized by 10 dBA. These time periods and penalties were

selected to reflect people's increased sensitivity to noise during these time periods. A CNEL noise level may be reported as a "CNEL of 60 dBA," "60 dBA CNEL," or simply "60 CNEL."

L(%) is a statistical method of describing noise which accounts for variance in noise levels throughout a given measurement period. L(%) is a way of expressing the noise level exceeded for a percentage of time in a given measurement period. For example, since 5 minutes is 25% of 20 minutes, L(25) is the noise level that is equal to or exceeded for five minutes in a twenty-minute measurement period. It is L(%) that is used for most Noise Ordinance standards. For example most daytime County, state and City noise ordinances use a standard of 55 dBA for 30 minutes per hour, or an L(50) level of 55 dBA. In other words, the noise ordinance may state that no noise level should exceed 55 dBA for more that fifty percent of a given period.

1.3 Noise Criteria

The Noise Element of the General Plan and City's Noise Ordinance contain the City's policies on noise. The Noise Element of the General Plan presents limits on noise levels from transportation noise sources, vehicles on public roadways, railroads and aircraft. These limits are imposed on new developments. The new developments must incorporate measures to ensure that the limits are not exceeded.

The Noise Ordinance applies to noise on one property impacting a neighboring property. It sets limits on noise levels that can be experienced at the neighboring property. The Noise Ordinance is part of the City's Municipal Code (Chapter 11.80 Noise Regulation) and is enforceable throughout the City. The City Noise Ordinance and Noise Element policies are presented below.

1.3.1 Noise Element

The City of Moreno Valley has not adopted noise standards for public noise sources (e.g., roadway, railroad, and aircraft noise). The City, as part of their Safety Element of the General Plan, does include a discussion of noise and projections of noise in the City. However, the document does not contain specific noise standards or significance thresholds. When a City has not adopted specific development noise standards, the County's criteria is often consulted to determine relevant criteria that is reflective of appropriate standards for the area for use in the environmental assessment. The County of Riverside Plan Noise Element specifies outdoor and indoor noise standards for various land uses impacted by transportation noise sources. The County's noise standards are consistent with the State of California's noise standards. The interior and exterior noise standards are in terms of the Community Noise Equivalent Level (CNEL). The standards state that for residential land use, the exterior noise exposure level shall not exceed 65 dBA and the interior noise exposure level shall not exceed 45 dBA.

1.3.2 City of Moreno Valley Noise Ordinance

A noise ordinance is designed to control unnecessary, excessive and annoying sounds from stationary (non-transportation) noise sources. Noise ordinance requirements cannot be applied to mobile noise sources such as heavy trucks when traveling on public roadways. Federal and state laws preempt control of mobile noise sources on public roads. Noise ordinance standards

typically apply to industrial and commercial noise sources impacting residential areas. They are also applicable to noise generated at parks and schools impacting residential areas.

The City of Moreno Valley has established a noise ordinance as a part of its Municipal Code. Table 1 and Table 2 show the maximum sound levels that are permitted in the city for continuous and impulsive sounds respectively.

Table 1
City of Moreno Valley Maximum Continuous Sound Levels (dBA)

Duration Per Day Continuous Hours	Sound Level (dBA)
8	90
6	92
4	95
3	97
2	100
1.5	102
1	105
0.5	110
0.25	115

Table 2
City of Moreno Valley Maximum Impulsive Sound Levels (dBA)

Number Of Repetitions Per 24 Hour Period	Sound Level (dBA)
1	145
10	135
100	125

The City also restricts the sound levels for non-impulsive sound on lands designated for residential and commercial land uses during the daytime and nighttime time periods. These levels are shown in Table 3. Section 11.80.050 (3) identifies the measurement as an "average" noise level, and therefore, the noise limits shown in the table below are interpreted as the Leq noise level.

Table 3 Maximum Non-impulsive Sound Levels (dBA)

Land Use	Daytime 8 am – 10 pm	Nighttime 10:01 pm – 7:59 am
Residential	60 dBA	55 dBA
Commercial	65 dBA	60 dBA

For all construction activities, Moreno Valley prohibits construction during the hours of 8:00 p.m. to 7:00 a.m. the following day that creates a noise disturbance (i.e. disturbs a reasonable person of normal sensitivities, or exceeds the sound level limits, or is plainly audible at a distance of 200 feet from the property line or the source of the sound if the sound occurs on private or public property respectively).

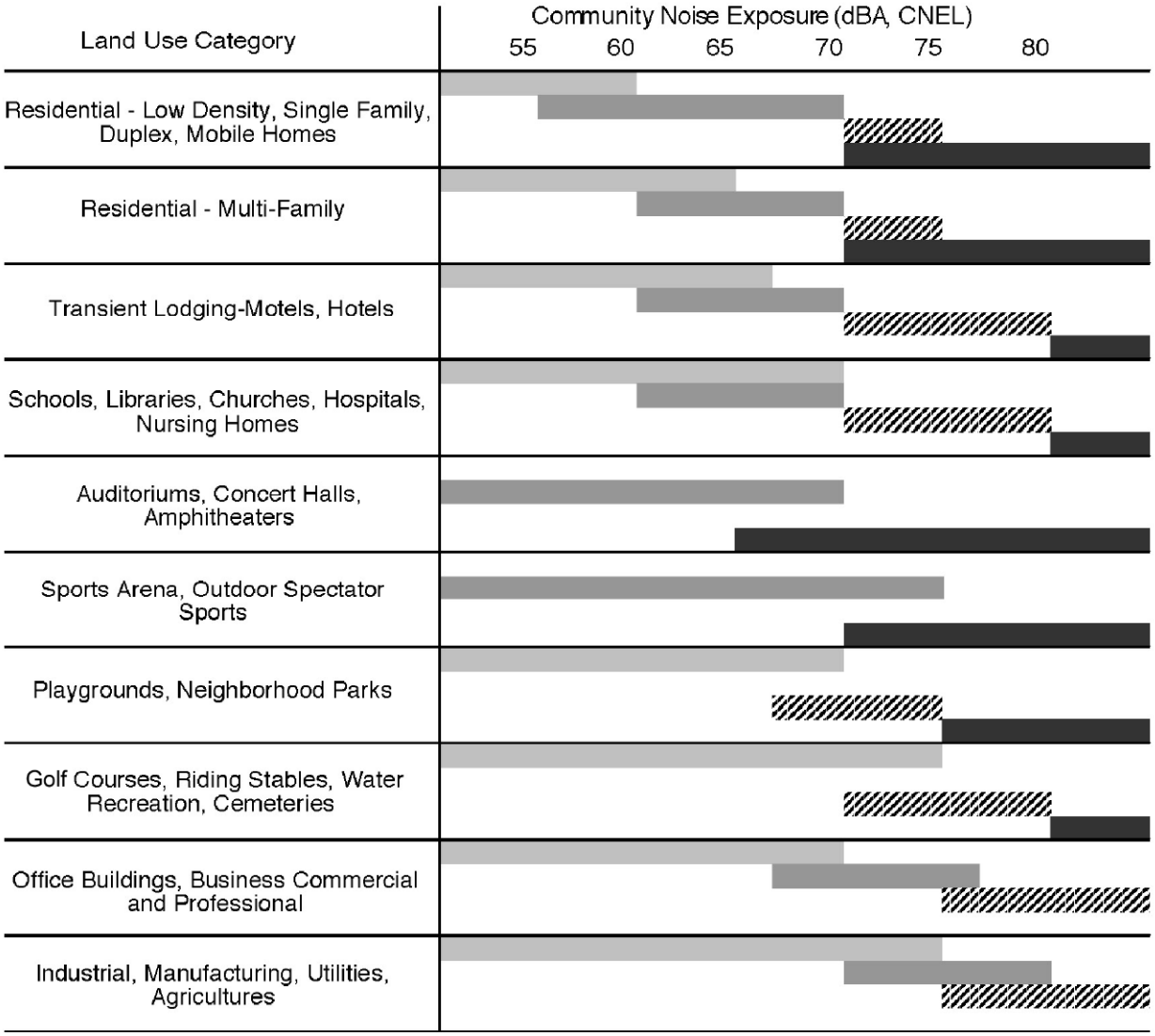
1.3.3 State Compatibility Guidelines

The City of Moreno Valley General Plan has not established any compatibility guidelines for land uses impacted by transportation noise sources. The State of California Guidelines, published by the Department of Health, provide guidance for the acceptability of different land uses. The compatibility guidelines are reproduced here in Exhibit 4. The guidelines will be used to evaluate the compatibility of the proposed land uses with the noise environment. The guidelines show compatibility of various land uses with different noise environments. The guidelines show that industrial uses are normally acceptable in noise environments up to 75 CNEL.

1.4 Existing Noise Measurements

The existing noise levels in the vicinity of the World Logistic Center project are determined to establish current baseline noise levels in key areas. A noise measurement survey of the project site and the surrounding area was conducted in March 2012. The sites were selected to provide coverage of the project area including those most likely to be affected by traffic generated by the project. The measurement sites are displayed in Exhibit 5. In addition to these noise measurement sites, noise levels have been determined for roadways and freeways potentially affected by the project. These traffic noise levels are presented in Section 1.5.

Land Use/Noise Compatibility Guidelines



Normally Acceptable Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.

Conditionally Acceptable- New construction or development shall be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system of air conditioning, will normally suffice.

Normally Unacceptable New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable New construction or development should generally not be undertaken.

Exhibit 4

State Compatibility Guidelines

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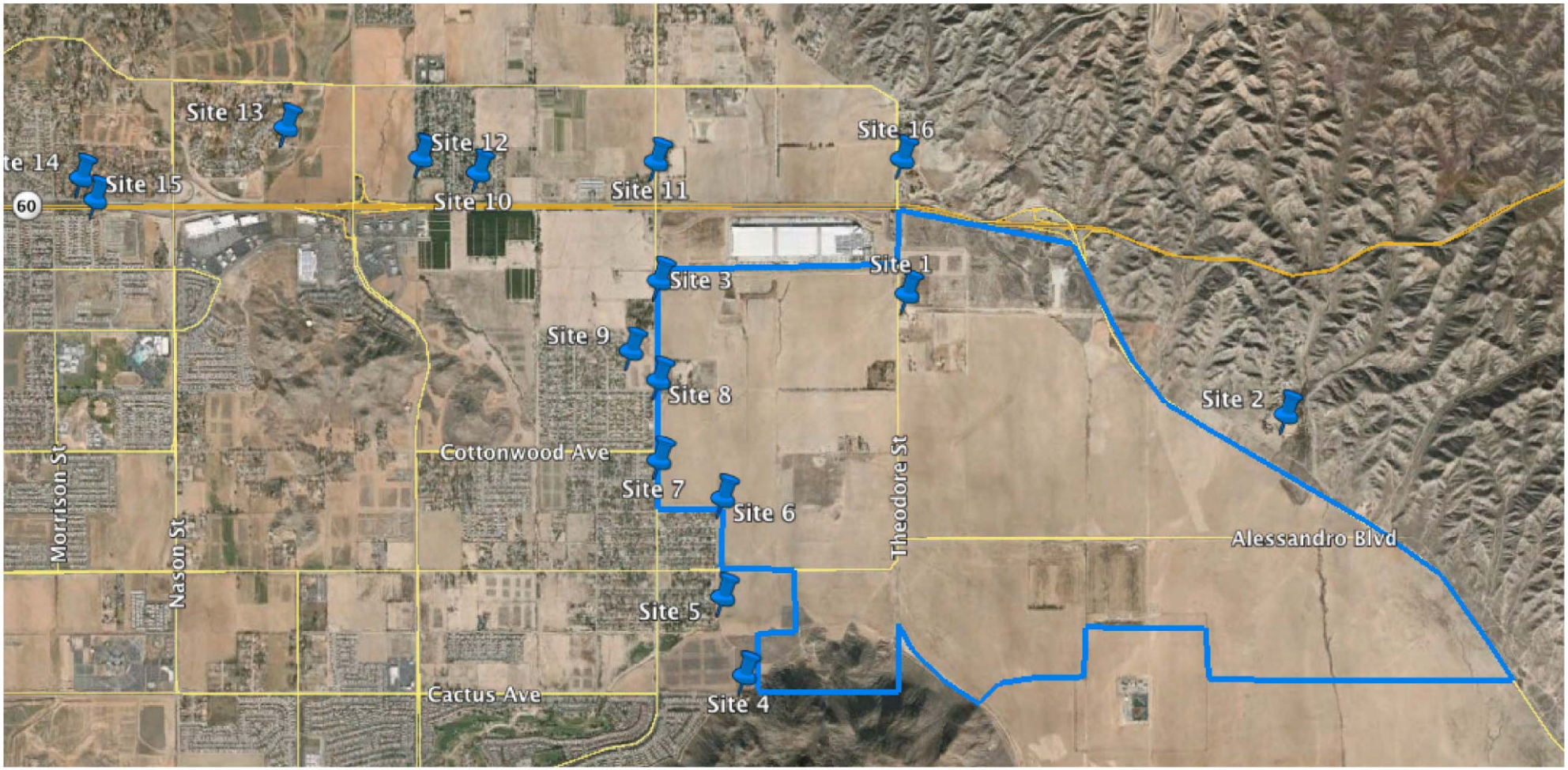

Exhibit 5

Noise Measurement Locations

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Short-term noise measurements were taken at sixteen sites in the project vicinity. The measurements were taken during the daytime hours (between 7 a.m. and 10 p.m.), and were repeated during nighttime hours (between 10 p.m. and 7 a.m.). All the measurements were performed using a Brüel & Kjær Model 2236 sound level meter mounted on a tripod. During the measurements, a large windscreen covered the microphone to reduce the effect of unwanted wind-generated noise. For each measurement site, noise levels were measured for 15 minutes. Before and after the measurements were taken, a Brüel & Kjær 4231 calibrator with certification traceable to the National Institute of Standards and Technology was used to calibrate the sound meter to ensure that the measured sound level readings were accurate. At the conclusion of each set of measurements, the Leq, Lmin, Lmax, L1.7, L8.3, L25 and L50 values for the full time period were recorded on a data sheet. The average noise level (Leq), the maximum sound level (Lmax), and the minimum sound level (Lmin) are probably the most useful in understanding the noise environment. The other noise metrics are commonly reported and can be useful in understanding in more detail the noise environment. Table 4 shows the results for the daytime measurements, and Table 5 presents the nighttime measurements.

Table 4 Existing Daytime Noise Measurements (dBA)

Site	Date	Start Time	Leq	Lmax	L1.7	L8.3	L25	L50	Lmin
1	1-25-12	9:38 a.m.	55.4	72.0	63.0	56.5	54.0	53.0	48.7
2	1-25-12	10:15 a.m.	53.6	68.8	61.0	57.0	53.5	50.5	44.0
3	1-25-12	10:42 a.m.	66.3	73.7	73.0	71.5	68.0	61.5	43.5
4	1-25-12	11:04 a.m.	40.8	50.3	46.0	43.5	41.0	39.5	35.9
5	1-25-12	11:27 a.m.	40.4	56.9	48.0	44.5	39.5	36.0	31.4
6	1-25-12	11:48 a.m.	46.1	68.3	51.5	41.0	37.5	34.0	30.0
7	1-25-12	12:08 p.m.	57.7	75.3	66.5	63.0	55.5	47.5	34.8
8	1-25-12	12:30 p.m.	65.1	85.5	73.5	70.0	63.0	56.5	39.0
9	1-25-12	12:50 p.m.	42.9	55.8	53.0	46.0	41.5	37.5	33.5
10	1-25-12	1:48 p.m.	49.2	68.0	56.0	48.0	46.5	45.0	40.5
11	1-25-12	2:10 p.m.	60.4	73.0	66.5	64.5	61.0	58.0	47.2
12	1-25-12	2:32 p.m.	51.2	58.4	55.5	53.5	51.5	50.5	44.7
13	1-25-12	2:52 p.m.	45.8	59.8	52.0	48.0	45.5	44.0	39.9
14	1-25-12	3:15 p.m.	65.5	73.3	70.0	68.5	66.5	64.5	54.4
15	1-25-12	3:39 p.m.	52.6	72.1	59.5	55.5	51.5	49.5	42.9
16	1-25-12	4:08 p.m.	58.7	75.2	67.0	59.0	57.0	55.0	50.5

Table 5 Existing Nighttime Noise Measurements (dBA)

Site	Date	Start Time	Leq	Lmax	L1.7	L8.3	L25	L50	Lmin
1	2-8-12	11:51 p.m.	50.6	64.5	59.0	54.5	50.5	45.5	36.0
2	2-6-12	10:30 p.m.	47.4	65.1	52.5	50.0	48.0	45.5	37.5
3	2-6-12	10:55 p.m.	61.8	75.9	71.0	67.5	58.0	54.0	45.9
4	2-6-12	11:33 p.m.	35.8	51.1	44.0	39.0	34.5	32.0	30.0
5	2-9-12	12:15 a.m.	36.4	46.6	42.5	39.5	36.0	35.0	31.5
6	2-7-12	12:15 a.m.	43.2	51.0	49.5	46.5	44.0	41.5	35.3
7	2-7-12	12:35 a.m.	51.5	66.9	64.0	54.0	41.5	37.5	32.6
8	2-7-12	12:55 a.m.	56.0	74.1	68.0	57.0	42.5	38.5	33.6
9	2-9-12	12:35 a.m.	41.5	57.1	50.5	44.5	38.0	36.0	30.4
10	2-9-12	1:01 a.m.	46.7	63.8	50.5	48.5	46.5	45.0	38.1
11	2-9-12	1:25 a.m.	59.6	68.3	67.5	64.5	60.5	54.0	46.3
12	2-9-12	1:48 a.m.	51.8	63.9	58.0	55.0	52.0	50.0	39.2
13	2-9-12	2:09 a.m.	48.0	59.7	55.5	52.0	47.5	45.0	38.6
14	2-9-12	2:33 a.m.	60.8	72.3	68.0	65.5	61.0	57.5	44.9
15	2-9-12	2:56 a.m.	48.2	59.9	54.5	52.5	49.0	45.0	35.4
16	2-9-12	3:20 a.m.	54.3	62.7	60.0	58.5	55.5	52.0	38.8

Site 1: Near Corner of Theodore Street and Eucalyptus Street

Site 1 is located on the south side of the eastern extension of Eucalyptus Street, approximately 74 feet from the centerline of Theodore Street. This site is representative of an area with scattered rural residences that initially will be non-conforming uses. The primary noise source was the traffic on Theodore Street. Traffic on State Route 60 (SR-60) was also audible in the distance. The daytime Lmax was 72.0 dBA, and the nighttime Lmax was 64.5 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 53.0 dBA, and the nighttime L50 measured 45.5 dBA. These levels are representative of a residential area.

Site 2: Home Northeast of Gilman Springs Road

There are a few scattered rural residences located northeasterly of Gilman Springs Road. Site 2 is located approximately 700 feet east of Gilman Springs Road, on the west side of McGehee Drive, just north of Jerry Street. The primary noise source at this location was the traffic on Gilman Springs Road. The daytime Lmax was 68.8 dBA, and the nighttime Lmax was 65.1 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 50.5

dBA, and the nighttime L50 measured 45.5 dBA. These levels are representative of a residential area.

Site 3: Residence Along Redlands Boulevard North of Eucalyptus Avenue

Site 3 is located on the west side of Redlands Boulevard, approximately 37 feet from the centerline of the roadway. This site is representative of the few scattered residences along Redlands Boulevard between Eucalyptus Avenue and the freeway to the north. The primary noise source was the traffic on Redlands Boulevard. The daytime Lmax was 73.7 dBA, and the nighttime Lmax was 75.9 dBA. These noise levels were caused primarily by traffic on Redlands Boulevard. The daytime L50 at this site measured 61.5 dBA, and the nighttime L50 measured 54.0 dBA. These levels are representative of a residential area fairly close to a roadway.

Site 4: Near Current Eastern Terminus of Cactus Avenue

Site 4 is located on the south side of Cactus Avenue, approximately 28 feet from the centerline of the roadway. The measurement location is at the east end of the roadway, just before the street dead-ends at an EMWD water tank site. This location is near the southwest corner of the project site. The primary noise source was the distant traffic on Redlands Boulevard, Theodore Street, and SR-60. The daytime Lmax was 50.3 dBA, and the nighttime Lmax was 51.1 dBA. The daytime Lmax was caused by traffic. The nighttime Lmax was due to a jet passing overhead. The daytime L50 at this site measured 39.5 dBA, and the nighttime L50 measured 32.0 dBA. These levels are representative of a quiet residential area.

Site 5: Southwest Corner of Project Site

Site 5 is located on Merwin Street, just north of Campbell Avenue, near the east edge of the roadway. The primary noise source was the traffic on Redlands Boulevard. Aircraft noise and distant dogs barking were also heard. The daytime Lmax was 56.9 dBA, and the nighttime Lmax was 46.6 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 36.0 dBA, and the nighttime L50 measured 35.0 dBA. These levels are representative of a residential area.

Site 6: Western Edge of Project Site Along Merwin Street

Site 6 is located on Merwin Street, just south of Bay Avenue, near the east edge of the roadway. The primary noise source was the traffic on Redlands Boulevard. Aircraft noise and distant dogs barking were also heard. The daytime Lmax was 68.3 dBA, and the nighttime Lmax was 51.0 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 34.0 dBA, and the nighttime L50 measured 41.5 dBA. These levels are representative of a quiet residential area.

Site 7: Western Edge of Project Site Along Redlands Boulevard

Site 7 is located on the west side of Redlands Boulevard, south of Cottonwood Avenue, approximately 61 feet from the centerline of the roadway. The primary noise source was the traffic on Redlands Boulevard. Aircraft noise was also heard. The daytime Lmax was 75.3 dBA, and the nighttime Lmax was 66.9 dBA. These noise levels were caused by traffic. The

daytime L50 at this site measured 47.5 dBA, and the nighttime L50 measured 37.5 dBA. These levels are representative of a quiet residential area.

Site 8: Western Edge of Project Site Along Redlands Boulevard

Site 8 is located on the west side of Redlands Boulevard, south of Dracaea Avenue, approximately 63 feet from the centerline of the roadway. This site is about a 1/3 mile north of Site 7. The primary noise source was the traffic on Redlands Boulevard. The daytime Lmax was 85.5 dBA, and the nighttime Lmax was 74.1 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 56.5 dBA, and the nighttime L50 measured 38.5 dBA. These levels are representative of a residential area fairly close to a roadway.

Site 9: Residences Along Shubert Street

Site 9 is located on the west side of Shubert Street, just south of Brahms Lane near the west side of the project. This site is representative of the residential homes between Eucalyptus Avenue and Dracaea Avenue. These homes are setback from Redlands Boulevard by about 700 feet. The primary noise source was distant traffic on Redlands Boulevard. Aircraft noise was also heard. The daytime Lmax was 55.8 dBA, and the nighttime Lmax was 57.1 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 37.5 dBA, and the nighttime L50 measured 36.0 dBA. These levels are representative of a quiet residential area.

Site 10: Homes Along Mesa Top Trail

Site 10 is located on the south side of Mesa Top Trail, just west of Cloudburst Trail, approximately 310 feet from the centerline of SR-60 (with a row of homes intervening). The primary noise source was the traffic on SR-60. Aircraft noise was also heard. The daytime Lmax was 68.0 dBA, and the nighttime Lmax was 63.8 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 45.0 dBA, and the nighttime L50 also measured 45.0 dBA. These levels are representative of a residential area fairly close to a major roadway.

Site 11: Residence Along Spruce Avenue North of Freeway

Site 11 is located on the west side of Spruce Avenue, approximately 554 feet from the centerline of SR-60 (with some homes intervening). The measurement location is also approximately 120 feet from the centerline of Redlands Boulevard. The primary noise sources were the traffic on SR-60 and Redlands Boulevard. The daytime Lmax was 73.0 dBA, and the nighttime Lmax was 68.3 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 58.0 dBA, and the nighttime L50 measured 54.0 dBA. These levels are representative of a residential area fairly close to a freeway.

Site 12: Residence Near South End of Pettit Street North of SR-60

Site 12 is located at the south end of Pettit Street, south of Ironwood, approximately 630 feet from the centerline of SR-60. This site has a clear line of sight to the freeway. The primary noise source was the traffic on SR-60. The daytime Lmax was 58.4 dBA, and the nighttime Lmax was 63.9 dBA. These noise levels were caused by traffic. The daytime L50 at this site

measured 50.5 dBA, and the nighttime L50 measured 50.0 dBA. These levels are representative of a residential area fairly close to a freeway.

Site 13: Residence on Carol Place North of SR-60

Site 13 is located on the north side of Carol Place, west of Oliver Street, approximately 1,295 feet from the centerline of SR-60. The primary noise source was the traffic on SR-60. The daytime Lmax was 59.8 dBA, and the nighttime Lmax was 59.7 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 44.0 dBA, and the nighttime L50 measured 45.0 dBA. These levels are representative of a residential area fairly close to a freeway.

Site 14: Residence on Sage Grouse Lane North of SR-60

Site 14 is located on the east side of Sage Grouse Lane, just north of Elder Avenue, approximately 224 feet from the centerline of SR-60. The location has a clear line of sight to the freeway. The primary noise source was the traffic on SR-60. The daytime Lmax was 73.3 dBA, and the nighttime Lmax was 72.3 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 64.5 dBA, and the nighttime L50 measured 57.5 dBA. These levels are representative of a residential area fairly close to a freeway.

Site 15: Residence on Primrose Way South of SR-60

Site 15 is located on the north side of Primrose Way, just west of Willowbrook Lane, approximately 268 feet from the centerline of SR-60 (with a row of homes intervening). The homes in this area are substantially depressed with respect to the freeway grade and a soundwall is present along the freeway. The primary noise source was the traffic on SR-60. The daytime Lmax was 72.1 dBA, and the nighttime Lmax was 59.9 dBA. The daytime Lmax was caused by a neighbor yelling at his dog. The nighttime Lmax was caused by traffic on the freeway. The daytime L50 at this site measured 49.5 dBA, and the nighttime L50 measured 45.0 dBA. Although close to the freeway, these levels are representative of a quiet residential area.

Site 16: Area Along Theodore Street North of SR-60

Site 16 is located on the west side of Theodore Street, just north of SR-60, approximately 600 feet from the centerline of SR-60. There is a residence about 430 feet from this site. The primary noise source was the traffic on SR-60. The daytime Lmax was 75.2 dBA, and the nighttime Lmax was 62.7 dBA. These noise levels were caused by traffic. The daytime L50 at this site measured 55.0 dBA, and the nighttime L50 measured 52.0 dBA.

1.5 Existing Roadway Noise Levels

The highway noise levels projected in this report were computed using the Highway Noise Model published by the Federal Highway Administration ("FHWA Highway Traffic Noise Prediction Model," FHWA-RD-77-108, December, 1978). The FHWA Model uses traffic volume, vehicle mix, vehicle speed, and roadway geometry to compute the "equivalent noise level." A computer code has been written which computes equivalent noise levels for each of the time periods used in the calculation of CNEL. Weighting these noise levels and summing

them results in the CNEL for the traffic projections used. CNEL contours are found by iterating over many distances until the distances to the 60, 65, and 70 CNEL contours are found. Traffic volumes and estimated speeds were used with the FHWA Model to estimate the noise levels in terms of CNEL. Existing traffic volumes were provided by the traffic consultants to the project. The data provided included the splits between autos, medium trucks, and heavy trucks. (The data used for the projections are provided in the Appendix.)

The CNEL noise levels for receptors along critical roadways are given in Table 6. Three hundred and thirty nine (339) arterial roadway links and eighty nine (89) freeway segments were provided for the noise analysis by the traffic engineer. The 44 most critical links from a noise impact perspective are presented below. Essentially, the 44 roadway links represent areas with noise sensitive land uses adjacent to them with traffic noise increases sufficient to be considered as a possible significant noise impact. (See Sections 2.3.1 and 2.3.2 for more discussion on the selection of critical links.) The noise levels for all roadway links can be found in the Appendix. These CNEL noise levels represent the noise levels at the residential receptors along the roadway link. The distance to the receptors was measured on Google Earth maps. The values given in Table 6 account for the effect of any noise barriers that may reduce existing traffic noise levels. (The usage of the name "Street D" in the following table and the rest of the report is consistent with the traffic data and report upon which this study is based. However, in other parts of the EIR Street D is also referred to as the Cactus Avenue Extension.)

Table 6 Existing Traffic Noise Levels

ID	Arterial	From	Soundwall?	Existing CNEL
196	Alessandro Rd	Crescent Ave to Sunset Dr	N	63.3
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	N	63.3
32	Cactus Ave	west of Redlands Blvd	Y	60.5
50	Cactus Ave	Redlands Blvd to Street D (Cactus Ave Ext)	N	51.3
70	Cactus Ave	Oliver St to Moreno Beach Dr	Y	58.2
194	Crescent Ave	West of Alessandro Rd	N	57.1
62	Fir Ave	Quincy Dr to Redlands Blvd	N	0.0
30	Gilman Springs Rd	Eucalyptus Ave to Street C	N	49.6
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	N	62.7
191	Gilman Springs Rd	Bridge St to Beaumont Ave	N	61.0
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	N	72.7
73	Iris Ave	Nason St to Oliver St	N	63.0
162	Iris Ave	Kitching St to Lasselle St	Y	60.1
165	Iris Ave	Lasselle St to Nason St	Y	60.0
36	Ironwood Ave	Redlands Blvd to Highland Blvd	N	46.3
9	John F Kennedy Dr	south of Cactus Ave	N	61.5
168	Krameria Ave	Perris Blvd to Lasselle St	Y	57.5
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Y	56.4
57	Live Oak Canyon Rd	North of San Timoteo Canyon	N	63.2
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	N	56.5

Table 6 Existing Traffic Noise Levels (Continued)

ID	Arterial	From	Soundwall?	Existing CNEL
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	Y	46.2
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	N	55.7
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Y	55.2
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	N	55.3
67	Oliver St	Alessandro Blvd to Cactus Ave	N	54.1
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	N	47.1
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	N	60.9
35	Redlands Blvd	Ironwood Ave to State Route 60	N	68.3
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	N	67.8
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	N	62.0
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	N	62.7
2	Street A	Eucalyptus Ave to Street F	N	50.2
8	Street D (Cactus Ave Ext)	Street E to Cactus Ave	N	0.0
4	Street E	north of Alessandro Blvd	N	0.0
19	Street F	east of Street A	N	0.0
198	Sunset Dr	Crown St to Alessandro Rd	N	49.0
199	Sunset Dr	Alessandro Rd to Cameo Dr	N	52.5
38	Theodore St	State Route 60 to Highland Blvd	N	57.8
FREEWAYS				
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Y	66.5
30	SR-60	Heacock St to Perris Blvd	Y	65.2
31	SR-60	Perris Blvd to Nason St	Y	64.6
32	SR-60	Nason St to Moreno Beach Dr	Y	52.0
33	SR-60	Moreno Beach Dr to Redlands Blvd	Y	62.5
34	SR-60	Redlands Blvd to Theodore St	N	60.2

1.6 SDG&E and SCG Facilities

The following section summarizes the existing noise conditions generated by the San Diego Gas and Electric Company (SDG&E) Compressor Station and Southern California Gas Company (SCG) facilities which are located within the project area, immediately south of the proposed development area in the World Logistic Center. More complete information can be found in the "SDG&E and SCG Facilities Noise Impact Assessment for the World Logistics Center," (prepared by Mestre Greve Associates, updated December 17, 2012), which is included as an appendix to this report.

These facilities are located as shown in Exhibit 6. The SDG&E Compressor Station takes in natural gas from interstate gas pipelines and recompresses the gas into new pipelines to deliver the gas to customers in Southern California. The two SCG facilities house flow valve and metering facilities as well as maintenance functions at the southern facility. There are gas

pipeline blow-down facilities at the compressor station and at the two SCG locations where exhaust stacks allow for the venting of high pressure gas to the atmosphere that only occur during emergencies, maintenance, and testing of the blow-down systems.

The SDG&E and SCG facilities represent three different noise sources that potentially impact the World Logistics Center project; (1) the operation of the compressor station, (2) blow-down events at the compressor station, and (3) blow-downs at the SCG facilities. The blow-down events generate infrequent high noise levels for short periods. The operation of the compressor station generates a relatively constant noise level with levels varying slightly as compressors are turned on and off as needed to supply natural gas to Southern California.

Compressors in the SDG&E facility are the primary source of typical operational noise generated by the station. There are two sets of three reciprocating natural gas combustion engines and one set of four natural gas fired turbines for a total of ten compressor units with power ranging from 995 to 3,400 horsepower each. The reciprocating engines and compressors are located within acoustically treated structures and are equipped with intake and exhaust mufflers. The turbines are housed in weather protection shelters. At times the facility operates at maximum capacity 24 hours per day. Demand on the compressor station will increase in the future.

The CNEL levels for the compressor station are presented in Exhibit 7, and assume the compressor station is in full operation 24 hours a day. Exhibit 8 presents the average (Leq) noise levels generated by the compressor station during full operation. Both the CNEL and Leq metrics are use to assess the noise impacts from the facility.

There are three blow-down points within the SDG&E Compressor Station. These blow-down points allow for the release of pressurized gas during emergency events. These systems are also tested on an annual basis. Blow-downs at the SDG&E Station vent gas within the facility and last between 30 and 90 seconds. The maximum sound levels (Lmax dBA) generated by the blow-down events is presented in Exhibit 9.

There are also four blow-down points in the SCG facilities, three in the southern facility and one in the northern facility. Blow-downs at the SCG facilities vent gas from miles of pipeline and can last up to 90 minutes. These events are much longer than the blow-downs at the SDG&E Compressor Station. An average of four blow-down events occur annually at the SCG facility. Lmax noise levels (dBA) are shown in Exhibit 10. The noise level will be at or near the Lmax level during the entire blow-down event.

SCG and SDG&E have a portable silencer that they use for blow-down events near sensitive receptors. The silencer is located in Beaumont, and additional silencers can be brought in from other areas when needed. The silencer is hauled on a dedicated truck. A crane accompanies the truck to aid in the installation of the silencer. The silencers are used for all planned blow-downs and even most un-planned blow-downs when located near sensitive receptors. Currently, silencers are not used at the Moreno Valley facilities due to the lack of sensitive receptors in the area. However, the silencers would be used as development gets close to the blow-down points.

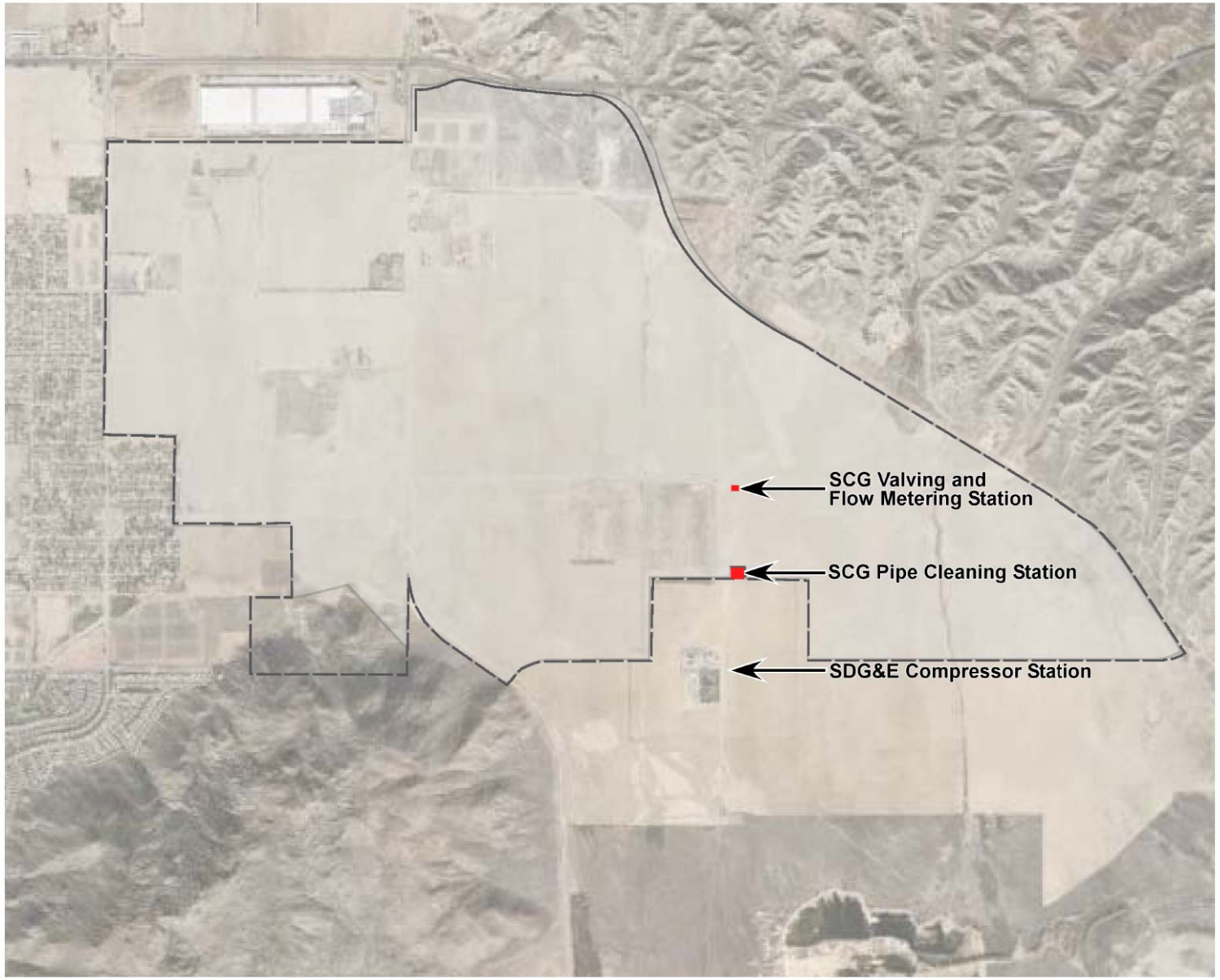


Exhibit 6

Natural Gas Facility Locations

Mestre Greve Associates
Division of Landrum & Brown

Exhibit 7
CNEL Noise Contours for Compressor Station

Mestre Greve Associates
Division of Landrum & Brown

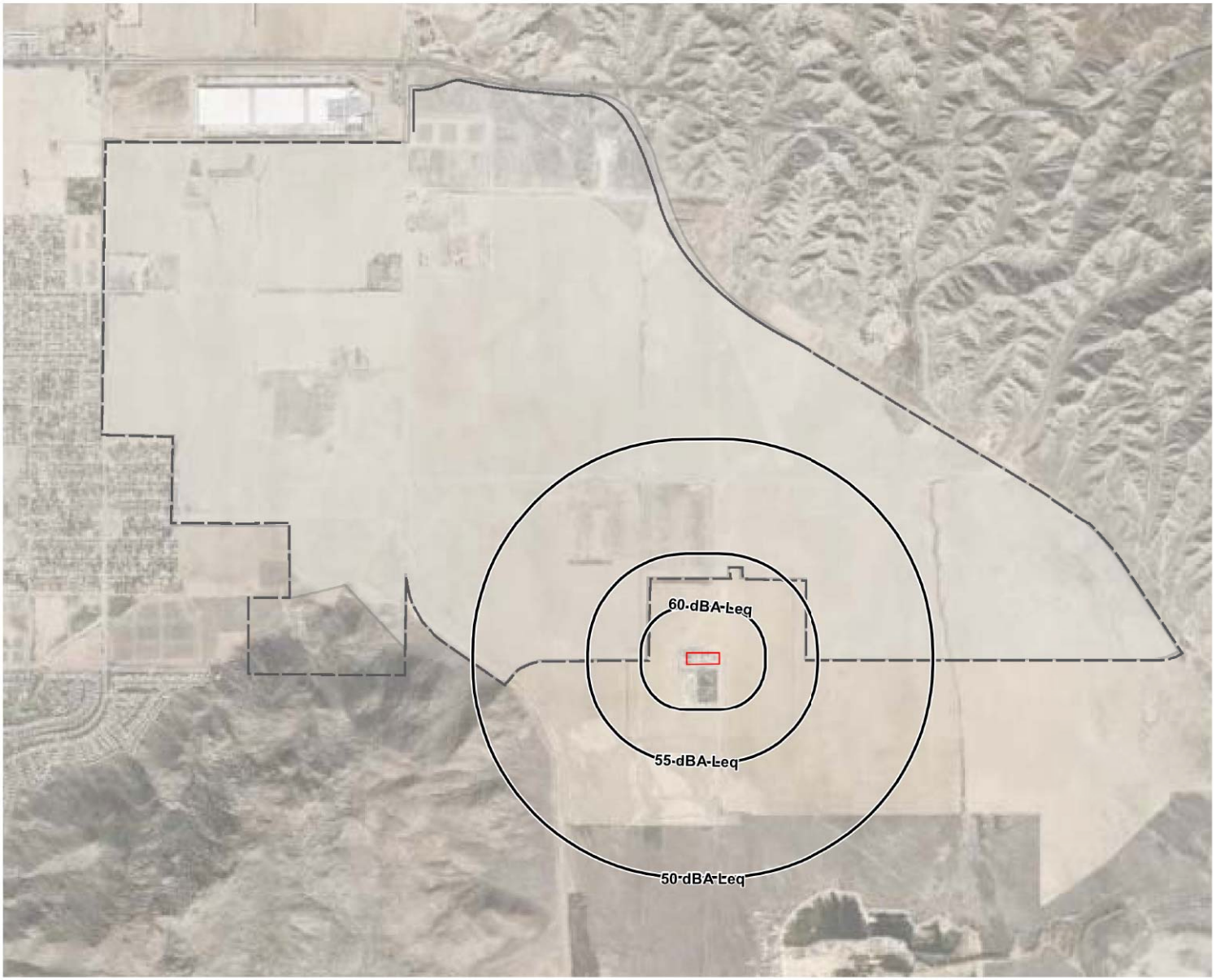


Exhibit 8

Leq Noise Levels for Compressor Station

Mestre Greve Associates
Division of Landrum & Brown

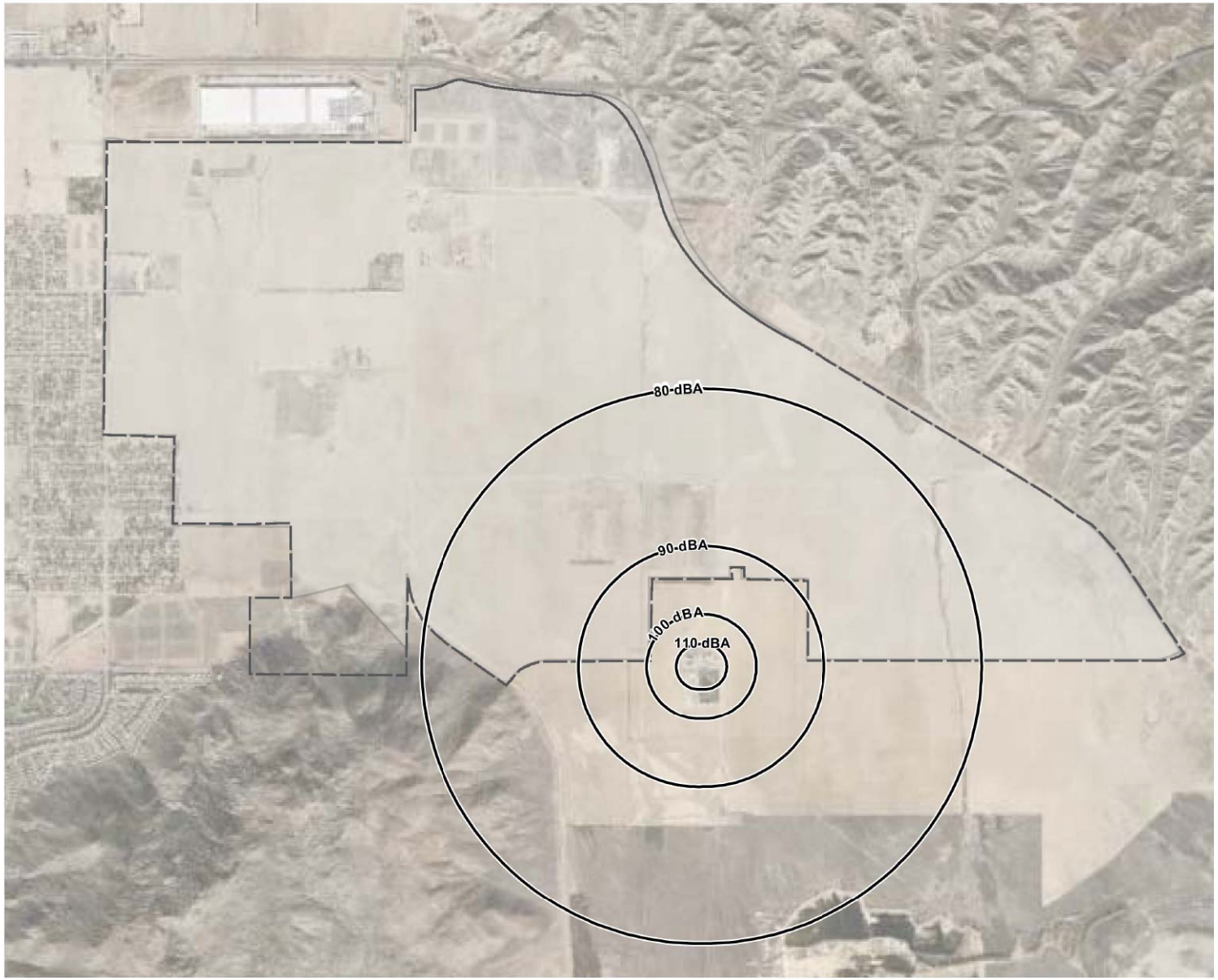


Exhibit 9

Lmax Levels for SDG&E Blow-Down

Mestre Greve Associates
Division of Landrum & Brown

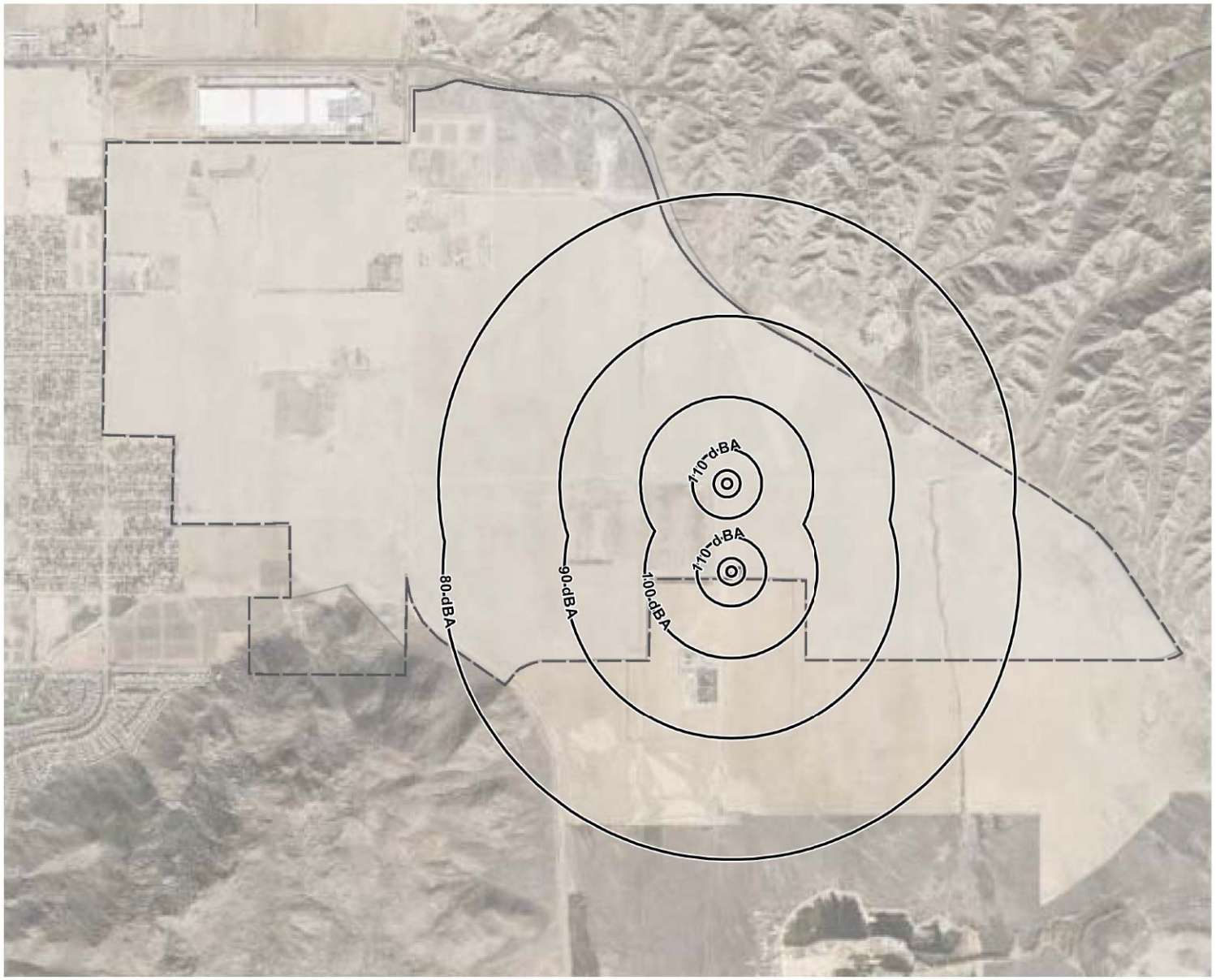


Exhibit 10

Lmax Levels for SCG Blow-Down

Mestre Greve Associates
Division of Landrum & Brown

2.0 POTENTIAL NOISE IMPACTS

Potential noise impacts are commonly divided into two groups; temporary and long term. Temporary impacts are usually associated with noise generated by construction activities. Long-term impacts are impacts on surrounding land uses generated by the operation of the proposed project. This may include noise generated on-site by trucking and loading activities, as well as off-site by project generated traffic on public roadways. Additionally, the compatibility of the proposed uses with the existing and future noise environment is assessed.

2.1 Noise Impact Criteria

Off-site impacts due to construction are measured against the Noise Ordinance criteria discussed in Section 1.3.2. Construction activities for the proposed project will be required to meet the Noise Ordinance standards or a significant impact will occur.

The following thresholds are based on the Federal Transit Authority's impact criteria ("Transit Noise and Vibration Impact Assessment") and have been used on at least one other project that has withstood a court challenge. Long-term impacts from the project's traffic noise that affect existing sensitive land uses are considered to be substantial, and therefore, constitute a significant noise impact if it would:

- Increase noise levels by 5 dB or more where the no project noise level is less than 60 CNEL;
- Increase noise level by 3 dB or more where the no project noise level is 60 CNEL to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the no project noise level is greater than 65 CNEL.

The project's incremental contribution to a cumulative noise increase would normally be considered cumulatively considerable and significant when ambient noise levels affect noise sensitive land uses and when the following occurs:

A project increase of the ambient (cumulative without project) noise level by 1 dB or more, and the predicted future cumulative with project noise levels cause the following cumulative increases:

- Increase noise levels by 5 dB or more where the existing noise level is less than 60 CNEL;
- Increase noise levels by 3 dB or more where the existing noise level is 60 to 65 CNEL; or
- Increase noise levels by 1.5 dB or more where the existing noise level is greater than 65 CNEL.

Off-site impacts due to on-site activities (i.e., loading yards) are measured against the Noise Ordinance criteria discussed in Section 1.3.2. Loading yard activities for the proposed project will be required to meet the Noise Ordinance standards or a significant impact will occur.

Proposed land uses in high noise impact zones that are not compatible per the State Guidelines (Section 1.3.3) will be identified as a significant impact. In other words, if a proposed land use is in an area that is identified as being "normally unacceptable" or "clearly unacceptable" then it must be shown how that land use can be made compatible with the noise environment. Possible approaches may be to construct noise barriers to reduce the noise environment or to provide a high level of sound insulation. If mitigation is not feasible then this would be identified as a land use conflict with the proposed land use, and a significant impact would result.

2.2 Construction Noise

Construction noise often represents a short-term impact on ambient noise levels. However, due to the magnitude of this project, construction will occur on a routine basis from 2015 through 2030. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels.

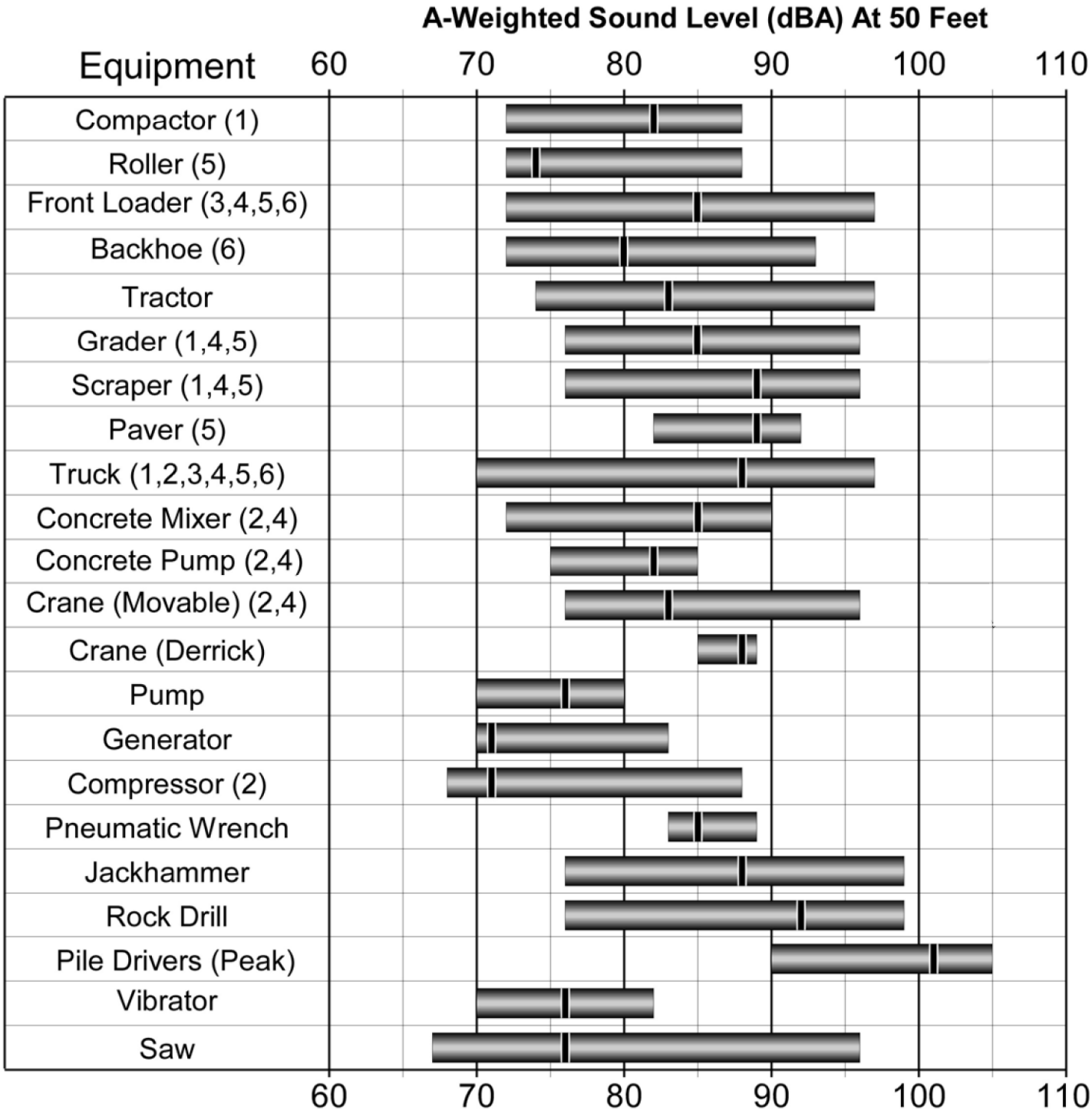
Worst-case examples of construction noise at 50 feet are presented in Exhibit 11. The peak noise level for most of the equipment that will be used during the construction is 70 to 95 dBA at a distance of 50 feet. Noise levels at further distances are less. For example, at 200 feet, the peak construction noise levels range from 58 to 83 dBA. Note that these noise levels are based upon worst-case conditions. Noise measurements made by Mestre Greve Associates demonstrate that the noise levels generated by commonly used grading equipment (i.e. loaders, graders and trucks) generate noise levels that typically do not exceed the middle of the range shown in Exhibit 11. However, the noise levels shown in Exhibit 11 will be used as the basis for the estimates presented here and represent a worst-case estimate. Also included in Exhibit 11 is an indication of which phases of construction will use what equipment. For example, Exhibit 11 indicates that front loaders will be used in constructing utilities, interchange improvements, and paving/curbing, and landscaping. This is a preliminary estimate of the equipment to be used and may be modified when construction is underway.

Construction operations will occur in two general areas; on-site and off-site. The on-site construction activities will be more intense. Some phases of the on-site construction are expected to occur for 24 hours a day, 7 days per week. The on-site construction will occur periodically over a 15-year period possibly beginning in 2015. Off-site construction will be much less intense and consist of some minor grading, drainage, interchange, utility and roadway improvements. The off-site construction will be of shorter duration and will only occur during the daytime weekday hours. Both on-site and off-site construction are discussed in more detail below.

2.2.1 On-Site Construction

Work within the project site will consist of mass grading, fine grading, building construction, utilities installation, interchange improvements, paving and curbing, and landscaping. Work within the project area may be done on a 24-hour/7-days per week schedule. Construction activities would occur at varying locations on-site, but may last for an extended period of time. For instance, grading activities for each phase are anticipated to last one year. However, the

grading may be concentrated in one area for a while and then move on to another area, and so on. In other words, grading noise will not impact one area for an entire year. Building construction will occur from time to time over a 15-year period lasting from 2015 through 2030.



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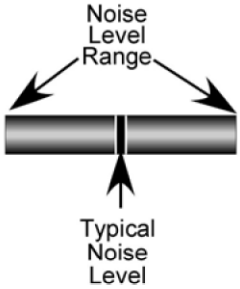

Construction Phases
1 - Grading
2 - Building
3 - Utilities
4 - Interchange
5 - Curbing and Paving
6 - Landscaping

Exhibit 11

Construction Noise Levels

Mestre Greve Associates
Division of Landrum & Brown

Construction noise levels at a receptor are primarily due to how close the equipment operates to a receptor. For example, one scraper operating 50 feet from a receptor will have about the same noise level as four scrapers operating at 100 feet from the receptor or sixteen scrapers operating at 200 feet from the receptor. Another important factor, is that the louder types of equipment are much more important than the quieter pieces of equipment. For example, a scraper will have a typical noise level of 89 dBA (see Exhibit 11) at 50 feet. Four compactors, which have typical noise levels of 83 dBA at 50 feet, will result in the same noise level as one scraper at the same distance. Therefore, a construction noise analysis usually focuses on the loudest pieces of equipment that are going to operate near the receptor.

Residences north of the freeway. Homes are located on the north side of State Route 60. For homes on the north side of the freeway, noise generated by the freeway will dominate the noise environment and construction noise generated on the project site will be inconsequential. Even at night, the peak noise levels due to trucks traveling on State Route 60 will be louder than peak noise levels generated by project construction. Certain conditions at night, such as low inversions and very calm conditions, can increase the ability of construction noise to travel to the residences north of the freeway. However, these same conditions would also amplify the traffic noise generated on the freeway. The residents north of the freeway will not be significantly impacted by project construction noise because the freeway noise will continue to dominate the immediate noise environment.

Residences within the Specific Plan area. Three pockets of homes are located within the Specific Plan area, and construction noise will be an issue for occupants of these residences. While these areas are to be designated for Light Logistics development under the proposed Specific Plan, they may remain in residential use indefinitely. Future Light Logistics uses would not be sensitive to noise, but as long as these sites remain in residential use, they will need to be considered as noise sensitive uses. These homes may be located adjacent to areas where intense construction activities could occur. These homes may experience worst-case unmitigated peak construction noise levels (Lmax) up to 97 dBA. The average noise levels are typically 5 to 15 dB lower than the peak noise levels. Average noise levels (Leq) at 50 feet from the residence could be in the range of 82 to 92 dBA during most phases of construction.

The City of Moreno Valley Municipal Code does not include any exemptions for construction noise. Therefore, construction would be subject to the limitations of 60 dBA during the daytime and 55 dBA at the nighttime measured at occupied residential locations. Exceeding these limits would result in a significant noise impact. Based on information in the previous paragraph these noise levels would regularly be exceeded during the daytime and nighttime hours at residences within the Specific Plan area. Based on an Leq noise level of 90 dBA at 50 feet, an observer would need to be 1580 feet from the construction to experience a noise level of 60 dBA (Leq), or 2,800 feet for a noise level of 55 dBA (Leq). A residence within 1,580 feet during active construction during the daytime would be impacted, or within 2,800 feet during the nighttime would be impacted. Mitigation is discussed in Section 3.1.1.

Residences Adjacent to the Specific Plan area. Residences are located adjacent to the project in the areas along Redlands Boulevard, Merwin Street, Bay Avenue, Cactus Avenue, and Gilman

Springs Road. The potential for noise impacts will be similar to those impacts for residents within the Specific Plan area. Specifically, a receptor would need to be more than 1,580 feet from the construction to experience a noise level less than 60 dBA (Leq), or more than 2,800 feet for a noise level less than 55 dBA (Leq). A residence within 1,580 feet during active construction during the daytime would be impacted, or within 2,800 feet during the nighttime would be impacted. Mitigation is discussed in Section 3.1.1.

2.2.2 Off-Site Construction

Off-site construction will be necessary for the project. Off-site improvements include road improvements along Cactus Avenue and Redlands Boulevard, water and utility improvements, construction of detention basins, debris basins, and interchange improvements. Areas of off-site construction are shown in Exhibit 12. At this time the duration of construction and the equipment to be used for these improvements are not known.

Roadway and interchange improvements are planned along Cactus Avenue, Redlands Boulevard, and State Route 60. Often the loudest pieces of equipment associated with this type of construction are the graders/scrapers. Peak noise levels at 50 feet can reach 96 dBA, with average noise levels (Leq) in the 85 dBA range. Noise levels of 60 dBA (Leq) could be exceeded for up to 900 feet from the construction area. Residences are commonly located within 900 feet of these areas and are exposed to noise levels in exceedance of the Moreno Valley noise criteria. Mitigation measures are recommended in Section 3.1.2.

Drainage improvements, sewer improvements, water and utility improvements, and construction of detention/debris basins are other off-site construction activities that will be a part of the project. Construction of these improvements generally use fewer and smaller pieces of equipment, which results in lower noise levels. For example, at these construction a single backhoe may likely be loudest piece of equipment. A backhoe may have a peak noise level that exceeds 90 dBA at 50 feet, but has an average noise level around 80 dBA (Leq) at 50 feet. At this noise level one would need to be more than 500 feet away to experience a noise level (Leq) of less than 60 dBA. This noise level exceed the City's daytime criteria and therefore, even for these construction activities significant noise impacts could occur. Mitigation measures are recommended in Section 3.1.2.

2.3 Long-Term Off-Site Impacts

This section examines the long-term off-site noise impacts from the proposed project. Specifically traffic noise increases due to the project and its cumulative impacts are examined. Increased traffic caused by the project will result in increased traffic noise levels along the roadways in the vicinity of the project. Noise impacts generated on-site by truck circulation and loading/unloading activities are also assessed. Finally, although not specifically proposed as part of this project, the interchange with State Route 60 at Theodore Street will be improved at some point in the future. The noise constraints of this work, particularly as they relate to the California Department of Transportation (Caltrans) requirements are discussed.

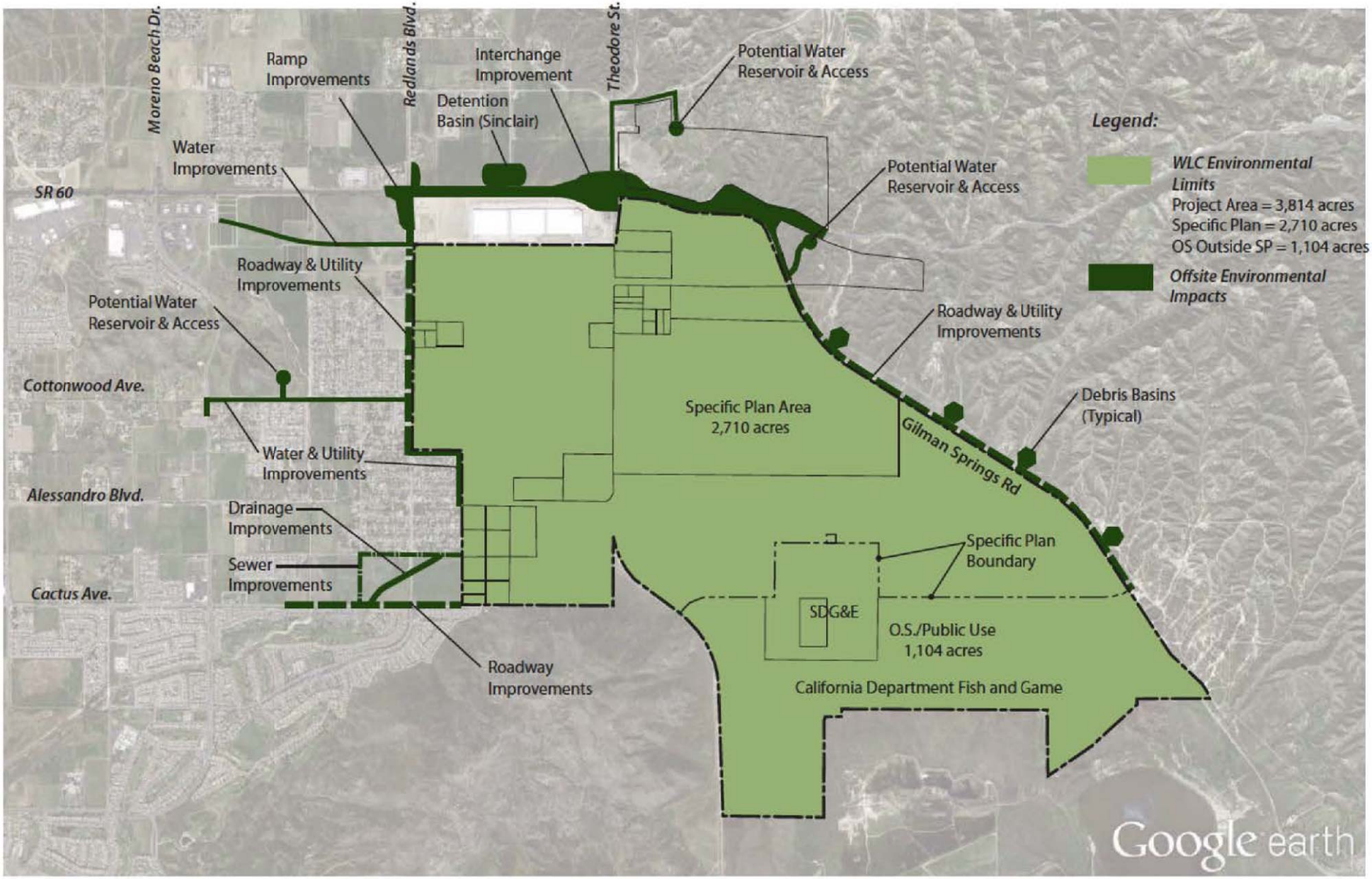

Exhibit 12

Off-Site Construction Areas

Mestre Greve Associates
Division of Landrum & Brown

2.3.1 Traffic Noise Impacts Due To The Project

The project will generate significant traffic, particularly truck traffic, and therefore, has the potential to generate noise impacts along the roadways serving the project site. The traffic study for the project provided the project data for the noise analysis. The traffic study area for surface streets covered all intersections in Moreno Valley of a collector or higher classification street with another collector or higher classification street, at which the proposed project will add 50 or more peak hour trips. The study area also included the main routes between the project and the neighboring communities of Riverside, Perris, Beaumont, San Jacinto, and Redlands. The study area for freeways was selected to cover the freeway routes radiating from the project site to the north, south, east, and west. The analysis covered SR-60 from SR-62 (Twenty-nine Palms Highway) in the east to SR-71 (Chino Valley Freeway) in the west, SR-91 from I-215 in the east to I-15 in the west, and I-215 from SR-210 in the north to the Scott Road interchange in the south. Additional analysis was done by the traffic engineer to confirm that significant truck impacts would not occur extending all of the way to the Ports of Los Angeles and Long Beach. Beyond these limits project traffic would be so small in absolute terms or as a percentage of background traffic that it would no longer be discernable from random error in modeling protocols or the normal daily variation in traffic, and routing of the small amounts of remaining traffic would be influenced by minor local factors (e.g. stop signs, lane widths) that cannot practicably be represented in a regional model.

Three hundred and thirty nine (339) arterial roadway links and eighty (89) freeway segments were provided for the noise analysis. The noise increase (or decrease) for each roadway link due to the project was calculated for every link and can be found in the Appendix. The change in noise level was calculated for all 428 roadway links with and without the project for the existing case (2012), 2022, and 2035. Additionally, Phase 1 plus existing traffic was evaluated. Based on the threshold criteria presented in Section 2.1, roadway links with noise increases less than 1.5 dB would not have a substantial noise increase and are not presented in the main body of the this report. Similarly, any roadway links that do not have sensitive receptors (e.g., residential, schools, and churches) are also not presented in the main body of this report. Therefore, of the the 428 links analyzed, 44 links have sensitive receptors and an increase of 1.5 dB for at least one case, and are presented in the following exhibits.

Exhibit 13 presents noise data for 2012 for the 44 links. The table shows a roadway ID number which corresponds to the traffic study ID number. The roadway name and roadway segment are then presented, followed by whether a soundwall is present or not. The CNEL noise level at the residential property is shown for the No Project and With Project cases. The change in noise level and whether it is a substantial increase are presented in the final two columns. The significance thresholds for project impacts presented previously in Section 2.1 were used to determine whether the increase was a substantial increase or not. Fourteen (14) links are identified as having a substantial increase and these represent potentially significant impacts.

The noise increases in Exhibit 13 represent the noise increase directly caused by the project. Exhibit 13 represents the hypothetical existing plus entire project case, and essentially represents the entire project placed into existence in the 2012 timeframe. Exhibits 14, 15, and 16 present the noise levels and whether a substantial increase will occur for 2012 with Phase 1, 2022 with

Phase 1, and 2035 with entire project. The noise increases shown in these three exhibits represents the increase that is directly attributable to the project.

Note that there are some roadway links listed with a "0.0" traffic noise level. These links represent roadway links that are not yet constructed and therefore, there is no traffic noise generated yet on these roadway links.

ID	Roadway	Segment	Soundwall?	Traffic Noise Level (CNEL)			Substantial Increase?
				No Project	With Project	Change	
196	Alessandro Rd	Crescent Ave to Sunset Dr	No	63.3	65.1	1.8	No
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	No	63.3	65.3	2.0	No
32	Cactus Ave	west of Redlands Blvd	Yes	60.5	62.7	2.2	No
50	Cactus Ave	Redlands Blvd to Street D	No	51.3	68.3	17.0	Yes
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.2	59.7	1.5	No
194	Crescent Ave	West of Alessandro Rd	No	57.1	59.6	2.6	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	0.0	0.0	0.0	No
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	49.6	55.0	5.4	Yes
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	62.7	63.9	1.2	No
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	61.0	62.2	1.2	No
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	72.7	73.9	1.2	No
73	Iris Ave	Nason St to Oliver St	No	63.0	65.9	2.9	No
162	Iris Ave	Kitching St to Lasselle St	Yes	60.1	61.6	1.6	No
165	Iris Ave	Lasselle St to Nason St	Yes	60.0	62.4	2.4	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	46.3	57.3	11.0	Yes
9	John F Kennedy Dr	south of Cactus Ave	No	61.5	66.9	5.4	Yes
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	57.5	60.6	3.1	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	56.4	58.9	2.5	No
57	Live Oak Canyon Rd	North of San Timoteo Canyon	No	63.2	65.2	2.1	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	56.5	58.5	2.0	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	Yes	46.2	46.2	0.1	No
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	55.7	58.9	3.2	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	55.2	58.7	3.5	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	55.3	57.2	1.9	No
67	Oliver St	Alessandro Blvd to Cactus Ave	No	54.1	56.4	2.2	No
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	47.1	48.8	1.7	No
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	60.9	64.4	3.4	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	68.3	71.0	2.7	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	67.8	70.0	2.2	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	62.0	65.1	3.1	Yes
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	62.7	65.7	3.0	Yes
2	Street A	Eucalyptus Ave to Street F	No	50.2	73.2	22.9	Yes
8	Street D	Street E to Cactus Ave	No	0.0	69.5	69.5	Yes
4	Street E	north of Alessandro Blvd	No	0.0	65.4	65.4	Yes
19	Street F	east of Street A	No	0.0	68.4	68.4	Yes
198	Sunset Dr	Crown St to Alessandro Rd	No	49.0	51.4	2.3	No
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	52.5	55.2	2.7	No
38	Theodore St	State Route 60 to Highland Blvd	No	57.8	65.0	7.1	Yes
FREEWAY							
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	66.5	68.0	1.5	Yes
30	SR-60	Heacock St to Perris Blvd	Yes	65.2	66.9	1.7	Yes
31	SR-60	Perris Blvd to Nason St	Yes	64.6	66.7	2.1	No
32	SR-60	Nason St to Moreno Beach Dr	Yes	52.0	54.3	2.3	No
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	62.5	65.5	3.1	Yes
34	SR-60	Redlands Blvd to Theodore St	No	60.2	63.5	3.4	Yes

Exhibit 13

Traffic Noise Levels for 2012

Mestre Greve Associates
Division of Landrum & Brown

ID	Roadway	Segment	Soundwall?	Traffic Noise Level (CNEL) No Project	With Project	Change	Substantial Increase?
196	Alessandro Rd	Crescent Ave to Sunset Dr	No	63.3	64.4	1.2	No
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	No	63.3	64.6	1.3	No
32	Cactus Ave	west of Redlands Blvd	Yes	60.5	61.2	0.7	No
50	Cactus Ave	Redlands Blvd to Street D	No	51.3	66.3	15.0	Yes
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.2	59.1	0.9	No
194	Crescent Ave	West of Alessandro Rd	No	57.1	58.8	1.7	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	0.0	0.0	0.0	No
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	49.6	49.6	0.0	No
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	62.7	63.3	0.6	No
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	61.0	61.5	0.6	No
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	72.7	73.3	0.6	No
73	Iris Ave	Nason St to Oliver St	No	63.0	65.0	2.0	No
162	Iris Ave	Kitching St to Lasselle St	Yes	60.1	61.1	1.0	No
165	Iris Ave	Lasselle St to Nason St	Yes	60.0	61.6	1.6	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	46.3	55.6	9.3	Yes
9	John F Kennedy Dr	south of Cactus Ave	No	61.5	65.7	4.1	Yes
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	57.5	60.0	2.6	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	56.4	58.1	1.7	No
57	Live Oak Canyon Rd	North of San Timoteo Canyon	No	63.2	64.5	1.4	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	56.5	58.2	1.7	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	Yes	46.2	46.2	0.1	No
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	55.7	57.1	1.4	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	55.2	57.6	2.5	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	55.3	55.9	0.7	No
67	Oliver St	Alessandro Blvd to Cactus Ave	No	54.1	55.8	1.6	No
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	47.1	48.7	1.5	No
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	60.9	63.4	2.5	No
35	Redlands Blvd	Ironwood Ave to State Route 60	No	68.3	68.3	0.0	No
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	67.8	69.4	1.6	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	62.0	64.3	2.4	No
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	62.7	65.0	2.3	No
2	Street A	Eucalyptus Ave to Street F	No	50.2	71.8	21.6	Yes
8	Street D	Street E to Cactus Ave	No	0.0	67.5	67.5	Yes
4	Street E	north of Alessandro Blvd	No	0.0	65.9	65.9	Yes
19	Street F	east of Street A	No	0.0	44.0	44.0	Yes
198	Sunset Dr	Crown St to Alessandro Rd	No	49.0	50.7	1.7	No
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	52.5	54.4	1.9	No
38	Theodore St	State Route 60 to Highland Blvd	No	57.8	63.5	5.7	Yes
FREEWAY							
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	66.5	67.5	0.9	No
30	SR-60	Heacock St to Perris Blvd	Yes	65.2	66.2	1.0	No
31	SR-60	Perris Blvd to Nason St	Yes	64.6	65.9	1.3	No
32	SR-60	Nason St to Moreno Beach Dr	Yes	52.0	53.4	1.5	No
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	62.5	64.5	2.0	No
34	SR-60	Redlands Blvd to Theodore St	No	60.2	62.4	2.2	No

Exhibit 14

Traffic Noise Levels for Phase 1 Plus Existing

Mestre Greve Associates
Division of Landrum & Brown

ID	Roadway	Segment	Soundwall?	Traffic Noise Level (CNEL)			Substantial Increase?
				No Project	With Project	Change	
196	Alessandro Rd	Crescent Ave to Sunset Dr	No	64.6	65.4	0.8	No
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	No	65.0	65.8	0.8	No
32	Cactus Ave	west of Redlands Blvd	Yes	61.3	62.5	1.2	No
50	Cactus Ave	Redlands Blvd to Street D	No	51.3	66.8	15.5	Yes
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.9	59.8	0.9	No
194	Crescent Ave	West of Alessandro Rd	No	58.5	59.8	1.3	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	0.0	0.0	0.0	No
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	49.9	49.9	0.0	No
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	63.0	63.9	1.0	No
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	61.2	62.1	0.9	No
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	72.9	73.8	0.9	No
73	Iris Ave	Nason St to Oliver St	No	63.8	65.5	1.6	No
162	Iris Ave	Kitching St to Lasselle St	Yes	61.0	61.7	0.7	No
165	Iris Ave	Lasselle St to Nason St	Yes	61.1	62.3	1.2	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	51.9	56.1	4.2	No
9	John F Kennedy Dr	south of Cactus Ave	No	62.8	66.1	3.3	Yes
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	60.5	61.2	0.7	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	59.2	60.1	0.9	No
57	Live Oak Canyon Rd	North of San Timoteo Canyon	No	64.9	65.7	0.9	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	58.0	59.2	1.2	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	Yes	46.2	46.2	0.0	No
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	60.7	61.4	0.7	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	56.1	58.2	2.1	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	58.8	59.3	0.5	No
67	Oliver St	Alessandro Blvd to Cactus Ave	No	58.9	59.1	0.2	No
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	49.1	47.1	-2.0	No
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	62.9	65.3	2.4	No
35	Redlands Blvd	Ironwood Ave to State Route 60	No	69.2	70.7	1.5	No
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	69.1	70.5	1.4	No
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	63.4	65.3	1.9	No
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	64.2	66.0	1.8	No
2	Street A	Eucalyptus Ave to Street F	No	52.5	72.1	19.6	Yes
8	Street D	Street E to Cactus Ave	No	0.0	68.0	68.0	Yes
4	Street E	north of Alessandro Blvd	No	0.0	65.9	65.9	Yes
19	Street F	east of Street A	No	0.0	43.6	43.6	Yes
198	Sunset Dr	Crown St to Alessandro Rd	No	49.0	49.0	0.0	No
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	55.3	56.3	1.0	No
38	Theodore St	State Route 60 to Highland Blvd	No	60.7	63.8	3.1	Yes
FREEWAY							
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	67.2	67.9	0.7	No
30	SR-60	Heacock St to Perris Blvd	Yes	66.1	66.9	0.8	No
31	SR-60	Perris Blvd to Nason St	Yes	65.6	66.6	1.0	No
32	SR-60	Nason St to Moreno Beach Dr	Yes	53.1	54.2	1.1	No
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	63.8	65.3	1.5	No
34	SR-60	Redlands Blvd to Theodore St	No	61.7	63.2	1.5	No

Exhibit 15

Traffic Noise Levels for 2022 (Phase 1 Only)

Mestre Greve Associates
Division of Landrum & Brown

ID	Roadway	Segment	Soundwall?	Traffic Noise Level (CNEL)			
				No Project	With Project	Change	Substantial Increase?
196	Alessandro Rd	Crescent Ave to Sunset Dr	No	64.6	65.4	0.9	No
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	No	65.0	66.0	1.0	No
32	Cactus Ave	west of Redlands Blvd	Yes	62.0	66.2	4.2	Yes
50	Cactus Ave	Redlands Blvd to Street D	No	55.1	69.2	14.1	Yes
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	60.5	62.0	1.5	No
194	Crescent Ave	West of Alessandro Rd	No	58.9	60.1	1.2	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	64.7	67.1	2.4	No
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	55.2	57.6	2.4	No
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	65.8	67.6	1.8	Yes
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	63.5	65.2	1.7	No
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	75.4	77.1	1.6	Yes
73	Iris Ave	Nason St to Oliver St	No	64.7	66.6	2.0	No
162	Iris Ave	Kitching St to Lasselle St	Yes	63.2	64.1	0.9	No
165	Iris Ave	Lasselle St to Nason St	Yes	63.1	64.3	1.2	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	58.7	60.8	2.1	No
9	John F Kennedy Dr	south of Cactus Ave	No	64.5	67.5	3.0	Yes
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	57.6	58.5	0.9	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	60.0	61.0	0.9	No
57	Live Oak Canyon Rd	North of San Timoteo Canyon	No	64.9	65.9	1.0	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	57.5	59.0	1.5	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	Yes	65.4	66.9	1.5	Yes
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	60.9	62.9	2.0	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	56.9	59.4	2.6	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	63.4	65.1	1.7	No
67	Oliver St	Alessandro Blvd to Cactus Ave	No	54.1	54.3	0.2	No
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	46.5	48.1	1.6	No
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	63.8	67.4	3.6	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	69.5	71.0	1.5	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	68.8	70.9	2.1	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	63.6	66.2	2.7	No
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	64.2	66.7	2.5	No
2	Street A	Eucalyptus Ave to Street F	No	57.2	73.1	16.0	Yes
8	Street D	Street E to Cactus Ave	No	0.0	70.6	70.6	Yes
4	Street E	north of Alessandro Blvd	No	0.0	65.7	65.7	Yes
19	Street F	east of Street A	No	0.0	69.1	69.1	Yes
198	Sunset Dr	Crown St to Alessandro Rd	No	50.7	51.3	0.6	No
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	57.0	58.2	1.2	No
38	Theodore St	State Route 60 to Highland Blvd	No	65.2	66.3	1.2	No
FREEWAY							
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	67.6	68.6	1.0	No
30	SR-60	Heacock St to Perris Blvd	Yes	66.6	67.7	1.1	No
31	SR-60	Perris Blvd to Nason St	Yes	66.5	67.8	1.3	No
32	SR-60	Nason St to Moreno Beach Dr	Yes	54.3	55.6	1.3	No
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	65.5	67.1	1.6	Yes
34	SR-60	Redlands Blvd to Theodore St	No	63.7	65.1	1.4	No

Exhibit 16

Traffic Noise Levels for 2035

Mestre Greve Associates
Division of Landrum & Brown

Twenty-one (21) roadway segments are identified in Exhibits 13, 14, 15, and 16 where a significant noise impact will occur for at least one case. Each area is discussed below. Some contiguous roadway segments are grouped into one discussion. Link ID numbers are provided in parenthesis so that the roadway segments can be correlated with the traffic study. Unless mitigated, a significant noise impact will occur along all 21 roadway segments. Mitigation for each area is discussed in Section 3.2.1.

Cactus Avenue West of Redlands Boulevard (32). This area is identified in the traffic analysis as "Cactus Avenue West of Redlands Boulevard," but would extend from Redlands Boulevard to Moreno Beach Drive at which point the traffic would disperse further. This area shows noise increases ranging from 0.7 dB to 4.2 dB depending on the study year. Only the 2035 case results in a significant noise increase. Single-family residences back up to this street with rear yards adjacent to Cactus Avenue. Soundwalls are located along the residences that are approximately 6 foot high. Rear yard areas are approximately 60 feet from the centerline of the roadway. In 2035, the noise levels projected for the yard area, including the effects of the soundwall, will be 66.2 CNEL.

Cactus Avenue Redlands Boulevard to Cactus Avenue Extension (50). This area is a small group of single-family homes along Cactus Avenue between the future Cactus Avenue Extension (Street D) and Redlands Boulevard. A significant noise increase is projected for all four case years. Currently there is no soundwall in this area.

Gilman Springs Road between Eucalyptus Avenue and Street C (30) and Jack Rabbit Trail and Bridge Street (191). There are three single-family homes scattered along these roadway segments. All of the houses are setback from the roadway, and none have soundwalls.

Ironwood Avenue between Redlands Boulevard and Highland Boulevard (36). A significant noise increase is projected for 2012 with Phase 1 and with full project study years. In 2035, the noise level is projected to be 60.8 CNEL. There are two single-family homes that front onto Ironwood Avenue. There are also two churches along this roadway.

John F. Kennedy Drive South of Cactus Avenue (9). The homes along John F. Kennedy Drive south of Cactus Avenue will experience significant noise increases for all four study years. Similar to the area along Cactus Avenue, this noise increase will be due to cars and light vehicles, and not heavy trucks. The homes along the west side of the roadway are generally depressed with respect to the road and have a roughly 6 foot soundwall. The homes on the east side of the roadway do not have any soundwalls and are elevated with respect to the roadway. Rear yards areas on both sides of the street generally are in the range of 60 to 90 feet from the centerline of the roadway. Without any sound barrier, the noise levels at the residences along John F. Kennedy Drive will be 67.5 CNEL. The homes on the west side of the roadway have soundwalls and slope conditions that will reduce noise levels 6 to 10 dB, putting these homes under the City criteria. Homes on the west side of the street will not be impacted. Homes on the east side of the street do not have soundwalls, and there will be a significant impact unless adequately mitigated.

Locust Avenue between Moreno Beach Drive and Smiley Boulevard (54). Only the 2035 case results in a significant noise increase for this area. In 2035, the project will result in a 1.5 dB increase raising the noise level to 66.9 CNEL. There are three single-family homes along this roadway and they front onto the roadway.

Redlands Boulevard from Eucalyptus Avenue to State Route 60 (13). The noise analysis shows significant noise increases along this roadway segment for the 2012 and 2035 cases. There are scattered homes in this area that face Redlands Boulevard.

Redlands Boulevard from State Route 60 to San Timoteo Canyon Road (35, 42). The noise analysis shows significant noise increases along this roadway segment for the 2012 and 2035 cases. The increases in noise are approximately 2 dB with a resultant noise level around 71 CNEL range. There are 28 homes along this roadway that would be affected. The single-family homes are scattered and generally front the roadway.

San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road to Redlands Boulevard (177, 179). The roadways impacts only show a significant noise impact in the existing (2012) to existing plus project comparison. The noise increases by about 3 dB with resultant noise levels in the 65 to 66 CNEL range. There are four scattered residences along the is roadway that would be impacted.

Theodore Street from State Route 60 to Highland Boulevard (38). The noise analysis indicates that with project in the year 2035 the resulting noise level will be 65.2 CNEL. There are four homes on Theodore Street that front onto the roadway.

Street A from Eucalyptus Avenue to Street F; Street E north of Alessandro Boulevard; and Street F east of Street A (2, 4, 19). There are three groups of homes that may remain within the project area. The analysis shows significant noise increases for all four cases. The proposed Specific Plan designates these properties for Light Logistics uses, but the residences may remain indefinitely. The future Light Logistics use is not sensitive to noise. However, the existing residences, as long as they remain as a non-conforming use, must be considered as a sensitive land use. The first group of homes is east of Redlands Boulevard north of the intersection with Brodiaea Avenue. Street E will be constructed west of these homes. It is likely that there will be intervening buildings and that the distance from Street E will be so great that these homes will not experience significant noise from public roadways.

The second group of homes is on the east side of Street A (Theodore Street) midway between the future Street B and Street F. There are two homes in this area. Their noise environment will be changed significantly. The exact alignment of the roadway is to be determined, but noise levels could exceed 70 CNEL at the residences. The noise levels at these homes would be unacceptable to the residents, and a significant impact would occur.

The third area is a single home and lies east of Street A and along Street F. Currently there is essentially no traffic on this street. There is one residence in this area. Depending on the alignment for the street noise levels could exceed 70 CNEL. Since this home will experience a substantial noise increase, this is considered a significant impact.

Cactus Avenue Extension from Street E to Cactus Avenue (8). Cactus Avenue Extension (Street D), as shown in the Specific Plan, serves as a connection between the project's westerly loop street (Street E) and Cactus Avenue. The road will come down the western side of the project parallel to Merwin Street and roughly 1,250 feet east of Merwin Street. It then merges with Cactus Avenue traveling to the west until Redlands Boulevard. A specific alignment has not been determined for this roadway. There would be essentially no heavy trucks using this roadway. There are approximately 14 homes that side-on to Merwin Street that could be affected by traffic on Cactus Avenue Extension. There are no soundwalls along these homes. The noise forecast shows that the 65 CNEL contour will lie 114 feet from the centerline of Cactus Avenue Extension. If the centerline of Cactus Avenue Extension is located closer than 114 feet to the property line of the residences, then a significant impact would occur. However, this appears to be unlikely since the current plan shows Cactus Avenue Extension more than 1,000 feet from the homes.

State Route 60 from Pigeon Pass Road to Perris Boulevard (29, 30). This area will only have a substantial noise increase in the 2012 case. The noise levels are projected to increase by 1.5 to 1.7 dB in this area with resultant noise levels in the 66.9 to 68.0 CNEL range. All residential areas along this stretch of freeway have soundwalls in place.

State Route 60 from Moreno Beach Drive to Redlands Boulevard (33). A substantial increase is shown for the existing case and for 2035. There are soundwalls in place for all residences in this area. Noise levels will reach 67.1 CNEL by 2035.

State Route 60 from Redlands Boulevard to Theodore Street (34). A substantial noise increase is identified for this roadway for the existing case only. The resultant noise level will be 63.5 CNEL with an increase due to the project of 3.4 dB. No soundwalls are present in this area. The residential area is setback from the freeway and is clustered along Redlands Boulevard north of the freeway.

2.3.1.1 Changes from January 24, 2013 Noise Analysis

The traffic analysis was revised to reflect a downsizing of the project and other factors. Most significantly was the fact that the project was reduced by one million square feet of high-cube warehousing. The updated traffic assessment was of course used for this analysis. In the January 2013 noise analysis, 33 roadway segments were identified where a significant noise impact directly attributable to the project would occur for at least one of the impact scenarios. In this analysis 21 roadway segments have been identified as having a potentially significant noise impact that is directly attributable to the project. The reduction in impacted areas is a direct result of the revised traffic analysis which reflects a downsizing of the project. The noise analysis procedures and significance thresholds have not been changed from the January 2013 noise assessment. The roadway links that were previously identified as being impacted and are not now impacted are listed below.

- Day Street between Cottonwood Avenue and Alessandro Boulevard (109)
- Fir Avenue between Quincy Drive and Redlands Boulevard (62)

- Moreno Beach Drive between Locust Avenue and Ironwood Avenue (56)
- Perris Boulevard between John F. Kennedy Drive and Iris Avenue (303)
- Placentia Avenue from El Nido Avenue to Evans Road and on to Water Avenue (431, 432)
- Quincy Drive from Cactus Avenue to Alessandro Boulevard and to Cottonwood Avenue (502, 503)
- Reche Canyon Road from Keissel Road to Reche Vista Drive and on to High Country Drive (205, 206)
- Redlands Boulevard from Eucalyptus Avenue to Dracaea Avenue (12)
- State Route 60 from Perris Boulevard to Nason Street (31)

There are five roadway segments that do not now have a direct impact but still have a cumulative impact. These roadways are as follows.

- Fir Avenue between Quincy Drive and Redlands Boulevard (62)
- Gilman Springs Road between Eucalyptus Avenue and Street C (31) and Jack Rabbit Trail and Bridge Street (191)
- Moreno Beach Drive between Locust Avenue and Ironwood Avenue (56)
- State Route 60 from Perris Boulevard to Nason Street (31)

Additionally, the following roadway was previously identified as being impacted, and mitigation was identified as not being feasible. Now mitigation for this roadway is considered feasible, mitigation is proposed that will reduce the impact to less than significant.

- Cactus Avenue west of Redlands Boulevard (32)

2.3.2 Cumulative Noise Impacts

The cumulative noise increases represent the increase that will occur due to the project plus the other projects in the area and general growth in the region. Three hundred and thirty nine (339) arterial roadway links and eighty (89) freeway segments were provided for the noise analysis; a total of 428 roadway links. The noise levels for each roadway link can be found in the Appendix.

The project's incremental contribution to a cumulative noise increase would be considered cumulatively considerable and significant when ambient noise levels affect noise sensitive land uses and when the following occurs:

A project increase of the ambient (cumulative without project) noise level by 1 dB or more, and the predicted future cumulative with project noise levels cause the following cumulative increases:

- Increase noise levels by 5 dB or more where the existing noise level is less than 60 CNEL;
- Increase noise levels by 3 dB or more where the existing noise level is 60 to 65 CNEL; or

- Increase noise levels by 1.5 dB or more where the existing noise level is greater than 65 CNEL.

The change in noise level was calculated for all 428 roadway links to determine the increase in ambient noise level (2035 No Project compared to 2035 With Project). Roadway links with noise increases less than 1.0 dB would not have a substantial noise increase and are not presented in the main body of the this report. (Noise levels for all roadways can be found in the appendix.) Similarly, any roadway links that do not have sensitive receptors (e.g., residential, schools, and churches) are also not presented in the main body of this report, because without sensitive receptors there cannot be a significant impact. Therefore, of the 428 links analyzed, 44 links have sensitive receptors and an increase in the ambient of 1.0 dB or more are presented in the following exhibits.

Exhibit 17 presents noise data for 44 links. The table shows a roadway ID number which corresponds to the traffic study ID number. The roadway name and roadway segment are then presented, followed by whether a soundwall is present or not. The baseline CNEL noise level at the residential property is shown for the Existing case (2012), followed by 2035 No Project, and 2035 With Project cases. The change in noise level from baseline is presented in the following column. That is, the noise level difference between Existing (2012) and With Project (2035) is presented. Next the change from No Project (2035) is presented which represents the difference in noise level between the No Project and With Project cases. The last column identifies whether it is a substantial increase based on the thresholds listed above. Thirty (30) links are identified as having a substantial increase and these represent potentially significant cumulative impacts. All of these areas represent residential areas. Mitigation is discussed in Section 3.2.2.

Note that there are some roadway links listed with a “N/A” for the traffic noise level. These links represent roadway links that are not yet constructed for the timeframe being considered, and therefore, there is no traffic noise generated yet on these roadway links.

ID	Arterial	From	Soundwall?	Baseline	No Project	With Project	Change from Baseline	Change from No Project	Substantial Increase?
196	Alessandro Rd	Crescent Ave to Sunset Dr	No	63.3	64.5	65.4	2.1	0.9	No
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	No	63.3	65.0	66.0	2.7	1.0	No
32	Cactus Ave	west of Redlands Blvd	Yes	60.5	62.0	66.2	5.7	4.2	Yes
50	Cactus Ave	Redlands Blvd to Street D	No	51.3	55.1	69.2	17.9	14.1	Yes
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.2	60.5	62.0	3.8	1.5	No
194	Crescent Ave	West of Alessandro Rd	No	57.1	58.9	60.1	3.1	1.2	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	N/A	64.7	67.1	N/A	2.4	Yes
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	49.6	55.2	57.6	8.0	2.4	Yes
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	62.7	65.8	67.5	4.9	1.8	Yes
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	61.0	63.5	65.2	4.2	1.7	Yes
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	72.7	75.4	77.1	4.4	1.6	Yes
73	Iris Ave	Nason St to Oliver St	No	63.0	64.7	66.6	3.7	2.0	Yes
162	Iris Ave	Kitching St to Lasselle St	Yes	60.1	63.2	64.1	4.1	0.9	Yes
165	Iris Ave	Lasselle St to Nason St	Yes	60.0	63.1	64.3	4.3	1.2	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	46.3	58.7	60.8	14.5	2.1	Yes
9	John F Kennedy Dr	south of Cactus Ave	No	61.5	64.5	67.5	5.9	3.0	Yes
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	57.5	57.6	58.5	1.0	0.9	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	56.4	60.0	61.0	4.6	0.9	No
57	Live Oak Canyon Rd	North of San Timoteo Canyon	No	63.2	64.9	65.9	2.8	1.0	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	56.5	57.5	59.0	2.5	1.5	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	Yes	46.2	65.4	66.9	20.8	1.5	Yes
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	55.7	60.9	62.9	7.2	2.0	Yes
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	55.2	56.9	59.4	4.3	2.6	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	55.3	63.4	65.1	9.8	1.7	Yes
67	Oliver St	Alessandro Blvd to Cactus Ave	No	54.1	54.1	54.3	0.2	0.2	No
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	47.1	46.5	48.1	0.9	1.6	No
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	60.9	63.8	67.4	6.5	3.6	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	68.3	69.5	71.0	2.7	1.5	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	67.8	68.8	70.9	3.1	2.1	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	62.0	63.6	66.2	4.2	2.7	Yes
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	62.7	64.2	66.7	4.0	2.5	Yes
2	Street A	Eucalyptus Ave to Street F	No	50.2	57.2	73.1	22.9	16.0	Yes
8	Street D	Street E to Cactus Ave	No	N/A	N/A	70.6	N/A	N/A	Yes
4	Street E	north of Alessandro Blvd	No	N/A	N/A	65.7	N/A	N/A	Yes
19	Street F	east of Street A	No	N/A	N/A	69.1	N/A	N/A	Yes
198	Sunset Dr	Crown St to Alessandro Rd	No	49.0	50.7	51.3	2.3	0.6	No
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	52.5	57.0	58.2	5.6	1.2	Yes
38	Theodore St	State Route 60 to Highland Blvd	No	57.8	65.2	66.3	8.5	1.2	Yes
FREEWAYS									
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	66.5	67.6	68.6	2.1	1.0	Yes
30	SR-60	Heacock St to Perris Blvd	Yes	65.2	66.6	67.7	2.5	1.1	Yes
31	SR-60	Perris Blvd to Nason St	Yes	64.6	66.5	67.8	3.2	1.3	Yes
32	SR-60	Nason St to Moreno Beach Dr	Yes	52.0	54.3	55.6	3.6	1.3	No
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	62.5	65.5	67.1	4.6	1.6	Yes
34	SR-60	Redlands Blvd to Theodore St	No	60.2	63.7	65.1	4.9	1.4	Yes

Exhibit 17

Cumulative Noise Increases

2.3.3 Off-Site Impacts From Warehousing Activities

The project is proposing warehouse uses that would have loading docks and other accessory equipment operating on-site. In addition to loading dock activities, the project site will have air conditioning systems for the offices and parking lot activities associated with the warehouse uses. When directly adjacent to residential and other sensitive land uses, these activities can result in noise impacts.

Noise levels were measured at similar facilities to determine representative noise levels that might be generated by this type of activity. Noise measurements were made at two facilities; specifically, Lowes Distribution Center (3984 Indian Avenue, Perris, CA) and Ross Distribution Center (3404 Indian Avenue, Perris, CA). The Lowes facility is over 1.6 million square feet and the Ross facility is over 1.3 million square feet. The Lowes facility was very busy during the time of our measurements while the Ross facility had much less activity. Therefore, only the Lowes facility measurements are presented in this report and used for the analysis since they represent a worst case.

Noise measurements were taken 30 feet outside the property line of the Lowe's facility and 300 feet from the warehousing building. The measurement site was elevated with a clear line of sight into the warehousing area. The measurements were taken during the afternoon hours of March 13, 2012. All the measurements were performed using a Brüel & Kjær Model 2236 sound level meter mounted on a tripod. During the measurements, a large windscreen covered the microphone to eliminate the effect of unwanted wind-generated noise. Three 15-minute noise measurements were taken. Before and after the measurements were taken, a Brüel & Kjær 4231 calibrator with certification traceable to the National Institute of Standards and Technology was used to calibrate the sound meter to ensure that the measured sound level readings were accurate. At the conclusion of each set of measurements, the Leq, Lmin, and Lmax values were recorded on a data sheet. Table 7 shows the results of the measurements.

Table 7
Warehousing Activity Noise (dBA)

Site	Lmax	Leq	Lmin
1	69.0	56.0	45.4
2	68.9	55.2	45.9
3	74.2	57.3	46.4

The noise meter was facing the side of the Lowe's distribution center where approximately 111 loading bays were counted. Between the loading bays and the property line, truck trailers were parked. Almost all of the loading bays had trailers backed up to them, and forklifts loading the trailers could be heard. A truck would backup to a trailer once it was loaded and move it to the parking area between the building and the property line. It would then unhitch. Trucks would also move empty trailers to the loading docks, and other trucks would hitch to loaded trailers and drive them away.

The average noise level (Leq) was consistent for each of the three measurement periods, indicating that the activity level is about the same for each period. The minimum noise levels (Lmin) represent the ambient noise level in the area when no activity could be heard from Lowe's. The Lmax noise level for each of the three periods was due to truck activity. A truck air brake caused the Lmax in the first period, a truck hauling away a loaded trailer caused the Lmax in the second period, and a truck hitching into a trailer caused the Lmax in the third period.

Using the measurement from the third period, which had the highest noise levels, potential noise exposure levels can be calculated for various distances. Table 8 shows the noise levels for various distances from the warehouse property line with no noise barrier in place and with an assumed 12 foot noise barrier.

Table 8
Noise Levels for Warehousing Activities

Distance from Facility (ft.)	Noise Level (dBA Leq)	
	No Barrier	With 12' Barrier
50	56.9	48.6
100	54.9	47.8
250	50.8	44.7
500	46.6	40.9

The City of Moreno Valley Noise Ordinance requires that noise levels remain below 55 dBA (Leq) during nighttime hours. To achieve this noise level the warehouse property line would only need to be 100 feet from the nearest residential property and no soundwall would need to be present.

Another consideration is whether the proposed activity will be substantially higher than current ambient conditions. No matter what is developed in the area, ambient conditions will be higher in future years due to higher levels of traffic and activity. Ambient noise levels were measured at seven sites that could border the World Logistics Center (i.e., Measurement Sites 3 through 9). The nighttime ambient noise levels (Leq) ranged from 35.8 to 61.8 dBA with an average for the sites of 46.6 dBA. To keep the noise levels at nearby residential areas less than typical ambient conditions, the warehousing property line should be located a minimum 250 feet and a 12 foot soundwall should be located along the perimeter of the property that faces any residential areas. This would include the approximately 220 residential units that are zoned for development near the southwest corner of the World Logistics Center. This would keep the warehouse noise to less than 45 dBA (Leq) at the residences. This would completely eliminate any conflicts between warehousing operations and residential land uses, and is recommended as a mitigation measure (see Section 3.2.3).

Another consideration for the warehousing activities are the potential noise impacts on the open space to the south of the project. Wildlife impacts are covered in the biological assessment and

are not addressed here. However, the open space area may be used by the public for walking and other leisurely activities. The State compatibility guidelines were presented previously in Exhibit 4. Open space is not specifically called out in the guidelines. However, playgrounds and neighborhood parks are identified as being "normally acceptable" for noise levels up to 65 CNEL. The warehousing activity will be less than 57 dBA at 50 feet and will be much less than 65 CNEL at 50 feet and less without mitigation. Therefore, the warehousing activities will be compatible with the open space area south of the project, and no mitigation is needed.

2.3.4 Interchange Improvements

Interchange improvements will be needed for the interchange of State Route 60 at Theodore Street. Caltrans has completed a Project Study Report for the interchange and is underway with planning and environmental phase of the interchange. At this time the intersection designs and funding sources are not known, both of which will affect the future noise analysis requirements for these improvements.

Although the interchange design has not been undertaken, preliminary or conceptual designs have been considered. The most likely configuration would eliminate the existing westbound ramps in the northeast quadrant. The only sensitive receptors are in the northeast quadrant, and therefore, removing these ramps would have beneficial noise impact on this receptor. New ramps would be constructed in the northwest quadrant (westbound on-ramp and a loop off-ramp). The existing eastbound ramps would be removed in the southwest quadrant and replaced with new eastbound off-ramp and eastbound loop on-ramp. Currently, no ramps are located in the southeast quadrant; however, an eastbound on-ramp would be added under the most likely configuration. Since all the construction would occur in quadrants not occupied by sensitive receptors, construction impacts would be insignificant. The traffic noise from the SR-60 will be louder than the construction noise at the sensitive receptor in the northeast quadrant. Noise from traffic ramps is usually insignificant in comparison to the mainline traffic noise generation. Elimination of the ramp in the northeast quadrant would have a benefit to the sensitive receptor, but it would only be a minimal benefit. Opening ramps in the other quadrants would not have any noise impact on the sensitive receptor in the northeast quadrant.

Noise analysis requirements are identified in the California Department of Transportation document "Traffic Noise Analysis Protocol," (May 2011). Projects defined as "Type 1" require a full noise analysis per Caltrans protocol. If federal funds are also involved, then the Federal Highway Administration under 23CFR772.13 also requires that noise abatement be considered and evaluated for feasibility and reasonableness. In general, projects that add a through traffic lane (not an auxiliary lane) to the freeway will be considered as a Type 1 project. Projects that also substantially modify the horizontal or vertical alignment of the freeway would be considered a Type 1 project. For interchange projects, per the Caltrans Protocol and 23CFR772, a project would be considered as Type 1 when there is an "addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange…" Although there is no proposed final design for the interchange improvements available at this time, it is likely that the project will be classified as a Type 1 project since ramps are being added. A full noise analysis will likely be required based on the final design of the ramp. However, given the lack of

receptors in the affected quadrants it is highly unlikely that there would be a noise impact nor mitigation (e.g., soundwalls) required.

2.3.5 Ground Borne Vibration

Vibration is a trembling, quivering, or oscillating motion of the earth. Vibration is similar to noise in its transmission. Vibration is transmitted in noise-like waves through the earth and solid objects.

There are several ways to categorize vibration sources. One way is to divide vibration into natural and human sources. Natural sources include earthquakes, volcanic eruptions, sea waves, and landslides. Human sources of vibration include explosions, machinery, traffic, trains, and construction equipment. However, vibration sources can also be described as continuous, such as operating factory machinery, or transient, such as explosions.

As with noise, vibrations can be described by amplitude and frequency. The vibration amplitude in the earth is characterized in three ways: displacement, velocity, and acceleration. Particle displacement is the distance the soil particles travel from their original location in inches or millimeters. Particle velocity is the velocity of the soil particles in inches per second or millimeters per second. Particle acceleration is the acceleration of the soil particles in inches per second per second or millimeters per second per second. Typically, particle velocity is used to describe vibration. Table 9 presents the human reaction to various levels of peak particle velocity. Vibrations also vary in frequency. Traffic vibrations generally range in frequencies from 10 to 30 Hz, and tend to average around 15 Hz. However, due to their suspension systems, city buses often generate frequencies around 3 Hz at high vehicle speeds. It is more uncommon, but possible, to measure traffic frequencies above 30 Hz.

Table 9
Human Reaction to Typical Vibration Levels

Vibration Level Peak Particle Velocity (inches/second)	Human Reaction
0.0059 - 0.0188	Threshold of perception, possibility of intrusion.
0.0787	Vibrations readily perceptible.
0.0984	Level at which continuous vibrations begin to annoy people.
0.1968	Vibrations annoying to people in buildings.
0.3937 - 0.5905	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges.

Source: Caltrans 1992.

The way vibration is transmitted through the earth is called propagation. Propagation of earthborn vibrations is complicated because of the endless variations in the soil through which waves travel. As vibration waves propagate from a source, the energy is spread over an ever-increasing area. The spreading of energy over an ever-increasing area is called geometric

spreading or geometric attenuation. Geometric attenuation reduces the amplitude of the vibration wave with distance. Material damping also results in amplitude reduction due to internal friction, soil layering, and voids. The amount of attenuation by material damping varies with soil type, condition, and frequency of the source.

There are no Federal Highway Administration (FHWA), state, or local standards for vibration. According to the FHWA, highway traffic and construction vibrations pose no threat to buildings and structures; annoyance to people is not considered any worse than other discomforts experienced from living near highways. However, a substantial amount of research has been completed to compare vibrations from single events such as dynamite blasts with architectural and structural damage. The U.S. Bureau of Mines has set a safe limit of 0.5 inches per second peak particle velocity to avoid structure damage in residential structures (U.S. Bureau of Mines 1980). Below this level, there is virtually no risk of building damage.

Typical ambient vibration sources consist primarily of roadway traffic on major roadways. With normal roadway traffic, heavy trucks and buses generate the highest earthborn vibrations. Vibrations from these vary with pavement conditions. Potholes, pavement joints, and differences in the settlement of pavement all increase vibration levels from traffic. Well maintained, roads typically do not result in substantial vibration levels. Even roads with irregularities typically only generate substantial levels of vibration very near, less than 50 feet from the irregularity.

Roadway vibrations are typically not perceptible more than 50 feet from the roadway except in very unusual circumstances. Generally, the interface between the soft tire of a truck or automobile will not generate significant vibration unless the road is in poor shape (e.g., potholes, pavement joints, etc.) Therefore, the project is not projected to generate significant levels of vibration.

2.4 Compatibility of Proposed Uses With Noise Environment

2.4.1 Traffic Noise

Compatibility with traffic noise is based on the CNEL noise scale. The State compatibility matrix, presented previously as Exhibit 4, shows that industrial uses are compatible with noise environments up to 75 CNEL. (The industrial category is the closest to the proposed Logistics Development and Light Logistics shown in the matrix.) Noise zones of 75 CNEL or greater would only occur right next to State Route 60. For ultimate traffic noise levels, the 75 CNEL contour lies 140 feet from the centerline of the State Route 60, which falls just past the shoulder of the current alignment. Therefore, none of the area proposed for Logistics Development or Light Logistics would be exposed to noise levels greater than 75 CNEL, and there would be no incompatibilities between the traffic noise environment and the proposed land uses.

2.4.2 SDG&E and SCG Operations

Exhibit 7 shows that the worst-case compressor station operational characteristics will result in a maximum noise level just above 65 CNEL within the project area proposed for development

(i.e., not open space). Typical commercial construction results in buildings that achieve at least a 20 dB reduction of outdoor noise levels. Therefore, an office use exposed to the highest noise level from the compressor station will be just above 45 CNEL and below the 50 CNEL limit prescribed by the City's General Plan. Exhibit 8 shows that the Leq noise level generated by the compressor station does not exceed 60 dBA Leq beyond the property lines of the facility. Therefore, the compressor station is not considered a noise disturbance based on City criteria. Operation of the compressor station will not result in any interior noise levels exceeding the limits established by the City in the General Plan. Further, operation of the compressor station is not considered a noise disturbance. Therefore, the project will not be significantly impacted by the operation of the compressor station.

Exhibit 9 shows that the maximum noise level from a blow-down at the SDG&E compressor station within the area proposed for development (i.e., the Logistics Development land use) is 100 dBA. A person would need to be exposed to this level for more than a cumulative two hours in a day before permanent hearing loss would be expected. As discussed above, blow-down events at the SDG&E compressor station typically do not last longer than 90 seconds. Therefore, the SDG&E blow-down events will not significantly impact the proposed project.

Exhibit 10 shows that the SCG blow-down events will result in noise levels as high as 130 dBA just outside the fence line of the southern facility and noise levels in excess of 135 dB just outside the fence line of the northern facility. In fact, observers within approximately 250 feet of the blow-down points would be exposed to noise levels greater than 115 dBA which would likely cause permanent hearing damage regardless of the exposure time. The SCG blow-downs could last as long as 90 minutes. Observers exposed to noise levels greater than 102 dBA, within approximately 1,300 feet from the blow-down point could experience permanent hearing loss based on this event duration.

Because noise generated by SCG blow-down events could result in permanent hearing damage in areas proposed for development by the project, the project will be significantly impacted by the SCG blow-downs. Mitigation is discussed in Section 3.3.

3.0 MITIGATION MEASURES

3.1 Construction Noise

3.1.1 Impacts Due to On-Site Construction

The analysis presented in Section 2.2 shows that on-site project construction could result in significant noise impacts to nearby residences if uncontrolled. The usual method of controlling construction noise is through limiting construction hours to daytime and weekday time periods only. However, the proposed project includes construction that could occur 24 hours per day for 7 days per week for these construction activities.

Elimination of nighttime construction within 2,800 feet of residences would lower the noise levels to 55 dBA (Leq) at the closest residences. The noise levels would meet the 55 dBA (Leq) nighttime criteria contained in the Moreno Valley Noise Ordinance. The Noise Ordinance identifies the nighttime period as the hours between 10 p.m. and 8 a.m. This restriction should only be applied to residential areas south of State Route 60. Residences north of the freeway experience high enough noise levels due to the freeway that the freeway would remain the dominant noise source and construction noise would be masked by the freeway noise.

The following mitigation measures are identified for significant construction noise impacts:

N-1. No Construction Vehicles on Redlands Boulevard South of Fir Avenue. No construction vehicles of any type for on-site construction shall be permitted on Redlands Boulevard south of Fern Avenue. The prohibition for construction traffic should occur for all phases of the proposed project. This measure will eliminate any construction traffic impact on the residential areas adjacent to Redlands Boulevard.

N-2. No Nighttime Grading Within 2800 Feet of Residences South of the Freeway. Construction grading shall not be allowed within 2,800 feet of residences south of SR-60 between 8 p.m. and 7 a.m. Prior to the issuance of a grading permit, the developer shall submit a Noise Reduction Compliance Plan (NRCP) to the City as part of the grading permit submittal showing the limits of nighttime construction based on the currently occupied residential dwellings. The limits of nighttime grading shall be shown on the NRCP and grading plan submitted to the City. The limits of construction allowed at night shall be staked or posted on site, and contractors will be provided with a copy of the plan showing the limits of nighttime construction.

With the implementation of this mitigation measure the loudest noise level that would be experienced at any developed residential parcel would be less than 55 dBA (Leq) during the nighttime and these levels would be consistent with the limits established in the City's Noise Ordinance.

If grading is to occur at night within 2,800 feet of residences south of SR-60, then construction of a 12 foot temporary sound barrier will be required. A temporary barrier will reduce noise levels by approximately 10 dB. If an appropriate temporary sound barrier is constructed, then

the buffer area can be reduced from 2,800 feet to 1,580 feet. The temporary sound barrier may be constructed of plywood with a total thickness of 1-1//2 inches, or a sound blanket wall may be used. If sound blankets are used the curtains must have a Sound Transmission Class (STC) rating of 27. Examples of acceptable blankets can be found at the following websites; www.enoisecontrol.com/outdoor-sound-blankets.html and www.acousticalsurfaces.com/curtan_stop/curt_absorb.htm?d=12. Other blankets are acceptable as long as they have the required STC rating. Many unrated blankets are available, but their acoustic performance is generally unacceptable.

Noise measurements of construction activities often reveal that the construction noise levels are less than predicted. At the discretion of the builder, a Registered Professional Engineer can be hired to measure construction noise. Noise measurements over a three hour period on two consecutive nights can be used to modify the required buffer area. A Registered Professional Engineer with an expertise in acoustics shall prepare a report documenting the noise measurements and recommending a specific buffer distance. Once the report is submitted to and approved by the City, the buffer distance may be reduced to the distance recommended in the report.

N-3. Install temporary sound barrier. Construction within 1,580 feet of residential areas south of the freeway has the potential to exceed the daytime Moreno Valley Noise Ordinance criteria of 60 dBA (Leq). Any construction within 1,580 feet of a residence should be shielded from the residence with a 12 foot temporary sound barrier. A sound barrier will reduce the noise levels by about 10 dB. Residences within 500 feet may still be exposed to noise levels greater than 60 dBA (Leq), but the noise levels for residences greater than 500 feet from the construction area will experience noise levels consistent with the City's ordinance.

N-4. Require Residential Grade Mufflers. The grading contractor shall be required to certify that all equipment to be used will have residential grade mufflers or better on their equipment. All stationary construction equipment shall be placed so that emitted noise is directed away from noise sensitive receptors nearest the site. Additionally, stationary construction equipment if standardly fitted with an acoustic cover by the manufacturer shall have the acoustic cover in place during operation. This measure will eliminate any unnecessary construction equipment noise generation due to the use of sub-standard equipment.

N-5. Locate Material Stockpiles 1,200 Feet from Residences South of the Freeway. Material stockpiles shall be located at least 1,200 feet from the residences. Remotely locating the stockpiles reduces the noise at the residences from equipment traveling to and from the stockpiles, and the noise that is sometimes associated with stacking materials.

With these measures in place the impacts from on-site construction will be reduced to an extent. Specifically, nighttime impacts from on-site construction will be completely eliminated. However, daytime impacts to residents within 500 feet of construction will remain significant. Unavoidable adverse impacts due to construction that cannot be mitigated are identified in Section 4.0.

3.1.2 Impacts Due To Off-Site Construction

Off-site construction generally is shorter term than on-site construction, uses smaller/quieter equipment, and will only operate during daytime hours. Due to the short-term nature of off-site construction, it generally is not feasible to construct temporary sound barriers.

N-6. Limit off-site construction to daytime hours. All off-site construction shall be limited to daytime hours between 7 a.m. and 8 p.m. on weekdays only. Weekend construction and construction during City holidays shall not be permitted.

N-7. Install temporary sound barriers for off-site construction lasting more than 1 month. Any off-site construction area that is anticipated to last one month or longer and within 900 feet of any residence shall have a 12 foot temporary sound barrier installed. The sound barrier will reduce noise levels by approximately 10 dB. The temporary sound barrier may be constructed of plywood with a total thickness of 1-1//2 inches, or a sound blanket wall may be used. If sound blankets are used the curtains must have a Sound Transmission Class (STC) rating of 27. Examples of acceptable blankets can be found at the following websites; www.enoisecontrol.com/outdoor-sound-blankets.html and www.acousticalsurfaces.com/curtan_stop/curt_absorb.htm?d=12. Other blankets are acceptable as long as they have the required STC rating. Many unrated blankets are available, but their acoustic performance is generally unacceptable.

With the above measures in place, residences within 500 to 900 feet (depending on the loudness of the construction equipment) could experience noise levels greater than 60 dBA (Leq) for off-site construction lasting less than one month. For construction lasting more than one month the potentially impacted area would be reduced to 160 to 300 feet. These impacts would only occur during weekday, daytime hours. No off-site construction would be allowed during nighttime or anytime during weekends and City holidays except for emergencies.

3.2 Long Term Impacts

3.2.1 Traffic Noise Impacts Due to Project

Nineteen (19) roadway segments were identified in Section 2.3.1 where a significant noise impact will occur. *[Note: The traffic data has been revised since the previous study. In many areas the traffic noise impacts decreased in comparison to the previous study. The project has been reduced in size since the previous report. Fewer areas of impact are identified in this study due to the changes in the traffic forecasts.]* As described below many, but not all, of the impacted areas can be mitigated with a soundwall. The measure below recommends that the City establish a fair share plan, similar to that employed for traffic mitigation, to collect fees and to install the needed soundwalls.

N-8. Provide Soundwalls As Mitigation. When processing future individual buildings under the World Logistics Center Specific Plan, as part of the City's approval process, the City shall require the Applicant to take the following three actions for each building prior to the issuance of certificate of occupancy for the requested development:

Action 1: Perform a building-specific noise study to ensure that the assumptions set forth in the FEIR prepared for the programmatic level entitlement remain valid. These procedure used to conduct these noise analyses shall be consistent with the noise analysis conducted in the programmatic FEIR and shall be used to impose building-specific mitigation on the individually-proposed buildings.

Action 2: If the building-specific analyses identify that the proposed development triggers the need for mitigation from the proposed building, including all preceding developments in the specific plan area, the Applicant shall implement the mitigation identified in the WLC FEIR. Prior to implementing the mitigation, the Applicant shall send letters by registered mail to all property owners and non-owner occupants of properties that would benefit from the proposed mitigation asking them to provide a position either in favor of or in opposition to the proposed noise abatement mitigation within 45 days. Each property shall be entitled to one vote on behalf of owners and one vote per dwelling on behalf of non-owner occupants.

If more than 50% of the votes from responding benefited receptors oppose the abatement, the abatement will not be considered reasonable. Additionally, for noise abatement to be located on private property, 100% of owners of property upon which the abatement is to be placed must support the proposed abatement. In the case of proposed noise abatement on private property, no response from a property owner, after three attempts by registered mail, is considered a *no* vote.

At the completion of the vote at the end of the 45 day period, the Applicant shall provide the tentative results of the vote to all property owners by registered mail. During the next 15 calendar days following the date of the mailing, property owners may change their vote. Following the 15-day period, the results of the vote will be finalized and made public.

Action 3: Upon consent from benefited receptors and property owners, the Applicant shall post a bond for the cost of the construction of the necessary mitigation as estimated by the City Engineer to ensure completion of the mitigation. The certificate of occupancy permits shall be issued upon posting of the bond or demonstration that 50% of the votes from responding benefited receptors oppose the abatement or, if the abatement is located on private property, any property owners oppose the abatement.

Mitigation is considered for each of the 19 areas identified in Section 2.3.1 and is discussed below. (Some contiguous roadway segments are grouped into one discussion.) In general mitigation by way of a soundwall is not feasible for certain types of cases. Where homes front onto a street a soundwall will not be effective. The driveway will cause a large gap in the soundwall making it ineffective. It should also be noted that for homes facing a roadway, the homes will usually have a backyard space on the rear side of the home that will be protected from noise since the house acts as a large noise barrier. These rear yards will experience noise levels less than 65 CNEL. A second case that is usually considered infeasible is an isolated single family that is not adjacent to any other lots with houses. A soundwall would have to extend across their property and onto adjacent lots to be effective. Otherwise the noise will wrap around the ends of the soundwall. Generally it is not feasible to construct a soundwall on

adjacent undeveloped parcels, and therefore, this case is also considered infeasible. A discussion of the feasibility of mitigation for each area is presented below.

Cactus Avenue from Redlands Boulevard to Cactus Avenue Extension (50). This area is a small group of single-family homes along Cactus Avenue between the future Cactus Avenue Extension (Street D) and Redlands Boulevard. A significant noise increase is projected for all studies. Currently there is no soundwall along these homes. The homes along Cactus Avenue are elevated above the roadway. A soundwall will need to be located at the top of the slope along the residents rear yards. At the top of slope the residents currently have wrought iron fencing. The wrought iron fencing would need to be replaced with a masonry wall or retrofitted with a glass barrier. The walls would need to be 6 feet tall with respect to the rear yard. Roughly 1,000 feet of barrier would need to be provided depending on where Cactus Avenue Extension intersects Cactus Avenue. With the retrofit the noise levels would drop at least 5 dB, with the resultant noise levels around 63 CNEL in rear yard areas. A new 6 foot high wall at the top of slope for the existing residences that are on the south side of Cactus Avenue between Cactus Avenue Extension and Redlands Boulevard is needed for mitigation. The 6 foot wall will need to extend roughly 1,000 feet. Prior to the opening of Cactus Avenue Extension, the soundwall should be in place.

Cactus Avenue West of Redlands Boulevard (32). This area shows noise increases ranging from 1.5 dB to 5.1 dB depending on the study year. Only the 2035 case results in a significant noise increase. Single-family residences back up to this street with rear yards facing Cactus Avenue. Soundwalls are located along the residences that are approximately 6 foot high. Rear yard areas are approximately 60 feet from the centerline of the roadway. In 2035, the noise levels projected for the yard area, including the effects of the soundwall, will be 66.2 CNEL which will be above the City standard of 65 CNEL. The significant impact is creating noise levels above the noise standard. It will be necessary to increase the height of the existing residential block wall, or to remove and replace the wall to lower the increase in project generated noise. The final wall height needs to be approximately 8 feet. (Calculations should be done specifically for this area when the measure is implemented.) With an approximately 8 foot noise barrier in place the noise impacts will be mitigated to less than significant. The impacted area extends from Redlands Boulevard to Moreno Beach Drive, and this entire area would need to be mitigated.

Gilman Springs Road between Eucalyptus Avenue and Street C (30) and Jack Rabbit Trail and Bridge Street (190). There are three single-family homes scattered along these roadway segments. All of the houses are setback from the roadway, but none have soundwalls. As discussed above, homes that are widely separated from other homes cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

Ironwood Avenue between Redlands Boulevard and Highland Boulevard (36). A significant noise increase is projected for 2012 on this roadway link. In 2035, the noise level will be 60.8 CNEL. There are two single-family homes that front onto Ironwood Avenue. There are also two churches along this roadway, however, the churches are setback from the roadway far enough that no significant impacts will occur. Although the noise levels remain below the

City's 65 CNEL standard, the noise levels will increase substantially above those without the project. As discussed above, homes that front onto a street cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

John F. Kennedy Drive South of Cactus Avenue (9). The homes along John F. Kennedy Drive south of Cactus Avenue will experience significant noise increases for all four studies. Similar to the area along Cactus Avenue, this noise increase will be due to cars and light trucks, and not heavy trucks. The homes along the west side of the roadway are generally lower than the adjacent roadway have a roughly 6 foot soundwall. The homes on the east side of the roadway do not have any soundwalls and are elevated with respect to the roadway. Rear yards areas on both sides of the street generally are in the range of 60 to 90 feet from the centerline of the roadway. Without any sound barrier exterior noise levels at the residences along John F. Kennedy Drive will be 67.5 CNEL. The residential noise criteria for traffic noise is 65 CNEL. The homes on the west side of the roadway have soundwalls and slope conditions that will reduce noise levels 6 to 10 dB, putting these homes well under the City criteria. Homes on the west side of the street will not be impacted. Homes on the east side of the street do not have soundwalls, and there will be a significant impact unless adequately mitigated.

The homes on the east side of John F. Kennedy Drive are elevated with respect to the road. Their rear yard area sits above the roadway, so there is a slope going up to their yards. At the top of slope the residents have wrought iron fencing. The wrought iron fencing would need to be replaced with a masonry wall or retrofitted with a glass barrier. The walls would need to 6 feet tall with respect to the rear yard. Roughly 5,000 feet of barrier would need to be provided. With the retrofit the noise levels would drop at least 5 dB, with the resultant noise levels around 62.5 CNEL in rear yard areas. A new 6 foot high wall at the top of slope for the existing residences that are on the east side of John F. Kennedy Drive between Cactus Avenue and Bay Hill Drive will be needed for mitigation. The 6 foot wall will need to extend roughly 5,000 feet.

Locust Avenue between Moreno Beach Drive and Smiley Boulevard (54). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 1.5 dB increase raising the noise level up to 66.9 CNEL. There are three single-family homes along this roadway and they front onto the roadway. As discussed above, homes that front onto a street cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

Redlands Boulevard from Eucalyptus Avenue to State Route 60 (13). The noise analysis shows significant noise increases along this roadway segment for the 2012 and 2035 cases. There are scattered homes in this area that either face Redlands Boulevard (actually on Shubert Street) or are on Redlands Boulevard. As discussed above, homes that front onto a street cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

Redlands Boulevard from State Route 60 to San Timoteo Canyon Road (35, 42). The noise analysis shows significant noise increases along this roadway segment for the 2012 and 2035 cases. The increases in noise are around 2 dB with a resultant noise level in the 71 CNEL range. There are 28 homes along this roadway that would be affected. The single-family homes are

scattered and generally front the roadway. As discussed above, homes that front onto a street cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road to Redlands Boulevard (177, 179). The noise analysis shows a significant impact in the existing (2012) to existing plus project comparison. The noise increases by a little over 3 dB with resultant noise levels in the 65 to 66 CNEL range. There are four scattered residences along the roadway that would be impacted. As discussed above, homes that are scattered cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

Theodore Street from State Route 60 to Highland Boulevard (38). The noise analysis indicates that the project will cause a 1.2 dB increase in the year 2035 with a resulting noise level of 66.3 CNEL. There are 4 homes on Theodore Street that front onto the roadway. As discussed above, homes that front onto a street cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

Street A from Eucalyptus Avenue to Street F; Street E north of Alessandro Boulevard; and Street F east of Street A (2, 4, 19). There are three groups of homes that may remain within the project area. The analysis shows significant noise increases for all four cases. The project would rezone these residences as Light Logistics, but the residences may remain for some time. The Light Logistics use is not sensitive to noise. However, the existing residences, as long as they remain, must be considered as a sensitive land use. The first homes are east of Redlands Boulevard north of the intersection with Brodiaea Avenue. Street E will be constructed west of these homes. It is likely that there will be intervening buildings and that the distance from Street E will be so great that these homes will not experience significant noise from public roadways.

The second group of homes is on the east side of Street A (Theodore Street) midway between the future Street B and Street F. There are two homes in this area. Their noise environment will be changed significantly. The exact alignment of the roadway is to be determined. The noise levels at these homes would be unacceptable to the residents, and a significant impact would occur.

The third area is a single home and lies east of Street A and along Street F. Currently there is essentially no traffic on this street. There is one residence in this area. Since this home will experience a substantial noise increase, this is considered a significant impact.

All of these homes will either front onto the roadway or are scattered. As discussed above homes that front onto a street or scattered homes cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

Cactus Avenue Extension (Street D) from Street E to Cactus Avenue (8). Cactus Avenue Extension, as shown in the Specific Plan, will come down the western side of the project parallel to Merwin Street and roughly 1,250 feet from Merwin Street. It then merges with Cactus Avenue traveling to the west until Redlands Boulevard. A specific alignment has not been determined for this roadway. There would be essentially no heavy trucks using this roadway. There are approximately 14 homes that side-on to Merwin Street that could be affected by traffic

on Cactus Avenue Extension. There are no soundwalls along these homes. The noise forecast shows that the 65 CNEL contour will lie 114 feet from the centerline of Cactus Avenue Extension. If the centerline of Cactus Avenue Extension is located closer than 114 feet to the residences, then a significant impact would occur. Outdoor living spaces for homes along Merwin Street would experience noise levels greater than 65 CNEL, and this would not be consistent with City criteria. Due to the distance from the currently envisioned between Merwin Street and Cactus Avenue Extension, it is most likely that no soundwall will be needed. If a soundwall was needed, a preliminary estimate indicates that the soundwall along Cactus Avenue Extension would need to be roughly 2,000 feet. The following mitigation strategy could be used:

> *Locate the centerline of Cactus Avenue Extension (Street D) no closer than 114 feet to the residential property lines along Merwin Street. (Locating the roadway more than 114 feet from the residences is the most likely alternative.) An alternative is to locate the roadway closer to the residences and provide a soundwall along* Cactus Avenue Extension. *The soundwall location and height should be determined by a Registered Engineer, and the soundwall shall be designed to reduce noise levels to less than 65 CNEL at the residences. The Engineer shall provide calculations and supporting information in a report that will be required to be submitted and approved by the City prior to issuing permits to construct the road.*

State Route 60 from Pigeon Pass Road to Perris Boulevard (29, 30). This area will only have a substantial noise increase in the 2012 case. The noise levels are projected to increase by 1.5 to 1.7 dB in this area with resultant noise levels in the 66.9 to 68.0 CNEL range. All residential areas along this stretch of freeway have soundwalls in place. It is not feasible to modify the existing residential block wall to lower the increase in project generated noise because block walls are designed for the height that they are built. It is also infeasible for the Lead Agency to demolish the existing walls on private property and build new ones of increased height so that the noise level increases are lowered. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

State Route 60 from Perris Boulevard to Nason Street (31). The area along the freeway is only projected to have a significant noise increase for the 2022 case. The noise level will go up by 1.6 dB with the project up to a level of 67.2 CNEL. There is a soundwall in place for residences in this area. The existing residential block wall will need to be modified, or removed and replaced to lower the noise levels to acceptable levels.

State Route 60 from Moreno Beach Drive to Redlands Boulevard (33). A significant increase is shown for the existing case and for 2035. There are soundwalls in place for all residences in this area. Noise levels will reach 67.1 CNEL by 2035. It is not feasible to modify the existing residential block wall to lower the increase in project generated noise because block walls are designed for the height that they are built. It is also infeasible for the Lead Agency to demolish the existing walls on private property and build new ones of increased height so that the noise level increases are lowered. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

State Route 60 from Redlands Boulevard to Theodore Street (34). A substantial noise increase is identified for this roadway for the existing case only. The resultant noise level will be 63.5 CNEL with an increase due to the project of 3.4 dB. No soundwalls are present in this area. The residential area is setback from the freeway and is clustered along Redlands Boulevard north of the freeway. Although the projected noise levels are less than the City criteria of 65 CNEL, and the impact only occurs for the existing compared to the existing plus project case, it is still considered an impact based on the significance thresholds being employed. The soundwall would need to be 6 feet tall with respect to the rear yard. Roughly 580 feet of barrier would need to be provided as shown in Exhibit 18. With the soundwall the noise levels would drop at least 5 dB, with the resultant noise levels around 59 CNEL in rear yard areas. A new 6 foot high wall is needed for mitigation as shown in Exhibit 18. The 6 foot wall will need to extend roughly 580 feet.

Exhibit 18

Potential Soundwall Along SR-60

Mestre Greve Associates
Division of Landrum & Brown

Use of Specialty Asphalts for Noise Reduction. The use of rubberized asphalts and other asphalts received considerable attention for reducing noise levels along roadways instead of the use of soundwalls. The City may want to monitor the use of quieter asphalts as the soundwall fee plan progress. Although, rubberized asphalt is not widely accepted for mitigation, the science is progressing and it may be a more cost-effective mitigation solution in future years. Early studies indicated that the effectiveness of alternate asphalts may have a short span of effectiveness. However, two studies were released last year that shed additional light on the potential for noise reduction.

The first study is the "I-80 Davis OGAC Pavement Noise Study, Traffic Noise Levels Associated With Aging Open Grade Asphalt Concrete Overlay," (by Illingworth and Rodkin, Inc., for the California Department of Transportation, May 13, 2011). Two asphalt types were used for this study; an open grade asphalt concrete (OGAC) pavement overlay and an aged dense graded asphalt concrete (DGAC). The OGAC pavement resulted in noise levels that were about 6 to 7 dBA below those measured for the baseline DGAC pavement. This is roughly equivalent to the noise reduction achieved with an 8 foot high noise barrier. The OGAC has continued to maintain its acoustical characteristics and performance after a period of 10 years with only a slight 1.5 dB loss in performance.

The second study, which was also sponsored by Caltrans, is the "Eight Year Evaluation of the Noise Performance of the Caltrans Asphalt Research Pavements on LA 138," (by Illingworth & Rodkin, Inc., May 2, 2011. This study compared five pavements; dense grade asphalt concrete (DGAC), two overlay sections of open graded asphalt (OGAC) (75 mm in thickness and 30 mm in thickness), a rubberized asphalt concrete open graded Type O pavement (RAC(O)), and a bonded wearing course (BWC). Initially the both of the OGAC and the RAC(O) were about 4 dB quieter than the DGAC. The BWC was only about 1 dB quieter. Over 6 years the noise levels generated by the DGAC have remained fairly constant. However, the OGACs and RAC(O) have steadily increased in noise levels. After 6 years the OGACs and the RAC(O) are all about 1 to 2 dB quieter than the DGAC.

Caltrans has not used specialty asphalt for mitigation on their projects. The Federal Highway Administration has also not allowed the use of specialty asphalts for mitigation. However, the research to date does show that noise levels can be reduced by 4 to 7 dB in the early years. Any program that uses a specialty asphalt for mitigation should be monitored, at least on an annual basis, to confirm its continual effectiveness. Once the noise benefits of the specialty asphalt is lost, the road will need to be repaved to restore its noise mitigation properties.

3.2.2 Cumulative Traffic Noise Impacts

The analysis presented in Section 2.3.2 shows that the project will result in significant cumulative traffic noise impacts. Thirty (30) areas were identified that could have significant cumulative impacts unless properly mitigated. Exhibit 19 lists all 30 links and identifies if there is an existing soundwall or not in the fourth column. Column 5 identifies the 2035 CNEL noise level with the project. The next column identifies whether this area was also identified as an area directly impacted by the project in which case it would have been discussed in more depth in Section 2.3.1 and Section 3.2.1. Column 7 identifies whether mitigation is feasible and either why mitigation is not feasible or what the appropriate mitigation will be. The final column identifies whether there will be an unavoidable adverse impact or not. Twenty-three (23) areas are identified as having a significant cumulative impact as identified by a "Yes" in the final column.

Mitigation may not be feasible for many locations due to homes fronting the roadway or homes that are isolated (see Section 3.2.1 for a more detailed discussion). One additional location, that was not impacted directly due to the project, can be mitigated with soundwalls. The area that would eliminate the cumulative noise impacts would be Iris Avenue from Nason Street to Oliver Street. Six (6) foot walls are recommended for this area. Approximately 3,000 feet of soundwall would be needed along Iris Avenue. Cumulative impacts typically not fully realized until the out years of the project. Therefore, construction of the soundwalls is not required until 2022.

N-9. Include cumulative impacted areas in soundwall mitigation program. Include the residential areas identified above in the fee plan for soundwall mitigation identified in Mitigation Measures N-9 and N-10.

3.2.3 On-Site Warehousing Activities

The following mitigation measure is designed to eliminate noise impacts on residential areas due to warehousing activities.

N-10. Maintain buffer with soundwall at residential/warehousing interface. To keep the noise levels at nearby residential areas less than typical ambient conditions, the warehousing property line should be located a minimum of 250 feet from residential property lines, and a 12 foot noise barrier should be located along the perimeter of the property that faces any residential areas. The 12 foot noise barrier may be a soundwall, berm, or combination of the two. The height should be measured relative to the pad of the warehouse. This requirement should be implemented anytime residential areas are within 600 feet of the warehousing property line to insure that a noise level of 45 dBA (Leq) will not be exceeded at the residential zone.

This requirement is consistent with Item 10 of Municipal Code Section 9.16.160 Business park/industrial that states, "All manufacturing and industrial uses adjacent to residential land uses shall include a buffer zone and/or noise attenuation wall to reduce outside noise levels."

ID	Arterial	From	Existing Soundwall?	CNEL With Project	Project Impact?	Mitigation Feasible?	Adverse Impact?
32	Cactus Ave	west of Redlands Blvd	Yes	66.2	Yes	Yes, modify existing soundwall	No
50	Cactus Ave	Redlands Blvd to Street D	No	69.2	Yes	Yes, construct soundwall	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	67.1	No	No, homes front on street	Yes
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	57.6	Yes	No, homes widely separated	Yes
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	67.5	Yes	No, homes widely separated	Yes
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	65.2	No	No, homes widely separated	Yes
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	77.1	Yes	No, homes widely separated	Yes
73	Iris Ave	Nason St to Oliver St	No	66.6	No	Yes, construct 3000' of new soundwall	No
162	Iris Ave	Kitching St to Lasselle St	Yes	64.1	No	No, existing soundwall cannot be modified	Yes
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	60.8	Yes	No, existing soundwall cannot be modified	Yes
9	John F Kennedy Dr	south of Cactus Ave	No	67.5	Yes	Yes, construct soundwall	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	Yes	66.9	Yes	No, homes front on street	Yes
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	62.9	No	No, homes front on street	Yes
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	65.1	No	Yes, construct soundwall	No
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	67.4	Yes	No, homes front on street	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	71.0	Yes	No, homes front on street	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	70.9	Yes	No, homes front on street	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	66.2	Yes	No, homes widely separated	Yes
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	66.7	Yes	No, homes widely separated	Yes
2	Street A	Eucalyptus Ave to Street F	No	73.1	Yes	No, on-site home(s) front on roadway	Yes
8	Street D	Street E to Cactus Ave	No	70.6	Yes	Yes, setback or construct soundwall	No
4	Street E	north of Alessandro Blvd	No	65.7	Yes	No, on-site home(s) front on roadway	Yes
19	Street F	east of Street A	No	69.1	Yes	No, on-site home(s) front on roadway	Yes
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	58.2	No	No, homes front on street	Yes
38	Theodore St	State Route 60 to Highland Blvd	No	66.3	Yes	No, homes front on street	Yes
FREEWAYS							
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	68.6	Yes	No, existing soundwall cannot be modified	Yes
30	SR-60	Heacock St to Perris Blvd	Yes	67.7	Yes	No, existing soundwall cannot be modified	Yes
31	SR-60	Perris Blvd to Nason St	Yes	67.8	No	No, existing soundwall cannot be modified	Yes
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	67.1	Yes	No, existing soundwall cannot be modified	Yes
34	SR-60	Redlands Blvd to Theodore St	No	65.1	Yes	Yes, construct soundwall	No

Exhibit 19

Cumulative Noise Mitigation Feasibility

3.3 Long Term On-Site Impacts

The analysis presented in Section 2.4.2 showed that neither the operation of the SDG&E Compressor Station nor the blow-down events from that facility generate noise levels that will significantly impact the proposed project. However, noise generated by SCG blow-down events has the potential to cause permanent hearing loss in persons within 1,300 feet of SCG blow-down points. This is a significant impact and mitigation is required.

The SCG blow-down equipment does not currently utilizer a silencer system. However, SCG does have silencers that reduce noise that will be fitted for planned and most un-planned blow-down events. The reduction provided by the SCG silencers is not known at this time. However, the silencers seem to be effective given the anecdotal information that they tend to eliminate residential complaints during blow-down events.

With a silencer system providing 40 dB of noise reduction, blow-down noise levels would be less than 102 dBA approximately 30 feet from the blow-down point which is within the fence line of these facilities. One hundred and two (102) dBA is the noise level that could be experienced for up to 90 minutes without causing permanent hearing loss. Therefore, while occupants of the project in the vicinity of the SCG facilities would be subject to high noise levels during these infrequent noise events, they would not be subject to any permanent hearing damage. Exhibit 20 presents the Lmax noise contours when the SCG blow-downs are mitigated with silencers. Highland Fairview has reportedly agreed to provide silencers on the SCG blowdown equipment at the two blow-down locations.

N-11. Develop blow-down event plan. The project applicant shall provide to the City a written agreement with SCG to provide silencers on the two blow-down locations. The agreement should be provided to the City and the silencers installed prior to the issuance of any building permits for parcels within 1,300 feet of the SCG blow-down points.

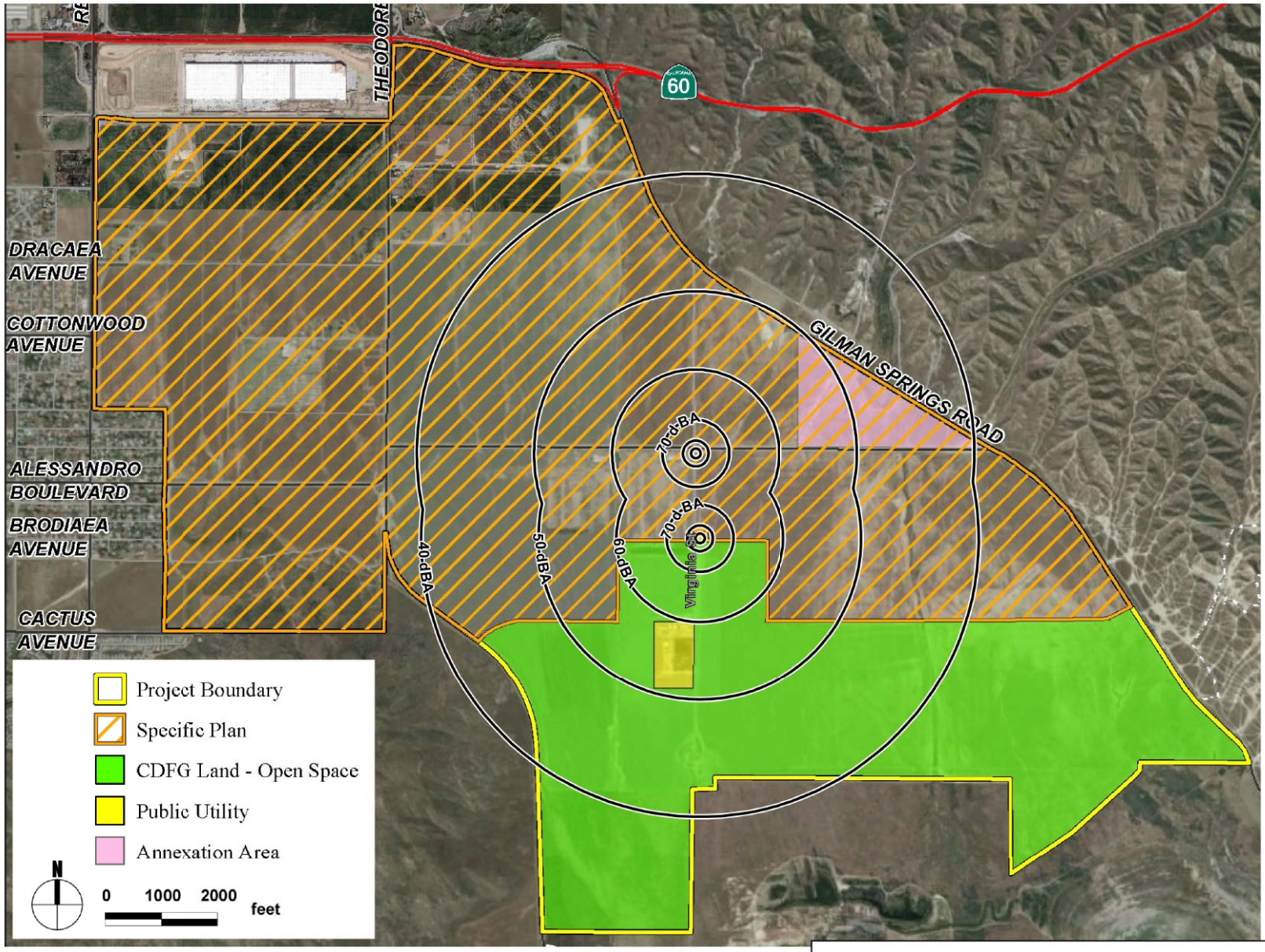

Exhibit 20

Mitigated Lmax Levels for SCG Blow-Down

Mestre Greve Associates
Division of Landrum & Brown

4.0 UNAVOIDABLE SIGNIFICANT IMPACTS

The mitigation measures described above will mitigate impacts to some extent, but the following significant impacts will remain.

1. On-site construction noise may still exceed 60 dBA (Leq) for residences within 500 feet of the construction zone during daytime hours.
2. Short term (i.e., less than 1 month) off-site construction may cause noise levels to exceed 60 dBA (Leq) during daytime hours at residences within 500 to 900 feet. This impact could only occur during non-holiday weekdays. Off-site construction noise impacts would not occur during nighttime, weekends, and City holidays.
3. Longer term (i.e., 1 month or more) off-site construction could potentially impact residences within 160 to 300 feet. Residences in this zone may experience noise levels greater than 60 dBA (Leq). No off-site construction noise impacts would occur during nighttime, weekends, and City holidays.
4. Significant traffic noise impacts due to the project will occur in the following areas:
    a. Gilman Springs Road between Eucalyptus Avenue and Street C (30) and Jack Rabbit Trail and Bridge Street (190)
    b. Ironwood Avenue between Redlands Boulevard and Highland Boulevard (36)
    c. Locust Avenue between Moreno Beach Drive and Smiley Boulevard (54)
    d. Redlands Boulevard from Eucalyptus Avenue to State Route 60 (13)
    e. Redlands Boulevard from State Route 60 to San Timoteo Canyon Road (35, 42)
    f. San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road to Redlands Boulevard (177, 179)
    g. Theodore Street from State Route 60 to Highland Boulevard (38)
    h. Street A from Eucalyptus Avenue to Street F; Street E north of Alessandro Boulevard; and Street F east of Street A (2, 4, 19).
    i. State Route 60 from Pigeon Pass Road to Perris Boulevard (29, 30)
    j. State Route 60 from Moreno Beach Drive to Redlands Boulevard (33)
5. Significant cumulative traffic noise impacts with the project substantially contributing that cannot be adequately mitigated will occur along 36 roadway links. The links have been identified previously in Exhibit 19.

Appendix

Traffic Noise Calculation Sheets

and

SDG&E and SCG Facilities Noise Impact Assessment

Existing Noise Levels

ID	Arterial	From	To	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	1,876	40	130	45	0	0	59.6	55.0	10	21	46	100
2	Street A	Eucalyptus Ave	Street F	610	13	18	45	0	0	54.5	49.9	4	9	21	45
3	Street E	west of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
4	Street E	north of Alessandro Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
5	Street E	Street D	Street A	2,500	18	19	45	0	0	60.0	55.4	10	22	49	106
6	Street A	Street F	Street C	610	13	18	45	0	0	54.5	49.9	4	9	21	45
7	Street A	south of Street C	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
8	Street D	Street E	Cactus Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
9	John F Kennedy Dr	south of Cactus Ave	0	5,588	12	0	45	0	0	63.4	58.7	17	38	82	177
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	6,729	4	53	45	0	0	64.1	59.5	19	43	92	199
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	6,729	4	53	45	0	0	64.1	59.5	19	43	92	199
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	7,267	7	64	45	0	0	64.5	59.9	21	45	97	210
13	Redlands Blvd	State Route 60	Eucalyptus Ave	7,267	7	64	45	0	0	64.5	59.9	21	45	97	210
14	Eucalyptus Ave	east of Redlands Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
15	Eucalyptus Ave	west of Street A	0	1,161	9	169	45	0	0	58.3	53.6	8	17	37	81
18	Street B	east of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
18a	Street B	west of Gilman Springs Rd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
19	Street F	east of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
20	Street F	north of Street C	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
21	Street C	east of Street A	0	1,890	5	1	45	0	0	58.7	54.0	8	18	40	86
22	Street C	west of Street F	0	1,890	5	1	45	0	0	58.7	54.0	8	18	40	86
23	Street F	Street C	Street G	0	0	0	45	0	0	0.0	0.0	0	0	0	0
24	Street C	Street F	Street H	1,890	5	1	45	0	0	58.7	54.0	8	18	40	86
25	Street C	Street H	Gilman Springs Rd	2,490	0	0	45	0	0	59.8	55.2	10	22	47	102
26	Street H	Street C	Street G	0	0	0	45	0	0	0.0	0.0	0	0	0	0
27	Street G	east of Street H	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
28	Street G	Street F	Street H	0	0	0	45	0	0	0.0	0.0	0	0	0	0
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	11,618	39	316	45	0	0	66.6	62.0	29	63	136	293
30	Gilman Springs Rd	Eucalyptus Ave	Street C	11,618	39	316	45	0	0	66.6	62.0	29	63	136	293
31	Gilman Springs Rd	south of Street C	0	13,919	40	448	45	0	0	67.4	62.8	33	71	154	331
32	Cactus Ave	west of Redlands Blvd	0	2,962	6	6	45	0	0	60.6	56.0	11	25	53	116
33	Alessandro Blvd	west of Redlands Blvd	0	3,871	0	6	45	0	0	61.7	57.1	13	29	63	137
35	Redlands Blvd	Ironwood Ave	State Route 60	13,405	12	41	55	0	0	69.6	65.0	46	100	215	464
36	Ironwood Ave	Redlands Blvd	Highland Blvd	437	0	0	35	0	0	49.1	44.5	1	4	9	19
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	8,035	0	24	45	0	0	64.9	60.2	22	48	103	223
38	Theodore St	State Route 60	Highland Blvd	562	15	194	45	0	0	58.6	53.9	8	18	39	84
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	15,066	3	12	55	0	0	70.1	65.5	50	107	232	500
43	Moreno Beach Dr	Alessandro Blvd	SR 60	19,098	12	59	45	0	0	68.6	64.0	39	86	185	399
46	Moreno Beach Dr	State Route 60	Ironwood Ave	10,143	0	47	45	0	0	65.9	61.3	26	56	121	261
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	3,670	24	12	45	6	0	55.7	51.0	5	11	25	54
48	Alessandro Blvd	Lasselle St	Morrison St	8,785	12	395	45	6	0	59.5	54.9	9	21	45	97
50	Cactus Ave	Redlands Blvd	Street D	469	1	2	45	0	0	52.6	48.0	3	7	15	34

ID	Arterial	From	To	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	13,629	0	18	45	6	0	61.2	56.5	12	27	58	126
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	13,257	6	6	35	6	0	57.9	53.3	7	16	35	77
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	2,313	0	12	45	6	0	53.5	48.8	3	8	18	38
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	106	0	0	35	0	0	42.9	38.3	0	1	3	7
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	991	0	0	45	0	0	55.8	51.2	5	11	25	55
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	1,871	0	0	35	0	0	55.4	50.8	5	11	24	52
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	5,558	0	0	45	0	0	63.3	58.6	17	37	81	175
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	12,862	0	71	45			66.9	62.3	30	66	142	306
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	2,620	12	0	45			60.1	55.5	10	23	50	108
60	SR 60 WB Ramps	east of Redlands Blvd	0	4,685	12	12	45			62.6	58.0	15	34	73	158
61	SR 60 EB Ramps	west of Redlands Blvd	0	5,948	0	12	45			63.6	58.9	18	39	85	183
62	Fir Ave	Quincy Dr	Redlands Blvd	0	0	0	45			0.0	0.0	0	0	0	0
65	Alessandro Blvd	Nason St	Oliver St	7,411	6	0	45			64.5	59.9	21	45	98	212
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	6,455	0	0	45			63.9	59.3	19	41	89	193
67	Oliver St	Alessandro Blvd	Cactus Ave	1,434	0	0	35			54.2	49.6	4	9	20	43
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	15,446	6	35	45			67.7	63.1	34	74	160	346
69	Cactus Ave	Nason St	Oliver St	7,174	12	4	45			64.4	59.8	20	45	97	209
70	Cactus Ave	Oliver St	Moreno Beach Dr	6,938	6	0	45	6		58.3	53.6	8	17	37	81
71	Oliver St	Cactus Ave	John F Kennedy Dr	4,921	0	0	45			62.7	58.1	16	34	74	161
72	Oliver St	John F Kennedy Dr	Iris Ave	3,281	0	0	45			61.0	56.4	12	26	57	123
73	Iris Ave	Nason St	Oliver St	15,010	12	0	45			67.6	63.0	34	73	158	340
74	Heacock St	Manzanita Ave	Ironwood Ave	21,193	0	12	45			69.1	64.5	42	92	198	427
75	Ironwood Ave	Graham St	Heacock St	14,254	12	0	45			67.4	62.8	32	70	152	329
76	Ironwood Ave	Heacock St	Indian Ave	11,363	0	0	45			66.4	61.8	28	60	130	282
77	Heacock St	Ironwood Ave	Hemlock Ave	22,409	12	12	45			69.3	64.7	44	95	206	444
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	26,337	24	0	45			70.1	65.4	49	106	230	495
81	SR 60 WB Ramps	west of Heacock St	0	18,644	0	71	45			68.5	63.9	39	84	182	392
82	SR 60 WB Ramps	east of Heacock St	0	7,222	24	47	45			64.5	59.9	21	45	98	211
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	27,128	18	30	45			70.2	65.6	50	108	234	505
85	SR 60 WB Onramp	west of Perris Blvd	0	17,771	0	47	45			68.3	63.7	38	81	176	380
86	SR 60 WB Offramp	east of Perris Blvd	0	5,900	0	0	45			63.5	58.9	18	39	84	182
87	Eucalyptus Ave	Indian St	Perris Blvd	5,110	0	0	45			62.9	58.3	16	35	76	165
88	Eucalyptus Ave	Perris Blvd	Kitching St	6,396	0	12	45			63.9	59.3	19	41	89	192
95	W 6th St	I-10	N California Ave	10,301	12	24	45			66.0	61.4	26	57	123	265
96	N California Ave	W 6th St	E 8th St	1,593	0	0	45			57.8	53.2	7	16	35	76
97	E 6th St	N California Ave	Beaumont Ave	7,676	24	6	45			64.8	60.1	22	47	102	220
98	N California Ave	W 6th St	I-10	5,912	0	24	45			63.5	58.9	18	39	84	182
99	Beaumont Ave	E 6th St	E 8th St	10,667	24	35	45			66.2	61.5	27	58	126	273
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,387	12	35	45			64.6	59.9	21	45	99	213
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	35,058	30	30	45			71.3	66.7	59	129	278	599
102	I-215 SB Ramps	south of Alessandro Blvd	0	12,366	24	0	45			66.8	62.2	30	64	139	300
103	I-215 NB Ramps	north of Alessandro Blvd	0	14,089	47	142	45			67.4	62.8	33	71	153	331
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	25,376	12	136	45			69.9	65.3	48	104	224	483

ID	Arterial	From	To	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
105	I-215 SB Ramps	south of Alessandro Blvd	0	11,375	0	47	45			66.4	61.8	28	60	131	282
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	6,726	0	24	45			64.1	59.5	19	42	92	198
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	22,862	12	118	45			69.4	64.8	45	97	209	450
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	1,398	6	77	45			57.8	53.1	7	16	34	75
109	Day St	Cottonwood Ave	Alessandro Blvd	1,758	0	0	35			55.1	50.5	5	10	23	50
110	Alessandro Blvd	Day St	Elsworth St	23,813	24	59	45			69.6	65.0	46	99	215	463
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	7,552	12	0	35			61.5	56.9	13	28	62	133
112	Alessandro Blvd	Elsworth St	Frederick St	25,789	24	65	45			70.0	65.3	48	105	227	489
113	Elsworth St	Alessandro Blvd	Cactus Ave	7,222	0	35	45			64.4	59.8	20	44	96	208
114	Frederick St	Cottonwood Ave	Alessandro Blvd	16,426	0	12	45			68.0	63.4	36	77	167	360
115	Alessandro Blvd	Frederick St	Graham St	27,848	24	41	45			70.3	65.7	51	110	238	514
116	Frederick St	Alessandro Blvd	Cactus Ave	9,257	0	12	45			65.5	60.9	24	53	114	246
117	Graham St	Cottonwood Ave	Alessandro Blvd	6,985	0	12	45			64.3	59.6	20	43	94	203
118	Alessandro Blvd	Graham St	Heacock St	26,880	24	12	45			70.1	65.5	50	108	233	502
119	Graham St	Alessandro Blvd	Cactus Ave	6,697	0	35	45			64.1	59.5	19	42	92	198
120	Heacock St	Cottonwood Ave	Alessandro Blvd	14,974	24	0	45			67.6	63.0	34	73	158	341
121	Alessandro Blvd	Heacock St	Indian St	23,860	24	53	45			69.6	65.0	46	100	215	464
122	Heacock St	Alessandro Blvd	Cactus Ave	11,458	18	12	45	6		60.5	55.8	11	24	52	113
123	Indian St	Cottonwood Ave	Alessandro Blvd	12,036	24	47	45			66.7	62.1	29	63	137	295
124	Alessandro Blvd	Indian St	Perris Blvd	23,405	59	47	45			69.6	65.0	46	99	214	461
125	Indian St	Alessandro Blvd	Cactus Ave	10,449	12	24	45	6		60.0	55.4	10	22	49	106
126	Alessandro Blvd	Perris Blvd	Kitching St	17,488	30	18	45			68.3	63.7	37	81	175	378
127	Perris Blvd	Alessandro Blvd	Cactus Ave	19,523	59	12	45	6		62.8	58.2	16	35	75	163
128	Kitching St	Cottonwood Ave	Alessandro Blvd	7,434	0	12	45			64.5	59.9	21	45	98	212
129	Alessandro Blvd	Kitching St	Lasselle St	12,160	0	59	45			66.7	62.1	29	63	137	295
130	Kitching St	Alessandro Blvd	Cactus Ave	7,092	0	0	45	6		58.3	53.7	8	17	38	81
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	7,410	0	12	45			64.5	59.9	21	45	98	212
133	Lasselle St	Alessandro Blvd	Cactus Ave	11,971	0	94	45			66.6	62.0	29	62	135	292
134	Morrison St	Cottonwood Ave	Alessandro Blvd	2,088	0	0	45			59.0	54.4	9	19	42	91
135	Alessandro Blvd	Morrison St	Nason St	8,077	18	277	50	6		60.4	55.7	11	24	51	112
136	Nason St	Cottonwood Ave	Alessandro Blvd	8,083	0	0	45			64.9	60.3	22	48	104	224
137	Nason St	Alessandro Blvd	Cactus Ave	7,918	6	0	45			64.8	60.2	22	47	103	222
138	I-215 SB Ramps	north of Cactus Ave	0	968	24	47	45			56.7	52.1	6	13	29	64
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	6,077	35	94	45			63.9	59.2	19	41	88	191
140	I-215 SB Ramps	south of Cactus Ave	0	18,668	47	24	45			68.6	64.0	39	85	184	397
141	Cactus Ave	I-215 NB Ramps	Elsworth St	23,243	27	192	45			69.5	64.9	45	98	212	457
142	I-215 NB Ramps	south of Cactus Ave	0	1,298	0	71	45			57.3	52.7	7	15	32	70
143	Cactus Ave	Elsworth St	Frederick St	30,468	24	201	45			70.7	66.1	54	117	253	546
144	Cactus Ave	Frederick St	Graham St	33,666	71	148	45			71.2	66.5	58	126	272	587
145	Cactus Ave	Graham St	Heacock St	27,388	24	100	45			70.2	65.6	50	109	236	509
146	Riverside Dr	Cactus Ave	Meyer Dr	8,779	35	0	45			65.4	60.7	24	52	112	241
147	Cactus Ave	Heacock St	Indian St	17,293	0	30	45			68.2	63.6	37	80	173	373
148	Heacock St	Cactus Ave	John F Kennedy Dr	19,246	12	94	45	6		62.7	58.1	16	34	74	160

ID	Arterial	From	To	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
149	Cactus Ave	Indian St	Perris Blvd	15,606	0	18	45			67.8	63.1	34	75	161	348
150	Indian St	Cactus Ave	John F Kennedy Dr	9,192	0	12	45	6		59.5	54.8	9	21	45	97
151	Cactus Ave	Perris Blvd	Kitching St	15,175	0	0	45			67.6	63.0	34	73	158	341
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	16,709	35	30	45	6		62.1	57.5	14	31	68	146
153	Cactus Ave	Kitching St	Lasselle St	11,865	6	0	45			66.6	62.0	29	62	135	290
154	Kitching St	Cactus Ave	John F Kennedy Dr	8,307	0	0	35	6		55.9	51.2	5	12	26	56
155	Cactus Ave	Lasselle St	Morrison St	14,715	12	0	45			67.5	62.9	33	72	156	336
156	Lasselle St	Cactus Ave	John F Kennedy Dr	20,060	0	0	45			68.8	64.2	41	88	191	411
157	Cactus Ave	Morrison St	Nason St	10,195	12	0	45			65.9	61.3	26	56	122	263
158	E 6th St	Beaumont Ave	Pennsylvania Ave	9,935	35	12	45			65.9	61.3	26	56	121	261
159	Beaumont Ave	E 6th St	I-10	8,331	0	47	45			65.0	60.4	22	49	106	229
160	Kitching St	Gentian Ave	Iris Ave	5,558	0	12	45			63.3	58.6	17	37	81	175
161	Iris Ave	Perris Blvd	Kitching St	16,786	30	30	45	6		62.1	57.5	14	31	68	146
162	Iris Ave	Kitching St	Lasselle St	17,877	12	0	45	6		62.4	57.7	15	32	70	152
163	Kitching St	Iris Ave	Ivory Ave	13,689	0	0	45	6		61.2	56.6	12	27	58	127
164	Lasselle St	Gentian Ave	Iris Ave	19,529	0	0	45			68.7	64.1	40	87	187	404
165	Iris Ave	Lasselle St	Nason St	19,612	0	0	45	6		62.7	58.1	16	34	74	161
168	Krameria Ave	Perris Blvd	Lasselle St	6,750	18	0	45	6		58.2	53.6	8	17	37	80
169	Krameria Ave	Kitching St	Lasselle St	4,366	0	0	45			62.2	57.6	14	32	69	149
170	Kitching St	Krameria Ave	Lurin Ave	21,370	12	0	45	6		63.1	58.5	17	36	79	171
171	Lasselle St	Cahuilla Dr	Krameria Ave	17,741	0	0	45	6		62.3	57.7	15	32	70	151
172	Lasselle St	Krameria Ave	Arroyo Park Dr	6,832	0	12	45	6		58.2	53.5	7	17	37	79
173	Oleander Ave	Perris Blvd	Lasselle St	0	0	0	45			0.0	0.0	0	0	0	0
174	Oleander Ave	Lasselle St	Lake Perris Dr	0	0	0	45			0.0	0.0	0	0	0	0
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	11,948	0	12	45			66.6	62.0	29	62	135	291
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	3,386	0	12	45			61.1	56.5	12	27	58	125
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	14,036	0	6	45			67.3	62.7	32	69	150	324
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	2,030	0	0	45			58.9	54.3	8	19	41	89
181	Potrero Blvd	north of SR 60 WB Ramps	0	0	0	0	45			0.0	0.0	0	0	0	0
182	SR 60 WB Onramp	west of Potrero Blvd	0	0	0	0	45			0.0	0.0	0	0	0	0
183	SR 60 WB Offramp	east of Potrero Blvd	0	0	0	0	45			0.0	0.0	0	0	0	0
184	SR 60 EB Offramp	west of Potrero Blvd	0	0	0	0	45			0.0	0.0	0	0	0	0
185	SR 60 EB Onramp	east of Potrero Blvd	0	0	0	0	45			0.0	0.0	0	0	0	0
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	0	0	0	45			0.0	0.0	0	0	0	0
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	12,744	47	35	45			67.0	62.4	30	66	143	309
191	Gilman Springs Rd	Bridge St	Beaumont Ave	12,095	47	35	45			66.8	62.1	29	64	138	299
192	Bridge St	Gilman Springs Rd	Marvin Rd	1,097	0	24	45			56.3	51.7	6	13	28	60
194	Crescent Ave	West of Alessandro Rd	0	2,018	0	0	35			55.7	51.1	5	11	25	54
195	Crescent Ave	Alessandro Rd	Center St	5,983	0	0	45			63.6	59.0	18	39	85	183
196	Alessandro Rd	Crescent Ave	Sunset Dr	5,729	0	0	45			63.4	58.8	17	38	82	178
198	Sunset Dr	Crown St	Alessandro Rd	260	0	0	35			46.8	42.2	1	3	6	14
199	Sunset Dr	Alessandro Rd	Cameo Dr	460	0	0	35			49.3	44.7	2	4	9	20
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	5,758	0	0	45			63.4	58.8	17	38	83	179

ID	Arterial	From	To	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	18,667	0	0	45			68.5	63.9	39	84	182	392
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	272	0	0	45			50.2	45.5	2	5	10	23
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	18,656	0	0	35			65.4	60.8	24	52	112	242
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	7,116	0	0	35			61.2	56.6	12	27	59	127
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	43,125	12	8	45			72.2	67.6	68	148	318	687
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	14,101	0	0	45	6		61.3	56.7	12	27	60	129
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	49,943	12	6	45			72.8	68.2	75	163	351	757
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,608	0	0	45			66.1	61.5	26	58	125	269
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	11,210	0	0	45			66.3	61.7	27	60	129	279
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	389	0	0	35	6		42.6	38.0	0	1	3	7
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	2,502	0	0	45			59.8	55.2	10	22	47	102
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	48,159	8	4	45			72.6	68.0	73	159	343	739
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	3,434	0	0	45			61.2	56.6	12	27	58	126
229	Century Ave	Alessandro Blvd	Claridge Dr	1,333	0	0	45			57.1	52.4	6	14	31	67
230	Century Ave	Trafalgar Ave	Alessandro Blvd	1,003	0	0	45			55.8	51.2	5	12	25	55
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	34,904	59	71	45			71.3	66.7	60	129	278	600
232	Chicago Ave	Alessandro Blvd	Central Ave	28,745	9	18	45			70.4	65.8	52	112	243	524
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	50,540	31	31	45			72.9	68.3	76	164	354	764
236	Victoria Ave	Central Ave	Arlington Ave	6,950	24	0	45			64.3	59.7	20	44	95	206
237	Arlington Ave	Victoria Ave	Alessandro Blvd	34,639	30	30	45			71.2	66.6	59	128	276	595
238	Victoria Ave	Arlington Ave	Maude St	12,661	24	0	45			66.9	62.3	30	65	141	305
239	Arlington Ave	Maude St	Victoria Ave	30,246	12	6	45			70.6	66.0	54	116	251	542
240	Durango Rd	Laramie Rd	Arlington Ave	1,876	0	0	45			58.6	53.9	8	18	39	84
241	Horace St	Arlington Ave	Victoria Ave	3,835	0	0	45			61.7	57.0	13	29	63	136
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	32,930	0	16	45			71.0	66.4	57	123	266	573
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	10,667	6	0	45			66.1	61.5	27	58	125	271
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	17,559	0	0	45			68.3	63.6	37	81	174	376
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,745	0	71	45			69.0	64.4	42	90	195	421
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	15,682	12	12	45			67.8	63.2	35	75	162	350
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	35,141	12	24	45			71.3	66.7	59	129	278	599
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	2,207	0	0	35			56.1	51.5	5	12	27	58
252	Central Ave	Chicago Ave	Canyon Crest Dr	20,680	0	9	45			69.0	64.4	42	90	195	420
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	16,980	24	24	45			68.2	63.5	37	79	172	370
256	Canyon Crest Dr	Central Ave	Country Club Dr	17,476	24	24	45			68.3	63.7	37	81	175	378
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,160	0	12	45			63.7	59.1	18	40	87	187
260	Central Ave	Canyon Crest Dr	I-215	19,959	0	9	45			68.8	64.2	41	88	190	410
261	Lochmoor Dr	Central Ave	Fair Isle Dr	3,540	0	0	35	6		52.2	47.5	3	6	14	31
262	Sycamore Canyon Blvd	Central Ave	College Blvd	10,596	0	0	35			62.9	58.3	16	35	77	166
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	14,803	6	6	45			67.5	62.9	33	72	156	337
264	I-215 SB Off-Ramps	I-215	Central Ave	2,525	24	0	45			60.1	55.5	10	23	50	107
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	14,638	24	12	45			67.5	62.9	33	72	156	336
266	I-215 SB On-Ramps	Central Ave	I-215	21,358	0	24	45			69.1	64.5	42	92	199	429
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	12,673	12	0	45			66.9	62.3	30	65	141	304

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
268	I-215 NB Off-Ramp	Watkins Dr	I-215	10,313	24	24	45			66.0	61.4	26	57	124	267
269	Martin Luther King Blvd	SR-91	Chicago Ave	29,665	12	12	45			70.6	65.9	53	115	248	535
270	Chicago Ave	University Ave	Martin Luther King Blvd	23,151	0	12	45			69.5	64.8	45	97	210	453
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	25,901	6	0	45			70.0	65.3	48	105	226	488
272	Chicago Ave	Martin Luther King Blvd	Central Ave	24,107	0	6	45			69.6	65.0	46	100	216	465
273	Iowa Ave	University Ave	Martin Luther King Blvd	13,559	0	0	45			67.1	62.5	31	68	147	317
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	32,131	12	0	45			70.9	66.3	56	121	262	564
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	11,458	0	0	45			66.4	61.8	28	61	131	283
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	26,580	18	0	45			70.1	65.5	49	107	231	498
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	22,892	0	0	45			69.4	64.8	44	96	208	449
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	5,995	0	0	45			63.6	59.0	18	39	85	184
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	8,732	0	0	45			65.2	60.6	23	50	109	236
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	29,854	24	0	45			70.6	66.0	53	116	250	538
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	9,464	0	0	45			65.6	61.0	24	53	115	249
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	7,953	0	0	45			64.8	60.2	22	47	103	222
283	SR-60 EB Off-Ramp	SR-60	Heacock St	22,538	24	24	45			69.4	64.8	44	96	207	447
284	SR-60 EB On-Ramp	Heacock St	SR-60	7,765	0	47	45			64.7	60.1	21	47	101	218
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	25,701	12	35	45			69.9	65.3	48	104	226	486
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	29,311	24	12	45			70.5	65.9	53	114	247	532
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	32,426	71	35	45			71.0	66.4	57	123	265	572
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	22,762	153	118	45			69.6	65.0	46	99	214	461
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	17,192	35	35	45			68.2	63.6	37	80	174	375
290	Perris Blvd	Sunnymead Blvd	Fir Ave	27,152	142	118	45			70.3	65.7	51	111	239	516
294	Via Del Lago	South of Iris Ave	0	815	0	0	45			54.9	50.3	4	10	22	48
301	John F. Kennedy Dr	Indian St	Perris Blvd	9,487	0	0	45			65.6	61.0	25	53	116	250
302	John F. Kennedy Dr	Perris Blvd	Kitching St	9,428	0	0	45			65.6	60.9	24	53	115	249
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	15,612	94	83	45			67.9	63.3	35	77	166	358
304	Iris Ave	Indian St	Perris Blvd	12,886	12	47	45			66.9	62.3	30	66	142	308
306	Perris Blvd	Iris Ave	Krameria Ave	16,131	89	71	45	6		62.1	57.4	14	31	67	145
307	Perris Blvd	Krameria Ave	Harley Know Blvd	15,835	94	47	45	6		62.0	57.4	14	30	66	143
324	Ramona Expy	Warren Rd	Sanderson Ave	13,995	83	271	45			67.5	62.9	33	72	155	334
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	27,671	35	519	45			70.3	65.7	51	111	239	515
326	Ramona Expy	Sanderson Ave	State St	15,257	71	165	45			67.8	63.2	35	75	163	351
327	Sanderson Ave	Ramona Expy	Ramona Blvd	17,889	24	177	45			68.4	63.8	38	82	178	384
340	Alessandro Blvd	South of San Timoteo Canyon R	0	366	0	0	45			51.5	46.8	2	6	13	28
351	Live Oak Canyon Rd	South of San Timoteo Canyon R	0	236	0	0	45			49.5	44.9	2	4	9	21
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	12,402	35	35	45			66.8	62.2	30	65	140	302
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	5,286	0	0	45			63.0	58.4	16	36	78	169
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	11,205	35	18	45			66.4	61.8	28	61	131	283
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	7,410	24	24	45			64.6	60.0	21	46	99	215
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	4,508	24	71	45			62.5	57.9	15	33	72	156
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	11,398	35	12	45			66.5	61.9	28	61	132	286
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	3,611	0	24	45			61.4	56.8	13	28	61	131

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365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	38,409	24	24	45			71.7	67.1	63	137	295	636
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	6,372	24	59	45			64.0	59.4	19	42	90	195
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	4,401	0	35	45			62.3	57.6	15	32	69	150
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	0	0	0	45			0.0	0.0	0	0	0	0
376	3rd St	Marvin Rd	Mid County Pkwy WB Ran	0	0	0	45			0.0	0.0	0	0	0	0
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45			0.0	0.0	0	0	0	0
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ran	0	0	0	45			0.0	0.0	0	0	0	0
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45			0.0	0.0	0	0	0	0
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	0	0	0	45			0.0	0.0	0	0	0	0
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	0	0	0	45			0.0	0.0	0	0	0	0
386	Harley Know Blvd	Indian St	Perris Blvd	4,532	71	142	45			62.9	58.3	16	35	77	166
387	Perris Blvd	Krameria Ave	Harley Know Blvd	13,924	47	307	45	6		61.4	56.8	13	28	61	131
388	Krameria Ave	Lasselle St	Spirit Rd	1,947	0	0	45			58.7	54.1	8	18	40	86
389	El Cerrito Dr	South of Central Ave	0	2,596	0	0	45			60.0	55.3	10	22	48	105
390	Ramona Expy	Webster Ave	Indian St	27,411	106	861	45			70.4	65.8	52	112	242	523
392	Ramona Expy	Indian St	Perris Blvd	27,234	118	490	45			70.3	65.7	51	111	240	517
393	Indian St	Ramona Expy	Morgan St	3,020	59	413	45			62.4	57.8	15	33	71	153
394	Perris Blvd	Harley Know Blvd	Ramona Expy	14,142	77	254	45			67.5	62.9	33	72	156	336
396	Perris Blvd	Ramona Expy	Rider St	15,372	30	89	45			67.7	63.1	34	75	161	348
397	Ramona Expy	Perris Blvd	Evans Rd	24,302	89	307	45			69.8	65.2	47	102	221	477
398	Evans Rd	Marbella Gate	Ramona Expy	18,290	12	0	45	6		62.5	57.8	15	33	71	154
399	Ramona Expy	Evans Rd	Rider St	17,205	59	224	55	6		64.8	60.2	22	47	102	220
400	Evans Rd	Ramona Expy	Rider St	12,089	9	6	45			66.7	62.0	29	63	136	294
401	Morgan St	Indian St	Perris Blvd	744	35	71	45			56.7	52.1	6	13	29	63
402	Morgan St	Perris Blvd	Silver Creek Industries	814	24	0	45			55.7	51.1	5	11	25	54
404	Morgan St	Morgan Park	Evans Rd	3,198	12	0	45			61.0	56.4	12	26	57	123
405	Morgan St	Evans Rd	Bradley Rd	3,163	0	12	45			60.8	56.2	12	25	55	120
406	Ironwood Ave	East of Thedore St	0	319	12	0	45			51.8	47.2	3	6	14	30
407	Rider St	Indian St	Perris Blvd	2,832	0	24	45			60.4	55.7	11	24	51	111
408	Rider St	Perris Blvd	Redlands Ave	8,224	0	0	45			65.0	60.3	22	48	105	227
409	Ironwood Ave	Nason St	Moreno Beach Dr	5,074	47	0	45			63.1	58.5	17	36	79	171
410	Rider St	Wilson Ave	Evans Rd	11,776	0	12	45			66.5	61.9	28	62	134	288
411	Rider St	Evans Rd	Ramona Expy	6,148	0	24	45			63.7	59.1	18	40	86	187
412	Maude St	North of Arlington Ave	0	212	0	0	45			49.1	44.5	1	4	9	19
413	Placentia Ave	Indian St	Perris Blvd	1,203	0	0	45			56.6	52.0	6	13	29	63
414	Placentia Ave	Perris Blvd	Redlands Ave	3,458	0	0	45			61.2	56.6	12	27	59	127
415	Perris Blvd	Placentia Ave	Orange Ave	16,087	4	12	45			67.9	63.3	35	76	165	355
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	0	0	0	45			0.0	0.0	0	0	0	0
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	0	0	0	45			0.0	0.0	0	0	0	0
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	0	0	0	45			0.0	0.0	0	0	0	0
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	0	0	0	45			0.0	0.0	0	0	0	0
421	Via Del Lago	South of Iris Ave	0	378	0	0	45			51.6	47.0	2	6	13	29
424	Perris Blvd	Alessandro Blvd	Cottonwood Ave	21,134	118	24	45	6		63.2	58.6	17	37	80	174

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
425	Mid County Pkwy WB On-Ramp	West of Evan	0	0	0	0	45			0.0	0.0	0	0	0	0
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	0	0	0	45			0.0	0.0	0	0	0	0
427	Day St	south of Alessandro Blvd	0	578	0	59	45			54.6	50.0	4	10	21	46
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	0	0	0	45			0.0	0.0	0	0	0	0
429	Mid County Pkwy EB On-Ramp	East of Evan	0	0	0	0	45			0.0	0.0	0	0	0	0
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	27,859	12	77	45			70.3	65.7	51	110	238	513
431	Placentia Ave	Water Ave	Evans Rd	0	0	0	35			0.0	0.0	0	0	0	0
432	Placentia Ave	Evans Rd	El Nido Ave	0	0	0	35			0.0	0.0	0	0	0	0
433	Evans Rd	Rider St	Orange Ave	6,029	0	0	45			63.6	59.0	18	39	85	184
434	Orange Ave	Wilson Ave	Evans Rd	4,850	0	12	45			62.7	58.1	15	34	74	159
435	Orange Ave	Evans Rd	Foothill Dr	2,762	0	12	35			57.1	52.5	6	14	31	67
436	Elsworth St	south of Cactus Ave	0	9,452	0	35	45			65.6	61.0	24	53	115	249
441	Nuevo Rd	Wilson Ave	Evans Rd	13,924	24	59	45			67.3	62.7	32	70	151	325
442	Evans Rd	Orange Ave	Nuevo Rd	5,127	0	6	45			62.9	58.3	16	35	77	165
443	Nuevo Rd	Evans Rd	Foothill Dr	10,761	24	47	45			66.2	61.6	27	59	127	274
444	Evans Rd	Nuevo Rd	San Jacinto Ave	0	0	0	45	6		0.0	0.0	0	0	0	0
452	San Jacinto Ave	West of Evan Rd	0	0	0	0	45			0.0	0.0	0	0	0	0
453	Evans Rd	North of San Jancito Ave	0	0	0	0	45			0.0	0.0	0	0	0	0
454	San Jacinto Ave	East of Evan Rd	0	0	0	0	45			0.0	0.0	0	0	0	0
455	Evans Rd	South of San Jancito Ave	0	0	0	0	45			0.0	0.0	0	0	0	0
458	Nason St	South of Cactus Ave	0	1,133	0	0	45			56.4	51.7	6	13	28	60
464	Quincy	South of Eucalyptus	0	0	0	0	45			0.0	0.0	0	0	0	0
477	Ellis Ave	West of Evan Rd	0	0	0	0	45			0.0	0.0	0	0	0	0
478	Evans Rd	North of Ellis Ave	0	0	0	0	45			0.0	0.0	0	0	0	0
479	Oliver St	South of Irris Ave	0	2,644	12	0	45			60.2	55.6	10	23	50	108
480	Ellis Ave	Evans Rd	SR-215	0	0	0	45			0.0	0.0	0	0	0	0
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	0	0	0	45			0.0	0.0	0	0	0	0
482	Ellis Ave	East of SR-215	0	0	0	0	45			0.0	0.0	0	0	0	0
483	SR-215 SB On-ramp	Ellis Ave	SR-215	0	0	0	45			0.0	0.0	0	0	0	0
484	SR-215 NB On-ramp	Ellis Ave	SR-215	0	0	0	45			0.0	0.0	0	0	0	0
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	0	0	0	45			0.0	0.0	0	0	0	0
488	Nason St	North of Iris Ave	0	0	0	0	45			0.0	0.0	0	0	0	0
494	Evans Rd	North of Harley Knox Blvd	0	0	0	0	45	6		0.0	0.0	0	0	0	0
498	Morrison St	Alessandro Blvd	Cactus Ave	0	0	0	45			0.0	0.0	0	0	0	0
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	24,674	12	0	45			69.8	65.1	47	102	219	473
500	Perris Blvd	North of Eucalyptus Ave	0	25,842	12	12	45			70.0	65.3	48	105	226	488
502	Quincy	Cottonwood Ave	Alessandro Blvd	0	0	0	35	6		0.0	0.0	0	0	0	0
503	Quincy	Alessandro Blvd	Cactus Ave	0	0	0	35	6		0.0	0.0	0	0	0	0
504	Krameria Ave	west of Perris Blvd	0	3,563	24	0	45			61.5	56.9	13	28	62	134

Existing Noise Levels

ID	Freeway	From	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	198,530	4,010	15,970	65	0	0	85.1	80.5	497	1072	2311	4978
2	SR-60	S Reservoir Rd to Ramona Ave	202,420	4,220	16,810	65	0	0	85.2	80.6	506	1091	2350	5064
3	SR-60	Ramona Ave to Central Ave	190,920	4,090	16,210	65	0	0	85.0	80.3	488	1052	2267	4886
4	SR-60	Central Ave to Mountain Ave	200,200	4,360	17,150	65	0	0	85.2	80.5	505	1088	2344	5051
5	SR-60	Mountain Ave to Euclid Ave	193,930	4,260	16,700	65	0	0	85.0	80.4	494	1066	2297	4949
6	SR-60	Euclid Ave to Grove Ave	211,690	4,680	18,420	65	0	0	85.4	80.8	525	1131	2438	5253
7	SR-60	Grove Ave to Vineyard Ave	207,530	4,430	17,470	65	0	0	85.3	80.7	516	1111	2395	5161
8	SR-60	Vineyard Ave to Archibald Ave	207,330	4,480	17,480	65	0	0	85.3	80.7	516	1112	2396	5162
9	SR-60	Archibald Ave to Haven Ave	195,090	4,290	16,140	65	0	0	85.0	80.4	495	1067	2300	4955
10	SR-60	Haven Ave to Miliken Ave	176,750	3,890	14,530	65	0	0	84.6	80.0	463	999	2152	4637
11	SR-60	Miliken Ave to SR-15	145,570	3,860	14,530	65	0	0	84.0	79.3	419	903	1945	4192
12	SR-60	I-15 to Etiwanda Ave	105,040	2,890	9,900	65	0	0	82.5	77.9	336	724	1561	3363
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village Rd	115,930	2,870	9,980	65	0	0	82.9	78.2	353	762	1642	3539
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	106,780	2,620	9,100	65	0	0	82.5	77.9	334	720	1553	3346
15	SR-60	Pedley Rd to Pyrite St	98,450	2,360	8,340	65	0	0	82.1	77.5	316	681	1468	3163
16	SR-60	Pyrite St to Valley Way	94,920	2,320	8,140	65	0	0	82.0	77.4	309	666	1436	3094
17	SR-60	Valley Way to Rubidoux Blvd	130,260	3,080	10,560	65	0	0	83.3	78.7	379	818	1762	3797
18	SR-60	Rubidoux Blvd to Market St	127,590	3,020	10,020	65	0	0	83.2	78.6	373	805	1734	3737
19	SR-60	Market St to Main St	152,230	3,810	11,920	65	0	0	84.0	79.4	421	908	1958	4218
20	SR-60	Main St to SR-91	175,810	4,500	13,200	65	0	0	84.6	80.0	463	999	2153	4638
21	SR-60	SR-91 to W Blaine St/3rd St	201,090	4,520	16,330	65	0	0	85.2	80.6	505	1089	2346	5056
22	SR-60	W Blaine St/3rd St to University Ave	187,150	4,060	14,330	65	0	0	84.8	80.2	479	1032	2223	4791
23	SR-60	University Ave to Martin Luther King Blvd	193,640	4,230	14,770	65	0	0	85.0	80.4	490	1056	2275	4901
24	SR-60	Martin Luther King Blvd to Central Ave	238,830	5,450	19,280	65	0	0	85.9	81.3	567	1222	2633	5673
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	217,620	4,810	16,700	65	0	0	85.5	80.9	530	1142	2462	5304
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	217,960	4,570	16,710	65	0	0	85.5	80.9	529	1140	2456	5293
27	SR-60	I-215 to Day St	129,150	3,220	13,740	65	0	0	83.5	78.8	387	835	1800	3879
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	130,580	3,150	14,870	65	0	0	83.5	78.9	393	846	1824	3930
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	110,910	2,620	12,660	65	0	0	82.8	78.2	352	758	1634	3521
30	SR-60	Heacock St to Perris Blvd	94,630	2,220	10,840	65	0	0	82.1	77.5	316	682	1470	3167
31	SR-60	Perris Blvd to Nason St	77,630	1,670	8,590	65	0	0	81.2	76.6	275	592	1276	2750
32	SR-60	Nason St to Moreno Beach Dr	68,770	1,380	7,440	65	0	0	80.6	76.0	252	543	1169	2520
33	SR-60	Moreno Beach Dr to Redlands Blvd	49,330	860	4,720	65	0	0	79.1	74.5	198	426	919	1980
34	SR-60	Redlands Blvd to Theodore St	40,190	1,000	5,820	65	0	0	78.7	74.0	186	400	863	1860
35	SR-60	Theodore St to Gilman Springs Rd	39,900	1,000	5,810	65	0	0	78.6	74.0	185	399	860	1853
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	31,030	730	4,630	65	0	0	77.6	72.9	156	337	728	1568
37	SR-60	Jack Rabbit Trail to I-10	31,020	730	4,630	65	0	0	77.6	72.9	156	337	728	1568
75	SR-91	I-15 to McKinley St	199,750	3,020	9,640	65	0	0	84.9	80.2	481	1037	2235	4816
76	SR-91	McKinley St to Pierce St	182,620	2,780	8,780	65	0	0	84.5	79.9	453	977	2106	4537
77	SR-91	Pierce St to Magnolia Ave	172,440	2,520	8,420	65	0	0	84.2	79.6	436	939	2024	4362

Existing Noise Levels

ID	Freeway	From	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
78	SR-91	Magnolia Ave to La Sierra Ave	184,260	2,970	9,980	65	0	0	84.6	79.9	459	989	2132	4593
79	SR-91	La Sierra Ave to Tyler St	165,110	2,700	9,120	65	0	0	84.1	79.5	427	921	1984	4275
80	SR-91	Tyler St to Van Buren Blvd	198,370	1,940	6,550	65	0	0	84.7	80.1	468	1009	2175	4687
81	SR-91	Van Buren Blvd to Adam St	184,110	1,730	5,990	65	0	0	84.4	79.7	445	959	2067	4454
82	SR-91	Adam St to Madison St	171,290	1,500	5,320	65	0	0	84.0	79.4	423	912	1965	4234
83	SR-91	Madison St to Indiana Ave (off-ramp)	164,770	1,390	4,850	65	0	0	83.8	79.2	412	887	1912	4120
84	SR-91	Arlington Ave to Central Ave	136,900	1,390	4,910	65	0	0	83.1	78.5	366	790	1703	3669
85	SR-91	Central Ave to 14th St	163,730	1,670	5,860	65	0	0	83.9	79.2	413	890	1919	4134
86	SR-91	14th St to University Ave	150,400	1,560	5,340	65	0	0	83.5	78.9	390	842	1814	3908
87	SR-91	University Ave to Spruce St (off-ramp)	194,070	2,020	6,860	65	0	0	84.6	80.0	463	997	2150	4632
101	I-10	SR-60 to Beaumont Ave	105,670	2,220	14,110	65	0	0	82.7	78.1	345	745	1605	3458
102	I-10	Beaumont Ave to Pennsylvania Ave	107,360	2,260	14,380	65	0	0	82.8	78.2	349	753	1623	3497
103	I-10	Pennsylvania Ave to Highland Springs Ave	112,590	2,400	15,010	65	0	0	83.0	78.4	361	777	1675	3610
104	I-10	Highland Springs Ave to Sunset Ave	108,210	2,280	14,510	65	0	0	82.8	78.2	351	757	1632	3516
105	I-10	Sunset Ave to 22nd St	105,580	2,210	14,220	65	0	0	82.7	78.1	346	745	1606	3460
106	I-10	22nd St to S 8th St	103,830	2,160	14,010	65	0	0	82.6	78.0	342	737	1588	3422
107	I-10	S 8th St to S Hargrave St	103,800	2,140	14,070	65	0	0	82.6	78.0	342	737	1588	3422
108	I-10	S Hargrave St to Field Rd	93,420	1,940	12,640	65	0	0	82.2	77.6	319	687	1481	3190
109	I-10	Field Rd to Main St (Cabazon)	89,080	1,780	12,140	65	0	0	82.0	77.3	308	665	1433	3088
110	I-10	Main St (Cabazon) to Main St	78,690	1,580	10,740	65	0	0	81.4	76.8	284	612	1320	2844
111	I-10	Main St to Haugen-Lehmann Way	78,690	1,590	10,720	65	0	0	81.4	76.8	284	612	1320	2844
112	I-10	Haugen-Lehmann Way to SR-111	78,690	1,590	10,730	65	0	0	81.4	76.8	284	612	1320	2845
113	I-10	SR-111 to Tipton Rd	68,290	1,360	9,350	65	0	0	80.8	76.2	258	557	1201	2588
114	I-10	Tipton Rd to SR-62	68,290	1,360	9,350	65	0	0	80.8	76.2	258	557	1201	2588
129	SR-215	Scott Rd to Newport Rd	80,090	1,540	3,720	65	0	0	81.0	76.3	264	570	1228	2646
130	SR-215	Newport Rd to MacCall Blvd	68,810	1,320	3,170	65	0	0	80.3	75.7	239	515	1109	2390
131	SR-215	MacCall Blvd to Ethanac Rd	75,170	1,470	3,340	65	0	0	80.7	76.1	253	546	1177	2536
132	SR-215	Ethanac Rd to SR-74/Case	98,030	1,890	4,420	65	0	0	81.8	77.2	302	651	1404	3025
133	SR-215	SR-74/Case Rd to Redlands Blvd	113,550	3,660	8,740	65	0	0	82.8	78.2	353	761	1639	3533
167	SR-215	Redlands Blvd to D St	96,790	3,080	7,880	65	0	0	82.2	77.5	318	686	1478	3184
168	SR-215	D St to Nuevo St/Harvil Ave	97,780	3,240	7,580	65	0	0	82.2	77.6	320	690	1488	3207
169	SR-215	Nuevo St/Harvil Ave to Ramona Expy/Cajalco Exp	95,820	3,140	7,460	65	0	0	82.1	77.5	316	681	1467	3161
171	SR-215	Ramona Expy/Cajalco Expy to Harley Knox Blvd	108,690	3,590	8,550	65	0	0	82.7	78.1	344	741	1598	3443
172	SR-215	Harley Knox Blvd to Van Buren Blvd	114,850	3,820	8,960	65	0	0	82.9	78.3	357	769	1658	3572
173	SR-215	Van Buren Blvd to Cactus Ave	111,090	3,650	8,730	65	0	0	82.8	78.1	349	752	1621	3492
174	SR-215	Cactus Ave to Alessandro Blvd	118,470	3,200	7,600	65	0	0	82.9	78.3	354	764	1647	3549
175	SR-215	Alessandro Blvd to Eucalyptus Ave	115,840	3,050	7,570	65	0	0	82.8	78.1	349	752	1621	3493
176	SR-215	Eucalyptus Ave to SR-60	122,670	3,180	8,110	65	0	0	83.0	78.4	362	781	1683	3627
134	SR-215	SR-60 to Columbia Ave	180,770	3,470	7,520	65	0	0	84.5	79.9	454	978	2107	4540
135	SR-215	Columbia Ave to Center St	151,810	2,920	6,210	65	0	0	83.7	79.1	404	870	1875	4040

Existing Noise Levels

ID	Freeway	From	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
136	SR-215	Center St to Iowa Ave/La Cadena Dr	151,120	2,900	6,200	65	0	0	83.7	79.1	402	867	1869	4027
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	147,880	2,960	6,250	65	0	0	83.6	79.0	398	857	1848	3981
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	154,470	3,090	6,530	65	0	0	83.8	79.2	409	883	1902	4098
139	SR-215	Mt Vernon Ave/Washington St to I-10	155,740	3,160	6,720	65	0	0	83.9	79.2	412	889	1915	4126
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	124,940	1,790	5,190	65	0	0	82.8	78.2	350	754	1625	3502
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	114,190	1,570	4,720	65	0	0	82.4	77.8	329	709	1528	3292
142	SR-215	Mill St to 2rd St	130,330	2,030	6,010	65	0	0	83.0	78.4	362	780	1681	3623
143	SR-215	2rd St to Baseline Rd	111,920	1,900	5,460	65	0	0	82.4	77.8	329	709	1527	3291
144	SR-215	Baseline Rd to Highland Ave/SR-210	118,520	2,520	9,520	65	0	0	82.9	78.2	354	762	1643	3540

2012 Plus Phase 1															
				2012 + Phase 1								Distance from Centerline (ft)			
ID	Arterial	From	To	Light Vehicles	Medium Trucks	Heavy Trucks & Buses	Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	17,352	2,291	6,889	45	0	0	75.9	71.3	122	263	566	1221
2	Street A	Eucalyptus Ave	Street F	18,143	2,411	7,329	45	0	0	76.1	71.5	126	271	585	1261
3	Street E	west of Street A	0	9,187	1,255	3,798	45	0	0	73.3	68.7	81	175	377	813
4	Street E	north of Alessandro Blvd	0	6,127	283	74	45	0	0	66.0	61.4	26	57	123	265
5	Street E	Street D	Street A	5,431	237	93	45	0	0	65.1	60.5	23	49	107	231
6	Street A	Street F	Street C	7,870	796	1,777	45	0	0	70.3	65.7	51	110	239	515
7	Street A	south of Street C	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
8	Street D	Street E	Cactus Ave	8,785	465	0	45	0	0	67.6	63.0	34	73	159	342
9	John F Kennedy Dr	south of Cactus Ave	0	10,026	395	0	45	0	0	67.5	62.9	33	71	154	333
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	3,361	54	0	45	0	0	60.9	56.3	12	26	56	122
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	4,108	38	0	45	0	0	61.6	57.0	13	29	63	136
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	9,243	25	47	45	0	0	66.0	61.4	26	57	123	266
13	Redlands Blvd	State Route 60	Eucalyptus Ave	9,044	95	495	45	0	0	66.9	62.3	30	66	142	307
14	Eucalyptus Ave	east of Redlands Blvd	0	3,372	140	431	45	0	0	64.4	59.7	20	44	96	207
15	Eucalyptus Ave	west of Street A	0	1,563	93	446	45	0	0	64.0	59.4	19	42	90	195
18	Street B	east of Street A	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
18a	Street B	west of Gilman Springs Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
19	Street F	east of Street A	0	53	0	0	45	0	0	44.1	39.5	0	1	4	9
20	Street F	north of Street C	0	33	0	0	45	0	0	42.1	37.4	0	1	3	6
21	Street C	east of Street A	0	3,625	188	193	45	0	0	64.0	59.4	19	42	91	197
22	Street C	west of Street F	0	4,283	183	204	45	0	0	64.4	59.8	20	45	97	209
23	Street F	Street C	Street G	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
24	Street C	Street F	Street H	3,444	182	173	45	0	0	63.8	59.2	19	40	88	190
25	Street C	Street H	Gilman Springs Rd	4,297	185	209	45	0	0	64.5	59.9	21	45	98	211
26	Street H	Street C	Street G	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
27	Street G	east of Street H	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
28	Street G	Street F	Street H	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	11,618	39	316	45	0	0	66.6	62.0	29	63	136	293
30	Gilman Springs Rd	Eucalyptus Ave	Street C	11,618	39	316	45	0	0	66.6	62.0	29	63	136	293
31	Gilman Springs Rd	south of Street C	0	14,286	169	515	45	0	0	68.1	63.4	36	78	169	365
32	Cactus Ave	west of Redlands Blvd	0	3,060	53	0	45	0	0	61.3	56.7	12	27	60	129
33	Alessandro Blvd	west of Redlands Blvd	0	3,338	23	6	45	0	0	61.7	57.1	13	29	63	137
35	Redlands Blvd	Ironwood Ave	State Route 60	13,405	33	454	55	0	0	69.6	65.0	46	100	215	464
36	Ironwood Ave	Redlands Blvd	Highland Blvd	1,337	176	0	35	0	0	58.4	53.7	8	17	38	82
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	8,068	142	377	45	0	0	68.4	63.8	38	82	178	384
38	Theodore St	State Route 60	Highland Blvd	2,149	366	194	45	0	0	64.2	59.6	20	43	94	202
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	15,532	273	424	55	0	0	71.7	67.1	64	137	297	640
43	Moreno Beach Dr	Alessandro Blvd	SR 60	19,098	14	88	45	0	0	68.6	64.0	39	86	185	399
46	Moreno Beach Dr	State Route 60	Ironwood Ave	10,285	1	60	45	0	0	66.0	61.4	26	57	123	266
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	3,712	24	12	45	6	0	55.7	51.1	5	11	25	54
48	Alessandro Blvd	Lasselle St	Morrison St	8,786	14	418	45	6	0	60.1	55.5	10	23	50	108
50	Cactus Ave	Redlands Blvd	Street D	8,785	465	0	45	0	0	67.6	63.0	34	73	158	340

ID	Arterial	From	To	2012 + Phase 1								Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses	Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	14,010	0	18	45	6	0	61.3	56.7	12	27	60	129
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	17,927	358	6	35	6	0	60.4	55.8	11	24	52	112
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	2,556	6	12	45	6	0	54.1	49.5	4	9	19	42
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	107	0	0	35	0	0	43.0	38.4	0	1	3	7
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	1,276	2	0	45	0	0	57.2	52.6	6	14	31	68
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	2,100	1	0	35	0	0	56.1	51.4	5	12	26	57
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	6,021	170	0	45	0	0	64.6	60.0	21	46	100	215
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	13,098	8	94	45	0	0	67.1	62.5	31	67	146	314
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	2,619	12	6	45	0	0	60.1	55.5	10	23	50	108
60	SR 60 WB Ramps	east of Redlands Blvd	0	5,542	88	389	45	0	0	65.8	61.2	25	55	120	259
61	SR 60 EB Ramps	west of Redlands Blvd	0	6,361	16	292	45	0	0	65.8	61.2	25	55	119	257
62	Fir Ave	Quincy Dr	Redlands Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
65	Alessandro Blvd	Nason St	Oliver St	7,856	10	24	45	0	0	64.9	60.3	22	48	104	225
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	6,466	13	25	45	0	0	64.6	60.0	21	46	100	215
67	Oliver St	Alessandro Blvd	Cactus Ave	1,944	0	0	35	0	0	55.9	51.2	5	12	26	56
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	15,446	6	36	45	0	0	67.7	63.1	34	74	160	346
69	Cactus Ave	Nason St	Oliver St	7,400	34	4	45	0	0	64.7	60.1	21	47	101	218
70	Cactus Ave	Oliver St	Moreno Beach Dr	7,973	50	0	45	6	0	59.2	54.6	9	20	43	93
71	Oliver St	Cactus Ave	John F Kennedy Dr	4,921	0	0	45	0	0	62.7	58.1	16	34	74	161
72	Oliver St	John F Kennedy Dr	Iris Ave	3,292	0	0	45	0	0	61.0	56.4	12	26	57	123
73	Iris Ave	Nason St	Oliver St	19,607	356	0	45	0	0	69.6	65.0	46	99	215	463
74	Heacock St	Manzanita Ave	Ironwood Ave	21,193	6	12	45	0	0	69.1	64.5	42	92	198	427
75	Ironwood Ave	Graham St	Heacock St	14,358	24	4	45	0	0	67.5	62.8	33	71	154	333
76	Ironwood Ave	Heacock St	Indian Ave	11,365	4	0	45	0	0	66.4	61.8	28	60	131	282
77	Heacock St	Ironwood Ave	Hemlock Ave	22,413	25	17	45	0	0	69.4	64.8	45	97	209	450
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	26,401	41	5	45	0	0	70.1	65.5	49	107	232	499
81	SR 60 WB Ramps	west of Heacock St	0	18,644	0	70	45	0	0	68.5	63.9	39	84	182	392
82	SR 60 WB Ramps	east of Heacock St	0	7,806	54	94	45	0	0	65.2	60.5	23	50	108	234
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	27,411	38	53	45	0	0	70.3	65.7	51	110	238	513
85	SR 60 WB Onramp	west of Perris Blvd	0	17,772	0	48	45	0	0	68.5	63.8	38	83	180	387
86	SR 60 WB Offramp	east of Perris Blvd	0	6,514	84	148	45	0	0	65.2	60.5	23	50	108	233
87	Eucalyptus Ave	Indian St	Perris Blvd	5,110	0	0	45	0	0	62.9	58.3	16	35	76	165
88	Eucalyptus Ave	Perris Blvd	Kitching St	6,412	2	12	45	0	0	63.9	59.3	19	41	89	193
95	W 6th St	I-10	N California Ave	10,399	20	34	45	0	0	66.1	61.5	27	58	125	271
96	N California Ave	W 6th St	E 8th St	1,724	0	0	45	0	0	58.3	53.7	8	17	37	81
97	E 6th St	N California Ave	Beaumont Ave	7,677	25	7	45	0	0	65.0	60.4	22	48	105	227
98	N California Ave	W 6th St	I-10	5,932	0	28	45	0	0	63.7	59.1	18	40	86	187
99	Beaumont Ave	E 6th St	E 8th St	10,769	24	36	45	0	0	66.2	61.6	27	59	127	275
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,449	19	46	45	0	0	64.8	60.1	21	47	102	219
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	35,137	38	72	45	0	0	71.4	66.8	61	131	283	610
102	I-215 SB Ramps	south of Alessandro Blvd	0	12,368	24	0	45	0	0	66.8	62.2	30	64	139	301
103	I-215 NB Ramps	north of Alessandro Blvd	0	14,948	76	200	45	0	0	67.9	63.2	35	76	164	354
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	25,376	12	158	45	0	0	69.9	65.3	48	104	224	483

ID	Arterial	From	To	2012 + Phase 1			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
105	I-215 SB Ramps	south of Alessandro Blvd	0	11,654	0	48	45	0	0	66.5	61.9	28	62	133	288
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	6,726	0	24	45	0	0	64.1	59.5	19	42	92	198
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	23,040	12	140	45	0	0	69.5	64.9	45	98	211	456
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	1,399	6	77	45	0	0	57.8	53.1	7	16	34	75
109	Day St	Cottonwood Ave	Alessandro Blvd	1,759	3	0	35	0	0	55.2	50.6	5	10	23	50
110	Alessandro Blvd	Day St	Elsworth St	23,952	26	84	45	0	0	69.7	65.1	46	101	218	469
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	7,568	13	0	35	0	0	61.5	56.9	13	28	62	134
112	Alessandro Blvd	Elsworth St	Frederick St	25,889	34	115	45	0	0	70.1	65.5	50	108	232	501
113	Elsworth St	Alessandro Blvd	Cactus Ave	7,224	6	48	45	0	0	65.0	60.4	22	49	105	227
114	Frederick St	Cottonwood Ave	Alessandro Blvd	16,440	9	38	45	0	0	68.3	63.6	37	81	174	376
115	Alessandro Blvd	Frederick St	Graham St	27,965	26	68	45	0	0	70.4	65.7	52	112	241	520
116	Frederick St	Alessandro Blvd	Cactus Ave	9,261	0	15	45	0	0	65.7	61.1	25	54	118	254
117	Graham St	Cottonwood Ave	Alessandro Blvd	7,059	0	12	45	0	0	64.3	59.7	20	44	95	205
118	Alessandro Blvd	Graham St	Heacock St	26,984	26	41	45	0	0	70.2	65.6	50	109	236	509
119	Graham St	Alessandro Blvd	Cactus Ave	6,776	1	37	45	0	0	64.2	59.5	20	43	93	201
120	Heacock St	Cottonwood Ave	Alessandro Blvd	14,974	25	24	45	0	0	67.6	63.0	34	73	158	341
121	Alessandro Blvd	Heacock St	Indian St	24,121	28	83	45	0	0	69.7	65.1	47	101	218	471
122	Heacock St	Alessandro Blvd	Cactus Ave	11,459	19	24	45	6	0	60.9	56.3	12	26	56	121
123	Indian St	Cottonwood Ave	Alessandro Blvd	12,049	24	47	45	0	0	66.7	62.1	29	63	137	296
124	Alessandro Blvd	Indian St	Perris Blvd	23,556	64	77	45	0	0	69.7	65.1	46	101	217	468
125	Indian St	Alessandro Blvd	Cactus Ave	10,521	13	24	45	6	0	60.1	55.5	10	23	49	107
126	Alessandro Blvd	Perris Blvd	Kitching St	17,488	30	49	45	0	0	68.3	63.7	37	81	175	378
127	Perris Blvd	Alessandro Blvd	Cactus Ave	19,523	60	100	45	6	0	62.8	58.2	16	35	75	163
128	Kitching St	Cottonwood Ave	Alessandro Blvd	7,525	0	12	45	0	0	64.6	60.0	21	46	99	214
129	Alessandro Blvd	Kitching St	Lasselle St	12,169	1	85	45	0	0	67.1	62.5	31	68	146	315
130	Kitching St	Alessandro Blvd	Cactus Ave	7,154	1	0	45	6	0	58.4	53.8	8	17	38	82
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	7,411	0	12	45	0	0	64.5	59.9	21	45	98	212
133	Lasselle St	Alessandro Blvd	Cactus Ave	11,971	0	95	45	0	0	66.6	62.0	29	62	135	292
134	Morrison St	Cottonwood Ave	Alessandro Blvd	2,090	0	0	45	0	0	59.0	54.4	9	19	42	91
135	Alessandro Blvd	Morrison St	Nason St	8,078	21	302	50	6	0	61.0	56.4	12	26	57	123
136	Nason St	Cottonwood Ave	Alessandro Blvd	8,083	0	0	45	0	0	64.9	60.3	22	48	104	224
137	Nason St	Alessandro Blvd	Cactus Ave	7,918	6	0	45	0	0	64.8	60.2	22	47	103	222
138	I-215 SB Ramps	north of Cactus Ave	0	1,080	30	50	45	0	0	56.7	52.1	6	13	29	64
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	6,113	38	96	45	0	0	63.9	59.3	19	41	90	194
140	I-215 SB Ramps	south of Cactus Ave	0	18,808	48	24	45	0	0	68.6	64.0	39	86	185	399
141	Cactus Ave	I-215 NB Ramps	Elsworth St	23,290	29	192	45	0	0	69.5	64.9	45	98	212	458
142	I-215 NB Ramps	south of Cactus Ave	0	1,381	3	71	45	0	0	57.7	53.1	7	16	34	74
143	Cactus Ave	Elsworth St	Frederick St	30,605	28	201	45	0	0	70.7	66.1	54	118	254	549
144	Cactus Ave	Frederick St	Graham St	33,779	76	148	45	0	0	71.2	66.6	58	127	273	589
145	Cactus Ave	Graham St	Heacock St	27,499	32	100	45	0	0	70.3	65.6	51	110	237	511
146	Riverside Dr	Cactus Ave	Meyer Dr	8,779	36	0	45	0	0	65.4	60.7	24	52	112	241
147	Cactus Ave	Heacock St	Indian St	17,410	9	30	45	0	0	68.3	63.6	37	81	174	376
148	Heacock St	Cactus Ave	John F Kennedy Dr	19,245	12	100	45	6	0	62.7	58.1	16	34	74	160

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
149	Cactus Ave	Indian St	Perris Blvd	15,783	12	18	45	0	0	67.8	63.2	35	76	164	353
150	Indian St	Cactus Ave	John F Kennedy Dr	9,192	0	12	45	6	0	59.5	54.8	9	21	45	97
151	Cactus Ave	Perris Blvd	Kitching St	15,405	15	0	45	0	0	67.7	63.1	34	75	161	348
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	16,709	36	114	45	6	0	62.1	57.5	14	31	68	146
153	Cactus Ave	Kitching St	Lasselle St	12,245	24	0	45	0	0	66.8	62.2	30	64	139	301
154	Kitching St	Cactus Ave	John F Kennedy Dr	8,317	0	0	35	6	0	55.9	51.3	5	12	26	56
155	Cactus Ave	Lasselle St	Morrison St	15,604	43	0	45	0	0	67.9	63.3	35	76	165	357
156	Lasselle St	Cactus Ave	John F Kennedy Dr	20,061	11	0	45	0	0	68.9	64.2	41	89	191	413
157	Cactus Ave	Morrison St	Nason St	11,037	41	0	45	0	0	66.5	61.8	28	61	132	285
158	E 6th St	Beaumont Ave	Pennsylvania Ave	9,935	36	15	45	0	0	65.9	61.3	26	56	121	261
159	Beaumont Ave	E 6th St	I-10	8,483	0	49	45	0	0	65.1	60.5	23	50	108	233
160	Kitching St	Gentian Ave	Iris Ave	5,558	0	12	45	0	0	63.3	58.6	17	37	81	175
161	Iris Ave	Perris Blvd	Kitching St	17,336	151	30	45	6	0	62.5	57.9	15	33	72	156
162	Iris Ave	Kitching St	Lasselle St	19,986	232	0	45	6	0	63.3	58.7	17	38	82	177
163	Kitching St	Iris Ave	Ivory Ave	14,513	96	0	45	6	0	61.7	57.1	13	29	64	138
164	Lasselle St	Gentian Ave	Iris Ave	19,529	2	0	45	0	0	68.7	64.1	40	87	187	404
165	Iris Ave	Lasselle St	Nason St	24,067	337	0	45	6	0	64.3	59.7	20	44	95	205
168	Krameria Ave	Perris Blvd	Lasselle St	10,325	136	0	45	6	0	60.8	56.2	11	25	55	119
169	Krameria Ave	Kitching St	Lasselle St	4,378	4	0	45	0	0	62.3	57.6	15	32	69	150
170	Kitching St	Krameria Ave	Lurin Ave	21,370	12	0	45	6	0	63.1	58.5	17	36	79	171
171	Lasselle St	Cahuilla Dr	Krameria Ave	19,623	109	0	45	6	0	63.1	58.4	16	36	78	169
172	Lasselle St	Krameria Ave	Arroyo Park Dr	8,718	104	12	45	6	0	59.9	55.3	10	22	48	104
173	Oleander Ave	Perris Blvd	Lasselle St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
174	Oleander Ave	Lasselle St	Lake Perris Dr	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	12,445	313	366	45	0	0	68.9	64.3	41	90	194	418
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	3,462	39	69	45	0	0	62.8	58.2	16	34	75	162
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	14,635	353	418	45	0	0	69.6	65.0	46	99	214	461
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	2,051	0	0	45	0	0	58.9	54.3	9	19	41	90
181	Potrero Blvd	north of SR 60 WB Ramps	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
182	SR 60 WB Onramp	west of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
183	SR 60 WB Offramp	east of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
184	SR 60 EB Offramp	west of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
185	SR 60 EB Onramp	east of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	13,124	157	94	45	0	0	67.6	63.0	34	73	157	340
191	Gilman Springs Rd	Bridge St	Beaumont Ave	12,235	143	79	45	0	0	67.3	62.7	32	70	151	326
192	Bridge St	Gilman Springs Rd	Marvin Rd	1,418	16	41	45	0	0	58.3	53.7	8	17	37	81
194	Crescent Ave	West of Alessandro Rd	0	2,210	63	0	35	0	0	57.5	52.9	7	15	33	71
195	Crescent Ave	Alessandro Rd	Center St	6,077	95	0	45	0	0	64.2	59.6	20	43	94	202
196	Alessandro Rd	Crescent Ave	Sunset Dr	6,035	157	0	45	0	0	64.6	59.9	21	45	98	213
198	Sunset Dr	Crown St	Alessandro Rd	300	6	0	35	0	0	48.5	43.9	1	3	8	18
199	Sunset Dr	Alessandro Rd	Cameo Dr	579	8	0	35	0	0	51.2	46.6	2	5	12	27
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	6,223	170	0	45	0	0	64.7	60.1	21	47	101	219

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205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	18,683	28	0	45	0	0	68.6	64.0	39	85	183	396
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	272	0	0	45	0	0	50.2	45.5	2	5	10	23
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	18,681	28	0	35	0	0	65.5	60.8	24	52	113	245
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	7,119	0	0	35	0	0	61.2	56.6	12	27	59	127
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	43,156	12	17	45	0	0	72.2	67.6	69	148	320	690
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	14,435	15	21	45	6	0	61.5	56.9	13	28	62	133
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	49,944	12	7	45	0	0	72.9	68.2	76	164	354	763
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,614	0	0	45	0	0	66.1	61.5	26	58	125	269
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	11,288	0	0	45	0	0	66.4	61.7	28	60	130	281
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	390	0	0	35	6	0	42.6	38.0	0	1	3	7
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	2,501	0	0	45	0	0	59.8	55.2	10	22	47	102
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	48,159	8	5	45	0	0	72.6	68.0	73	159	343	739
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	3,434	0	0	45	0	0	61.2	56.6	12	27	58	126
229	Century Ave	Alessandro Blvd	Claridge Dr	1,334	0	0	45	0	0	57.1	52.4	6	14	31	67
230	Century Ave	Trafalgar Ave	Alessandro Blvd	1,003	0	0	45	0	0	55.8	51.2	5	12	25	55
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	35,007	63	85	45	0	0	71.3	66.7	60	130	280	604
232	Chicago Ave	Alessandro Blvd	Central Ave	28,793	33	102	45	0	0	70.7	66.1	55	118	256	551
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	50,540	31	32	45	0	0	72.9	68.3	76	164	354	764
236	Victoria Ave	Central Ave	Arlington Ave	6,954	24	1	45	0	0	64.5	59.9	21	45	97	210
237	Arlington Ave	Victoria Ave	Alessandro Blvd	34,661	46	111	45	0	0	71.5	66.9	62	134	289	623
238	Victoria Ave	Arlington Ave	Maude St	12,741	34	15	45	0	0	67.0	62.4	31	67	145	312
239	Arlington Ave	Maude St	Victoria Ave	30,246	16	69	45	0	0	70.6	66.0	54	116	251	542
240	Durango Rd	Laramie Rd	Arlington Ave	1,877	0	0	45	0	0	58.6	53.9	8	18	39	84
241	Horace St	Arlington Ave	Victoria Ave	3,835	0	0	45	0	0	61.7	57.0	13	29	63	136
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	32,939	4	66	45	0	0	71.2	66.6	59	128	276	595
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	10,671	6	4	45	0	0	66.4	61.7	28	60	130	281
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	17,558	2	112	45	0	0	68.3	63.6	37	81	174	376
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,744	0	74	45	0	0	69.0	64.4	42	90	195	421
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	15,682	12	12	45	0	0	67.8	63.2	35	75	162	350
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	35,141	15	95	45	0	0	71.3	66.7	59	129	278	599
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	2,207	0	0	35	0	0	56.1	51.5	5	12	27	58
252	Central Ave	Chicago Ave	Canyon Crest Dr	20,979	40	102	45	0	0	69.3	64.7	44	95	205	442
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	16,980	24	24	45	0	0	68.2	63.5	37	79	172	370
256	Canyon Crest Dr	Central Ave	Country Club Dr	17,555	24	25	45	0	0	68.3	63.7	37	81	176	379
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,184	0	12	45	0	0	63.7	59.1	18	40	87	188
260	Central Ave	Canyon Crest Dr	I-215	20,638	46	113	45	0	0	69.2	64.6	43	93	202	435
261	Lochmoor Dr	Central Ave	Fair Isle Dr	3,541	2	0	35	6	0	52.2	47.6	3	6	14	31
262	Sycamore Canyon Blvd	Central Ave	College Blvd	11,014	3	2	35	0	0	63.2	58.5	17	37	79	172
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	15,044	36	96	45	0	0	68.0	63.3	36	77	167	360
264	I-215 SB Off-Ramps	I-215	Central Ave	2,526	24	16	45	0	0	61.9	57.3	14	30	66	142
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	14,639	48	109	45	0	0	68.4	63.8	38	83	179	386
266	I-215 SB On-Ramps	Central Ave	I-215	22,100	40	56	45	0	0	69.4	64.8	44	96	208	448
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	12,674	12	11	45	0	0	67.3	62.7	32	69	150	324

ID	Arterial	From	To	2012 + Phase 1			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
268	I-215 NB Off-Ramp	Watkins Dr	I-215	10,314	76	208	45	0	0	67.9	63.3	35	77	166	357
269	Martin Luther King Blvd	SR-91	Chicago Ave	29,794	74	243	45	0	0	71.3	66.6	59	128	276	596
270	Chicago Ave	University Ave	Martin Luther King Blvd	23,152	0	12	45	0	0	69.5	64.8	45	97	210	453
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	25,970	69	231	45	0	0	70.8	66.2	56	120	260	560
272	Chicago Ave	Martin Luther King Blvd	Central Ave	24,107	0	6	45	0	0	69.6	65.0	46	100	216	465
273	Iowa Ave	University Ave	Martin Luther King Blvd	13,558	0	0	45	0	0	67.1	62.5	31	68	147	317
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	32,152	74	231	45	0	0	71.7	67.1	63	137	296	639
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	11,588	0	1	45	0	0	66.5	61.9	28	61	132	286
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	26,649	62	225	45	0	0	70.9	66.3	56	121	262	565
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	22,892	0	0	45	0	0	69.4	64.8	44	96	208	449
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	5,994	0	0	45	0	0	63.6	59.0	18	39	85	184
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	8,985	36	155	45	0	0	66.4	61.8	28	60	130	282
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	29,876	88	206	45	0	0	71.4	66.8	60	131	282	608
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	9,464	0	10	45	0	0	65.6	61.0	24	53	115	249
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	8,458	72	300	45	0	0	66.9	62.2	30	65	140	303
283	SR-60 EB Off-Ramp	SR-60	Heacock St	22,538	24	70	45	0	0	69.4	64.8	44	96	207	447
284	SR-60 EB On-Ramp	Heacock St	SR-60	8,500	44	154	45	0	0	65.7	61.1	25	54	117	253
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	25,702	22	68	45	0	0	70.2	65.6	50	109	235	508
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	29,577	69	17	45	0	0	70.6	66.0	54	116	251	541
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	32,787	107	109	45	0	0	71.2	66.5	58	126	273	588
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	22,794	162	121	45	0	0	69.6	65.0	46	100	215	464
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	17,716	79	86	45	0	0	68.6	63.9	39	84	182	393
290	Perris Blvd	Sunnymead Blvd	Fir Ave	27,153	153	225	45	0	0	70.8	66.2	55	120	259	559
294	Via Del Lago	South of Iris Ave	0	815	0	0	45	0	0	54.9	50.3	4	10	22	48
301	John F. Kennedy Dr	Indian St	Perris Blvd	9,531	6	0	45	0	0	65.6	61.0	25	54	116	251
302	John F. Kennedy Dr	Perris Blvd	Kitching St	9,429	2	0	45	0	0	65.6	61.0	24	53	115	249
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	15,612	95	166	45	0	0	67.9	63.3	35	77	166	358
304	Iris Ave	Indian St	Perris Blvd	12,933	27	47	45	0	0	67.0	62.4	31	67	144	311
306	Perris Blvd	Iris Ave	Krameria Ave	16,379	171	153	45	6	0	62.6	57.9	15	33	72	156
307	Perris Blvd	Krameria Ave	Harley Know Blvd	16,815	243	129	45	6	0	62.7	58.1	16	34	74	160
324	Ramona Expy	Warren Rd	Sanderson Ave	14,270	83	290	45	0	0	67.6	63.0	34	73	158	341
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	28,089	35	584	45	0	0	70.4	65.8	52	113	244	526
326	Ramona Expy	Sanderson Ave	State St	15,478	71	165	45	0	0	67.9	63.3	35	76	164	355
327	Sanderson Ave	Ramona Expy	Ramona Blvd	18,128	24	255	45	0	0	68.6	64.0	39	86	185	399
340	Alessandro Blvd	South of San Timoteo Canyon R	0	366	0	0	45	0	0	51.5	46.8	2	6	13	28
351	Live Oak Canyon Rd	South of San Timoteo Canyon R	0	236	0	0	45	0	0	49.5	44.9	2	4	9	21
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	12,544	131	79	45	0	0	67.4	62.8	32	70	152	329
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	5,286	0	0	45	0	0	63.0	58.4	16	36	78	169
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	11,305	86	42	45	0	0	66.8	62.1	29	64	138	299
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	7,412	80	70	45	0	0	65.7	61.0	25	54	117	252
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	4,508	24	70	45	0	0	62.5	57.9	15	33	72	156
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	11,399	42	12	45	0	0	66.5	61.9	28	61	133	287
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	3,712	54	66	45	0	0	62.8	58.1	16	34	75	161

ID	Arterial	From	To	2012 + Phase 1			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	38,597	33	57	45	0	0	71.8	67.1	64	138	298	643
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	6,372	24	66	45	0	0	64.0	59.4	19	42	90	195
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	4,402	0	36	45	0	0	62.8	58.2	16	35	75	162
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
376	3rd St	Marvin Rd	Mid County Pkwy WB Ran	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ran	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
386	Harley Know Blvd	Indian St	Perris Blvd	4,531	71	142	45	0	0	62.9	58.3	16	35	77	166
387	Perris Blvd	Krameria Ave	Harley Know Blvd	14,446	174	371	45	6	0	62.0	57.4	14	31	67	144
388	Krameria Ave	Lasselle St	Spirit Rd	1,947	0	0	45	0	0	58.7	54.1	8	18	40	86
389	El Cerrito Dr	South of Central Ave	0	2,597	0	0	45	0	0	60.0	55.3	10	22	48	105
390	Ramona Expy	Webster Ave	Indian St	27,447	109	865	45	0	0	70.4	65.8	52	113	243	525
392	Ramona Expy	Indian St	Perris Blvd	27,236	142	505	45	0	0	70.5	65.9	52	113	245	529
393	Indian St	Ramona Expy	Morgan St	3,139	108	446	45	0	0	63.3	58.7	17	38	82	177
394	Perris Blvd	Harley Know Blvd	Ramona Expy	14,365	203	314	45	0	0	68.1	63.5	36	79	171	368
396	Perris Blvd	Ramona Expy	Rider St	16,039	108	119	45	0	0	68.2	63.6	37	80	172	372
397	Ramona Expy	Perris Blvd	Evans Rd	24,587	116	311	45	0	0	69.9	65.3	48	104	225	484
398	Evans Rd	Marbella Gate	Ramona Expy	19,675	110	0	45	6	0	63.0	58.4	16	36	78	168
399	Ramona Expy	Evans Rd	Rider St	17,269	59	229	55	6	0	64.8	60.2	22	47	103	221
400	Evans Rd	Ramona Expy	Rider St	12,579	19	6	45	0	0	66.9	62.3	30	65	142	306
401	Morgan St	Indian St	Perris Blvd	744	35	71	45	0	0	56.7	52.1	6	13	29	63
402	Morgan St	Perris Blvd	Silver Creek Industries	814	24	0	45	0	0	55.7	51.1	5	11	25	54
404	Morgan St	Morgan Park	Evans Rd	3,199	12	0	45	0	0	61.0	56.4	12	26	57	123
405	Morgan St	Evans Rd	Bradley Rd	3,162	0	12	45	0	0	60.8	56.2	12	25	55	120
406	Ironwood Ave	East of Thedore St	0	319	13	0	45	0	0	51.8	47.2	3	6	14	30
407	Rider St	Indian St	Perris Blvd	2,833	0	24	45	0	0	60.4	55.7	11	24	51	112
408	Rider St	Perris Blvd	Redlands Ave	8,246	0	2	45	0	0	65.0	60.4	22	49	106	229
409	Ironwood Ave	Nason St	Moreno Beach Dr	5,371	52	0	45	0	0	63.5	58.8	18	38	83	180
410	Rider St	Wilson Ave	Evans Rd	11,941	0	13	45	0	0	66.6	62.0	29	62	135	292
411	Rider St	Evans Rd	Ramona Expy	6,156	0	25	45	0	0	63.8	59.2	19	40	88	190
412	Maude St	North of Arlington Ave	0	212	0	0	45	0	0	49.1	44.5	1	4	9	19
413	Placentia Ave	Indian St	Perris Blvd	1,205	0	2	45	0	0	58.3	53.7	8	17	38	81
414	Placentia Ave	Perris Blvd	Redlands Ave	3,458	0	0	45	0	0	61.2	56.6	12	27	59	127
415	Perris Blvd	Placentia Ave	Orange Ave	16,692	64	31	45	0	0	68.2	63.6	37	80	174	375
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
421	Via Del Lago	South of Iris Ave	0	378	0	0	45	0	0	51.6	47.0	2	6	13	29
424	Perris Blvd	Alessandro Blvd	Cottonwood Ave	21,134	118	124	45	6	0	63.2	58.6	17	37	80	174

ID	Arterial	From	To	2012 + Phase 1			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
425	Mid County Pkwy WB On-Ramp	West of Evan	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
427	Day St	south of Alessandro Blvd	0	626	2	61	45	0	0	55.3	50.7	5	11	23	51
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
429	Mid County Pkwy EB On-Ramp	East of Evan	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	27,861	23	101	45	0	0	70.5	65.9	53	114	246	530
431	Placentia Ave	Water Ave	Evans Rd	0	0	0	35	0	0	0.0	-4.6	0	0	0	0
432	Placentia Ave	Evans Rd	El Nido Ave	0	0	0	35	0	0	0.0	-4.6	0	0	0	0
433	Evans Rd	Rider St	Orange Ave	6,219	5	0	45	0	0	63.8	59.2	19	41	88	190
434	Orange Ave	Wilson Ave	Evans Rd	4,925	0	12	45	0	0	62.8	58.1	16	34	75	162
435	Orange Ave	Evans Rd	Foothill Dr	2,808	0	12	35	0	0	57.2	52.6	6	14	31	68
436	Elsworth St	south of Cactus Ave	0	9,452	0	36	45	0	0	65.6	61.0	24	53	115	249
441	Nuevo Rd	Wilson Ave	Evans Rd	13,924	24	59	45	0	0	67.3	62.7	32	70	151	325
442	Evans Rd	Orange Ave	Nuevo Rd	5,195	1	6	45	0	0	63.0	58.4	16	36	77	167
443	Nuevo Rd	Evans Rd	Foothill Dr	10,828	24	47	45	0	0	66.2	61.6	27	59	128	276
444	Evans Rd	Nuevo Rd	San Jacinto Ave	0	0	0	45	6	0	0.0	-4.6	0	0	0	0
452	San Jacinto Ave	West of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
453	Evans Rd	North of San Jancito Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
454	San Jacinto Ave	East of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
455	Evans Rd	South of San Jancito Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
458	Nason St	South of Cactus Ave	0	1,133	0	0	45	0	0	56.4	51.7	6	13	28	60
464	Quincy	South of Eucalyptus	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
477	Ellis Ave	West of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
478	Evans Rd	North of Ellis Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
479	Oliver St	South of Irris Ave	0	2,644	12	0	45	0	0	60.2	55.6	10	23	50	108
480	Ellis Ave	Evans Rd	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
482	Ellis Ave	East of SR-215	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
483	SR-215 SB On-ramp	Ellis Ave	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
484	SR-215 NB On-ramp	Ellis Ave	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
488	Nason St	North of Iris Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
494	Evans Rd	North of Harley Knox Blvd	0	0	0	0	45	6	0	0.0	-4.6	0	0	0	0
498	Morrison St	Alessandro Blvd	Cactus Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	24,674	17	104	45	0	0	69.8	65.1	47	102	219	473
500	Perris Blvd	North of Eucalyptus Ave	0	25,843	18	116	45	0	0	70.5	65.9	53	114	247	532
502	Quincy	Cottonwood Ave	Alessandro Blvd	0	0	0	35	6	0	0.0	-4.6	0	0	0	0
503	Quincy	Alessandro Blvd	Cactus Ave	0	0	0	35	6	0	0.0	-4.6	0	0	0	0
504	Krameria Ave	west of Perris Blvd	0	3,601	30	0	45	0	0	61.6	57.0	13	29	63	136
0	0	0	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0

2012 Plus Phase 1 **Total Noise Levels**

ID	Freeway	From	2012 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	196,670	4,010	15,970	65	0	0	85.3	80.7	495	1067	2299	4953
2	SR-60	S Reservoir Rd to Ramona Ave	200,660	4,220	16,810	65	0	0	85.4	80.8	504	1085	2339	5040
3	SR-60	Ramona Ave to Central Ave	189,130	4,090	16,210	65	0	0	85.2	80.6	486	1047	2256	4861
4	SR-60	Central Ave to Mountain Ave	198,400	4,360	17,150	65	0	0	85.4	80.8	502	1083	2333	5027
5	SR-60	Mountain Ave to Euclid Ave	192,040	4,260	16,700	65	0	0	85.3	80.7	492	1060	2285	4924
6	SR-60	Euclid Ave to Grove Ave	209,770	4,680	18,420	65	0	0	85.7	81.0	522	1126	2426	5228
7	SR-60	Grove Ave to Vineyard Ave	205,610	4,430	17,470	65	0	0	85.5	80.9	513	1106	2383	5135
8	SR-60	Vineyard Ave to Archibald Ave	205,320	4,480	17,480	65	0	0	85.5	80.9	513	1106	2383	5135
9	SR-60	Archibald Ave to Haven Ave	192,850	4,290	16,140	65	0	0	85.3	80.7	492	1061	2285	4924
10	SR-60	Haven Ave to Miliken Ave	174,490	3,890	14,530	65	0	0	84.9	80.3	460	992	2137	4605
11	SR-60	Miliken Ave to SR-15	143,390	3,860	14,530	65	0	0	84.3	79.7	416	896	1931	4160
12	SR-60	I-15 to Etiwanda Ave	102,720	2,890	9,900	65	0	0	83.0	78.4	332	716	1543	3326
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village R	113,430	2,870	9,980	65	0	0	83.3	78.7	349	753	1624	3499
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	104,130	2,620	9,100	65	0	0	83.0	78.4	330	711	1532	3302
15	SR-60	Pedley Rd to Pyrite St	95,880	2,360	8,340	65	0	0	82.7	78.1	312	672	1448	3120
16	SR-60	Pyrite St to Valley Way	92,320	2,320	8,140	65	0	0	82.6	78.0	304	657	1415	3049
17	SR-60	Valley Way to Rubidoux Blvd	127,560	3,080	10,560	65	0	0	83.8	79.1	375	809	1743	3755
18	SR-60	Rubidoux Blvd to Market St	124,740	3,020	10,020	65	0	0	83.7	79.0	369	795	1713	3692
19	SR-60	Market St to Main St	149,170	3,810	11,920	65	0	0	84.4	79.8	417	899	1937	4173
20	SR-60	Main St to SR-91	172,200	4,500	13,200	65	0	0	85.0	80.3	458	988	2129	4587
21	SR-60	SR-91 to W Blaine St/3rd St	195,140	4,520	16,330	65	0	0	85.6	81.0	497	1072	2309	4976
22	SR-60	W Blaine St/3rd St to University Ave	180,990	4,060	14,330	65	0	0	85.3	80.7	470	1013	2183	4704
23	SR-60	University Ave to Martin Luther King Blvd	187,710	4,230	14,770	65	0	0	85.5	80.9	482	1038	2237	4820
24	SR-60	Martin Luther King Blvd to Central Ave	232,940	5,450	19,280	65	0	0	86.4	81.7	559	1206	2598	5598
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	211,520	4,810	16,700	65	0	0	86.0	81.3	522	1125	2424	5223
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	212,020	4,570	16,710	65	0	0	85.9	81.3	521	1123	2420	5214
27	SR-60	I-215 to Day St	123,310	3,220	13,740	65	0	0	84.2	79.6	379	817	1760	3793
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	124,830	3,150	14,870	65	0	0	84.3	79.7	384	828	1785	3846
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	105,180	2,620	12,660	65	0	0	83.7	79.1	343	739	1593	3433
30	SR-60	Heacock St to Perris Blvd	88,860	2,220	10,840	65	0	0	83.2	78.6	307	662	1427	3074
31	SR-60	Perris Blvd to Nason St	72,540	1,670	8,590	65	0	0	82.5	77.9	266	573	1235	2661
32	SR-60	Nason St to Moreno Beach Dr	63,990	1,380	7,440	65	0	0	82.1	77.5	243	524	1129	2432
33	SR-60	Moreno Beach Dr to Redlands Blvd	44,970	860	4,720	65	0	0	81.1	76.4	188	406	876	1888
34	SR-60	Redlands Blvd to Theodore St	35,980	1,000	5,820	65	0	0	80.9	76.2	177	382	825	1777
35	SR-60	Theodore St to Gilman Springs Rd	36,440	1,000	5,810	65	0	0	79.1	74.5	178	384	828	1785
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	29,710	730	4,630	65	0	0	78.0	73.3	154	331	715	1540
37	SR-60	Jack Rabbit Trail to I-10	29,700	730	4,630	65	0	0	78.0	73.3	154	331	715	1540
75	SR-91	I-15 to McKinley St	198,300	3,020	9,640	65	0	0	85.0	80.4	479	1033	2225	4795
76	SR-91	McKinley St to Pierce St	181,040	2,780	8,780	65	0	0	84.6	80.0	451	972	2095	4514
77	SR-91	Pierce St to Magnolia Ave	170,890	2,520	8,420	65	0	0	84.4	79.8	433	934	2013	4338
78	SR-91	Magnolia Ave to La Sierra Ave	182,640	2,970	9,980	65	0	0	84.7	80.1	456	984	2121	4569
79	SR-91	La Sierra Ave to Tyler St	163,440	2,700	9,120	65	0	0	84.3	79.6	424	915	1972	4249

80	SR-91	Tyler St to Van Buren Blvd	196,590	1,940	6,550	65	0	0	84.8	80.2	466	1004	2163	4661
81	SR-91	Van Buren Blvd to Adam St	182,340	1,730	5,990	65	0	0	84.5	79.9	442	953	2055	4427
82	SR-91	Adam St to Madison St	169,390	1,500	5,320	65	0	0	84.2	79.6	420	906	1951	4205
83	SR-91	Madison St to Indiana Ave (off-ramp)	162,800	1,390	4,850	65	0	0	84.0	79.4	408	881	1898	4089
84	SR-91	Arlington Ave to Central Ave	134,970	1,390	4,910	65	0	0	83.3	78.7	363	783	1688	3636
85	SR-91	Central Ave to 14th St	161,730	1,670	5,860	65	0	0	84.1	79.4	410	883	1904	4102
86	SR-91	14th St to University Ave	148,210	1,560	5,340	65	0	0	83.7	79.1	387	834	1797	3872
87	SR-91	University Ave to Spruce St (off-ramp)	191,850	2,020	6,860	65	0	0	84.7	80.1	459	990	2134	4599
101	I-10	SR-60 to Beaumont Ave	104,960	2,220	14,110	65	0	0	82.8	78.2	344	742	1600	3448
102	I-10	Beaumont Ave to Pennsylvania Ave	106,600	2,260	14,380	65	0	0	82.9	78.3	348	751	1618	3486
103	I-10	Pennsylvania Ave to Highland Springs Ave	111,720	2,400	15,010	65	0	0	83.1	78.5	359	775	1669	3597
104	I-10	Highland Springs Ave to Sunset Ave	107,390	2,280	14,510	65	0	0	82.9	78.3	350	755	1626	3504
105	I-10	Sunset Ave to 22nd St	104,810	2,210	14,220	65	0	0	82.8	78.2	344	743	1601	3449
106	I-10	22nd St to S 8th St	103,090	2,160	14,010	65	0	0	82.7	78.1	341	734	1583	3411
107	I-10	S 8th St to S Hargrave St	103,070	2,140	14,070	65	0	0	82.7	78.1	341	734	1583	3411
108	I-10	S Hargrave St to Field Rd	92,690	1,940	12,640	65	0	0	82.3	77.7	317	684	1475	3179
109	I-10	Field Rd to Main St (Cabazon)	88,380	1,780	12,140	65	0	0	82.1	77.5	307	662	1428	3077
110	I-10	Main St (Cabazon) to Main St	78,070	1,580	10,740	65	0	0	81.6	76.9	283	610	1315	2834
111	I-10	Main St to Haugen-Lehmann Way	78,070	1,590	10,720	65	0	0	81.6	76.9	283	610	1315	2834
112	I-10	Haugen-Lehmann Way to SR-111	78,070	1,590	10,730	65	0	0	81.6	76.9	283	610	1315	2835
113	I-10	SR-111 to Tipton Rd	67,820	1,360	9,350	65	0	0	81.0	76.3	258	555	1197	2580
114	I-10	Tipton Rd to SR-62	67,860	1,360	9,350	65	0	0	81.0	76.3	258	556	1198	2581
129	SR-215	Scott Rd to Newport Rd	78,870	1,540	3,720	65	0	0	81.0	76.4	262	565	1217	2622
130	SR-215	Newport Rd to MacCall Blvd	67,520	1,320	3,170	65	0	0	80.4	75.7	236	509	1097	2364
131	SR-215	MacCall Blvd to Ethanac Rd	73,740	1,470	3,340	65	0	0	80.8	76.1	250	540	1163	2507
132	SR-215	Ethanac Rd to SR-74/Case	96,600	1,890	4,420	65	0	0	81.9	77.3	299	646	1392	2999
133	SR-215	SR-74/Case Rd to Redlands Blvd	112,210	3,660	8,740	65	0	0	82.9	78.3	351	756	1629	3511
167	SR-215	Redlands Blvd to D St	96,100	3,080	7,880	65	0	0	82.2	77.6	317	683	1472	3173
168	SR-215	D St to Nuevo St/Harvil Ave	96,930	3,240	7,580	65	0	0	82.3	77.7	319	687	1481	3192
169	SR-215	Nuevo St/Harvil Ave to Ramona Expy/Cajalco Ex	95,060	3,140	7,460	65	0	0	82.2	77.6	314	678	1461	3149
171	SR-215	Ramona Expy/Cajalco Expy to Harley Knox Blvd	107,690	3,590	8,550	65	0	0	82.7	78.1	342	738	1590	3427
172	SR-215	Harley Knox Blvd to Van Buren Blvd	113,810	3,820	8,960	65	0	0	83.0	78.3	355	766	1650	3556
173	SR-215	Van Buren Blvd to Cactus Ave	109,860	3,650	8,730	65	0	0	82.8	78.2	347	748	1611	3472
174	SR-215	Cactus Ave to Alessandro Blvd	117,150	3,200	7,600	65	0	0	82.9	78.3	352	759	1637	3527
175	SR-215	Alessandro Blvd to Eucalyptus Ave	114,350	3,050	7,570	65	0	0	82.8	78.2	346	747	1609	3468
176	SR-215	Eucalyptus Ave to SR-60	121,320	3,180	8,110	65	0	0	83.1	78.4	360	776	1673	3605
134	SR-215	SR-60 to Columbia Ave	180,140	3,470	7,520	65	0	0	84.5	79.9	453	976	2103	4530
135	SR-215	Columbia Ave to Center St	151,250	2,920	6,210	65	0	0	83.8	79.2	403	868	1871	4031
136	SR-215	Center St to Iowa Ave/La Cadena Dr	150,570	2,900	6,200	65	0	0	83.7	79.1	401	865	1865	4019
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	147,430	2,960	6,250	65	0	0	83.6	79.0	397	856	1844	3974
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	154,080	3,090	6,530	65	0	0	83.8	79.2	409	881	1899	4092
139	SR-215	Mt Vernon Ave/Washington St to I-10	155,380	3,160	6,720	65	0	0	83.8	79.2	412	887	1912	4120
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	124,270	1,790	5,190	65	0	0	82.8	78.1	349	752	1620	3490
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	113,650	1,570	4,720	65	0	0	82.4	77.7	328	707	1523	3283
142	SR-215	Mill St to 2rd St	129,820	2,030	6,010	65	0	0	83.0	78.4	361	778	1678	3615
143	SR-215	2rd St to Baseline Rd	111,530	1,900	5,460	65	0	0	82.4	77.7	328	707	1524	3284
144	SR-215	Baseline Rd to Highland Ave/SR-210	118,190	2,520	9,520	65	0	0	82.8	78.2	353	761	1640	3535

2012 Plus Project Case															
				2012 + Project								Distance from Centerline (ft)			
ID	Arterial	From	To	Light Vehicles	Medium Trucks	Heavy Trucks & Buses	Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	22,666	3,097	9,375	45	0	0	77.3	72.6	149	322	695	1498
2	Street A	Eucalyptus Ave	Street F	23,663	3,202	9,941	45	0	0	77.4	72.8	154	332	716	1543
3	Street E	west of Street A	0	8,688	1,154	3,477	45	0	0	72.9	68.3	76	164	354	764
4	Street E	north of Alessandro Blvd	0	5,579	247	32	45	0	0	65.5	60.9	24	53	114	246
5	Street E	Street D	Street A	10,084	525	51	45	0	0	68.1	63.4	36	78	169	365
6	Street A	Street F	Street C	11,250	1,408	3,983	45	0	0	73.5	68.9	84	182	392	844
7	Street A	south of Street C	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
8	Street D	Street E	Cactus Ave	13,661	765	0	45	0	0	69.6	65.0	46	100	215	464
9	John F Kennedy Dr	south of Cactus Ave	0	12,474	604	0	45	0	0	68.7	64.1	40	87	188	405
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	3,132	78	0	45	0	0	60.9	56.2	12	26	56	120
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	3,994	43	0	45	0	0	61.5	56.9	13	28	62	134
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	9,412	39	47	45	0	0	66.1	61.5	27	58	126	272
13	Redlands Blvd	State Route 60	Eucalyptus Ave	9,501	137	769	45	0	0	67.9	63.3	35	77	165	357
14	Eucalyptus Ave	east of Redlands Blvd	0	4,442	192	705	45	0	0	66.0	61.3	26	57	123	265
15	Eucalyptus Ave	west of Street A	0	2,151	174	811	45	0	0	66.6	61.9	29	62	134	290
18	Street B	east of Street A	0	1,852	179	382	45	0	0	63.8	59.2	18	40	87	189
18a	Street B	west of Gilman Springs Rd	0	854	69	84	45	0	0	59.0	54.4	9	19	42	91
19	Street F	east of Street A	0	2,939	393	1,255	45	0	0	68.5	63.8	38	83	180	389
20	Street F	north of Street C	0	1,972	126	50	45	0	0	61.5	56.9	13	28	62	134
21	Street C	east of Street A	0	11,952	1,085	2,179	45	0	0	71.5	66.9	62	133	288	621
22	Street C	west of Street F	0	12,611	1,080	2,190	45	0	0	71.6	66.9	62	134	290	624
23	Street F	Street C	Street G	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
24	Street C	Street F	Street H	8,520	675	1,200	45	0	0	69.4	64.8	44	96	207	447
25	Street C	Street H	Gilman Springs Rd	9,661	770	1,858	45	0	0	70.7	66.1	54	117	253	546
26	Street H	Street C	Street G	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
27	Street G	east of Street H	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
28	Street G	Street F	Street H	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	13,278	597	2,104	45	0	0	72.3	67.7	70	152	327	705
30	Gilman Springs Rd	Eucalyptus Ave	Street C	12,056	427	1,642	45	0	0	72.1	67.5	67	146	314	677
31	Gilman Springs Rd	south of Street C	0	14,289	307	584	45	0	0	68.6	64.0	39	86	185	399
32	Cactus Ave	west of Redlands Blvd	0	3,879	101	0	45	0	0	62.8	58.2	16	35	75	163
33	Alessandro Blvd	west of Redlands Blvd	0	4,184	52	6	45	0	0	62.6	57.9	15	33	72	156
35	Redlands Blvd	Ironwood Ave	State Route 60	13,410	59	668	55	0	0	72.3	67.7	69	150	324	698
36	Ironwood Ave	Redlands Blvd	Highland Blvd	2,025	254	0	35	0	0	60.1	55.5	10	23	49	107
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	8,117	212	575	45	0	0	69.4	64.8	44	96	208	448
38	Theodore St	State Route 60	Highland Blvd	3,300	521	196	45	0	0	65.7	61.1	25	54	118	254
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	15,781	415	639	55	0	0	72.3	67.7	70	151	326	703
43	Moreno Beach Dr	Alessandro Blvd	SR 60	19,153	19	87	45	0	0	68.8	64.2	41	88	190	410
46	Moreno Beach Dr	State Route 60	Ironwood Ave	10,434	4	64	45	0	0	66.1	61.5	27	58	125	270
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	3,832	27	12	45	6	0	55.9	51.3	5	12	26	56
48	Alessandro Blvd	Lasselle St	Morrison St	8,912	23	416	45	6	0	59.7	55.1	10	21	47	101
50	Cactus Ave	Redlands Blvd	Street D	13,616	765	0	45	0	0	69.6	65.0	46	99	214	462

ID	Arterial	From	To	2012 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	14,780	9	18	45	6	0	61.6	57.0	13	29	63	136
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	20,948	573	6	35	6	0	61.4	56.8	13	28	61	132
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	2,627	10	12	45	6	0	54.3	49.7	4	9	20	44
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	107	0	0	35	0	0	43.0	38.4	0	1	3	7
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	1,786	8	0	45	0	0	59.0	54.4	9	19	42	90
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	2,623	6	0	35	0	0	57.3	52.7	7	15	32	70
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	6,401	267	0	45	0	0	65.3	60.7	24	51	111	240
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	13,135	9	92	45	0	0	67.1	62.5	31	67	146	315
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	2,619	12	8	45	0	0	60.1	55.5	10	23	50	108
60	SR 60 WB Ramps	east of Redlands Blvd	0	5,512	145	583	45	0	0	67.2	62.6	32	69	148	320
61	SR 60 EB Ramps	west of Redlands Blvd	0	6,130	27	339	45	0	0	66.7	62.1	29	64	138	297
62	Fir Ave	Quincy Dr	Redlands Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
65	Alessandro Blvd	Nason St	Oliver St	8,396	21	23	45	0	0	65.3	60.7	23	51	111	239
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	6,697	33	24	45	0	0	64.4	59.8	20	45	96	208
67	Oliver St	Alessandro Blvd	Cactus Ave	2,183	0	0	35	0	0	56.5	51.8	6	13	28	61
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	15,688	10	36	45	0	0	67.8	63.2	35	75	163	351
69	Cactus Ave	Nason St	Oliver St	7,693	61	4	45	0	0	65.0	60.4	22	49	106	229
70	Cactus Ave	Oliver St	Moreno Beach Dr	8,692	91	0	45	6	0	59.8	55.2	10	22	47	102
71	Oliver St	Cactus Ave	John F Kennedy Dr	4,921	0	0	45	0	0	62.7	58.1	16	34	74	161
72	Oliver St	John F Kennedy Dr	Iris Ave	3,291	0	0	45	0	0	61.0	56.4	12	26	57	123
73	Iris Ave	Nason St	Oliver St	22,606	570	0	45	0	0	70.5	65.9	53	115	247	533
74	Heacock St	Manzanita Ave	Ironwood Ave	21,195	9	12	45	0	0	69.1	64.5	42	92	198	428
75	Ironwood Ave	Graham St	Heacock St	14,422	26	7	45	0	0	67.5	62.9	33	72	155	335
76	Ironwood Ave	Heacock St	Indian Ave	11,367	8	0	45	0	0	66.4	61.8	28	61	131	283
77	Heacock St	Ironwood Ave	Hemlock Ave	22,413	24	19	45	0	0	69.4	64.8	45	97	209	452
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	26,393	50	8	45	0	0	70.1	65.5	50	108	232	501
81	SR 60 WB Ramps	west of Heacock St	0	18,644	0	70	45	0	0	68.5	63.9	39	84	182	392
82	SR 60 WB Ramps	east of Heacock St	0	7,895	83	125	45	0	0	65.5	60.8	24	52	113	244
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	27,373	42	68	45	0	0	70.3	65.7	51	111	239	515
85	SR 60 WB Onramp	west of Perris Blvd	0	17,772	0	48	45	0	0	68.5	63.8	38	83	180	387
86	SR 60 WB Offramp	east of Perris Blvd	0	6,377	136	230	45	0	0	66.0	61.4	26	57	123	265
87	Eucalyptus Ave	Indian St	Perris Blvd	5,110	0	0	45	0	0	62.9	58.3	16	35	76	165
88	Eucalyptus Ave	Perris Blvd	Kitching St	6,478	2	12	45	0	0	64.0	59.3	19	41	90	194
95	W 6th St	I-10	N California Ave	10,424	39	46	45	0	0	66.3	61.6	27	59	128	277
96	N California Ave	W 6th St	E 8th St	1,791	2	4	45	0	0	58.6	54.0	8	18	39	85
97	E 6th St	N California Ave	Beaumont Ave	7,677	28	8	45	0	0	65.0	60.4	22	48	105	227
98	N California Ave	W 6th St	I-10	5,948	2	35	45	0	0	63.8	59.2	19	40	88	190
99	Beaumont Ave	E 6th St	E 8th St	10,843	24	36	45	0	0	66.3	61.6	27	59	128	277
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,487	25	54	45	0	0	64.8	60.2	22	48	103	222
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	35,220	54	88	45	0	0	71.4	66.8	61	132	284	612
102	I-215 SB Ramps	south of Alessandro Blvd	0	12,368	24	0	45	0	0	66.8	62.2	30	64	139	301
103	I-215 NB Ramps	north of Alessandro Blvd	0	15,157	97	244	45	0	0	68.0	63.4	36	78	168	363
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	25,429	16	172	45	0	0	70.0	65.4	49	106	229	494

ID	Arterial	From	To	2012 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
105	I-215 SB Ramps	south of Alessandro Blvd	0	11,565	0	48	45	0	0	66.5	61.9	28	61	132	286
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	6,816	1	24	45	0	0	64.2	59.6	20	43	93	201
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	23,302	19	154	45	0	0	69.6	65.0	46	99	213	460
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	1,399	6	77	45	0	0	57.8	53.1	7	16	34	75
109	Day St	Cottonwood Ave	Alessandro Blvd	1,759	5	0	35	0	0	55.3	50.7	5	11	23	51
110	Alessandro Blvd	Day St	Elsworth St	24,182	33	92	45	0	0	69.7	65.1	47	101	219	473
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	7,555	12	0	35	0	0	61.5	56.9	13	28	62	133
112	Alessandro Blvd	Elsworth St	Frederick St	26,120	42	136	45	0	0	70.1	65.5	50	108	233	503
113	Elsworth St	Alessandro Blvd	Cactus Ave	7,224	9	56	45	0	0	65.1	60.5	23	50	107	232
114	Frederick St	Cottonwood Ave	Alessandro Blvd	16,430	9	47	45	0	0	68.4	63.8	38	82	178	384
115	Alessandro Blvd	Frederick St	Graham St	28,235	33	79	45	0	0	70.4	65.8	52	112	243	524
116	Frederick St	Alessandro Blvd	Cactus Ave	9,288	0	16	45	0	0	65.6	60.9	24	53	115	249
117	Graham St	Cottonwood Ave	Alessandro Blvd	7,025	0	12	45	0	0	64.3	59.7	20	44	95	204
118	Alessandro Blvd	Graham St	Heacock St	27,211	33	52	45	0	0	70.3	65.6	51	110	237	511
119	Graham St	Alessandro Blvd	Cactus Ave	6,831	1	39	45	0	0	64.2	59.6	20	43	94	202
120	Heacock St	Cottonwood Ave	Alessandro Blvd	14,974	24	35	45	0	0	67.6	63.0	34	73	158	341
121	Alessandro Blvd	Heacock St	Indian St	24,332	34	90	45	0	0	69.8	65.2	47	102	220	475
122	Heacock St	Alessandro Blvd	Cactus Ave	11,473	20	31	45	6	0	60.8	56.2	11	25	55	119
123	Indian St	Cottonwood Ave	Alessandro Blvd	12,065	24	47	45	0	0	66.7	62.1	29	63	137	296
124	Alessandro Blvd	Indian St	Perris Blvd	23,801	71	84	45	0	0	69.7	65.1	47	101	219	472
125	Indian St	Alessandro Blvd	Cactus Ave	10,518	13	24	45	6	0	60.1	55.5	10	23	49	107
126	Alessandro Blvd	Perris Blvd	Kitching St	17,575	36	46	45	0	0	68.4	63.8	38	83	179	387
127	Perris Blvd	Alessandro Blvd	Cactus Ave	19,523	60	144	45	6	0	62.8	58.2	16	35	75	163
128	Kitching St	Cottonwood Ave	Alessandro Blvd	7,504	0	12	45	0	0	64.6	60.0	21	46	99	214
129	Alessandro Blvd	Kitching St	Lasselle St	12,263	9	83	45	0	0	66.9	62.2	30	65	141	303
130	Kitching St	Alessandro Blvd	Cactus Ave	7,184	1	0	45	6	0	58.4	53.8	8	17	38	82
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	7,411	0	12	45	0	0	64.5	59.9	21	45	98	212
133	Lasselle St	Alessandro Blvd	Cactus Ave	11,971	0	95	45	0	0	66.6	62.0	29	62	135	292
134	Morrison St	Cottonwood Ave	Alessandro Blvd	2,099	1	2	45	0	0	59.4	54.8	9	20	44	96
135	Alessandro Blvd	Morrison St	Nason St	8,236	31	301	50	6	0	60.6	56.0	11	25	54	116
136	Nason St	Cottonwood Ave	Alessandro Blvd	8,083	0	0	45	0	0	64.9	60.3	22	48	104	224
137	Nason St	Alessandro Blvd	Cactus Ave	7,918	6	0	45	0	0	64.8	60.2	22	47	103	222
138	I-215 SB Ramps	north of Cactus Ave	0	966	28	48	45	0	0	56.7	52.1	6	13	29	64
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	6,201	39	97	45	0	0	64.0	59.4	19	42	90	196
140	I-215 SB Ramps	south of Cactus Ave	0	18,967	50	26	45	0	0	68.7	64.1	40	86	187	402
141	Cactus Ave	I-215 NB Ramps	Elsworth St	23,437	32	192	45	0	0	69.6	65.0	46	99	214	461
142	I-215 NB Ramps	south of Cactus Ave	0	1,490	6	72	45	0	0	58.2	53.5	7	17	37	79
143	Cactus Ave	Elsworth St	Frederick St	30,781	43	202	45	0	0	70.8	66.1	55	119	256	553
144	Cactus Ave	Frederick St	Graham St	33,948	91	148	45	0	0	71.2	66.6	59	127	275	593
145	Cactus Ave	Graham St	Heacock St	27,666	47	100	45	0	0	70.3	65.7	51	111	239	515
146	Riverside Dr	Cactus Ave	Meyer Dr	8,779	36	0	45	0	0	65.4	60.7	24	52	112	241
147	Cactus Ave	Heacock St	Indian St	17,606	26	30	45	0	0	68.4	63.7	38	82	177	382
148	Heacock St	Cactus Ave	John F Kennedy Dr	19,342	15	102	45	6	0	62.7	58.1	16	34	74	161

ID	Arterial	From	To	2012 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
149	Cactus Ave	Indian St	Perris Blvd	16,040	33	18	45	0	0	68.0	63.4	36	77	167	360
150	Indian St	Cactus Ave	John F Kennedy Dr	9,192	0	12	45	6	0	59.5	54.8	9	21	45	97
151	Cactus Ave	Perris Blvd	Kitching St	15,710	38	0	45	0	0	67.9	63.3	35	76	165	357
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	16,709	36	159	45	6	0	62.1	57.5	14	31	68	146
153	Cactus Ave	Kitching St	Lasselle St	12,622	49	0	45	0	0	67.0	62.4	31	67	144	312
154	Kitching St	Cactus Ave	John F Kennedy Dr	8,314	0	0	35	6	0	55.9	51.3	5	12	26	56
155	Cactus Ave	Lasselle St	Morrison St	16,261	83	0	45	0	0	68.2	63.6	37	80	173	374
156	Lasselle St	Cactus Ave	John F Kennedy Dr	20,120	23	0	45	0	0	68.9	64.3	41	89	192	415
157	Cactus Ave	Morrison St	Nason St	11,655	83	0	45	0	0	66.9	62.3	30	65	141	304
158	E 6th St	Beaumont Ave	Pennsylvania Ave	9,944	38	19	45	0	0	66.1	61.5	27	58	125	270
159	Beaumont Ave	E 6th St	I-10	8,576	0	52	45	0	0	65.2	60.6	23	50	109	235
160	Kitching St	Gentian Ave	Iris Ave	5,558	0	12	45	0	0	63.3	58.6	17	37	81	175
161	Iris Ave	Perris Blvd	Kitching St	17,662	216	30	45	6	0	62.8	58.1	16	34	75	162
162	Iris Ave	Kitching St	Lasselle St	21,503	370	0	45	6	0	63.9	59.3	19	41	89	193
163	Kitching St	Iris Ave	Ivory Ave	15,236	165	0	45	6	0	62.1	57.5	14	31	68	147
164	Lasselle St	Gentian Ave	Iris Ave	19,528	2	0	45	0	0	68.7	64.1	40	87	187	404
165	Iris Ave	Lasselle St	Nason St	27,001	548	0	45	6	0	65.1	60.5	23	49	107	232
168	Krameria Ave	Perris Blvd	Lasselle St	11,173	194	0	45	6	0	61.3	56.7	12	27	59	129
169	Krameria Ave	Kitching St	Lasselle St	4,376	3	0	45	0	0	62.3	57.6	14	32	69	149
170	Kitching St	Krameria Ave	Lurin Ave	21,370	12	0	45	6	0	63.1	58.5	17	36	79	171
171	Lasselle St	Cahuilla Dr	Krameria Ave	20,769	180	0	45	6	0	63.5	58.8	18	38	83	180
172	Lasselle St	Krameria Ave	Arroyo Park Dr	9,854	172	12	45	6	0	60.7	56.1	11	25	54	117
173	Oleander Ave	Perris Blvd	Lasselle St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
174	Oleander Ave	Lasselle St	Lake Perris Dr	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	12,873	478	563	45	0	0	69.7	65.1	47	101	219	472
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	3,484	55	87	45	0	0	63.1	58.5	17	36	79	171
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	15,093	534	632	45	0	0	70.3	65.7	51	111	240	517
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	2,054	0	0	45	0	0	59.0	54.3	9	19	41	90
181	Potrero Blvd	north of SR 60 WB Ramps	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
182	SR 60 WB Onramp	west of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
183	SR 60 WB Offramp	east of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
184	SR 60 EB Offramp	west of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
185	SR 60 EB Onramp	east of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	13,164	284	156	45	0	0	68.2	63.5	37	79	172	371
191	Gilman Springs Rd	Bridge St	Beaumont Ave	12,106	252	121	45	0	0	68.0	63.4	36	77	168	361
192	Bridge St	Gilman Springs Rd	Marvin Rd	1,834	33	62	45	0	0	59.8	55.1	10	22	47	102
194	Crescent Ave	West of Alessandro Rd	0	2,364	98	0	35	0	0	58.3	53.7	8	17	37	81
195	Crescent Ave	Alessandro Rd	Center St	6,181	147	0	45	0	0	64.6	59.9	21	46	99	213
196	Alessandro Rd	Crescent Ave	Sunset Dr	6,310	246	0	45	0	0	65.2	60.5	23	50	108	233
198	Sunset Dr	Crown St	Alessandro Rd	328	8	0	35	0	0	49.1	44.5	2	4	9	20
199	Sunset Dr	Alessandro Rd	Cameo Dr	656	12	0	35	0	0	52.0	47.4	3	6	14	31
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	6,602	267	0	45	0	0	65.4	60.8	24	52	113	243

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205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	18,766	51	0	45	0	0	68.7	64.0	40	86	185	400
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	272	0	0	45	0	0	50.2	45.5	2	5	10	23
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	18,764	51	0	35	0	0	65.6	60.9	24	53	115	248
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	7,121	0	0	35	0	0	61.2	56.6	12	27	59	127
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	43,220	16	20	45	0	0	72.2	67.6	69	148	320	690
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	14,649	27	34	45	6	0	61.6	57.0	13	29	63	136
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	49,944	12	7	45	0	0	72.9	68.2	76	164	354	763
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,714	0	1	45	0	0	66.1	61.5	27	58	126	271
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	11,232	0	0	45	0	0	66.3	61.7	27	60	129	279
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	391	0	0	35	6	0	42.6	38.0	0	1	3	7
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	2,501	0	0	45	0	0	59.8	55.2	10	22	47	102
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	48,159	8	5	45	0	0	72.6	68.0	73	159	343	739
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	3,434	0	0	45	0	0	61.2	56.6	12	27	58	126
229	Century Ave	Alessandro Blvd	Claridge Dr	1,334	0	0	45	0	0	57.1	52.4	6	14	31	67
230	Century Ave	Trafalgar Ave	Alessandro Blvd	1,003	0	0	45	0	0	55.8	51.2	5	12	25	55
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	34,905	64	102	45	0	0	71.5	66.9	61	133	287	619
232	Chicago Ave	Alessandro Blvd	Central Ave	28,962	50	80	45	0	0	70.6	66.0	54	116	250	540
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	50,540	31	32	45	0	0	72.9	68.3	76	164	354	764
236	Victoria Ave	Central Ave	Arlington Ave	6,962	25	3	45	0	0	64.5	59.9	21	45	97	211
237	Arlington Ave	Victoria Ave	Alessandro Blvd	34,640	55	59	45	0	0	71.4	66.8	61	131	284	612
238	Victoria Ave	Arlington Ave	Maude St	12,795	42	26	45	0	0	67.1	62.5	31	68	146	315
239	Arlington Ave	Maude St	Victoria Ave	30,246	15	8	45	0	0	70.6	66.0	54	116	251	542
240	Durango Rd	Laramie Rd	Arlington Ave	1,876	0	0	45	0	0	58.6	53.9	8	18	39	84
241	Horace St	Arlington Ave	Victoria Ave	3,835	0	0	45	0	0	61.7	57.0	13	29	63	136
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	32,983	9	31	45	0	0	71.1	66.4	57	124	268	578
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	10,674	6	6	45	0	0	66.3	61.7	28	60	130	280
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	17,558	0	0	45	0	0	68.3	63.6	37	81	174	376
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,744	0	82	45	0	0	69.0	64.4	42	90	195	421
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	15,682	12	12	45	0	0	67.8	63.2	35	75	162	350
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	35,155	22	47	45	0	0	71.4	66.8	61	131	283	611
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	2,207	0	0	35	0	0	56.1	51.5	5	12	27	58
252	Central Ave	Chicago Ave	Canyon Crest Dr	21,169	56	79	45	0	0	69.3	64.7	44	95	204	441
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	16,980	24	24	45	0	0	68.2	63.5	37	79	172	370
256	Canyon Crest Dr	Central Ave	Country Club Dr	17,581	24	26	45	0	0	68.3	63.7	38	81	176	380
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,194	0	12	45	0	0	63.7	59.1	18	40	87	188
260	Central Ave	Canyon Crest Dr	I-215	20,896	65	95	45	0	0	69.3	64.6	43	94	203	439
261	Lochmoor Dr	Central Ave	Fair Isle Dr	3,541	4	1	35	6	0	52.5	47.9	3	7	15	33
262	Sycamore Canyon Blvd	Central Ave	College Blvd	10,955	6	1	35	0	0	63.1	58.5	17	36	79	171
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	15,359	61	87	45	0	0	68.0	63.4	36	78	168	362
264	I-215 SB Off-Ramps	I-215	Central Ave	2,526	24	0	45	0	0	60.1	55.5	10	23	50	107
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	14,639	54	70	45	0	0	68.2	63.5	37	80	172	371
266	I-215 SB On-Ramps	Central Ave	I-215	22,008	82	132	45	0	0	69.6	64.9	45	98	213	459
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	12,674	19	20	45	0	0	67.3	62.7	32	70	150	325

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268	I-215 NB Off-Ramp	Watkins Dr	I-215	10,314	73	114	45	0	0	67.2	62.6	32	69	148	320
269	Martin Luther King Blvd	SR-91	Chicago Ave	29,982	120	388	45	0	0	71.5	66.9	62	133	288	620
270	Chicago Ave	University Ave	Martin Luther King Blvd	23,152	0	12	45	0	0	69.5	64.8	45	97	210	453
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	26,217	114	377	45	0	0	71.0	66.4	57	124	268	578
272	Chicago Ave	Martin Luther King Blvd	Central Ave	24,107	0	6	45	0	0	69.6	65.0	46	100	216	465
273	Iowa Ave	University Ave	Martin Luther King Blvd	13,585	0	1	45	0	0	67.2	62.5	31	68	147	318
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	32,440	120	378	45	0	0	71.8	67.2	64	139	301	649
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	11,531	0	0	45	0	0	66.4	61.8	28	61	132	285
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	26,959	108	369	45	0	0	71.1	66.4	57	124	268	578
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	22,892	0	0	45	0	0	69.4	64.8	44	96	208	449
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	5,994	0	0	45	0	0	63.6	59.0	18	39	85	184
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	9,297	59	226	45	0	0	66.6	62.0	29	63	136	294
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	29,860	130	332	45	0	0	71.8	67.2	64	139	301	649
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	9,464	0	10	45	0	0	65.6	61.0	24	53	115	249
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	9,081	118	442	45	0	0	67.4	62.7	32	70	152	328
283	SR-60 EB Off-Ramp	SR-60	Heacock St	22,538	24	28	45	0	0	69.4	64.8	44	96	207	447
284	SR-60 EB On-Ramp	Heacock St	SR-60	8,557	45	130	45	0	0	65.6	61.0	25	54	116	251
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	25,707	30	84	45	0	0	70.3	65.6	51	110	237	511
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	29,751	103	19	45	0	0	70.7	66.1	54	118	254	547
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	32,816	132	150	45	0	0	71.3	66.6	59	128	277	597
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	22,805	168	122	45	0	0	69.6	65.0	46	100	216	465
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	17,791	106	115	45	0	0	68.7	64.1	40	86	186	401
290	Perris Blvd	Sunnymead Blvd	Fir Ave	27,154	157	284	45	0	0	71.0	66.4	57	124	267	576
294	Via Del Lago	South of Iris Ave	0	815	2	0	45	0	0	54.9	50.3	4	10	22	48
301	John F. Kennedy Dr	Indian St	Perris Blvd	9,816	12	0	45	0	0	65.8	61.2	25	55	120	259
302	John F. Kennedy Dr	Perris Blvd	Kitching St	9,649	9	0	45	0	0	65.7	61.1	25	55	118	255
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	15,612	95	209	45	0	0	67.9	63.3	35	77	166	358
304	Iris Ave	Indian St	Perris Blvd	13,037	35	47	45	0	0	67.1	62.5	31	67	145	314
306	Perris Blvd	Iris Ave	Krameria Ave	16,482	224	195	45	6	0	62.8	58.2	16	35	75	162
307	Perris Blvd	Krameria Ave	Harley Know Blvd	17,654	350	171	45	6	0	63.2	58.5	17	37	79	172
324	Ramona Expy	Warren Rd	Sanderson Ave	14,548	83	312	45	0	0	67.7	63.1	34	74	161	347
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	27,855	35	623	45	0	0	70.5	65.9	53	115	248	534
326	Ramona Expy	Sanderson Ave	State St	15,374	71	165	45	0	0	67.8	63.2	35	76	164	353
327	Sanderson Ave	Ramona Expy	Ramona Blvd	18,328	53	301	45	0	0	68.8	64.2	40	88	190	409
340	Alessandro Blvd	South of San Timoteo Canyon R	0	366	0	0	45	0	0	51.5	46.8	2	6	13	28
351	Live Oak Canyon Rd	South of San Timoteo Canyon R	0	236	0	0	45	0	0	49.5	44.9	2	4	9	21
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	12,414	241	121	45	0	0	68.1	63.4	36	78	169	365
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	5,286	0	0	45	0	0	63.0	58.4	16	36	78	169
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	11,209	165	60	45	0	0	67.2	62.6	32	69	149	321
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	7,516	146	120	45	0	0	66.1	61.5	27	58	125	270
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	4,569	24	70	45	0	0	62.6	58.0	15	34	73	158
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	11,448	100	21	45	0	0	66.8	62.2	30	64	139	300
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	3,614	104	79	45	0	0	63.7	59.1	18	40	87	188

ID	Arterial	From	To	2012 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	38,854	50	76	45	0	0	71.8	67.2	64	139	301	648
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	6,372	24	64	45	0	0	64.0	59.4	19	42	90	195
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	4,402	0	36	45	0	0	62.8	58.2	16	35	75	162
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
376	3rd St	Marvin Rd	Mid County Pkwy WB Ran	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ran	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
386	Harley Know Blvd	Indian St	Perris Blvd	4,542	71	142	45	0	0	63.0	58.3	16	35	77	166
387	Perris Blvd	Krameria Ave	Harley Know Blvd	14,913	266	402	45	6	0	62.4	57.8	15	33	71	153
388	Krameria Ave	Lasselle St	Spirit Rd	1,947	0	0	45	0	0	58.7	54.1	8	18	40	86
389	El Cerrito Dr	South of Central Ave	0	2,597	0	0	45	0	0	60.0	55.3	10	22	48	105
390	Ramona Expy	Webster Ave	Indian St	27,867	129	884	45	0	0	70.5	65.9	53	115	247	533
392	Ramona Expy	Indian St	Perris Blvd	27,236	187	535	45	0	0	70.6	66.0	54	116	251	542
393	Indian St	Ramona Expy	Morgan St	3,059	138	463	45	0	0	64.0	59.4	19	42	90	195
394	Perris Blvd	Harley Know Blvd	Ramona Expy	14,751	295	344	45	0	0	68.4	63.8	38	83	179	387
396	Perris Blvd	Ramona Expy	Rider St	16,760	193	135	45	0	0	68.6	64.0	39	85	184	396
397	Ramona Expy	Perris Blvd	Evans Rd	24,884	156	331	45	0	0	70.0	65.4	49	106	229	495
398	Evans Rd	Marbella Gate	Ramona Expy	20,599	175	0	45	6	0	63.4	58.8	17	38	82	178
399	Ramona Expy	Evans Rd	Rider St	17,424	59	250	55	6	0	64.9	60.3	22	48	104	224
400	Evans Rd	Ramona Expy	Rider St	12,845	29	6	45	0	0	67.1	62.4	31	67	145	313
401	Morgan St	Indian St	Perris Blvd	744	35	71	45	0	0	56.7	52.1	6	13	29	63
402	Morgan St	Perris Blvd	Silver Creek Industries	818	24	0	45	0	0	55.7	51.1	5	11	25	55
404	Morgan St	Morgan Park	Evans Rd	3,202	12	0	45	0	0	61.0	56.4	12	26	57	123
405	Morgan St	Evans Rd	Bradley Rd	3,162	0	12	45	0	0	60.8	56.2	12	25	55	120
406	Ironwood Ave	East of Thedore St	0	320	14	2	45	0	0	55.3	50.7	5	11	24	51
407	Rider St	Indian St	Perris Blvd	2,853	0	24	45	0	0	60.4	55.8	11	24	52	112
408	Rider St	Perris Blvd	Redlands Ave	8,225	0	3	45	0	0	65.4	60.8	24	52	112	243
409	Ironwood Ave	Nason St	Moreno Beach Dr	5,704	54	0	45	0	0	63.8	59.2	18	40	87	189
410	Rider St	Wilson Ave	Evans Rd	11,990	0	14	45	0	0	66.6	62.0	29	63	136	293
411	Rider St	Evans Rd	Ramona Expy	6,149	0	26	45	0	0	64.2	59.6	20	43	94	202
412	Maude St	North of Arlington Ave	0	212	0	0	45	0	0	49.1	44.5	1	4	9	19
413	Placentia Ave	Indian St	Perris Blvd	1,205	4	4	45	0	0	58.3	53.6	8	17	37	81
414	Placentia Ave	Perris Blvd	Redlands Ave	3,458	0	0	45	0	0	61.2	56.6	12	27	59	127
415	Perris Blvd	Placentia Ave	Orange Ave	17,344	141	41	45	0	0	68.6	64.0	39	85	184	397
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
421	Via Del Lago	South of Iris Ave	0	378	0	0	45	0	0	51.6	47.0	2	6	13	29
424	Perris Blvd	Alessandro Blvd	Cottonwood Ave	21,134	118	180	45	6	0	63.2	58.6	17	37	80	174

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
425	Mid County Pkwy WB On-Ramp	West of Evan	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
427	Day St	south of Alessandro Blvd	0	669	1	62	45	0	0	55.5	50.9	5	11	24	52
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
429	Mid County Pkwy EB On-Ramp	East of Evan	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	27,861	30	104	45	0	0	70.5	65.9	53	114	246	531
431	Placentia Ave	Water Ave	Evans Rd	0	0	0	35	0	0	0.0	-4.6	0	0	0	0
432	Placentia Ave	Evans Rd	El Nido Ave	0	0	0	35	0	0	0.0	-4.6	0	0	0	0
433	Evans Rd	Rider St	Orange Ave	6,334	7	0	45	0	0	63.9	59.3	19	41	90	193
434	Orange Ave	Wilson Ave	Evans Rd	4,887	0	12	45	0	0	62.7	58.1	16	34	74	160
435	Orange Ave	Evans Rd	Foothill Dr	2,828	0	12	35	0	0	57.2	52.6	6	14	32	69
436	Elsworth St	south of Cactus Ave	0	9,452	0	36	45	0	0	65.6	61.0	24	53	115	249
441	Nuevo Rd	Wilson Ave	Evans Rd	13,924	24	59	45	0	0	67.3	62.7	32	70	151	325
442	Evans Rd	Orange Ave	Nuevo Rd	5,239	2	6	45	0	0	63.1	58.4	16	36	78	169
443	Nuevo Rd	Evans Rd	Foothill Dr	10,829	24	47	45	0	0	66.2	61.6	27	59	128	276
444	Evans Rd	Nuevo Rd	San Jacinto Ave	0	0	0	45	6	0	0.0	-4.6	0	0	0	0
452	San Jacinto Ave	West of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
453	Evans Rd	North of San Jancito Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
454	San Jacinto Ave	East of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
455	Evans Rd	South of San Jancito Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
458	Nason St	South of Cactus Ave	0	1,133	0	0	45	0	0	56.4	51.7	6	13	28	60
464	Quincy	South of Eucalyptus	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
477	Ellis Ave	West of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
478	Evans Rd	North of Ellis Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
479	Oliver St	South of Irris Ave	0	2,644	12	0	45	0	0	60.2	55.6	10	23	50	108
480	Ellis Ave	Evans Rd	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
482	Ellis Ave	East of SR-215	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
483	SR-215 SB On-ramp	Ellis Ave	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
484	SR-215 NB On-ramp	Ellis Ave	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
488	Nason St	North of Iris Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
494	Evans Rd	North of Harley Knox Blvd	0	0	0	0	45	6	0	0.0	-4.6	0	0	0	0
498	Morrison St	Alessandro Blvd	Cactus Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	24,674	16	162	45	0	0	69.8	65.1	47	102	219	473
500	Perris Blvd	North of Eucalyptus Ave	0	25,843	19	174	45	0	0	70.7	66.1	54	118	255	549
502	Quincy	Cottonwood Ave	Alessandro Blvd	0	0	0	35	6	0	0.0	-4.6	0	0	0	0
503	Quincy	Alessandro Blvd	Cactus Ave	0	0	0	35	6	0	0.0	-4.6	0	0	0	0
504	Krameria Ave	west of Perris Blvd	0	3,677	34	0	45	0	0	61.8	57.2	13	30	64	139

2012 Plus Project Case **Total Noise Levels**

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			Light Vehicles	Medium Trucks	Heavy Trucks & Buses								70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	195,230	4,010	15,970	65	0	0	85.0	80.4	85.5	80.9	493	1062	2290	4933
2	SR-60	S Reservoir Rd to Ramona Ave	199,300	4,220	16,810	65	0	0	85.1	80.5	85.6	81.0	502	1081	2331	5022
3	SR-60	Ramona Ave to Central Ave	187,740	4,090	16,210	65	0	0	84.9	80.3	85.4	80.8	484	1043	2247	4842
4	SR-60	Central Ave to Mountain Ave	197,000	4,360	17,150	65	0	0	85.1	80.5	85.6	81.0	500	1079	2324	5008
5	SR-60	Mountain Ave to Euclid Ave	190,580	4,260	16,700	65	0	0	85.0	80.4	85.5	80.8	490	1056	2276	4904
6	SR-60	Euclid Ave to Grove Ave	208,290	4,680	18,420	65	0	0	85.4	80.7	85.8	81.2	520	1122	2417	5209
7	SR-60	Grove Ave to Vineyard Ave	204,130	4,430	17,470	65	0	0	85.3	80.6	85.7	81.1	511	1102	2374	5115
8	SR-60	Vineyard Ave to Archibald Ave	203,770	4,480	17,480	65	0	0	85.3	80.6	85.7	81.1	511	1101	2374	5114
9	SR-60	Archibald Ave to Haven Ave	191,110	4,290	16,140	65	0	0	85.0	80.4	85.5	80.9	490	1055	2274	4901
10	SR-60	Haven Ave to Miliken Ave	172,750	3,890	14,530	65	0	0	84.5	79.9	85.2	80.6	458	987	2126	4581
11	SR-60	Miliken Ave to SR-15	141,710	3,860	14,530	65	0	0	83.9	79.2	84.5	79.9	413	891	1920	4136
12	SR-60	I-15 to Etiwanda Ave	100,930	2,890	9,900	65	0	0	82.4	77.8	83.4	78.8	329	710	1530	3297
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village R	111,500	2,870	9,980	65	0	0	82.7	78.1	83.7	79.1	346	747	1609	3468
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	102,090	2,620	9,100	65	0	0	82.3	77.7	83.4	78.8	326	704	1517	3268
15	SR-60	Pedley Rd to Pyrite St	93,880	2,360	8,340	65	0	0	82.0	77.3	83.1	78.5	308	664	1432	3086
16	SR-60	Pyrite St to Valley Way	90,310	2,320	8,140	65	0	0	81.8	77.2	83.0	78.4	301	649	1399	3015
17	SR-60	Valley Way to Rubidoux Blvd	125,480	3,080	10,560	65	0	0	83.2	78.6	84.1	79.4	372	802	1727	3722
18	SR-60	Rubidoux Blvd to Market St	122,540	3,020	10,020	65	0	0	83.1	78.4	84.0	79.3	365	788	1697	3657
19	SR-60	Market St to Main St	146,800	3,810	11,920	65	0	0	83.9	79.3	84.6	80.0	413	891	1920	4138
20	SR-60	Main St to SR-91	169,420	4,500	13,200	65	0	0	84.5	79.9	85.2	80.6	454	979	2110	4547
21	SR-60	SR-91 to W Blaine St/3rd St	190,550	4,520	16,330	65	0	0	85.0	80.4	86.0	81.4	491	1058	2280	4913
22	SR-60	W Blaine St/3rd St to University Ave	176,230	4,060	14,330	65	0	0	84.6	80.0	85.7	81.1	463	999	2152	4638
23	SR-60	University Ave to Martin Luther King Blvd	183,130	4,230	14,770	65	0	0	84.8	80.2	85.8	81.2	475	1024	2207	4756
24	SR-60	Martin Luther King Blvd to Central Ave	228,400	5,450	19,280	65	0	0	85.8	81.2	86.7	82.0	554	1193	2571	5540
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	206,800	4,810	16,700	65	0	0	85.3	80.7	86.3	81.7	516	1111	2395	5160
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	207,420	4,570	16,710	65	0	0	85.3	80.7	86.2	81.6	515	1110	2391	5152
27	SR-60	I-215 to Day St	118,800	3,220	13,740	65	0	0	83.2	78.6	84.8	80.1	372	802	1729	3726
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	120,390	3,150	14,870	65	0	0	83.3	78.7	84.8	80.2	378	814	1755	3782
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	100,750	2,620	12,660	65	0	0	82.5	77.9	84.3	79.7	336	725	1562	3365
30	SR-60	Heacock St to Perris Blvd	84,400	2,220	10,840	65	0	0	81.8	77.2	83.8	79.2	300	646	1393	3002
31	SR-60	Perris Blvd to Nason St	68,600	1,670	8,590	65	0	0	80.8	76.2	83.3	78.7	259	558	1203	2592
32	SR-60	Nason St to Moreno Beach Dr	60,310	1,380	7,440	65	0	0	80.2	75.6	83.0	78.4	236	509	1097	2365
33	SR-60	Moreno Beach Dr to Redlands Blvd	41,590	860	4,720	65	0	0	78.5	73.9	82.2	77.5	181	391	842	1816
34	SR-60	Redlands Blvd to Theodore St	32,730	1,000	5,820	65	0	0	78.1	73.5	82.0	77.4	171	369	796	1715
35	SR-60	Theodore St to Gilman Springs Rd	33,760	1,000	5,810	65	0	0	78.2	73.6	79.4	74.8	173	373	805	1734
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	28,690	730	4,630	65	0	0	77.3	72.7	78.2	73.6	151	327	705	1519
37	SR-60	Jack Rabbit Trail to I-10	28,680	730	4,630	65	0	0	77.3	72.7	78.2	73.6	151	327	705	1518
75	SR-91	I-15 to McKinley St	197,190	3,020	9,640	65	0	0	84.8	80.2	85.1	80.5	477	1029	2218	4779
76	SR-91	McKinley St to Pierce St	179,820	2,780	8,780	65	0	0	84.4	79.8	84.8	80.1	449	968	2087	4496
77	SR-91	Pierce St to Magnolia Ave	169,700	2,520	8,420	65	0	0	84.2	79.5	84.5	79.9	432	930	2005	4320
78	SR-91	Magnolia Ave to La Sierra Ave	181,390	2,970	9,980	65	0	0	84.5	79.9	84.8	80.2	455	980	2112	4551
79	SR-91	La Sierra Ave to Tyler St	162,160	2,700	9,120	65	0	0	84.0	79.4	84.4	79.8	423	911	1963	4230
80	SR-91	Tyler St to Van Buren Blvd	195,210	1,940	6,550	65	0	0	84.6	80.0	85.0	80.3	464	999	2153	4640
81	SR-91	Van Buren Blvd to Adam St	180,970	1,730	5,990	65	0	0	84.3	79.7	84.7	80.0	440	949	2045	4406
82	SR-91	Adam St to Madison St	167,920	1,500	5,320	65	0	0	83.9	79.3	84.3	79.7	418	901	1941	4182

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			Light Vehicles	Medium Trucks	Heavy Trucks & Buses								70 CNEL	65 CNEL	60 CNEL	55 CNEL
83	SR-91	Madison St to Indiana Ave (off-ramp)	161,290	1,390	4,850	65	0	0	83.8	79.1	84.2	79.6	406	875	1886	4065
84	SR-91	Arlington Ave to Central Ave	133,490	1,390	4,910	65	0	0	83.0	78.4	83.5	78.9	361	778	1676	3612
85	SR-91	Central Ave to 14th St	160,190	1,670	5,860	65	0	0	83.8	79.2	84.2	79.6	407	878	1893	4078
86	SR-91	14th St to University Ave	146,520	1,560	5,340	65	0	0	83.4	78.8	83.8	79.2	384	828	1784	3845
87	SR-91	University Ave to Spruce St (off-ramp)	190,140	2,020	6,860	65	0	0	84.5	79.9	84.9	80.2	457	985	2122	4573
101	I-10	SR-60 to Beaumont Ave	104,420	2,220	14,110	65	0	0	82.7	78.0	82.9	78.3	344	741	1596	3440
102	I-10	Beaumont Ave to Pennsylvania Ave	106,010	2,260	14,380	65	0	0	82.7	78.1	82.9	78.3	347	749	1614	3477
103	I-10	Pennsylvania Ave to Highland Springs Ave	111,050	2,400	15,010	65	0	0	82.9	78.3	83.1	78.5	358	772	1665	3587
104	I-10	Highland Springs Ave to Sunset Ave	106,760	2,280	14,510	65	0	0	82.8	78.2	83.0	78.4	349	753	1622	3495
105	I-10	Sunset Ave to 22nd St	104,220	2,210	14,220	65	0	0	82.7	78.0	82.9	78.3	344	741	1596	3440
106	I-10	22nd St to S 8th St	102,510	2,160	14,010	65	0	0	82.6	78.0	82.8	78.2	340	733	1579	3402
107	I-10	S 8th St to S Hargrave St	102,510	2,140	14,070	65	0	0	82.6	78.0	82.8	78.2	340	733	1579	3403
108	I-10	S Hargrave St to Field Rd	92,120	1,940	12,640	65	0	0	82.1	77.5	82.4	77.7	317	683	1471	3170
109	I-10	Field Rd to Main St (Cabazon)	87,840	1,780	12,140	65	0	0	81.9	77.3	82.2	77.5	306	661	1424	3068
110	I-10	Main St (Cabazon) to Main St	77,590	1,580	10,740	65	0	0	81.4	76.8	81.7	77.0	282	609	1312	2826
111	I-10	Main St to Haugen-Lehmann Way	77,590	1,590	10,720	65	0	0	81.4	76.8	81.7	77.0	282	609	1312	2826
112	I-10	Haugen-Lehmann Way to SR-111	77,590	1,590	10,730	65	0	0	81.4	76.8	81.7	77.0	282	609	1312	2827
113	I-10	SR-111 to Tipton Rd	67,450	1,360	9,350	65	0	0	80.8	76.2	81.1	76.4	257	554	1194	2574
114	I-10	Tipton Rd to SR-62	67,530	1,360	9,350	65	0	0	80.8	76.2	81.1	76.4	257	554	1195	2575
129	SR-215	Scott Rd to Newport Rd	77,920	1,540	3,720	65	0	0	80.9	76.2	81.0	76.4	260	561	1208	2604
130	SR-215	Newport Rd to MacCall Blvd	66,520	1,320	3,170	65	0	0	80.2	75.5	80.4	75.8	234	504	1087	2343
131	SR-215	MacCall Blvd to Ethanac Rd	72,640	1,470	3,340	65	0	0	80.6	75.9	80.8	76.2	248	535	1153	2485
132	SR-215	Ethanac Rd to SR-74/Case	95,500	1,890	4,420	65	0	0	81.7	77.1	81.9	77.3	297	641	1383	2979
133	SR-215	SR-74/Case Rd to Redlands Blvd	111,170	3,660	8,740	65	0	0	82.8	78.1	82.9	78.3	349	752	1622	3494
167	SR-215	Redlands Blvd to D St	95,560	3,080	7,880	65	0	0	82.1	77.5	82.3	77.6	316	681	1468	3164
168	SR-215	D St to Nuevo St/Harvil Ave	96,270	3,240	7,580	65	0	0	82.2	77.5	82.3	77.7	318	685	1476	3181
169	SR-215	Nuevo St/Harvil Ave to Ramona Expy/Cajalco Ex	94,480	3,140	7,460	65	0	0	82.1	77.5	82.2	77.6	313	676	1457	3139
171	SR-215	Ramona Expy/Cajalco Expy to Harley Knox Blvd	106,920	3,590	8,550	65	0	0	82.6	78.0	82.8	78.1	341	735	1585	3414
172	SR-215	Harley Knox Blvd to Van Buren Blvd	113,010	3,820	8,960	65	0	0	82.9	78.2	83.0	78.4	354	763	1644	3543
173	SR-215	Van Buren Blvd to Cactus Ave	108,910	3,650	8,730	65	0	0	82.7	78.1	82.8	78.2	345	744	1604	3457
174	SR-215	Cactus Ave to Alessandro Blvd	116,140	3,200	7,600	65	0	0	82.8	78.2	82.9	78.3	351	756	1629	3510
175	SR-215	Alessandro Blvd to Eucalyptus Ave	113,200	3,050	7,570	65	0	0	82.7	78.1	82.9	78.2	344	743	1601	3449
176	SR-215	Eucalyptus Ave to SR-60	120,270	3,180	8,110	65	0	0	82.9	78.3	83.1	78.5	358	773	1665	3588
134	SR-215	SR-60 to Columbia Ave	179,660	3,470	7,520	65	0	0	84.5	79.8	84.6	80.0	452	974	2099	4523
135	SR-215	Columbia Ave to Center St	150,820	2,920	6,210	65	0	0	83.7	79.1	83.8	79.2	402	867	1868	4024
136	SR-215	Center St to Iowa Ave/La Cadena Dr	150,140	2,900	6,200	65	0	0	83.7	79.0	83.7	79.0	401	864	1862	4012
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	147,090	2,960	6,250	65	0	0	83.6	79.0	83.6	79.0	396	855	1842	3969
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	153,780	3,090	6,530	65	0	0	83.8	79.2	83.8	79.2	408	880	1897	4088
139	SR-215	Mt Vernon Ave/Washington St to I-10	155,110	3,160	6,720	65	0	0	83.8	79.2	83.8	79.2	411	886	1910	4116
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	123,760	1,790	5,190	65	0	0	82.7	78.1	82.7	78.1	348	750	1616	3482
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	113,220	1,570	4,720	65	0	0	82.3	77.7	82.3	77.7	327	705	1520	3275
142	SR-215	Mill St to 2rd St	129,420	2,030	6,010	65	0	0	83.0	78.4	83.0	78.4	360	777	1674	3608
143	SR-215	2rd St to Baseline Rd	111,230	1,900	5,460	65	0	0	82.4	77.7	82.4	77.7	327	706	1522	3279
144	SR-215	Baseline Rd to Highland Ave/SR-210	117,930	2,520	9,520	65	0	0	82.8	78.2	82.8	78.2	353	760	1638	3530

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	6,201	146	342	45	0	0	64.7	60.1	21	46	101	217
2	Street A	Eucalyptus Ave	Street F	1,076	22	18	45	0	0	56.8	52.2	6	13	30	64
3	Street E	west of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
4	Street E	north of Alessandro Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
5	Street E	Street D	Street A	3,722	33	23	45	0	0	61.8	57.2	13	30	64	139
6	Street A	Street F	Street C	1,076	22	18	45	0	0	56.8	52.2	6	13	30	64
7	Street A	south of Street C	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
8	Street D	Street E	Cactus Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
9	John F Kennedy Dr	south of Cactus Ave	0	7,329	47	0	45	0	0	64.7	60.0	21	46	100	216
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	8,491	39	53	45	0	0	65.2	60.6	23	51	110	237
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	8,334	29	53	45	0	0	65.1	60.5	23	50	108	233
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	10,869	109	64	45	0	0	66.5	61.9	28	61	132	286
13	Redlands Blvd	State Route 60	Eucalyptus Ave	10,869	109	64	45	0	0	66.5	61.9	28	61	132	286
14	Eucalyptus Ave	east of Redlands Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
15	Eucalyptus Ave	west of Street A	0	6,032	127	383	45	0	0	64.6	60.0	21	46	99	213
18	Street B	east of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
18a	Street B	west of Gilman Springs Rd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
19	Street F	east of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
20	Street F	north of Street C	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
21	Street C	east of Street A	0	2,315	5	1	45	0	0	59.5	54.9	9	21	45	98
22	Street C	west of Street F	0	2,315	5	1	45	0	0	59.5	54.9	9	21	45	98
23	Street F	Street C	Street G	0	0	0	45	0	0	0.0	0.0	0	0	0	0
24	Street C	Street F	Street H	2,898	1	4	45	0	0	60.5	55.8	11	24	52	113
25	Street C	Street H	Gilman Springs Rd	2,898	1	4	45	0	0	60.5	55.8	11	24	52	113
26	Street H	Street C	Street G	0	0	0	45	0	0	0.0	0.0	0	0	0	0
27	Street G	east of Street H	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
28	Street G	Street F	Street H	0	0	0	45	0	0	0.0	0.0	0	0	0	0
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	12,464	39	316	45	0	0	66.9	62.3	30	66	142	307
30	Gilman Springs Rd	Eucalyptus Ave	Street C	12,464	39	316	45	0	0	66.9	62.3	30	66	142	307
31	Gilman Springs Rd	south of Street C	0	15,024	40	448	45	0	0	67.7	63.1	34	75	161	348
32	Cactus Ave	west of Redlands Blvd	0	3,552	9	6	45	0	0	61.4	56.8	13	28	60	131
33	Alessandro Blvd	west of Redlands Blvd	0	4,786	4	6	45	0	0	62.6	58.0	15	34	73	159
35	Redlands Blvd	Ironwood Ave	State Route 60	15,925	80	125	55	0	0	70.5	65.8	52	113	245	528
36	Ironwood Ave	Redlands Blvd	Highland Blvd	1,389	19	0	35	0	0	54.6	50.0	4	10	21	46
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	9,732	44	102	45	0	0	65.8	61.2	26	56	120	260
38	Theodore St	State Route 60	Highland Blvd	2,869	58	206	45	0	0	61.4	56.8	13	28	61	132
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	19,693	107	95	55	0	0	71.4	66.8	60	131	282	609
43	Moreno Beach Dr	Alessandro Blvd	SR 60	20,765	42	97	45	0	0	69.1	64.4	42	91	197	425
46	Moreno Beach Dr	State Route 60	Ironwood Ave	16,957	117	310	45	0	0	68.3	63.7	38	82	177	381
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	4,246	25	12	45	6	0	56.3	51.7	5	12	27	59
48	Alessandro Blvd	Lasselle St	Morrison St	10,343	35	435	45	6	0	60.2	55.6	10	23	50	109
50	Cactus Ave	Redlands Blvd	Street D	469	1	2	45	0	0	52.6	48.0	3	7	15	34

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	16,013	44	18	45	6	0	61.9	57.3	14	30	66	142
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	15,638	79	6	35	6	0	58.8	54.2	8	19	41	88
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	4,386	6	12	45	6	0	56.3	51.7	5	12	27	59
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	107	0	0	35	0	0	43.0	38.3	0	1	3	7
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	3,049	17	0	45	0	0	60.8	56.2	12	25	55	120
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	4,036	18	0	35	0	0	58.9	54.3	8	19	41	89
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	7,869	55	0	45	0	0	65.0	60.4	22	49	105	227
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	14,802	14	71	45	0	0	67.6	62.9	33	72	156	337
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	7,616	172	442	45	0	0	65.6	61.0	24	53	115	249
60	SR 60 WB Ramps	east of Redlands Blvd	0	5,967	43	54	45	0	0	63.8	59.2	18	40	88	189
61	SR 60 EB Ramps	west of Redlands Blvd	0	7,535	27	56	45	0	0	64.7	60.1	21	47	101	218
62	Fir Ave	Quincy Dr	Redlands Blvd	0	0	0	45	0	0	0.0	0.0	0	0	0	0
65	Alessandro Blvd	Nason St	Oliver St	13,083	46	27	45	0	0	67.1	62.5	31	67	146	314
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	7,669	10	25	45	0	0	64.7	60.1	21	47	101	218
67	Oliver St	Alessandro Blvd	Cactus Ave	4,261	7	0	35	0	0	59.0	54.4	9	19	42	91
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	18,529	54	36	45	0	0	68.6	64.0	39	85	183	395
69	Cactus Ave	Nason St	Oliver St	8,714	14	4	45	0	0	65.3	60.6	23	51	110	237
70	Cactus Ave	Oliver St	Moreno Beach Dr	8,214	10	0	45	6	0	59.0	54.4	9	19	42	90
71	Oliver St	Cactus Ave	John F Kennedy Dr	8,128	0	0	45	0	0	64.9	60.3	22	48	104	225
72	Oliver St	John F Kennedy Dr	Iris Ave	4,673	0	0	45	0	0	62.5	57.9	15	33	72	155
73	Iris Ave	Nason St	Oliver St	17,564	116	0	45	0	0	68.5	63.8	38	83	180	388
74	Heacock St	Manzanita Ave	Ironwood Ave	25,062	29	19	45	0	0	69.8	65.2	48	103	222	480
75	Ironwood Ave	Graham St	Heacock St	17,318	25	13	45	0	0	68.2	63.6	37	80	174	375
76	Ironwood Ave	Heacock St	Indian Ave	13,491	8	3	45	0	0	67.1	62.5	31	68	147	317
77	Heacock St	Ironwood Ave	Hemlock Ave	26,177	39	31	45	0	0	70.0	65.4	49	106	229	495
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	31,791	59	29	45	0	0	70.9	66.3	56	121	262	564
81	SR 60 WB Ramps	west of Heacock St	0	21,034	30	148	45	0	0	69.1	64.5	42	92	198	428
82	SR 60 WB Ramps	east of Heacock St	0	11,220	64	168	45	0	0	66.5	61.9	28	62	133	288
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	33,944	77	139	45	0	0	71.2	66.6	59	127	274	591
85	SR 60 WB Onramp	west of Perris Blvd	0	21,400	98	152	45	0	0	69.3	64.6	43	94	203	439
86	SR 60 WB Offramp	east of Perris Blvd	0	8,986	50	28	45	0	0	65.5	60.9	24	53	114	247
87	Eucalyptus Ave	Indian St	Perris Blvd	6,937	7	0	45	0	0	64.3	59.6	20	43	94	203
88	Eucalyptus Ave	Perris Blvd	Kitching St	9,010	14	12	45	0	0	65.4	60.8	24	52	112	243
95	W 6th St	I-10	N California Ave	14,690	78	136	45	0	0	67.7	63.0	34	73	159	343
96	N California Ave	W 6th St	E 8th St	5,408	11	16	45	0	0	63.2	58.6	17	37	80	173
97	E 6th St	N California Ave	Beaumont Ave	10,097	44	60	45	0	0	66.0	61.4	26	57	123	266
98	N California Ave	W 6th St	I-10	10,223	76	107	45	0	0	66.1	61.5	27	58	126	272
99	Beaumont Ave	E 6th St	E 8th St	13,129	35	47	45	0	0	67.1	62.5	31	67	145	314
100	I-215 SB Ramps	north of Alessandro Blvd	0	8,614	50	98	45	0	0	65.4	60.7	24	51	111	241
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	47,659	232	261	45	0	0	72.7	68.1	74	161	348	749
102	I-215 SB Ramps	south of Alessandro Blvd	0	14,474	56	40	45	0	0	67.5	62.9	33	72	156	337
103	I-215 NB Ramps	north of Alessandro Blvd	0	14,638	120	306	45	0	0	67.8	63.1	34	75	161	348

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	37,630	234	416	45	0	0	71.8	67.1	64	139	299	645
105	I-215 SB Ramps	south of Alessandro Blvd	0	13,992	46	86	45	0	0	67.4	62.8	32	70	152	329
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	9,269	23	24	45	0	0	65.6	60.9	24	53	115	249
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	35,966	202	398	45	0	0	71.6	66.9	62	134	289	624
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	6,293	80	77	45	0	0	64.2	59.6	20	43	93	201
109	Day St	Cottonwood Ave	Alessandro Blvd	5,811	34	0	35	0	0	60.5	55.9	11	24	53	115
110	Alessandro Blvd	Day St	Elsworth St	33,123	144	267	45	0	0	71.2	66.5	58	126	272	587
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	9,036	23	0	35	0	0	62.3	57.7	15	32	70	151
112	Alessandro Blvd	Elsworth St	Frederick St	34,958	148	287	45	0	0	71.4	66.8	60	131	282	608
113	Elsworth St	Alessandro Blvd	Cactus Ave	9,534	35	63	45	0	0	65.7	61.1	25	55	118	255
114	Frederick St	Cottonwood Ave	Alessandro Blvd	24,824	57	64	45	0	0	69.8	65.2	47	103	222	479
115	Alessandro Blvd	Frederick St	Graham St	36,246	147	251	45	0	0	71.5	66.9	62	134	289	622
116	Frederick St	Alessandro Blvd	Cactus Ave	18,003	54	50	45	0	0	68.5	63.8	38	83	180	388
117	Graham St	Cottonwood Ave	Alessandro Blvd	11,769	15	12	45	0	0	66.6	61.9	29	62	134	290
118	Alessandro Blvd	Graham St	Heacock St	37,874	141	173	45	0	0	71.7	67.1	64	137	297	640
119	Graham St	Alessandro Blvd	Cactus Ave	15,313	40	53	45	0	0	67.7	63.1	34	75	161	348
120	Heacock St	Cottonwood Ave	Alessandro Blvd	22,838	96	182	45	0	0	69.5	64.9	45	98	212	458
121	Alessandro Blvd	Heacock St	Indian St	32,894	83	108	45	0	0	71.1	66.4	57	124	268	579
122	Heacock St	Alessandro Blvd	Cactus Ave	17,278	100	255	45	6	0	62.4	57.8	15	32	70	152
123	Indian St	Cottonwood Ave	Alessandro Blvd	14,221	34	47	45	0	0	67.4	62.8	33	71	153	331
124	Alessandro Blvd	Indian St	Perris Blvd	31,806	111	92	45	0	0	70.9	66.3	56	122	264	569
125	Indian St	Alessandro Blvd	Cactus Ave	12,574	25	24	45	6	0	60.9	56.3	12	26	56	121
126	Alessandro Blvd	Perris Blvd	Kitching St	21,877	53	75	45	0	0	69.3	64.7	44	95	204	441
127	Perris Blvd	Alessandro Blvd	Cactus Ave	28,193	170	72	45	6	0	64.5	59.9	21	45	98	211
128	Kitching St	Cottonwood Ave	Alessandro Blvd	8,938	6	12	45	0	0	65.4	60.7	24	51	111	241
129	Alessandro Blvd	Kitching St	Lasselle St	15,090	17	102	45	0	0	67.6	63.0	34	73	159	342
130	Kitching St	Alessandro Blvd	Cactus Ave	8,341	4	0	45	6	0	59.0	54.4	9	19	42	91
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	9,036	10	12	45	0	0	65.4	60.8	24	52	112	243
133	Lasselle St	Alessandro Blvd	Cactus Ave	16,171	26	95	45	0	0	68.0	63.3	35	77	166	359
134	Morrison St	Cottonwood Ave	Alessandro Blvd	3,976	18	20	45	0	0	62.0	57.3	14	30	66	143
135	Alessandro Blvd	Morrison St	Nason St	8,953	26	304	50	6	0	60.8	56.2	12	25	55	120
136	Nason St	Cottonwood Ave	Alessandro Blvd	16,928	50	0	45	0	0	68.2	63.6	37	80	172	372
137	Nason St	Alessandro Blvd	Cactus Ave	15,514	57	0	45	0	0	67.8	63.2	35	76	163	352
138	I-215 SB Ramps	north of Cactus Ave	0	5,204	192	434	45	0	0	64.5	59.9	21	45	98	212
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	14,370	140	246	45	0	0	67.7	63.1	34	74	160	346
140	I-215 SB Ramps	south of Cactus Ave	0	29,064	156	202	45	0	0	70.6	66.0	54	116	250	540
141	Cactus Ave	I-215 NB Ramps	Elsworth St	42,287	338	690	45	0	0	72.3	67.7	70	151	327	704
142	I-215 NB Ramps	south of Cactus Ave	0	6,463	94	306	45	0	0	64.6	59.9	21	45	98	213
143	Cactus Ave	Elsworth St	Frederick St	47,944	261	834	45	0	0	72.8	68.2	75	163	351	757
144	Cactus Ave	Frederick St	Graham St	57,164	331	772	45	0	0	73.6	69.0	85	183	395	852
145	Cactus Ave	Graham St	Heacock St	31,657	107	713	45	0	0	71.0	66.3	57	123	265	571
146	Riverside Dr	Cactus Ave	Meyer Dr	37,866	239	0	45	0	0	71.8	67.2	64	139	300	646

2022 No Project

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
147	Cactus Ave	Heacock St	Indian St	22,852	29	97	45	0	0	69.4	64.8	45	97	209	452
148	Heacock St	Cactus Ave	John F Kennedy Dr	27,185	154	1,002	45	6	0	64.4	59.8	20	45	97	209
149	Cactus Ave	Indian St	Perris Blvd	19,680	23	84	45	0	0	68.8	64.2	40	88	189	409
150	Indian St	Cactus Ave	John F Kennedy Dr	12,001	20	12	45	6	0	60.7	56.0	11	25	54	117
151	Cactus Ave	Perris Blvd	Kitching St	17,749	8	0	45	0	0	68.3	63.7	38	81	176	380
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	28,355	165	147	45	6	0	64.5	59.9	21	45	98	212
153	Cactus Ave	Kitching St	Lasselle St	13,173	9	0	45	0	0	67.0	62.4	31	67	144	312
154	Kitching St	Cactus Ave	John F Kennedy Dr	8,866	1	0	35	6	0	56.2	51.5	5	12	27	58
155	Cactus Ave	Lasselle St	Morrison St	22,955	34	0	45	0	0	69.5	64.8	45	97	210	453
156	Lasselle St	Cactus Ave	John F Kennedy Dr	26,135	36	0	45	0	0	70.0	65.4	49	106	229	494
157	Cactus Ave	Morrison St	Nason St	18,714	32	0	45	0	0	68.6	64.0	39	85	183	396
158	E 6th St	Beaumont Ave	Pennsylvania Ave	15,999	78	188	45	0	0	68.0	63.4	36	78	168	362
159	Beaumont Ave	E 6th St	I-10	15,279	44	196	45	0	0	67.8	63.1	34	75	161	348
160	Kitching St	Gentian Ave	Iris Ave	6,265	6	12	45	0	0	63.8	59.2	19	41	88	190
161	Iris Ave	Perris Blvd	Kitching St	19,094	57	30	45	6	0	62.7	58.1	16	34	74	160
162	Iris Ave	Kitching St	Lasselle St	21,853	79	0	45	6	0	63.3	58.7	17	38	81	176
163	Kitching St	Iris Ave	Ivory Ave	18,440	61	0	45	6	0	62.6	58.0	15	33	73	157
164	Lasselle St	Gentian Ave	Iris Ave	22,239	15	0	45	0	0	69.3	64.7	44	95	205	442
165	Iris Ave	Lasselle St	Nason St	24,080	156	0	45	6	0	63.8	59.2	19	41	88	190
168	Krameria Ave	Perris Blvd	Lasselle St	13,055	98	0	45	6	0	61.2	56.6	12	27	59	127
169	Krameria Ave	Kitching St	Lasselle St	7,258	16	0	45	0	0	64.5	59.9	21	45	98	211
170	Kitching St	Krameria Ave	Lurin Ave	21,370	12	0	45	6	0	63.1	58.5	17	36	79	171
171	Lasselle St	Cahuilla Dr	Krameria Ave	24,234	62	0	45	6	0	63.7	59.1	18	40	87	188
172	Lasselle St	Krameria Ave	Arroyo Park Dr	12,638	59	12	45	6	0	61.0	56.3	12	26	57	123
173	Oleander Ave	Perris Blvd	Lasselle St	0	0	0	45	0	0	0.0	0.0	0	0	0	0
174	Oleander Ave	Lasselle St	Lake Perris Dr	0	0	0	45	0	0	0.0	0.0	0	0	0	0
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	15,958	100	90	45	0	0	68.0	63.4	36	78	168	363
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,675	21	29	45	0	0	62.7	58.0	15	34	73	159
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	19,235	122	101	45	0	0	68.8	64.2	41	88	191	412
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	3,602	13	32	45	0	0	61.5	56.9	13	28	62	133
181	Potrero Blvd	north of SR 60 WB Ramps	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
182	SR 60 WB Onramp	west of Potrero Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
183	SR 60 WB Offramp	east of Potrero Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
184	SR 60 EB Offramp	west of Potrero Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
185	SR 60 EB Onramp	east of Potrero Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	0	0	0	45	0	0	0.0	0.0	0	0	0	0
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	13,557	48	36	45	0	0	67.2	62.6	32	69	149	322
191	Gilman Springs Rd	Bridge St	Beaumont Ave	12,674	48	36	45	0	0	67.0	62.3	30	66	143	308
192	Bridge St	Gilman Springs Rd	Marvin Rd	1,624	9	38	45	0	0	58.2	53.6	8	17	37	80
194	Crescent Ave	West of Alessandro Rd	0	2,669	13	0	35	0	0	57.1	52.5	6	14	31	68
195	Crescent Ave	Alessandro Rd	Center St	7,531	34	0	45	0	0	64.7	60.1	21	47	101	218
196	Alessandro Rd	Crescent Ave	Sunset Dr	7,502	48	0	45	0	0	64.8	60.1	21	47	102	219

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198	Sunset Dr	Crown St	Alessandro Rd	259	0	0	35	0	0	46.8	42.2	1	3	6	13
199	Sunset Dr	Alessandro Rd	Cameo Dr	829	4	0	35	0	0	52.1	47.4	3	6	14	31
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	8,070	55	0	45	0	0	65.1	60.5	23	49	107	231
205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	21,953	73	0	45	0	0	69.3	64.7	44	95	206	443
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	302	0	0	45	0	0	50.6	46.0	2	5	11	25
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	21,921	73	0	35	0	0	66.2	61.6	27	59	127	275
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	8,614	4	4	35	0	0	62.0	57.4	14	31	67	145
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	53,038	205	235	45	0	0	73.2	68.6	80	172	372	801
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	17,721	29	24	45	6	0	62.4	57.7	15	32	70	152
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	59,704	214	247	45	0	0	73.7	69.1	86	186	402	866
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	11,127	3	3	45	0	0	66.3	61.7	27	59	129	278
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	12,951	21	34	45	0	0	67.0	62.4	31	66	143	310
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	850	0	0	35	6	0	46.0	41.3	1	2	5	12
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	2,580	0	0	45	0	0	59.9	55.3	10	22	48	104
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	57,174	203	228	45	0	0	73.5	68.9	84	181	390	841
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	3,434	0	0	45	0	0	61.2	56.6	12	27	58	126
229	Century Ave	Alessandro Blvd	Claridge Dr	2,131	3	3	45	0	0	59.1	54.5	9	20	43	93
230	Century Ave	Trafalgar Ave	Alessandro Blvd	1,855	0	0	45	0	0	58.5	53.9	8	18	39	84
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	41,747	152	194	45	0	0	72.1	67.5	68	147	316	682
232	Chicago Ave	Alessandro Blvd	Central Ave	36,507	147	202	45	0	0	71.6	66.9	62	134	290	625
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	59,998	227	255	45	0	0	73.7	69.1	86	187	403	869
236	Victoria Ave	Central Ave	Arlington Ave	8,583	37	11	45	0	0	65.3	60.7	23	51	110	238
237	Arlington Ave	Victoria Ave	Alessandro Blvd	41,129	213	264	45	0	0	72.1	67.5	68	146	316	680
238	Victoria Ave	Arlington Ave	Maude St	16,078	77	35	45	0	0	68.0	63.4	36	78	168	363
239	Arlington Ave	Maude St	Victoria Ave	34,765	147	212	45	0	0	71.4	66.7	60	130	281	606
240	Durango Rd	Laramie Rd	Arlington Ave	2,693	10	10	45	0	0	60.2	55.6	10	23	51	109
241	Horace St	Arlington Ave	Victoria Ave	5,255	10	14	45	0	0	63.1	58.5	17	36	78	170
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	39,129	129	196	45	0	0	71.8	67.2	65	140	303	652
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	12,696	33	33	45	0	0	66.9	62.3	30	66	142	307
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	18,858	82	152	45	0	0	68.7	64.1	40	86	187	403
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	23,512	46	138	45	0	0	69.6	65.0	46	99	214	462
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	17,785	86	137	45	0	0	68.5	63.8	38	83	180	388
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	42,286	133	180	45	0	0	72.2	67.6	68	148	318	687
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	3,057	2	2	35	0	0	57.6	52.9	7	15	33	72
252	Central Ave	Chicago Ave	Canyon Crest Dr	26,314	116	172	45	0	0	70.2	65.5	50	108	233	503
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	19,125	49	64	45	0	0	68.7	64.1	40	86	187	403
256	Canyon Crest Dr	Central Ave	Country Club Dr	20,621	47	64	45	0	0	69.0	64.4	42	91	196	423
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,806	8	26	45	0	0	64.2	59.6	20	43	93	201
260	Central Ave	Canyon Crest Dr	I-215	26,002	102	173	45	0	0	70.1	65.5	49	107	231	498
261	Lochmoor Dr	Central Ave	Fair Isle Dr	9,798	104	180	35	6	0	57.1	52.4	6	14	31	67
262	Sycamore Canyon Blvd	Central Ave	College Blvd	16,510	118	251	35	0	0	65.2	60.6	23	50	108	234
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	22,067	117	176	45	0	0	69.4	64.8	45	96	208	450

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264	I-215 SB Off-Ramps	I-215	Central Ave	2,990	34	8	45	0	0	60.9	56.3	12	26	56	121
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	19,626	135	140	45	0	0	69.0	64.3	41	90	194	418
266	I-215 SB On-Ramps	Central Ave	I-215	27,194	146	254	45	0	0	70.3	65.7	51	111	240	517
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	18,205	155	168	45	0	0	68.7	64.1	40	86	186	401
268	I-215 NB Off-Ramp	Watkins Dr	I-215	12,934	92	96	45	0	0	67.1	62.5	31	68	147	317
269	Martin Luther King Blvd	SR-91	Chicago Ave	35,982	115	253	45	0	0	71.5	66.9	61	133	286	617
270	Chicago Ave	University Ave	Martin Luther King Blvd	27,159	45	53	45	0	0	70.2	65.6	50	109	235	507
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	31,890	113	243	45	0	0	71.0	66.3	57	122	264	570
272	Chicago Ave	Martin Luther King Blvd	Central Ave	27,876	39	41	45	0	0	70.3	65.7	51	111	239	516
273	Iowa Ave	University Ave	Martin Luther King Blvd	15,393	26	25	45	0	0	67.7	63.1	34	74	161	347
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	40,295	139	261	45	0	0	72.0	67.4	66	143	309	666
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	14,836	103	229	45	0	0	67.8	63.1	34	75	161	348
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	32,586	113	282	45	0	0	71.1	66.4	57	124	268	578
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	25,777	30	47	45	0	0	70.0	65.3	48	105	227	489
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	6,334	0	22	45	0	0	63.8	59.2	19	41	88	191
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	9,538	16	49	45	0	0	65.7	61.0	25	54	117	253
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	36,122	102	236	45	0	0	71.5	66.9	61	133	286	617
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	10,204	12	42	45	0	0	65.9	61.3	26	56	122	264
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	10,204	44	100	45	0	0	66.0	61.4	26	57	124	268
283	SR-60 EB Off-Ramp	SR-60	Heacock St	25,078	108	460	45	0	0	70.0	65.3	48	105	227	489
284	SR-60 EB On-Ramp	Heacock St	SR-60	13,128	96	442	45	0	0	67.3	62.7	32	70	151	326
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	34,720	98	254	45	0	0	71.3	66.7	60	129	279	601
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	37,727	109	39	45	0	0	71.7	67.0	63	136	295	635
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	41,192	189	106	45	0	0	72.1	67.5	67	146	315	679
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	26,054	204	176	45	0	0	70.2	65.6	50	109	235	508
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	20,518	81	68	45	0	0	69.1	64.4	42	91	197	425
290	Perris Blvd	Sunnymead Blvd	Fir Ave	33,529	241	226	45	0	0	71.3	66.7	59	129	278	599
294	Via Del Lago	South of Iris Ave	0	1,697	4	0	45	0	0	58.2	53.6	8	17	37	80
301	John F. Kennedy Dr	Indian St	Perris Blvd	16,464	32	0	45	0	0	68.0	63.4	36	78	169	364
302	John F. Kennedy Dr	Perris Blvd	Kitching St	15,844	32	0	45	0	0	67.9	63.3	35	76	164	355
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	27,336	214	197	45	0	0	70.4	65.8	52	113	243	524
304	Iris Ave	Indian St	Perris Blvd	13,630	30	47	45	0	0	67.2	62.6	32	69	149	321
306	Perris Blvd	Iris Ave	Krameria Ave	24,788	181	182	45	6	0	64.0	59.4	19	42	90	195
307	Perris Blvd	Krameria Ave	Harley Know Blvd	25,595	198	158	45	6	0	64.1	59.5	19	43	92	199
324	Ramona Expy	Warren Rd	Sanderson Ave	13,994	83	272	45	0	0	67.5	62.9	33	72	155	334
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	36,045	120	1,023	45	0	0	71.6	66.9	62	134	290	624
326	Ramona Expy	Sanderson Ave	State St	15,257	71	165	45	0	0	67.8	63.2	35	75	163	351
327	Sanderson Ave	Ramona Expy	Ramona Blvd	17,889	24	177	45	0	0	68.4	63.8	38	82	178	384
340	Alessandro Blvd	South of San Timoteo Canyon R	0	366	0	0	45	0	0	51.5	46.8	2	6	13	28
351	Live Oak Canyon Rd	South of San Timoteo Canyon R	0	711	2	2	45	0	0	54.4	49.8	4	9	20	45
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	12,985	36	36	45	0	0	67.0	62.4	31	67	144	312
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	10,422	100	224	45	0	0	66.3	61.7	27	60	129	279

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360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	13,674	47	18	45	0	0	67.3	62.7	32	69	150	323
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	8,964	36	24	45	0	0	65.5	60.8	24	52	113	245
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	11,002	144	366	45	0	0	66.7	62.1	29	64	138	297
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	16,599	65	12	45	0	0	68.1	63.5	36	79	171	369
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	4,382	12	24	45	0	0	62.3	57.7	15	32	70	151
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	53,253	243	265	45	0	0	73.2	68.6	80	173	374	806
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	10,957	66	106	45	0	0	66.4	61.8	28	61	131	283
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	6,456	27	75	45	0	0	64.1	59.4	19	42	91	197
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	0.0	0	0	0	0
376	3rd St	Marvin Rd	Mid County Pkwy WB Ran	0	0	0	45	0	0	0.0	0.0	0	0	0	0
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	0.0	0	0	0	0
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ran	0	0	0	45	0	0	0.0	0.0	0	0	0	0
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	0.0	0	0	0	0
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	0	0	0	45	0	0	0.0	0.0	0	0	0	0
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	0	0	0	45	0	0	0.0	0.0	0	0	0	0
386	Harley Know Blvd	Indian St	Perris Blvd	4,894	73	143	45	0	0	63.2	58.6	17	37	80	174
387	Perris Blvd	Krameria Ave	Harley Know Blvd	21,195	116	354	45	6	0	63.3	58.6	17	37	81	175
388	Krameria Ave	Lasselle St	Spirit Rd	1,947	0	0	45	0	0	58.7	54.1	8	18	40	86
389	El Cerrito Dr	South of Central Ave	0	4,032	18	26	45	0	0	62.0	57.4	14	31	67	144
390	Ramona Expy	Webster Ave	Indian St	27,411	109	878	45	0	0	70.4	65.8	52	112	243	523
392	Ramona Expy	Indian St	Perris Blvd	27,259	118	492	45	0	0	70.3	65.7	51	111	240	517
393	Indian St	Ramona Expy	Morgan St	3,791	143	528	45	0	0	63.9	59.2	19	41	88	191
394	Perris Blvd	Harley Know Blvd	Ramona Expy	18,622	131	283	45	0	0	68.7	64.1	40	87	188	406
396	Perris Blvd	Ramona Expy	Rider St	24,005	130	90	45	0	0	69.8	65.2	47	102	220	475
397	Ramona Expy	Perris Blvd	Evans Rd	27,804	113	339	45	0	0	70.4	65.8	52	112	242	522
398	Evans Rd	Marbella Gate	Ramona Expy	23,974	71	0	45	6	0	63.7	59.1	18	40	86	187
399	Ramona Expy	Evans Rd	Rider St	17,973	59	225	55	6	0	65.0	60.3	22	48	105	227
400	Evans Rd	Ramona Expy	Rider St	12,788	9	6	45	0	0	66.9	62.3	30	65	142	306
401	Morgan St	Indian St	Perris Blvd	4,287	86	116	45	0	0	62.8	58.2	16	35	75	162
402	Morgan St	Perris Blvd	Silver Creek Industries	1,279	24	0	45	0	0	57.4	52.8	7	15	33	71
404	Morgan St	Morgan Park	Evans Rd	3,663	12	0	45	0	0	61.6	56.9	13	28	62	134
405	Morgan St	Evans Rd	Bradley Rd	6,913	0	12	45	0	0	64.2	59.6	20	43	93	202
406	Ironwood Ave	East of Thedore St	0	912	20	12	45	0	0	56.1	51.5	5	12	27	58
407	Rider St	Indian St	Perris Blvd	3,913	8	30	45	0	0	61.8	57.2	14	30	65	140
408	Rider St	Perris Blvd	Redlands Ave	8,226	0	0	45	0	0	65.0	60.3	22	48	105	227
409	Ironwood Ave	Nason St	Moreno Beach Dr	5,787	55	0	45	0	0	63.7	59.1	18	40	86	187
410	Rider St	Wilson Ave	Evans Rd	11,776	0	12	45	0	0	66.5	61.9	28	62	134	288
411	Rider St	Evans Rd	Ramona Expy	6,149	0	24	45	0	0	63.7	59.1	18	40	86	187
412	Maude St	North of Arlington Ave	0	212	0	0	45	0	0	49.1	44.5	1	4	9	19
413	Placentia Ave	Indian St	Perris Blvd	8,659	139	196	45	0	0	65.7	61.1	25	54	118	254
414	Placentia Ave	Perris Blvd	Redlands Ave	5,050	0	0	45	0	0	62.9	58.2	16	35	76	164
415	Perris Blvd	Placentia Ave	Orange Ave	28,882	273	322	45	0	0	70.7	66.1	54	118	254	548

2022 No Project

ID	Arterial	From	To	2022 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	15,964	244	364	45	0	0	68.3	63.7	38	82	177	381
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	12,332	174	302	45	0	0	67.2	62.6	32	68	148	320
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	22,200	300	428	45	0	0	69.7	65.1	47	101	218	470
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	12,616	148	238	45	0	0	67.2	62.6	32	69	148	320
421	Via Del Lago	South of Iris Ave	0	378	0	0	45	0	0	51.6	47.0	2	6	13	29
424	Perris Blvd	Alessandro Blvd	Cottonwood Ave	27,884	208	102	45	6	0	64.5	59.9	21	45	98	211
425	Mid County Pkwy WB On-Ramp	West of Evan	0	9,692	40	42	45	0	0	65.8	61.2	25	55	119	258
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	3,392	24	30	45	0	0	61.3	56.7	13	28	60	130
427	Day St	south of Alessandro Blvd	0	2,034	52	131	45	0	0	60.0	55.4	10	22	49	106
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	10,394	44	48	45	0	0	66.1	61.5	27	58	125	270
429	Mid County Pkwy EB On-Ramp	East of Evan	0	3,748	24	32	45	0	0	61.8	57.1	13	29	64	138
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	39,694	220	324	45	0	0	72.0	67.4	66	143	309	666
431	Placentia Ave	Water Ave	Evans Rd	0	0	0	35	0	0	0.0	0.0	0	0	0	0
432	Placentia Ave	Evans Rd	El Nido Ave	0	0	0	35	0	0	0.0	0.0	0	0	0	0
433	Evans Rd	Rider St	Orange Ave	7,800	26	26	45	0	0	64.8	60.2	22	48	103	222
434	Orange Ave	Wilson Ave	Evans Rd	5,289	0	13	45	0	0	63.1	58.4	16	36	78	169
435	Orange Ave	Evans Rd	Foothill Dr	2,761	0	12	35	0	0	57.1	52.5	6	14	31	67
436	Elsworth St	south of Cactus Ave	0	15,870	160	36	45	0	0	68.1	63.5	36	79	170	368
441	Nuevo Rd	Wilson Ave	Evans Rd	14,145	24	59	45	0	0	67.4	62.8	32	70	152	328
442	Evans Rd	Orange Ave	Nuevo Rd	6,218	3	9	45	0	0	63.8	59.1	18	40	87	189
443	Nuevo Rd	Evans Rd	Foothill Dr	10,762	24	47	45	0	0	66.2	61.6	27	59	127	274
444	Evans Rd	Nuevo Rd	San Jacinto Ave	0	0	0	45	6	0	0.0	0.0	0	0	0	0
452	San Jacinto Ave	West of Evan Rd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
453	Evans Rd	North of San Jancito Ave	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
454	San Jacinto Ave	East of Evan Rd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
455	Evans Rd	South of San Jancito Ave	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
458	Nason St	South of Cactus Ave	0	6,515	53	0	45	0	0	64.2	59.6	20	43	93	201
464	Quincy	South of Eucalyptus	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
477	Ellis Ave	West of Evan Rd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
478	Evans Rd	North of Ellis Ave	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
479	Oliver St	South of Irris Ave	0	2,644	12	0	45	0	0	60.2	55.6	10	23	50	108
480	Ellis Ave	Evans Rd	SR-215	0	0	0	45	0	0	0.0	0.0	0	0	0	0
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
482	Ellis Ave	East of SR-215	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
483	SR-215 SB On-ramp	Ellis Ave	SR-215	0	0	0	45	0	0	0.0	0.0	0	0	0	0
484	SR-215 NB On-ramp	Ellis Ave	SR-215	0	0	0	45	0	0	0.0	0.0	0	0	0	0
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
488	Nason St	North of Iris Ave	0	6,515	53	0	45	0	0	64.2	59.6	20	43	93	201
494	Evans Rd	North of Harley Knox Blvd	0	0	0	0	45	6	0	0.0	0.0	0	0	0	0
498	Morrison St	Alessandro Blvd	Cactus Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	32,021	112	96	45	0	0	71.0	66.4	57	123	265	571
500	Perris Blvd	North of Eucalyptus Ave	0	32,068	106	108	45	0	0	71.0	66.4	57	123	265	571

2022 No Project

ID	Arterial	From	To	2022 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
502	Quincy	Cottonwood Ave	Alessandro Blvd	0	0	0	35	6	0	0.0	0.0	0	0	0	0
503	Quincy	Alessandro Blvd	Cactus Ave	0	0	0	35	6	0	0.0	0.0	0	0	0	0
504	Krameria Ave	west of Perris Blvd	0	14,231	149	0	45	0	0	67.6	63.0	34	73	159	342

2022 No Project Noise Levels

ID	Arterial	From	2022 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	215,230	4,570	18,660	65	0	0	85.5	80.9	529	1141	2459	5298
2	SR-60	S Reservoir Rd to Ramona Ave	219,330	4,800	19,560	65	0	0	85.6	81.0	538	1160	2500	5386
3	SR-60	Ramona Ave to Central Ave	209,060	4,670	18,980	65	0	0	85.4	80.8	523	1127	2428	5231
4	SR-60	Central Ave to Mountain Ave	219,440	4,980	20,010	65	0	0	85.6	81.0	541	1165	2511	5410
5	SR-60	Mountain Ave to Euclid Ave	214,020	4,910	19,600	65	0	0	85.5	80.9	532	1147	2472	5326
6	SR-60	Euclid Ave to Grove Ave	232,730	5,360	21,310	65	0	0	85.9	81.3	563	1213	2614	5633
7	SR-60	Grove Ave to Vineyard Ave	229,220	5,070	20,220	65	0	0	85.8	81.2	554	1194	2574	5546
8	SR-60	Vineyard Ave to Archibald Ave	228,970	5,180	20,250	65	0	0	85.8	81.2	555	1195	2576	5550
9	SR-60	Archibald Ave to Haven Ave	217,460	5,050	19,040	65	0	0	85.6	80.9	536	1156	2491	5367
10	SR-60	Haven Ave to Miliken Ave	199,820	4,700	17,470	65	0	0	85.2	80.6	507	1093	2356	5076
11	SR-60	Miliken Ave to SR-15	166,030	4,620	17,230	65	0	0	84.6	80.0	461	993	2139	4610
12	SR-60	I-15 to Etiwanda Ave	131,720	3,770	12,550	65	0	0	83.5	78.9	392	846	1822	3926
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village Rd	145,070	3,780	12,590	65	0	0	83.9	79.2	412	889	1915	4127
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	135,300	3,510	11,680	65	0	0	83.5	78.9	393	848	1827	3936
15	SR-60	Pedley Rd to Pyrite St	125,400	3,210	10,830	65	0	0	83.2	78.6	373	805	1735	3739
16	SR-60	Pyrite St to Valley Way	122,910	3,210	10,660	65	0	0	83.1	78.5	369	796	1715	3695
17	SR-60	Valley Way to Rubidoux Blvd	158,640	3,940	13,000	65	0	0	84.2	79.6	434	936	2018	4347
18	SR-60	Rubidoux Blvd to Market St	158,130	3,870	12,420	65	0	0	84.2	79.5	432	931	2005	4321
19	SR-60	Market St to Main St	184,210	4,740	14,410	65	0	0	84.8	80.2	479	1034	2227	4799
20	SR-60	Main St to SR-91	209,240	5,490	15,760	65	0	0	85.4	80.8	521	1124	2422	5219
21	SR-60	SR-91 to W Blaine St/3rd St	239,330	5,730	19,700	65	0	0	86.0	81.3	570	1229	2648	5706
22	SR-60	W Blaine St/3rd St to University Ave	226,130	5,290	17,670	65	0	0	85.7	81.1	546	1177	2537	5467
23	SR-60	University Ave to Martin Luther King Blvd	235,060	5,440	17,880	65	0	0	85.8	81.2	559	1205	2597	5596
24	SR-60	Martin Luther King Blvd to Central Ave	284,000	6,710	22,540	65	0	0	86.7	82.1	637	1373	2958	6374
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	266,490	6,170	20,100	65	0	0	86.4	81.8	608	1310	2823	6082
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	258,180	5,660	19,490	65	0	0	86.2	81.6	593	1278	2755	5935
27	SR-60	I-215 to Day St	152,330	3,620	14,540	65	0	0	84.1	79.5	427	920	1982	4271
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	153,220	3,490	15,670	65	0	0	84.1	79.5	430	927	1998	4304
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	134,080	2,960	13,410	65	0	0	83.5	78.9	392	845	1820	3922
30	SR-60	Heacock St to Perris Blvd	120,010	2,560	11,590	65	0	0	83.0	78.4	362	780	1681	3623
31	SR-60	Perris Blvd to Nason St	103,060	1,980	9,280	65	0	0	82.3	77.6	323	696	1501	3234
32	SR-60	Nason St to Moreno Beach Dr	92,900	1,700	8,130	65	0	0	81.8	77.2	300	647	1394	3004
33	SR-60	Moreno Beach Dr to Redlands Blvd	70,810	1,030	5,150	65	0	0	80.5	75.8	245	527	1137	2450
34	SR-60	Redlands Blvd to Theodore St	62,620	1,210	6,220	65	0	0	80.2	75.5	234	504	1087	2342
35	SR-60	Theodore St to Gilman Springs Rd	61,980	1,180	6,050	65	0	0	80.1	75.5	232	499	1077	2320
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	57,430	1,090	5,410	65	0	0	79.7	75.1	219	473	1020	2198
37	SR-60	Jack Rabbit Trail to I-10	55,350	1,000	5,300	65	0	0	79.6	75.0	214	461	994	2142
75	SR-91	I-15 to McKinley St	231,890	3,830	11,840	65	0	0	85.5	80.9	534	1152	2483	5349
76	SR-91	McKinley St to Pierce St	214,080	3,590	10,980	65	0	0	85.2	80.6	507	1093	2356	5076
77	SR-91	Pierce St to Magnolia Ave	201,580	3,250	10,490	65	0	0	84.9	80.3	487	1049	2260	4870
78	SR-91	Magnolia Ave to La Sierra Ave	212,820	3,710	12,030	65	0	0	85.2	80.6	508	1095	2359	5082
79	SR-91	La Sierra Ave to Tyler St	193,830	3,470	11,180	65	0	0	84.8	80.2	478	1031	2221	4785
80	SR-91	Tyler St to Van Buren Blvd	227,200	2,690	8,560	65	0	0	85.3	80.7	517	1114	2400	5171
81	SR-91	Van Buren Blvd to Adam St	214,310	2,440	7,950	65	0	0	85.1	80.4	496	1069	2305	4966
82	SR-91	Adam St to Madison St	201,770	2,170	7,220	65	0	0	84.8	80.2	475	1025	2209	4759
83	SR-91	Madison St to Indiana Ave (off-ramp)	196,440	2,110	6,770	65	0	0	84.7	80.0	467	1006	2168	4672
84	SR-91	Arlington Ave to Central Ave	170,190	2,060	6,730	65	0	0	84.1	79.5	427	920	1983	4272
85	SR-91	Central Ave to 14th St	196,050	2,320	7,610	65	0	0	84.7	80.1	468	1010	2176	4689

2022 No Project Noise Levels

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			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
86	SR-91	14th St to University Ave	179,220	2,140	6,910	65	0	0	84.3	79.7	441	951	2050	4418
87	SR-91	University Ave to Spruce St (off-ramp)	223,480	2,600	8,420	65	0	0	85.2	80.6	511	1101	2372	5112
101	I-10	SR-60 to Beaumont Ave	142,620	2,490	17,580	65	0	0	83.9	79.2	413	890	1919	4134
102	I-10	Beaumont Ave to Pennsylvania Ave	144,250	2,560	18,260	65	0	0	83.9	79.3	418	901	1942	4185
103	I-10	Pennsylvania Ave to Highland Springs Ave	152,090	2,750	19,040	65	0	0	84.2	79.5	433	933	2010	4332
104	I-10	Highland Springs Ave to Sunset Ave	146,050	2,650	18,550	65	0	0	84.0	79.4	422	910	1961	4226
105	I-10	Sunset Ave to 22nd St	141,520	2,560	18,190	65	0	0	83.9	79.3	414	893	1924	4145
106	I-10	22nd St to S 8th St	139,070	2,490	17,970	65	0	0	83.8	79.2	409	882	1902	4098
107	I-10	S 8th St to S Hargrave St	138,390	2,460	17,960	65	0	0	83.8	79.2	408	880	1896	4086
108	I-10	S Hargrave St to Field Rd	128,570	2,240	16,480	65	0	0	83.5	78.8	387	835	1800	3879
109	I-10	Field Rd to Main St (Cabazon)	121,880	2,040	15,900	65	0	0	83.2	78.6	374	807	1739	3746
110	I-10	Main St (Cabazon) to Main St	109,430	1,820	14,440	65	0	0	82.8	78.1	349	752	1620	3492
111	I-10	Main St to Haugen-Lehmann Way	110,480	1,830	14,420	65	0	0	82.8	78.2	350	755	1628	3507
112	I-10	Haugen-Lehmann Way to SR-111	110,460	1,830	14,410	65	0	0	82.8	78.2	350	755	1627	3507
113	I-10	SR-111 to Tipton Rd	97,430	1,520	12,660	65	0	0	82.2	77.6	321	692	1492	3215
114	I-10	Tipton Rd to SR-62	97,300	1,520	12,650	65	0	0	82.2	77.6	321	692	1491	3212
129	SR-215	Scott Rd to Newport Rd	101,620	1,860	4,370	65	0	0	82.0	77.3	308	665	1433	3087
130	SR-215	Newport Rd to MacCall Blvd	90,140	1,700	4,070	65	0	0	81.5	76.8	285	615	1326	2858
131	SR-215	MacCall Blvd to Ethanac Rd	97,640	1,850	4,230	65	0	0	81.8	77.2	301	648	1398	3012
132	SR-215	Ethanac Rd to SR-74/Case	119,680	2,260	5,260	65	0	0	82.7	78.1	345	743	1601	3450
133	SR-215	SR-74/Case Rd to Redlands Blvd	132,690	3,950	9,390	65	0	0	83.4	78.8	387	834	1798	3875
167	SR-215	Redlands Blvd to D St	117,450	3,440	8,660	65	0	0	82.9	78.3	357	770	1659	3576
168	SR-215	D St to Nuevo St/Harvil Ave	124,970	3,630	8,480	65	0	0	83.2	78.5	370	798	1721	3707
169	SR-215	Nuevo St/Harvil Ave to Ramona Expy/Cajalco Exp	125,940	3,560	8,370	65	0	0	83.2	78.5	371	800	1724	3715
171	SR-215	Ramona Expy/Cajalco Expy to Harley Knox Blvd	146,930	4,120	9,540	65	0	0	83.8	79.2	411	885	1907	4110
172	SR-215	Harley Knox Blvd to Van Buren Blvd	153,540	4,700	10,720	65	0	0	84.1	79.5	427	921	1985	4277
173	SR-215	Van Buren Blvd to Cactus Ave	146,160	4,460	10,480	65	0	0	83.9	79.3	414	892	1923	4144
174	SR-215	Cactus Ave to Alessandro Blvd	155,820	4,180	9,710	65	0	0	84.0	79.4	425	916	1973	4252
175	SR-215	Alessandro Blvd to Eucalyptus Ave	152,250	4,070	9,790	65	0	0	84.0	79.3	419	903	1945	4192
176	SR-215	Eucalyptus Ave to SR-60	150,250	4,080	10,250	65	0	0	83.9	79.3	417	898	1936	4172
134	SR-215	SR-60 to Columbia Ave	204,320	3,960	8,120	65	0	0	85.0	80.4	492	1060	2285	4924
135	SR-215	Columbia Ave to Center St	173,440	3,400	6,770	65	0	0	84.3	79.7	441	951	2049	4415
136	SR-215	Center St to Iowa Ave/La Cadena Dr	171,550	3,390	6,740	65	0	0	84.2	79.6	438	944	2035	4386
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	169,340	3,490	6,850	65	0	0	84.2	79.6	436	939	2024	4360
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	175,510	3,600	7,130	65	0	0	84.4	79.7	446	962	2072	4465
139	SR-215	Mt Vernon Ave/Washington St to I-10	176,380	3,640	7,250	65	0	0	84.4	79.8	448	965	2080	4482
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	143,630	2,160	5,610	65	0	0	83.4	78.8	384	828	1785	3845
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	130,150	1,810	4,900	65	0	0	82.9	78.3	358	772	1665	3587
142	SR-215	Mill St to 2rd St	145,610	2,240	6,150	65	0	0	83.5	78.8	389	838	1806	3891
143	SR-215	2rd St to Baseline Rd	127,070	2,060	5,490	65	0	0	82.9	78.3	356	767	1654	3563
144	SR-215	Baseline Rd to Highland Ave/SR-210	129,150	2,560	9,380	65	0	0	83.2	78.5	371	799	1722	3710

2022 With Project

ID	Arterial	From	To	2022 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	19,910	2,253	7,285	45	0	0	76.3	71.6	128	277	597	1287
2	Street A	Eucalyptus Ave	Street F	20,047	2,452	7,819	45	0	0	76.4	71.7	130	281	606	1305
3	Street E	west of Street A	0	9,702	1,261	3,945	45	0	0	73.4	68.8	82	178	383	826
4	Street E	north of Alessandro Blvd	0	5,305	393	115	45	0	0	66.0	61.4	26	57	123	266
5	Street E	Street D	Street A	6,614	321	291	45	0	0	66.3	61.7	28	60	130	280
6	Street A	Street F	Street C	8,344	822	1,851	45	0	0	70.5	65.9	53	114	247	532
7	Street A	south of Street C	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
8	Street D	Street E	Cactus Ave	9,068	631	0	45	0	0	68.1	63.5	36	79	171	369
9	John F Kennedy Dr	south of Cactus Ave	0	10,893	530	0	45	0	0	68.0	63.3	35	77	166	359
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	4,660	95	0	45	0	0	61.5	56.9	13	28	61	132
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	6,493	82	0	45	0	0	62.8	58.2	16	35	75	163
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	10,763	284	0	45	0	0	64.4	59.8	20	45	97	209
13	Redlands Blvd	State Route 60	Eucalyptus Ave	14,118	264	689	45	0	0	68.9	64.3	41	89	192	414
14	Eucalyptus Ave	east of Redlands Blvd	0	7,768	295	657	45	0	0	67.4	62.7	32	70	152	328
15	Eucalyptus Ave	west of Street A	0	6,430	212	592	45	0	0	59.6	54.9	9	21	46	99
18	Street B	east of Street A	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
18a	Street B	west of Gilman Springs Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
19	Street F	east of Street A	0	48	0	0	45	0	0	43.7	39.1	0	1	4	8
20	Street F	north of Street C	0	41	0	0	45	0	0	43.0	38.4	0	1	3	7
21	Street C	east of Street A	0	4,382	172	214	45	0	0	64.5	59.8	21	45	97	210
22	Street C	west of Street F	0	4,126	187	234	45	0	0	64.5	59.9	21	45	98	211
23	Street F	Street C	Street G	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
24	Street C	Street F	Street H	3,945	183	219	45	0	0	64.5	59.9	21	45	98	212
25	Street C	Street H	Gilman Springs Rd	5,111	170	231	45	0	0	64.9	60.3	22	48	104	225
26	Street H	Street C	Street G	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
27	Street G	east of Street H	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
28	Street G	Street F	Street H	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	12,464	49	316	45	0	0	66.9	62.3	30	66	142	307
30	Gilman Springs Rd	Eucalyptus Ave	Street C	12,464	49	316	45	0	0	66.9	62.3	30	66	142	307
31	Gilman Springs Rd	south of Street C	0	15,683	205	604	45	0	0	68.7	64.0	40	86	186	400
32	Cactus Ave	west of Redlands Blvd	0	3,902	95	0	45	0	0	62.6	58.0	15	34	73	158
33	Alessandro Blvd	west of Redlands Blvd	0	4,627	42	6	45	0	0	62.6	58.0	15	34	73	159
35	Redlands Blvd	Ironwood Ave	State Route 60	16,028	108	551	55	0	0	72.0	67.3	66	143	308	664
36	Ironwood Ave	Redlands Blvd	Highland Blvd	1,924	177	0	35	0	0	58.8	54.2	8	19	41	88
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	9,797	183	470	45	0	0	68.8	64.2	41	88	190	410
38	Theodore St	State Route 60	Highland Blvd	3,664	371	208	45	0	0	64.5	59.9	21	45	98	211
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	19,950	358	521	55	0	0	72.8	68.1	75	161	348	751
43	Moreno Beach Dr	Alessandro Blvd	SR 60	20,765	45	129	45	0	0	69.1	64.4	42	91	197	425
46	Moreno Beach Dr	State Route 60	Ironwood Ave	17,244	121	383	45	0	0	68.6	64.0	39	85	183	395
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	4,397	30	12	45	6	0	56.5	51.9	6	13	28	61
48	Alessandro Blvd	Lasselle St	Morrison St	10,667	48	457	45	6	0	60.5	55.8	11	24	52	113
50	Cactus Ave	Redlands Blvd	Street D	9,068	631	0	45	0	0	68.1	63.5	36	79	170	367

2022 With Project

ID	Arterial	From	To	2022 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	16,673	48	18	45	6	0	62.2	57.6	14	31	68	147
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	19,421	523	6	35	6	0	60.9	56.3	12	26	56	121
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	4,752	20	12	45	6	0	56.8	52.2	6	14	30	65
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	107	0	0	35	0	0	43.0	38.3	0	1	3	7
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	3,407	25	0	45	0	0	61.5	56.9	13	28	61	133
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	4,350	25	0	35	0	0	59.4	54.8	9	20	44	96
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	8,236	208	0	45	0	0	65.8	61.2	25	55	120	259
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	15,408	28	71	45	0	0	67.8	63.2	35	75	163	351
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	7,616	172	554	45	0	0	65.6	61.0	24	53	115	249
60	SR 60 WB Ramps	east of Redlands Blvd	0	8,334	140	477	45	0	0	66.7	62.0	29	63	136	294
61	SR 60 EB Ramps	west of Redlands Blvd	0	8,903	69	287	45	0	0	66.2	61.6	27	59	127	274
62	Fir Ave	Quincy Dr	Redlands Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
65	Alessandro Blvd	Nason St	Oliver St	13,498	58	55	45	0	0	67.3	62.7	32	70	151	326
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	7,902	32	54	45	0	0	65.1	60.5	23	49	107	231
67	Oliver St	Alessandro Blvd	Cactus Ave	4,388	7	0	35	0	0	59.2	54.6	9	20	43	93
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	18,529	54	36	45	0	0	68.6	64.0	39	85	183	395
69	Cactus Ave	Nason St	Oliver St	9,227	69	4	45	0	0	65.8	61.2	25	55	119	257
70	Cactus Ave	Oliver St	Moreno Beach Dr	9,208	94	0	45	6	0	59.9	55.3	10	22	48	104
71	Oliver St	Cactus Ave	John F Kennedy Dr	8,128	0	0	45	0	0	64.9	60.3	22	48	104	225
72	Oliver St	John F Kennedy Dr	Iris Ave	4,673	0	0	45	0	0	62.5	57.9	15	33	72	155
73	Iris Ave	Nason St	Oliver St	21,119	557	0	45	0	0	70.1	65.5	49	107	231	498
74	Heacock St	Manzanita Ave	Ironwood Ave	25,064	34	19	45	0	0	69.8	65.2	48	103	223	480
75	Ironwood Ave	Graham St	Heacock St	17,524	34	15	45	0	0	68.3	63.7	38	82	176	380
76	Ironwood Ave	Heacock St	Indian Ave	13,564	14	3	45	0	0	67.2	62.6	31	68	148	319
77	Heacock St	Ironwood Ave	Hemlock Ave	26,209	45	34	45	0	0	70.1	65.5	49	107	230	497
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	31,841	72	32	45	0	0	70.9	66.3	56	122	263	567
81	SR 60 WB Ramps	west of Heacock St	0	21,034	30	148	45	0	0	69.1	64.5	42	92	198	428
82	SR 60 WB Ramps	east of Heacock St	0	11,578	116	334	45	0	0	67.4	62.8	33	71	153	331
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	34,174	102	222	45	0	0	71.4	66.7	60	130	281	607
85	SR 60 WB Onramp	west of Perris Blvd	0	21,400	98	152	45	0	0	69.3	64.6	43	94	203	439
86	SR 60 WB Offramp	east of Perris Blvd	0	9,250	138	258	45	0	0	67.3	62.6	32	69	149	322
87	Eucalyptus Ave	Indian St	Perris Blvd	7,035	10	0	45	0	0	64.4	59.7	20	44	95	206
88	Eucalyptus Ave	Perris Blvd	Kitching St	9,058	17	12	45	0	0	65.5	60.8	24	52	113	244
95	W 6th St	I-10	N California Ave	14,726	106	145	45	0	0	67.8	63.2	35	75	163	351
96	N California Ave	W 6th St	E 8th St	5,578	26	26	45	0	0	63.5	58.9	18	39	84	182
97	E 6th St	N California Ave	Beaumont Ave	10,128	46	62	45	0	0	66.0	61.4	26	57	124	268
98	N California Ave	W 6th St	I-10	10,426	87	118	45	0	0	66.3	61.7	27	60	129	279
99	Beaumont Ave	E 6th St	E 8th St	13,252	38	50	45	0	0	67.1	62.5	31	68	147	317
100	I-215 SB Ramps	north of Alessandro Blvd	0	8,752	60	114	45	0	0	65.6	60.9	24	53	115	248
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	48,199	260	307	45	0	0	72.8	68.2	76	164	353	761
102	I-215 SB Ramps	south of Alessandro Blvd	0	14,474	56	40	45	0	0	67.5	62.9	33	72	156	337
103	I-215 NB Ramps	north of Alessandro Blvd	0	15,452	150	364	45	0	0	68.2	63.5	37	79	172	370

2022 With Project

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	37,885	240	433	45	0	0	71.8	67.2	65	140	302	650
105	I-215 SB Ramps	south of Alessandro Blvd	0	14,036	46	86	45	0	0	67.4	62.8	32	71	153	329
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	9,487	27	24	45	0	0	65.7	61.1	25	54	118	254
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	36,692	214	415	45	0	0	71.7	67.1	63	137	295	636
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	6,472	81	77	45	0	0	64.3	59.7	20	44	95	206
109	Day St	Cottonwood Ave	Alessandro Blvd	5,893	40	0	35	0	0	60.7	56.1	11	25	54	117
110	Alessandro Blvd	Day St	Elsworth St	33,839	158	287	45	0	0	71.3	66.7	59	129	278	599
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	9,036	23	0	35	0	0	62.3	57.7	15	32	70	151
112	Alessandro Blvd	Elsworth St	Frederick St	35,535	168	333	45	0	0	71.5	66.9	62	133	288	620
113	Elsworth St	Alessandro Blvd	Cactus Ave	9,534	40	76	45	0	0	65.7	61.1	25	55	118	255
114	Frederick St	Cottonwood Ave	Alessandro Blvd	24,824	61	90	45	0	0	69.8	65.2	47	103	222	479
115	Alessandro Blvd	Frederick St	Graham St	36,803	160	277	45	0	0	71.6	67.0	63	136	293	632
116	Frederick St	Alessandro Blvd	Cactus Ave	18,003	54	52	45	0	0	68.5	63.8	38	83	180	388
117	Graham St	Cottonwood Ave	Alessandro Blvd	11,769	15	12	45	0	0	66.6	61.9	29	62	134	290
118	Alessandro Blvd	Graham St	Heacock St	38,127	154	206	45	0	0	71.8	67.2	64	139	300	647
119	Graham St	Alessandro Blvd	Cactus Ave	15,313	40	53	45	0	0	67.7	63.1	34	75	161	348
120	Heacock St	Cottonwood Ave	Alessandro Blvd	22,839	104	275	45	0	0	70.1	65.5	50	107	232	500
121	Alessandro Blvd	Heacock St	Indian St	33,240	96	134	45	0	0	71.2	66.5	58	126	272	587
122	Heacock St	Alessandro Blvd	Cactus Ave	17,439	107	335	45	6	0	62.7	58.1	16	34	74	160
123	Indian St	Cottonwood Ave	Alessandro Blvd	14,221	34	47	45	0	0	67.4	62.8	33	71	153	331
124	Alessandro Blvd	Indian St	Perris Blvd	32,020	124	119	45	0	0	71.0	66.4	57	124	267	576
125	Indian St	Alessandro Blvd	Cactus Ave	12,667	25	24	45	6	0	60.9	56.3	12	26	56	121
126	Alessandro Blvd	Perris Blvd	Kitching St	21,915	64	97	45	0	0	69.4	64.8	45	97	209	450
127	Perris Blvd	Alessandro Blvd	Cactus Ave	28,193	170	240	45	6	0	64.5	59.9	21	45	98	211
128	Kitching St	Cottonwood Ave	Alessandro Blvd	8,944	6	12	45	0	0	65.4	60.7	24	51	111	241
129	Alessandro Blvd	Kitching St	Lasselle St	15,150	29	123	45	0	0	67.8	63.2	35	75	163	351
130	Kitching St	Alessandro Blvd	Cactus Ave	8,357	5	0	45	6	0	59.1	54.4	9	19	42	91
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	9,036	10	12	45	0	0	65.4	60.8	24	52	112	243
133	Lasselle St	Alessandro Blvd	Cactus Ave	16,171	26	95	45	0	0	68.0	63.3	35	77	166	359
134	Morrison St	Cottonwood Ave	Alessandro Blvd	3,976	19	22	45	0	0	62.0	57.3	14	30	66	143
135	Alessandro Blvd	Morrison St	Nason St	9,264	41	332	50	6	0	61.1	56.5	12	27	58	125
136	Nason St	Cottonwood Ave	Alessandro Blvd	16,928	52	0	45	0	0	68.2	63.6	37	80	172	372
137	Nason St	Alessandro Blvd	Cactus Ave	15,514	59	0	45	0	0	67.8	63.2	35	76	163	352
138	I-215 SB Ramps	north of Cactus Ave	0	5,454	192	436	45	0	0	64.7	60.1	21	47	101	218
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	14,635	148	254	45	0	0	67.8	63.2	35	76	163	352
140	I-215 SB Ramps	south of Cactus Ave	0	29,552	158	204	45	0	0	70.7	66.1	54	118	254	548
141	Cactus Ave	I-215 NB Ramps	Elsworth St	42,643	343	691	45	0	0	72.4	67.8	70	152	329	709
142	I-215 NB Ramps	south of Cactus Ave	0	6,621	95	306	45	0	0	64.7	60.1	21	46	100	217
143	Cactus Ave	Elsworth St	Frederick St	47,945	265	834	45	0	0	72.8	68.2	75	163	351	758
144	Cactus Ave	Frederick St	Graham St	57,165	337	772	45	0	0	73.6	69.0	85	183	395	852
145	Cactus Ave	Graham St	Heacock St	31,856	123	713	45	0	0	71.0	66.4	57	123	267	575
146	Riverside Dr	Cactus Ave	Meyer Dr	37,866	239	0	45	0	0	71.8	67.2	64	139	300	646

2022 With Project

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
147	Cactus Ave	Heacock St	Indian St	22,909	48	97	45	0	0	69.5	64.9	45	98	211	455
148	Heacock St	Cactus Ave	John F Kennedy Dr	27,548	158	1,058	45	6	0	64.6	59.9	21	46	99	213
149	Cactus Ave	Indian St	Perris Blvd	19,755	45	84	45	0	0	68.9	64.2	41	88	191	412
150	Indian St	Cactus Ave	John F Kennedy Dr	12,037	20	12	45	6	0	60.7	56.1	11	25	54	117
151	Cactus Ave	Perris Blvd	Kitching St	18,007	35	0	45	0	0	68.5	63.8	38	83	180	388
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	28,355	165	308	45	6	0	64.5	59.9	21	45	98	212
153	Cactus Ave	Kitching St	Lasselle St	13,576	38	0	45	0	0	67.3	62.7	32	69	150	324
154	Kitching St	Cactus Ave	John F Kennedy Dr	8,873	1	0	35	6	0	56.2	51.5	5	12	27	58
155	Cactus Ave	Lasselle St	Morrison St	23,798	108	0	45	0	0	69.8	65.2	47	102	220	475
156	Lasselle St	Cactus Ave	John F Kennedy Dr	26,567	76	0	45	0	0	70.2	65.6	50	108	234	505
157	Cactus Ave	Morrison St	Nason St	19,303	113	0	45	0	0	68.9	64.3	41	89	193	416
158	E 6th St	Beaumont Ave	Pennsylvania Ave	16,095	88	192	45	0	0	68.1	63.5	36	79	170	366
159	Beaumont Ave	E 6th St	I-10	15,664	58	210	45	0	0	67.9	63.3	35	77	166	358
160	Kitching St	Gentian Ave	Iris Ave	6,265	6	12	45	0	0	63.8	59.2	19	41	88	190
161	Iris Ave	Perris Blvd	Kitching St	19,155	152	30	45	6	0	62.9	58.3	16	35	76	165
162	Iris Ave	Kitching St	Lasselle St	23,287	336	0	45	6	0	64.0	59.4	19	42	91	197
163	Kitching St	Iris Ave	Ivory Ave	19,438	217	0	45	6	0	63.1	58.5	17	36	79	171
164	Lasselle St	Gentian Ave	Iris Ave	22,239	16	0	45	0	0	69.3	64.7	44	95	205	442
165	Iris Ave	Lasselle St	Nason St	27,603	597	0	45	6	0	65.1	60.4	23	49	106	230
168	Krameria Ave	Perris Blvd	Lasselle St	13,994	244	0	45	6	0	61.9	57.3	14	30	65	142
169	Krameria Ave	Kitching St	Lasselle St	7,258	16	0	45	0	0	64.5	59.9	21	45	98	211
170	Kitching St	Krameria Ave	Lurin Ave	21,370	12	0	45	6	0	63.1	58.5	17	36	79	171
171	Lasselle St	Cahuilla Dr	Krameria Ave	25,839	236	0	45	6	0	64.3	59.7	20	44	95	205
172	Lasselle St	Krameria Ave	Arroyo Park Dr	13,875	230	12	45	6	0	61.9	57.3	14	30	65	141
173	Oleander Ave	Perris Blvd	Lasselle St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
174	Oleander Ave	Lasselle St	Lake Perris Dr	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	16,305	392	458	45	0	0	69.9	65.3	48	105	226	488
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,742	52	85	45	0	0	63.8	59.2	19	41	88	191
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	19,633	446	525	45	0	0	70.7	66.0	54	117	252	544
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	3,631	17	33	45	0	0	61.6	57.0	13	29	63	136
181	Potrero Blvd	north of SR 60 WB Ramps	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
182	SR 60 WB Onramp	west of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
183	SR 60 WB Offramp	east of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
184	SR 60 EB Offramp	west of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
185	SR 60 EB Onramp	east of Potrero Blvd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	14,219	202	185	45	0	0	68.2	63.6	37	80	173	374
191	Gilman Springs Rd	Bridge St	Beaumont Ave	12,936	186	152	45	0	0	67.9	63.3	35	76	165	356
192	Bridge St	Gilman Springs Rd	Marvin Rd	2,019	24	72	45	0	0	59.9	55.2	10	22	48	103
194	Crescent Ave	West of Alessandro Rd	0	2,889	71	0	35	0	0	58.4	53.8	8	17	38	83
195	Crescent Ave	Alessandro Rd	Center St	7,633	116	0	45	0	0	65.2	60.5	23	50	108	234
196	Alessandro Rd	Crescent Ave	Sunset Dr	7,754	189	0	45	0	0	65.5	60.9	24	53	115	247

2022 With Project

ID	Arterial	From	To	2022 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
198	Sunset Dr	Crown St	Alessandro Rd	259	0	0	35	0	0	46.8	42.2	1	3	6	13
199	Sunset Dr	Alessandro Rd	Cameo Dr	927	12	0	35	0	0	53.0	48.4	3	7	16	36
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	8,437	208	0	45	0	0	65.9	61.3	26	56	122	262
205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	22,221	114	0	45	0	0	69.5	64.8	45	97	210	453
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	302	0	0	45	0	0	50.6	46.0	2	5	11	25
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	22,203	114	0	35	0	0	66.4	61.8	28	60	130	282
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	8,639	4	4	35	0	0	62.1	57.4	14	31	67	145
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	53,537	215	250	45	0	0	73.2	68.6	80	174	375	809
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	17,930	45	49	45	6	0	62.5	57.9	15	33	72	155
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	60,039	220	252	45	0	0	73.7	69.1	87	187	404	871
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	11,152	3	4	45	0	0	66.3	61.7	27	60	129	279
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	12,951	21	34	45	0	0	67.0	62.4	31	66	143	310
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	850	0	0	35	6	0	46.0	41.3	1	2	5	12
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	2,583	0	0	45	0	0	59.9	55.3	10	22	48	105
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	57,481	209	234	45	0	0	73.5	68.9	84	182	392	846
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	3,434	0	0	45	0	0	61.2	56.6	12	27	58	126
229	Century Ave	Alessandro Blvd	Claridge Dr	2,159	4	3	45	0	0	59.2	54.6	9	20	43	94
230	Century Ave	Trafalgar Ave	Alessandro Blvd	1,855	0	0	45	0	0	58.5	53.9	8	18	39	84
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	42,191	156	197	45	0	0	72.2	67.6	68	148	319	689
232	Chicago Ave	Alessandro Blvd	Central Ave	36,760	189	279	45	0	0	71.7	67.1	64	138	298	642
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	60,260	233	261	45	0	0	73.7	69.1	87	188	405	873
236	Victoria Ave	Central Ave	Arlington Ave	8,603	39	13	45	0	0	65.3	60.7	24	51	111	240
237	Arlington Ave	Victoria Ave	Alessandro Blvd	41,251	252	359	45	0	0	72.3	67.7	70	151	326	703
238	Victoria Ave	Arlington Ave	Maude St	16,166	90	51	45	0	0	68.1	63.5	36	79	171	369
239	Arlington Ave	Maude St	Victoria Ave	34,851	172	289	45	0	0	71.6	66.9	62	134	290	626
240	Durango Rd	Laramie Rd	Arlington Ave	2,695	10	10	45	0	0	60.2	55.6	10	23	51	109
241	Horace St	Arlington Ave	Victoria Ave	5,255	10	14	45	0	0	63.1	58.5	17	36	78	170
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	39,205	154	267	45	0	0	72.0	67.4	67	144	311	671
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	12,701	34	36	45	0	0	67.1	62.4	31	67	145	313
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	18,858	82	152	45	0	0	68.7	64.1	40	86	187	403
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	23,514	50	150	45	0	0	69.8	65.2	47	102	220	475
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	17,802	91	165	45	0	0	68.7	64.1	40	87	187	404
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	42,324	153	232	45	0	0	72.3	67.7	70	151	326	703
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	3,057	2	2	35	0	0	57.6	52.9	7	15	33	72
252	Central Ave	Chicago Ave	Canyon Crest Dr	26,590	158	250	45	0	0	70.4	65.8	52	112	242	522
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	19,125	49	64	45	0	0	68.7	64.1	40	86	187	403
256	Canyon Crest Dr	Central Ave	Country Club Dr	20,622	48	67	45	0	0	69.2	64.6	43	93	201	433
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,806	8	26	45	0	0	64.2	59.6	20	43	93	201
260	Central Ave	Canyon Crest Dr	I-215	26,414	147	253	45	0	0	70.3	65.7	51	111	240	517
261	Lochmoor Dr	Central Ave	Fair Isle Dr	9,984	111	180	35	6	0	57.2	52.6	6	14	31	68
262	Sycamore Canyon Blvd	Central Ave	College Blvd	16,619	134	272	35	0	0	65.4	60.7	24	51	112	241
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	22,703	163	247	45	0	0	69.7	65.1	47	101	218	470

2022 With Project

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
264	I-215 SB Off-Ramps	I-215	Central Ave	2,990	34	8	45	0	0	60.9	56.3	12	26	56	121
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	20,477	173	200	45	0	0	69.3	64.7	44	94	204	440
266	I-215 SB On-Ramps	Central Ave	I-215	27,802	220	358	45	0	0	70.6	66.0	54	117	252	543
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	18,209	174	191	45	0	0	68.9	64.3	41	90	194	418
268	I-215 NB Off-Ramp	Watkins Dr	I-215	13,634	150	206	45	0	0	67.8	63.1	34	75	161	348
269	Martin Luther King Blvd	SR-91	Chicago Ave	36,112	171	422	45	0	0	71.9	67.3	65	141	305	658
270	Chicago Ave	University Ave	Martin Luther King Blvd	27,208	46	53	45	0	0	70.2	65.6	50	109	236	508
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	32,007	170	413	45	0	0	71.5	66.8	61	132	285	615
272	Chicago Ave	Martin Luther King Blvd	Central Ave	27,877	39	41	45	0	0	70.3	65.7	51	111	239	516
273	Iowa Ave	University Ave	Martin Luther King Blvd	15,393	27	26	45	0	0	67.7	63.1	34	74	161	347
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	40,440	196	430	45	0	0	72.3	67.7	70	152	327	705
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	14,999	107	239	45	0	0	67.8	63.2	35	76	164	353
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	32,587	161	399	45	0	0	71.6	66.9	62	134	289	624
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	25,777	30	47	45	0	0	70.0	65.3	48	105	227	489
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	6,334	0	22	45	0	0	63.8	59.2	19	41	88	191
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	9,539	31	95	45	0	0	66.5	61.9	28	61	133	287
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	36,130	170	428	45	0	0	72.1	67.5	68	147	316	682
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	10,204	12	42	45	0	0	65.9	61.3	26	56	122	264
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	10,206	74	198	45	0	0	67.3	62.6	32	69	150	323
283	SR-60 EB Off-Ramp	SR-60	Heacock St	25,078	118	504	45	0	0	70.0	65.3	48	105	227	489
284	SR-60 EB On-Ramp	Heacock St	SR-60	13,372	148	622	45	0	0	68.2	63.6	37	80	174	375
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	34,723	117	366	45	0	0	71.7	67.1	64	138	298	643
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	37,847	158	44	45	0	0	71.7	67.1	64	138	298	642
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	41,408	228	221	45	0	0	72.3	67.7	70	151	325	701
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	26,123	214	180	45	0	0	70.2	65.6	51	110	237	511
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	20,853	125	162	45	0	0	69.4	64.8	44	96	208	448
290	Perris Blvd	Sunnymead Blvd	Fir Ave	33,531	252	410	45	0	0	71.9	67.3	66	142	306	660
294	Via Del Lago	South of Iris Ave	0	1,709	6	0	45	0	0	58.3	53.6	8	17	37	81
301	John F. Kennedy Dr	Indian St	Perris Blvd	16,715	68	0	45	0	0	68.2	63.6	37	80	173	373
302	John F. Kennedy Dr	Perris Blvd	Kitching St	16,300	65	0	45	0	0	68.1	63.5	36	79	170	367
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	27,336	214	357	45	0	0	70.4	65.8	52	113	243	524
304	Iris Ave	Indian St	Perris Blvd	13,633	43	47	45	0	0	67.3	62.6	32	69	150	323
306	Perris Blvd	Iris Ave	Krameria Ave	24,889	250	341	45	6	0	64.6	60.0	21	46	99	214
307	Perris Blvd	Krameria Ave	Harley Know Blvd	26,223	352	317	45	6	0	64.7	60.1	21	46	100	217
324	Ramona Expy	Warren Rd	Sanderson Ave	14,094	86	274	45	0	0	67.5	62.9	33	72	156	337
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	36,767	190	1,097	45	0	0	71.8	67.2	64	139	299	645
326	Ramona Expy	Sanderson Ave	State St	15,532	79	174	45	0	0	67.9	63.3	35	77	166	358
327	Sanderson Ave	Ramona Expy	Ramona Blvd	18,502	90	254	45	0	0	68.8	64.2	40	88	190	409
340	Alessandro Blvd	South of San Timoteo Canyon R	0	366	0	0	45	0	0	51.5	46.8	2	6	13	28
351	Live Oak Canyon Rd	South of San Timoteo Canyon R	0	711	2	2	45	0	0	54.4	49.8	4	9	20	45
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	13,248	173	151	45	0	0	68.0	63.3	35	77	166	359
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	10,422	100	224	45	0	0	66.3	61.7	27	60	129	279

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360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	13,791	138	93	45	0	0	67.9	63.3	35	77	166	358
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	9,418	108	114	45	0	0	66.3	61.7	27	59	129	278
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	11,002	144	366	45	0	0	66.7	62.1	29	64	138	297
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	16,699	126	50	45	0	0	68.5	63.8	38	83	180	388
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	4,382	58	58	45	0	0	62.3	57.7	15	32	70	151
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	53,991	271	310	45	0	0	73.3	68.7	81	176	380	819
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	10,957	66	110	45	0	0	66.4	61.8	28	61	131	283
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	6,543	28	78	45	0	0	64.2	59.5	20	43	93	200
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
376	3rd St	Marvin Rd	Mid County Pkwy WB Ran	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ran	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
386	Harley Know Blvd	Indian St	Perris Blvd	4,927	74	144	45	0	0	63.3	58.7	17	37	81	176
387	Perris Blvd	Krameria Ave	Harley Know Blvd	21,537	215	448	45	6	0	63.7	59.1	18	40	86	187
388	Krameria Ave	Lasselle St	Spirit Rd	1,947	0	0	45	0	0	58.7	54.1	8	18	40	86
389	El Cerrito Dr	South of Central Ave	0	4,032	18	28	45	0	0	62.0	57.4	14	31	67	144
390	Ramona Expy	Webster Ave	Indian St	27,814	143	885	45	0	0	70.5	65.9	53	115	247	533
392	Ramona Expy	Indian St	Perris Blvd	27,269	173	508	45	0	0	70.5	65.9	53	114	246	530
393	Indian St	Ramona Expy	Morgan St	3,793	183	561	45	0	0	64.8	60.2	22	47	103	222
394	Perris Blvd	Harley Know Blvd	Ramona Expy	18,801	226	365	45	0	0	69.2	64.6	43	94	202	437
396	Perris Blvd	Ramona Expy	Rider St	24,708	258	121	45	0	0	70.1	65.5	50	108	233	503
397	Ramona Expy	Perris Blvd	Evans Rd	27,966	223	348	45	0	0	70.6	66.0	53	115	249	538
398	Evans Rd	Marbella Gate	Ramona Expy	25,077	234	0	45	6	0	64.2	59.6	20	43	93	201
399	Ramona Expy	Evans Rd	Rider St	18,100	65	227	55	6	0	65.0	60.4	22	49	106	228
400	Evans Rd	Ramona Expy	Rider St	13,180	21	7	45	0	0	67.1	62.5	31	68	146	315
401	Morgan St	Indian St	Perris Blvd	4,287	86	117	45	0	0	62.8	58.2	16	35	75	162
402	Morgan St	Perris Blvd	Silver Creek Industries	1,283	24	0	45	0	0	57.4	52.8	7	15	33	71
404	Morgan St	Morgan Park	Evans Rd	3,667	12	0	45	0	0	61.6	56.9	13	29	62	134
405	Morgan St	Evans Rd	Bradley Rd	6,916	4	14	45	0	0	64.4	59.8	20	44	96	208
406	Ironwood Ave	East of Thedore St	0	912	24	14	45	0	0	56.1	51.5	5	12	27	58
407	Rider St	Indian St	Perris Blvd	4,035	9	31	45	0	0	62.0	57.4	14	31	66	144
408	Rider St	Perris Blvd	Redlands Ave	8,231	0	1	45	0	0	65.1	60.5	23	49	107	230
409	Ironwood Ave	Nason St	Moreno Beach Dr	5,967	64	0	45	0	0	63.9	59.3	19	41	89	193
410	Rider St	Wilson Ave	Evans Rd	11,925	8	12	45	0	0	66.6	62.0	29	63	136	293
411	Rider St	Evans Rd	Ramona Expy	6,154	0	24	45	0	0	63.7	59.1	18	40	87	187
412	Maude St	North of Arlington Ave	0	212	0	0	45	0	0	49.1	44.5	1	4	9	19
413	Placentia Ave	Indian St	Perris Blvd	8,673	142	198	45	0	0	65.8	61.2	25	55	119	257
414	Placentia Ave	Perris Blvd	Redlands Ave	5,050	0	0	45	0	0	62.9	58.2	16	35	76	164
415	Perris Blvd	Placentia Ave	Orange Ave	29,414	371	336	45	0	0	70.9	66.3	56	122	263	567

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416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	16,156	304	366	45	0	0	68.5	63.9	39	84	182	392
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	12,332	174	302	45	0	0	67.2	62.6	32	68	148	320
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	22,542	344	428	45	0	0	69.9	65.2	48	103	223	480
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	12,616	148	238	45	0	0	67.2	62.6	32	69	148	320
421	Via Del Lago	South of Iris Ave	0	378	0	0	45	0	0	51.6	47.0	2	6	13	29
424	Perris Blvd	Alessandro Blvd	Cottonwood Ave	27,884	209	280	45	6	0	64.5	59.9	21	45	98	211
425	Mid County Pkwy WB On-Ramp	West of Evan	0	9,856	44	42	45	0	0	65.9	61.3	26	56	121	262
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	3,392	24	30	45	0	0	61.3	56.7	13	28	60	130
427	Day St	south of Alessandro Blvd	0	2,060	53	133	45	0	0	60.2	55.6	10	23	50	109
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	10,394	44	50	45	0	0	66.1	61.5	27	58	125	270
429	Mid County Pkwy EB On-Ramp	East of Evan	0	3,748	24	32	45	0	0	61.8	57.1	13	29	64	138
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	40,018	235	348	45	0	0	72.0	67.4	67	145	312	673
431	Placentia Ave	Water Ave	Evans Rd	0	0	0	35	0	0	0.0	-4.6	0	0	0	0
432	Placentia Ave	Evans Rd	El Nido Ave	0	0	0	35	0	0	0.0	-4.6	0	0	0	0
433	Evans Rd	Rider St	Orange Ave	7,959	31	27	45	0	0	65.0	60.4	22	49	105	227
434	Orange Ave	Wilson Ave	Evans Rd	5,319	0	13	45	0	0	63.1	58.5	17	36	79	170
435	Orange Ave	Evans Rd	Foothill Dr	2,791	0	12	35	0	0	57.2	52.5	6	14	31	68
436	Elsworth St	south of Cactus Ave	0	16,591	164	36	45	0	0	68.3	63.7	38	82	177	381
441	Nuevo Rd	Wilson Ave	Evans Rd	14,145	24	59	45	0	0	67.4	62.8	32	70	152	328
442	Evans Rd	Orange Ave	Nuevo Rd	6,262	5	9	45	0	0	63.8	59.2	19	41	88	190
443	Nuevo Rd	Evans Rd	Foothill Dr	10,787	25	47	45	0	0	66.2	61.6	27	59	127	275
444	Evans Rd	Nuevo Rd	San Jacinto Ave	0	0	0	45	6	0	0.0	-4.6	0	0	0	0
452	San Jacinto Ave	West of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
453	Evans Rd	North of San Jancito Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
454	San Jacinto Ave	East of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
455	Evans Rd	South of San Jancito Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
458	Nason St	South of Cactus Ave	0	0	4	0	45	0	0	0.0	-4.6	0	0	0	0
464	Quincy	South of Eucalyptus	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
477	Ellis Ave	West of Evan Rd	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
478	Evans Rd	North of Ellis Ave	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
479	Oliver St	South of Irris Ave	0	2,644	12	0	45	0	0	60.2	55.6	10	23	50	108
480	Ellis Ave	Evans Rd	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
482	Ellis Ave	East of SR-215	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
483	SR-215 SB On-ramp	Ellis Ave	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
484	SR-215 NB On-ramp	Ellis Ave	SR-215	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
488	Nason St	North of Iris Ave	0	6,515	57	0	45	0	0	64.2	59.6	20	43	93	201
494	Evans Rd	North of Harley Knox Blvd	0	0	0	0	45	6	0	0.0	-4.6	0	0	0	0
498	Morrison St	Alessandro Blvd	Cactus Ave	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	32,022	119	277	45	0	0	71.6	67.0	63	136	294	633
500	Perris Blvd	North of Eucalyptus Ave	0	32,068	113	289	45	0	0	71.0	66.4	57	123	265	571

2022 With Project

ID	Arterial	From	To	2022 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
502	Quincy	Cottonwood Ave	Alessandro Blvd	0	0	0	35	6	0	0.0	-4.6	0	0	0	0
503	Quincy	Alessandro Blvd	Cactus Ave	0	0	0	35	6	0	0.0	-4.6	0	0	0	0
504	Krameria Ave	west of Perris Blvd	0	14,243	201	0	45	0	0	67.8	63.2	34	75	162	349

2022 Plus Project Case **Total Noise Levels**

ID	Freeway	From	2022 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	214,050	4,530	18,310	65	0	0	85.7	81.0	527	1135	2447	5272
2	SR-60	S Reservoir Rd to Ramona Ave	217,980	4,750	19,200	65	0	0	85.8	81.2	535	1154	2486	5357
3	SR-60	Ramona Ave to Central Ave	207,650	4,630	18,610	65	0	0	85.6	81.0	520	1120	2414	5201
4	SR-60	Central Ave to Mountain Ave	217,960	4,930	19,640	65	0	0	85.8	81.2	537	1158	2496	5379
5	SR-60	Mountain Ave to Euclid Ave	212,480	4,860	19,220	65	0	0	85.7	81.1	529	1140	2457	5294
6	SR-60	Euclid Ave to Grove Ave	231,090	5,300	20,910	65	0	0	86.1	81.4	560	1206	2599	5600
7	SR-60	Grove Ave to Vineyard Ave	227,630	5,010	19,840	65	0	0	86.0	81.3	551	1187	2559	5513
8	SR-60	Vineyard Ave to Archibald Ave	227,330	5,120	19,870	65	0	0	86.0	81.3	551	1188	2561	5517
9	SR-60	Archibald Ave to Haven Ave	215,690	4,990	18,650	65	0	0	85.8	81.1	533	1148	2474	5332
10	SR-60	Haven Ave to Miliken Ave	198,070	4,640	17,080	65	0	0	85.5	80.9	504	1085	2339	5040
11	SR-60	Miliken Ave to SR-15	164,410	4,560	16,860	65	0	0	84.8	80.2	457	985	2122	4573
12	SR-60	I-15 to Etiwanda Ave	130,140	3,720	12,190	65	0	0	83.9	79.3	388	837	1805	3889
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village R	143,390	3,710	12,220	65	0	0	84.2	79.6	408	880	1897	4087
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	133,570	3,450	11,310	65	0	0	83.9	79.3	389	839	1808	3896
15	SR-60	Pedley Rd to Pyrite St	123,650	3,150	10,460	65	0	0	83.6	79.0	369	796	1716	3697
16	SR-60	Pyrite St to Valley Way	121,110	3,140	10,280	65	0	0	83.5	78.9	365	786	1695	3651
17	SR-60	Valley Way to Rubidoux Blvd	156,540	3,870	12,610	65	0	0	84.5	79.9	430	927	1997	4302
18	SR-60	Rubidoux Blvd to Market St	155,850	3,790	12,030	65	0	0	84.5	79.8	427	920	1983	4273
19	SR-60	Market St to Main St	181,750	4,660	14,020	65	0	0	85.1	80.5	475	1023	2205	4751
20	SR-60	Main St to SR-91	206,370	5,430	15,740	65	0	0	85.7	81.0	517	1115	2402	5176
21	SR-60	SR-91 to W Blaine St/3rd St	235,150	5,590	18,980	65	0	0	86.3	81.7	562	1212	2613	5629
22	SR-60	W Blaine St/3rd St to University Ave	221,800	5,140	16,960	65	0	0	86.1	81.4	538	1160	2500	5386
23	SR-60	University Ave to Martin Luther King Blvd	230,950	5,320	17,270	65	0	0	86.2	81.6	552	1190	2564	5524
24	SR-60	Martin Luther King Blvd to Central Ave	279,290	6,580	21,920	65	0	0	87.0	82.4	629	1356	2923	6298
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	261,190	6,040	19,480	65	0	0	86.7	82.1	599	1291	2783	5996
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	252,950	5,520	18,810	65	0	0	86.6	81.9	584	1259	2714	5848
27	SR-60	I-215 to Day St	146,430	3,470	14,090	65	0	0	84.7	80.1	416	896	1932	4162
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	147,320	3,350	15,230	65	0	0	84.7	80.1	419	904	1948	4197
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	127,990	2,810	12,990	65	0	0	84.2	79.6	380	820	1766	3806
30	SR-60	Heacock St to Perris Blvd	113,480	2,420	11,180	65	0	0	83.8	79.2	349	753	1623	3497
31	SR-60	Perris Blvd to Nason St	96,830	1,840	8,890	65	0	0	83.2	78.6	310	669	1441	3106
32	SR-60	Nason St to Moreno Beach Dr	87,200	1,560	7,740	65	0	0	82.9	78.2	288	620	1336	2880
33	SR-60	Moreno Beach Dr to Redlands Blvd	65,540	930	4,910	65	0	0	81.9	77.3	232	501	1080	2328
34	SR-60	Redlands Blvd to Theodore St	56,380	1,090	6,000	65	0	0	81.7	77.1	219	473	1020	2199
35	SR-60	Theodore St to Gilman Springs Rd	57,370	1,080	5,920	65	0	0	80.4	75.8	221	477	1028	2214
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	54,830	1,020	4,990	65	0	0	79.9	75.3	212	457	985	2122
37	SR-60	Jack Rabbit Trail to I-10	52,820	930	4,930	65	0	0	79.8	75.1	206	445	960	2069
75	SR-91	I-15 to McKinley St	230,760	3,800	11,630	65	0	0	85.7	81.0	532	1148	2473	5329
76	SR-91	McKinley St to Pierce St	212,670	3,550	10,760	65	0	0	85.3	80.7	505	1088	2344	5050
77	SR-91	Pierce St to Magnolia Ave	200,250	3,210	10,270	65	0	0	85.1	80.4	484	1043	2249	4845
78	SR-91	Magnolia Ave to La Sierra Ave	211,580	3,660	11,810	65	0	0	85.3	80.7	505	1089	2348	5058
79	SR-91	La Sierra Ave to Tyler St	192,580	3,420	10,970	65	0	0	84.9	80.3	476	1025	2209	4760
80	SR-91	Tyler St to Van Buren Blvd	225,780	2,640	8,340	65	0	0	85.4	80.8	514	1108	2388	5146
81	SR-91	Van Buren Blvd to Adam St	212,810	2,390	7,730	65	0	0	85.2	80.6	493	1064	2292	4939
82	SR-91	Adam St to Madison St	200,180	2,120	7,000	65	0	0	84.9	80.3	473	1019	2195	4730
83	SR-91	Madison St to Indiana Ave (off-ramp)	194,780	2,050	6,550	65	0	0	84.8	80.2	464	999	2154	4641
84	SR-91	Arlington Ave to Central Ave	168,530	2,000	6,510	65	0	0	84.2	79.6	424	913	1968	4240
85	SR-91	Central Ave to 14th St	194,070	2,260	7,400	65	0	0	84.8	80.2	465	1002	2160	4654

2022 Plus Project Case **Total Noise Levels**

ID	Freeway	From	2022 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
86	SR-91	14th St to University Ave	177,780	2,080	6,680	65	0	0	84.4	79.8	438	945	2037	4389
87	SR-91	University Ave to Spruce St (off-ramp)	222,090	2,550	8,200	65	0	0	85.4	80.7	508	1095	2361	5086
101	I-10	SR-60 to Beaumont Ave	141,160	2,460	17,430	65	0	0	83.9	79.3	410	884	1906	4107
102	I-10	Beaumont Ave to Pennsylvania Ave	143,110	2,540	18,110	65	0	0	84.0	79.4	416	896	1932	4162
103	I-10	Pennsylvania Ave to Highland Springs Ave	150,750	2,730	18,890	65	0	0	84.2	79.6	430	928	1999	4307
104	I-10	Highland Springs Ave to Sunset Ave	145,050	2,620	18,400	65	0	0	84.1	79.4	420	906	1952	4205
105	I-10	Sunset Ave to 22nd St	140,650	2,530	18,050	65	0	0	83.9	79.3	412	888	1915	4126
106	I-10	22nd St to S 8th St	138,260	2,470	17,830	65	0	0	83.9	79.3	408	879	1894	4080
107	I-10	S 8th St to S Hargrave St	137,630	2,440	17,820	65	0	0	83.9	79.2	406	876	1888	4069
108	I-10	S Hargrave St to Field Rd	127,810	2,230	16,340	65	0	0	83.5	78.9	386	832	1793	3863
109	I-10	Field Rd to Main St (Cabazon)	121,210	2,030	15,770	65	0	0	83.3	78.7	373	803	1732	3731
110	I-10	Main St (Cabazon) to Main St	108,840	1,810	14,310	65	0	0	82.9	78.2	347	749	1614	3477
111	I-10	Main St to Haugen-Lehmann Way	110,010	1,820	14,290	65	0	0	82.9	78.3	349	753	1622	3495
112	I-10	Haugen-Lehmann Way to SR-111	109,990	1,820	14,280	65	0	0	82.9	78.3	349	752	1622	3494
113	I-10	SR-111 to Tipton Rd	97,080	1,510	12,540	65	0	0	82.3	77.7	320	690	1487	3204
114	I-10	Tipton Rd to SR-62	97,000	1,510	12,530	65	0	0	82.3	77.7	320	690	1486	3202
129	SR-215	Scott Rd to Newport Rd	100,770	1,840	4,270	65	0	0	82.0	77.4	306	661	1424	3068
130	SR-215	Newport Rd to MacCall Blvd	89,130	1,670	3,960	65	0	0	81.5	76.9	283	610	1315	2834
131	SR-215	MacCall Blvd to Ethanac Rd	96,440	1,820	4,120	65	0	0	81.8	77.2	298	643	1385	2985
132	SR-215	Ethanac Rd to SR-74/Case	118,470	2,230	5,150	65	0	0	82.7	78.1	342	738	1590	3425
133	SR-215	SR-74/Case Rd to Redlands Blvd	131,410	3,920	9,270	65	0	0	83.5	78.8	385	829	1787	3850
167	SR-215	Redlands Blvd to D St	116,470	3,410	8,530	65	0	0	82.9	78.3	355	765	1650	3554
168	SR-215	D St to Nuevo St/Harvil Ave	123,850	3,590	8,340	65	0	0	83.2	78.6	368	793	1709	3683
169	SR-215	Nuevo St/Harvil Ave to Ramona Expy/Cajalco Ex	124,930	3,520	8,230	65	0	0	83.2	78.6	369	795	1714	3692
171	SR-215	Ramona Expy/Cajalco Expy to Harley Knox Blvd	146,040	4,090	9,440	65	0	0	83.9	79.2	409	881	1899	4092
172	SR-215	Harley Knox Blvd to Van Buren Blvd	152,810	4,660	10,580	65	0	0	84.1	79.5	426	917	1977	4260
173	SR-215	Van Buren Blvd to Cactus Ave	145,390	4,430	10,340	65	0	0	83.9	79.3	412	889	1915	4127
174	SR-215	Cactus Ave to Alessandro Blvd	154,930	4,140	9,570	65	0	0	84.1	79.5	423	912	1965	4233
175	SR-215	Alessandro Blvd to Eucalyptus Ave	151,430	4,030	9,650	65	0	0	84.0	79.4	417	899	1937	4174
176	SR-215	Eucalyptus Ave to SR-60	149,430	4,040	10,110	65	0	0	84.0	79.4	415	894	1928	4154
134	SR-215	SR-60 to Columbia Ave	203,840	3,920	8,060	65	0	0	85.1	80.4	491	1058	2280	4913
135	SR-215	Columbia Ave to Center St	172,700	3,360	6,680	65	0	0	84.3	79.7	440	948	2042	4400
136	SR-215	Center St to Iowa Ave/La Cadena Dr	170,910	3,350	6,650	65	0	0	84.2	79.6	437	941	2029	4372
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	168,960	3,450	6,760	65	0	0	84.2	79.6	435	937	2019	4351
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	175,160	3,560	7,040	65	0	0	84.4	79.7	445	960	2068	4456
139	SR-215	Mt Vernon Ave/Washington St to I-10	176,160	3,610	7,170	65	0	0	84.4	79.8	447	964	2077	4476
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	142,930	2,120	5,460	65	0	0	83.4	78.7	382	825	1777	3829
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	129,470	1,780	4,800	65	0	0	82.9	78.3	357	769	1658	3572
142	SR-215	Mill St to 2rd St	144,990	2,210	6,070	65	0	0	83.4	78.8	387	835	1799	3877
143	SR-215	2rd St to Baseline Rd	126,600	2,030	5,480	65	0	0	82.9	78.3	355	765	1649	3553
144	SR-215	Baseline Rd to Highland Ave/SR-210	128,920	2,540	9,460	65	0	0	83.2	78.5	370	798	1720	3707

2035 No Project

ID	Arterial	From	To	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	8,233	168	325	45	0	0	65.7	61.1	25	54	118	254
2	Street A	Eucalyptus Ave	Street F	3,212	65	18	45	0	0	61.5	56.8	13	28	61	132
3	Street E	west of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
4	Street E	north of Alessandro Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
5	Street E	Street D	Street A	10,708	127	19	45	0	0	66.5	61.8	28	61	132	285
6	Street A	Street F	Street C	3,354	65	18	45	0	0	61.6	57.0	13	29	63	135
7	Street A	south of Street C	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
8	Street D	Street E	Cactus Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
9	John F Kennedy Dr	south of Cactus Ave	0	10,418	103	0	45	0	0	66.3	61.7	27	59	128	277
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	11,359	99	53	45	0	0	66.6	62.0	29	63	136	293
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	7,590	22	53	45	0	0	64.7	60.1	21	47	101	218
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	5,837	68	0	45	0	0	63.8	59.2	19	40	88	190
13	Redlands Blvd	State Route 60	Eucalyptus Ave	13,199	180	32	45	0	0	67.4	62.8	33	71	153	330
14	Eucalyptus Ave	east of Redlands Blvd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
15	Eucalyptus Ave	west of Street A	0	6,337	131	379	45	0	0	64.7	60.1	21	47	101	219
18	Street B	east of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
18a	Street B	west of Gilman Springs Rd	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
19	Street F	east of Street A	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
20	Street F	north of Street C	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
21	Street C	east of Street A	0	7,358	67	12	45	0	0	64.7	60.1	21	47	101	219
22	Street C	west of Street F	0	7,358	67	12	45	0	0	64.7	60.1	21	47	101	219
23	Street F	Street C	Street G	0	0	0	45	0	0	0.0	0.0	0	0	0	0
24	Street C	Street F	Street H	7,952	58	41	45	0	0	65.0	60.4	22	49	106	229
25	Street C	Street H	Gilman Springs Rd	7,952	58	41	45	0	0	65.0	60.4	22	49	106	229
26	Street H	Street C	Street G	0	0	0	45	0	0	0.0	0.0	0	0	0	0
27	Street G	east of Street H	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
28	Street G	Street F	Street H	0	0	0	45	0	0	0.0	0.0	0	0	0	0
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	40,790	431	316	45	0	0	72.2	67.6	69	149	321	693
30	Gilman Springs Rd	Eucalyptus Ave	Street C	40,790	431	316	45	0	0	72.2	67.6	69	149	321	693
31	Gilman Springs Rd	south of Street C	0	48,501	485	448	45	0	0	73.0	68.4	77	167	360	776
32	Cactus Ave	west of Redlands Blvd	0	4,176	10	3	45	0	0	62.1	57.5	14	31	67	146
33	Alessandro Blvd	west of Redlands Blvd	0	6,329	41	3	45	0	0	64.0	59.4	19	42	91	196
35	Redlands Blvd	Ironwood Ave	State Route 60	17,159	72	109	55	0	0	70.8	66.2	55	119	257	553
36	Ironwood Ave	Redlands Blvd	Highland Blvd	6,875	64	0	35	0	0	61.4	56.8	13	28	61	131
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	10,337	56	130	45	0	0	66.1	61.5	27	58	126	272
38	Theodore St	State Route 60	Highland Blvd	9,474	82	218	45	0	0	65.9	61.3	26	56	121	261
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	18,347	100	85	55	0	0	71.1	66.5	58	125	269	581
43	Moreno Beach Dr	Alessandro Blvd	SR 60	21,026	30	84	45	0	0	69.1	64.5	42	92	198	427
46	Moreno Beach Dr	State Route 60	Ironwood Ave	24,211	217	66	45	0	0	69.9	65.3	48	104	225	485
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	6,218	51	12	45	6	0	58.0	53.4	7	16	36	77
48	Alessandro Blvd	Lasselle St	Morrison St	22,510	123	419	45	6	0	63.5	58.9	18	39	84	182
50	Cactus Ave	Redlands Blvd	Street D	1,141	1	2	45	0	0	56.4	51.8	6	13	28	61

2035 No Project

ID	Arterial	From	To	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	13,859	7	18	45	6	0	61.3	56.6	12	27	59	128
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	18,629	114	6	35	6	0	59.6	55.0	10	21	46	100
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	2,313	0	12	45	6	0	53.5	48.8	3	8	18	38
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	7,800	123	0	35	0	0	62.2	57.6	14	31	68	148
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	3,036	42	0	45	0	0	61.0	56.4	12	26	57	124
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	10,480	161	0	35	0	0	63.5	58.8	18	38	83	180
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	7,948	63	0	45	0	0	65.0	60.4	23	49	106	230
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	18,521	123	71	45	0	0	68.7	64.1	40	86	186	402
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	10,596	190	0	45	0	0	66.6	61.9	29	62	134	290
60	SR 60 WB Ramps	east of Redlands Blvd	0	4,906	72	36	45	0	0	63.2	58.5	17	37	79	171
61	SR 60 EB Ramps	west of Redlands Blvd	0	6,879	25	54	45	0	0	64.3	59.7	20	44	95	205
62	Fir Ave	Quincy Dr	Redlands Blvd	6,928	140	0	45	0	0	64.8	60.2	22	47	102	220
65	Alessandro Blvd	Nason St	Oliver St	11,175	47	31	45	0	0	66.4	61.8	28	61	131	284
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	9,745	30	25	45	0	0	65.8	61.2	25	55	119	258
67	Oliver St	Alessandro Blvd	Cactus Ave	1,434	0	0	35	0	0	54.2	49.6	4	9	20	43
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	20,236	44	36	45	0	0	68.9	64.3	41	90	194	418
69	Cactus Ave	Nason St	Oliver St	11,000	26	4	45	0	0	66.3	61.7	27	60	129	278
70	Cactus Ave	Oliver St	Moreno Beach Dr	11,738	33	0	45	6	0	60.6	56.0	11	25	53	116
71	Oliver St	Cactus Ave	John F Kennedy Dr	5,009	0	0	45	0	0	62.8	58.2	16	35	75	163
72	Oliver St	John F Kennedy Dr	Iris Ave	4,670	6	0	45	0	0	62.5	57.9	15	33	72	156
73	Iris Ave	Nason St	Oliver St	21,083	164	0	45	0	0	69.3	64.7	44	94	204	440
74	Heacock St	Manzanita Ave	Ironwood Ave	21,193	25	12	45	0	0	69.1	64.5	42	92	199	429
75	Ironwood Ave	Graham St	Heacock St	15,879	25	1	45	0	0	67.9	63.3	35	76	164	354
76	Ironwood Ave	Heacock St	Indian Ave	14,450	20	6	45	0	0	67.5	62.8	33	71	154	333
77	Heacock St	Ironwood Ave	Hemlock Ave	22,409	34	12	45	0	0	69.4	64.7	44	96	207	446
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	26,719	93	19	45	0	0	70.2	65.6	50	109	235	506
81	SR 60 WB Ramps	west of Heacock St	0	18,644	10	82	45	0	0	68.5	63.9	39	84	182	393
82	SR 60 WB Ramps	east of Heacock St	0	10,736	70	76	45	0	0	66.3	61.7	27	60	129	279
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	29,166	71	45	45	0	0	70.5	65.9	53	115	248	534
85	SR 60 WB Onramp	west of Perris Blvd	0	17,772	0	94	45	0	0	68.3	63.7	38	81	176	380
86	SR 60 WB Offramp	east of Perris Blvd	0	8,174	48	332	45	0	0	65.3	60.6	23	51	110	238
87	Eucalyptus Ave	Indian St	Perris Blvd	7,280	17	0	45	0	0	64.5	59.9	21	45	98	211
88	Eucalyptus Ave	Perris Blvd	Kitching St	6,748	5	12	45	0	0	64.1	59.5	19	43	92	199
95	W 6th St	I-10	N California Ave	21,309	205	682	45	0	0	69.5	64.9	45	97	210	454
96	N California Ave	W 6th St	E 8th St	1,593	0	0	45	0	0	57.8	53.2	7	16	35	76
97	E 6th St	N California Ave	Beaumont Ave	19,524	197	604	45	0	0	69.1	64.5	42	92	199	429
98	N California Ave	W 6th St	I-10	10,485	83	145	45	0	0	66.3	61.7	27	59	128	277
99	Beaumont Ave	E 6th St	E 8th St	26,495	149	161	45	0	0	70.2	65.6	50	109	236	508
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,387	12	39	45	0	0	64.6	59.9	21	45	99	213
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	54,066	348	311	45	0	0	73.3	68.7	82	176	381	821
102	I-215 SB Ramps	south of Alessandro Blvd	0	17,888	154	186	45	0	0	68.6	64.0	39	85	184	397
103	I-215 NB Ramps	north of Alessandro Blvd	0	14,096	48	142	45	0	0	67.4	62.8	33	71	153	331

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ID	Arterial	From	To	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	37,444	178	150	45	0	0	71.7	67.1	63	137	296	638
105	I-215 SB Ramps	south of Alessandro Blvd	0	18,736	162	266	45	0	0	68.8	64.2	41	88	190	410
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	8,211	12	24	45	0	0	65.0	60.4	22	49	106	228
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	31,265	124	120	45	0	0	70.9	66.3	56	121	261	563
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	11,746	126	77	45	0	0	66.8	62.2	30	65	140	302
109	Day St	Cottonwood Ave	Alessandro Blvd	16,479	154	0	35	0	0	65.2	60.6	23	50	109	235
110	Alessandro Blvd	Day St	Elsworth St	36,852	233	300	45	0	0	71.7	67.1	63	137	295	636
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	10,320	36	0	35	0	0	63.0	58.3	16	35	77	166
112	Alessandro Blvd	Elsworth St	Frederick St	35,591	182	249	45	0	0	71.5	66.9	61	133	286	618
113	Elsworth St	Alessandro Blvd	Cactus Ave	14,353	66	100	45	0	0	67.5	62.9	33	72	156	336
114	Frederick St	Cottonwood Ave	Alessandro Blvd	19,340	48	71	45	0	0	68.8	64.1	40	87	188	406
115	Alessandro Blvd	Frederick St	Graham St	34,703	133	120	45	0	0	71.3	66.7	60	130	280	604
116	Frederick St	Alessandro Blvd	Cactus Ave	9,899	28	47	45	0	0	65.9	61.2	26	56	120	260
117	Graham St	Cottonwood Ave	Alessandro Blvd	12,063	29	12	45	0	0	66.7	62.1	29	63	137	296
118	Alessandro Blvd	Graham St	Heacock St	37,900	132	42	45	0	0	71.7	67.1	63	137	296	639
119	Graham St	Alessandro Blvd	Cactus Ave	18,773	89	115	45	0	0	68.7	64.1	40	86	186	402
120	Heacock St	Cottonwood Ave	Alessandro Blvd	17,431	57	14	45	0	0	68.3	63.7	38	81	176	380
121	Alessandro Blvd	Heacock St	Indian St	34,601	120	72	45	0	0	71.3	66.7	60	129	279	601
122	Heacock St	Alessandro Blvd	Cactus Ave	11,471	27	12	45	6	0	60.5	55.9	11	24	52	114
123	Indian St	Cottonwood Ave	Alessandro Blvd	15,740	59	47	45	0	0	67.9	63.3	35	76	165	356
124	Alessandro Blvd	Indian St	Perris Blvd	35,145	161	82	45	0	0	71.4	66.8	61	131	283	611
125	Indian St	Alessandro Blvd	Cactus Ave	14,804	50	24	45	6	0	61.6	57.0	13	29	63	135
126	Alessandro Blvd	Perris Blvd	Kitching St	29,457	137	51	45	0	0	70.6	66.0	54	117	252	543
127	Perris Blvd	Alessandro Blvd	Cactus Ave	33,842	249	318	45	6	0	65.3	60.7	24	51	111	240
128	Kitching St	Cottonwood Ave	Alessandro Blvd	12,056	32	12	45	0	0	66.7	62.1	29	63	137	296
129	Alessandro Blvd	Kitching St	Lasselle St	28,665	135	88	45	0	0	70.5	65.9	53	114	247	533
130	Kitching St	Alessandro Blvd	Cactus Ave	9,398	12	0	45	6	0	59.6	55.0	9	21	46	99
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	7,692	7	12	45	0	0	64.7	60.1	21	47	101	218
133	Lasselle St	Alessandro Blvd	Cactus Ave	11,974	0	95	45	0	0	66.6	62.0	29	62	135	292
134	Morrison St	Cottonwood Ave	Alessandro Blvd	7,230	26	0	45	0	0	64.5	59.9	21	45	98	211
135	Alessandro Blvd	Morrison St	Nason St	16,350	76	308	50	6	0	63.4	58.8	17	38	83	179
136	Nason St	Cottonwood Ave	Alessandro Blvd	24,270	235	0	45	0	0	69.9	65.3	48	105	226	487
137	Nason St	Alessandro Blvd	Cactus Ave	29,615	271	0	45	0	0	70.8	66.2	55	119	257	555
138	I-215 SB Ramps	north of Cactus Ave	0	16,068	436	484	45	0	0	68.7	64.1	40	87	187	404
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	21,924	257	377	45	0	0	69.6	65.0	46	99	214	462
140	I-215 SB Ramps	south of Cactus Ave	0	33,402	248	162	45	0	0	71.3	66.7	59	128	277	598
141	Cactus Ave	I-215 NB Ramps	Elsworth St	52,115	501	467	45	0	0	73.3	68.7	81	175	377	813
142	I-215 NB Ramps	south of Cactus Ave	0	15,623	239	272	45	0	0	68.2	63.6	37	80	173	374
143	Cactus Ave	Elsworth St	Frederick St	33,515	112	279	45	0	0	71.2	66.6	58	126	273	589
144	Cactus Ave	Frederick St	Graham St	39,618	175	223	45	0	0	71.9	67.3	66	142	307	661
145	Cactus Ave	Graham St	Heacock St	31,745	97	143	45	0	0	70.9	66.3	56	122	263	567
146	Riverside Dr	Cactus Ave	Meyer Dr	17,427	79	0	45	0	0	68.4	63.7	38	82	177	382

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
147	Cactus Ave	Heacock St	Indian St	21,180	16	51	45	0	0	69.1	64.5	42	92	198	428
148	Heacock St	Cactus Ave	John F Kennedy Dr	19,245	56	94	45	6	0	62.7	58.1	16	34	75	161
149	Cactus Ave	Indian St	Perris Blvd	17,630	11	31	45	0	0	68.3	63.7	37	81	175	379
150	Indian St	Cactus Ave	John F Kennedy Dr	13,118	40	12	45	6	0	61.1	56.5	12	26	58	125
151	Cactus Ave	Perris Blvd	Kitching St	18,193	12	0	45	0	0	68.4	63.8	38	83	179	387
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	32,900	235	347	45	6	0	65.2	60.6	23	50	109	235
153	Cactus Ave	Kitching St	Lasselle St	14,059	16	0	45	0	0	67.3	62.7	32	70	151	326
154	Kitching St	Cactus Ave	John F Kennedy Dr	10,267	11	0	35	6	0	56.8	52.2	6	14	30	65
155	Cactus Ave	Lasselle St	Morrison St	12,304	25	0	45	0	0	66.8	62.2	30	64	139	300
156	Lasselle St	Cactus Ave	John F Kennedy Dr	20,060	0	0	45	0	0	68.8	64.2	41	88	191	411
157	Cactus Ave	Morrison St	Nason St	17,797	77	0	45	0	0	68.4	63.8	38	83	179	387
158	E 6th St	Beaumont Ave	Pennsylvania Ave	27,292	240	694	45	0	0	70.5	65.9	53	114	246	531
159	Beaumont Ave	E 6th St	I-10	23,354	142	257	45	0	0	69.7	65.1	46	101	217	469
160	Kitching St	Gentian Ave	Iris Ave	7,899	8	12	45	0	0	64.8	60.2	22	47	103	222
161	Iris Ave	Perris Blvd	Kitching St	21,713	92	30	45	6	0	63.3	58.7	17	37	81	176
162	Iris Ave	Kitching St	Lasselle St	35,407	268	0	45	6	0	65.5	60.9	24	53	114	247
163	Kitching St	Iris Ave	Ivory Ave	23,557	187	0	45	6	0	63.8	59.1	18	40	87	188
164	Lasselle St	Gentian Ave	Iris Ave	19,543	3	0	45	0	0	68.7	64.1	40	87	188	405
165	Iris Ave	Lasselle St	Nason St	37,930	369	0	45	6	0	65.9	61.3	26	56	121	261
168	Krameria Ave	Perris Blvd	Lasselle St	6,909	25	0	45	6	0	58.3	53.7	8	17	38	81
169	Krameria Ave	Kitching St	Lasselle St	4,367	0	0	45	0	0	62.2	57.6	14	32	69	149
170	Kitching St	Krameria Ave	Lurin Ave	38,166	203	0	45	6	0	65.8	61.2	25	55	119	257
171	Lasselle St	Cahuilla Dr	Krameria Ave	25,210	89	0	45	6	0	63.9	59.3	19	41	90	193
172	Lasselle St	Krameria Ave	Arroyo Park Dr	15,399	85	12	45	6	0	61.9	57.2	14	30	65	140
173	Oleander Ave	Perris Blvd	Lasselle St	4,877	35	6	45	0	0	62.9	58.3	16	35	76	165
174	Oleander Ave	Lasselle St	Lake Perris Dr	1,698	3	0	45	0	0	58.2	53.5	8	17	37	80
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	16,391	118	117	45	0	0	68.2	63.6	37	80	172	372
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,240	9	13	45	0	0	62.2	57.5	14	31	68	147
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	18,965	125	111	45	0	0	68.8	64.2	40	88	189	408
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	3,610	40	102	45	0	0	61.8	57.2	14	30	64	140
181	Potrero Blvd	north of SR 60 WB Ramps	0	39,597	601	445	45	0	0	72.2	67.6	69	149	322	693
182	SR 60 WB Onramp	west of Potrero Blvd	0	26,934	520	480	45	0	0	70.7	66.1	54	118	254	547
183	SR 60 WB Offramp	east of Potrero Blvd	0	4,112	80	72	45	0	0	62.6	57.9	15	33	72	156
184	SR 60 EB Offramp	west of Potrero Blvd	0	26,010	488	464	45	0	0	70.5	65.9	53	115	247	534
185	SR 60 EB Onramp	east of Potrero Blvd	0	12,458	228	172	45	0	0	67.3	62.7	32	70	151	325
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	31,408	484	415	45	0	0	71.2	66.6	59	128	276	595
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	25,424	178	36	45	0	0	70.1	65.5	49	107	230	497
191	Gilman Springs Rd	Bridge St	Beaumont Ave	21,643	110	36	45	0	0	69.3	64.7	44	95	205	443
192	Bridge St	Gilman Springs Rd	Marvin Rd	7,340	71	74	45	0	0	64.8	60.1	22	47	102	220
194	Crescent Ave	West of Alessandro Rd	0	2,983	13	1	35	0	0	57.6	53.0	7	15	34	73
195	Crescent Ave	Alessandro Rd	Center St	7,627	37	1	45	0	0	64.8	60.2	22	47	102	220
196	Alessandro Rd	Crescent Ave	Sunset Dr	7,334	47	0	45	0	0	64.7	60.0	21	46	100	216

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
198	Sunset Dr	Crown St	Alessandro Rd	361	2	0	35	0	0	48.5	43.8	1	3	8	18
199	Sunset Dr	Alessandro Rd	Cameo Dr	1,144	14	0	35	0	0	53.7	49.1	4	8	18	40
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	8,148	63	0	45	0	0	65.1	60.5	23	50	108	233
205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	30,831	232	0	45	0	0	70.9	66.3	56	122	263	566
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	8,654	125	0	45	0	0	65.6	61.0	25	53	116	250
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	23,526	109	0	35	0	0	66.6	62.0	29	62	135	290
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	10,519	13	12	35	0	0	62.9	58.3	16	35	77	166
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	62,397	373	410	45	0	0	73.9	69.3	90	194	418	902
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	17,575	27	22	45	6	0	62.3	57.7	15	32	70	151
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	70,049	392	435	45	0	0	74.4	69.8	97	209	451	972
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,689	0	0	45	0	0	66.1	61.5	27	58	125	270
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	21,003	82	119	45	0	0	69.2	64.5	43	93	200	432
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	14,400	201	190	35	6	0	58.8	54.2	8	19	41	88
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	3,519	4	2	45	0	0	61.3	56.7	12	27	60	129
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	52,830	154	180	45	0	0	73.1	68.5	79	171	369	796
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	4,744	6	4	45	0	0	62.6	58.0	15	34	73	158
229	Century Ave	Alessandro Blvd	Claridge Dr	2,356	2	2	45	0	0	59.6	54.9	9	21	46	99
230	Century Ave	Trafalgar Ave	Alessandro Blvd	2,846	4	0	45	0	0	60.4	55.8	11	24	52	112
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	39,960	155	197	45	0	0	71.9	67.3	66	143	308	663
232	Chicago Ave	Alessandro Blvd	Central Ave	43,664	290	1,104	45	0	0	72.5	67.9	71	154	333	719
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	55,895	178	206	45	0	0	73.4	68.8	82	178	384	827
236	Victoria Ave	Central Ave	Arlington Ave	8,385	40	13	45	0	0	65.2	60.6	23	50	109	235
237	Arlington Ave	Victoria Ave	Alessandro Blvd	50,933	374	1,183	45	0	0	73.2	68.5	79	172	370	798
238	Victoria Ave	Arlington Ave	Maude St	12,661	24	0	45	0	0	66.9	62.3	30	65	141	305
239	Arlington Ave	Maude St	Victoria Ave	50,636	392	1,190	45	0	0	73.1	68.5	79	171	369	796
240	Durango Rd	Laramie Rd	Arlington Ave	3,396	28	34	45	0	0	61.4	56.8	13	28	60	131
241	Horace St	Arlington Ave	Victoria Ave	5,916	14	19	45	0	0	63.6	59.0	18	39	85	184
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	51,285	322	893	45	0	0	73.1	68.5	79	171	369	795
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	12,953	38	30	45	0	0	67.0	62.4	31	67	144	311
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	19,956	116	430	45	0	0	69.0	64.4	42	91	196	424
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,744	24	112	45	0	0	69.0	64.4	42	91	196	423
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	20,736	188	773	45	0	0	69.4	64.8	44	96	207	447
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	55,831	315	555	45	0	0	73.5	68.8	83	180	388	837
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	6,505	33	75	35	0	0	61.0	56.4	12	26	57	124
252	Central Ave	Chicago Ave	Canyon Crest Dr	32,210	268	1,053	45	0	0	71.2	66.6	59	128	276	595
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	25,749	107	140	45	0	0	70.1	65.4	49	106	230	495
256	Canyon Crest Dr	Central Ave	Country Club Dr	28,055	126	211	45	0	0	70.4	65.8	52	113	244	526
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	7,883	17	32	45	0	0	64.9	60.2	22	48	103	223
260	Central Ave	Canyon Crest Dr	I-215	32,556	263	1,054	45	0	0	71.3	66.7	59	128	277	598
261	Lochmoor Dr	Central Ave	Fair Isle Dr	5,605	39	82	35	6	0	54.5	49.9	4	9	21	45
262	Sycamore Canyon Blvd	Central Ave	College Blvd	17,235	101	146	35	0	0	65.3	60.7	23	51	110	238
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	24,422	227	852	45	0	0	70.1	65.5	49	107	231	497

2035 No Project

ID	Arterial	From	To	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
264	I-215 SB Off-Ramps	I-215	Central Ave	4,452	44	0	45	0	0	62.6	58.0	15	33	73	157
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	23,270	221	603	45	0	0	69.8	65.2	47	103	222	479
266	I-215 SB On-Ramps	Central Ave	I-215	33,394	372	1,440	45	0	0	71.5	66.9	62	134	289	623
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	18,995	162	163	45	0	0	68.9	64.2	41	88	191	413
268	I-215 NB Off-Ramp	Watkins Dr	I-215	12,798	154	414	45	0	0	67.3	62.7	32	70	151	327
269	Martin Luther King Blvd	SR-91	Chicago Ave	37,443	162	396	45	0	0	71.7	67.1	63	137	296	637
270	Chicago Ave	University Ave	Martin Luther King Blvd	28,020	38	57	45	0	0	70.3	65.7	51	111	240	517
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	33,184	159	396	45	0	0	71.2	66.6	59	127	273	590
272	Chicago Ave	Martin Luther King Blvd	Central Ave	28,995	26	33	45	0	0	70.5	65.8	52	113	245	528
273	Iowa Ave	University Ave	Martin Luther King Blvd	18,444	53	39	45	0	0	68.6	63.9	39	85	183	394
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	43,437	208	429	45	0	0	72.3	67.7	70	151	327	705
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	17,190	74	64	45	0	0	68.3	63.7	37	81	175	378
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	36,880	169	423	45	0	0	71.6	67.0	63	136	293	632
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	32,351	92	125	45	0	0	71.0	66.4	57	123	266	573
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	9,372	22	46	45	0	0	65.6	61.0	25	54	116	250
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	14,565	82	214	45	0	0	67.6	63.0	34	73	158	342
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	35,696	150	436	45	0	0	71.5	66.9	61	133	286	617
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	12,994	32	92	45	0	0	67.0	62.4	31	67	144	312
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	16,088	132	336	45	0	0	68.2	63.5	37	80	172	371
283	SR-60 EB Off-Ramp	SR-60	Heacock St	22,538	24	24	45	0	0	69.4	64.8	44	96	207	447
284	SR-60 EB On-Ramp	Heacock St	SR-60	11,302	38	48	45	0	0	66.5	61.8	28	61	132	285
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	26,648	30	44	45	0	0	70.1	65.5	50	107	232	500
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	40,889	145	13	45	0	0	72.0	67.4	67	144	312	672
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	42,961	223	230	45	0	0	72.3	67.7	70	150	325	700
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	23,957	170	291	45	0	0	69.8	65.2	47	103	222	479
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	23,400	110	209	45	0	0	69.7	65.0	46	100	216	466
290	Perris Blvd	Sunnymead Blvd	Fir Ave	32,861	259	370	45	0	0	71.2	66.6	59	127	275	594
294	Via Del Lago	South of Iris Ave	0	821	0	0	45	0	0	55.0	50.3	4	10	22	48
301	John F. Kennedy Dr	Indian St	Perris Blvd	9,487	6	0	45	0	0	65.6	61.0	25	54	116	250
302	John F. Kennedy Dr	Perris Blvd	Kitching St	9,429	0	0	45	0	0	65.6	60.9	24	53	115	249
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	33,217	293	390	45	0	0	71.3	66.7	60	129	278	600
304	Iris Ave	Indian St	Perris Blvd	18,064	12	47	45	0	0	68.4	63.8	38	83	178	385
306	Perris Blvd	Iris Ave	Krameria Ave	37,073	330	369	45	6	0	65.8	61.2	25	55	119	257
307	Perris Blvd	Krameria Ave	Harley Know Blvd	33,523	293	345	45	6	0	65.3	60.7	24	51	111	240
324	Ramona Expy	Warren Rd	Sanderson Ave	18,710	83	272	45	0	0	68.7	64.1	40	86	186	402
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	75,019	1,161	3,996	45	0	0	75.3	70.6	110	237	511	1101
326	Ramona Expy	Sanderson Ave	State St	29,532	285	463	45	0	0	70.8	66.2	55	120	259	558
327	Sanderson Ave	Ramona Expy	Ramona Blvd	63,019	1,070	3,350	45	0	0	74.5	69.9	98	212	458	987
340	Alessandro Blvd	South of San Timoteo Canyon R	0	366	0	0	45	0	0	51.5	46.8	2	6	13	28
351	Live Oak Canyon Rd	South of San Timoteo Canyon R	0	616	2	2	45	0	0	53.8	49.2	4	8	19	41
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	23,062	104	36	45	0	0	69.6	65.0	46	99	214	461
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	8,688	34	70	45	0	0	65.3	60.7	24	51	111	240

2035 No Project

ID	Arterial	From	To	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	17,682	67	18	45	0	0	68.4	63.8	38	82	178	385
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	20,540	238	362	45	0	0	69.3	64.7	44	95	205	442
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	11,500	116	164	45	0	0	66.7	62.1	29	64	138	298
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	17,848	61	12	45	0	0	68.4	63.8	38	83	179	386
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	11,774	118	54	45	0	0	66.8	62.2	30	65	140	301
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	61,703	382	343	45	0	0	73.9	69.3	89	193	415	896
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	14,496	93	111	45	0	0	67.6	63.0	34	73	158	341
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	7,653	36	73	45	0	0	64.8	60.2	22	47	102	221
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	7,446	80	56	45	0	0	64.9	60.2	22	48	103	223
376	3rd St	Marvin Rd	Mid County Pkwy WB Ran	9,002	101	77	45	0	0	65.7	61.1	25	54	117	254
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	1,388	16	16	45	0	0	57.6	53.0	7	15	34	73
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ran	5,326	62	51	45	0	0	63.4	58.8	17	38	83	179
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	6,606	76	80	45	0	0	64.4	59.7	20	44	96	207
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	1,644	20	18	45	0	0	58.4	53.7	8	17	38	82
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	2,238	26	16	45	0	0	59.7	55.0	10	21	46	100
386	Harley Know Blvd	Indian St	Perris Blvd	12,017	180	271	45	0	0	67.1	62.5	31	67	146	315
387	Perris Blvd	Krameria Ave	Harley Know Blvd	38,007	320	642	45	6	0	65.9	61.3	26	56	121	261
388	Krameria Ave	Lasselle St	Spirit Rd	1,947	0	0	45	0	0	58.7	54.1	8	18	40	86
389	El Cerrito Dr	South of Central Ave	0	4,608	22	28	45	0	0	62.6	58.0	15	34	73	158
390	Ramona Expy	Webster Ave	Indian St	37,863	529	1,163	45	0	0	72.1	67.5	67	146	314	678
392	Ramona Expy	Indian St	Perris Blvd	27,236	118	490	45	0	0	70.3	65.7	51	111	240	517
393	Indian St	Ramona Expy	Morgan St	20,324	512	790	45	0	0	69.7	65.1	47	101	219	473
394	Perris Blvd	Harley Know Blvd	Ramona Expy	42,828	409	494	45	0	0	72.4	67.8	71	153	331	714
396	Perris Blvd	Ramona Expy	Rider St	31,080	249	233	45	0	0	71.0	66.4	57	123	265	572
397	Ramona Expy	Perris Blvd	Evans Rd	24,303	89	307	45	0	0	69.8	65.2	47	102	221	477
398	Evans Rd	Marbella Gate	Ramona Expy	24,386	144	11	45	6	0	63.9	59.2	19	41	88	191
399	Ramona Expy	Evans Rd	Rider St	20,457	59	225	55	6	0	65.5	60.9	24	53	114	247
400	Evans Rd	Ramona Expy	Rider St	26,808	108	15	45	0	0	70.2	65.6	50	109	236	508
401	Morgan St	Indian St	Perris Blvd	744	35	71	45	0	0	56.7	52.1	6	13	29	63
402	Morgan St	Perris Blvd	Silver Creek Industries	813	24	0	45	0	0	55.7	51.1	5	11	25	54
404	Morgan St	Morgan Park	Evans Rd	3,198	12	0	45	0	0	61.0	56.4	12	26	57	123
405	Morgan St	Evans Rd	Bradley Rd	3,162	0	12	45	0	0	60.8	56.2	12	25	55	120
406	Ironwood Ave	East of Thedore St	0	5,362	32	24	45	0	0	63.3	58.7	17	37	81	175
407	Rider St	Indian St	Perris Blvd	10,230	83	75	45	0	0	66.2	61.5	27	58	126	272
408	Rider St	Perris Blvd	Redlands Ave	8,225	0	0	45	0	0	65.0	60.3	22	48	105	227
409	Ironwood Ave	Nason St	Moreno Beach Dr	7,032	54	0	45	0	0	64.5	59.9	21	45	98	211
410	Rider St	Wilson Ave	Evans Rd	11,776	0	12	45	0	0	66.5	61.9	28	62	134	288
411	Rider St	Evans Rd	Ramona Expy	6,149	0	24	45	0	0	63.7	59.1	18	40	86	187
412	Maude St	North of Arlington Ave	0	212	0	0	45	0	0	49.1	44.5	1	4	9	19
413	Placentia Ave	Indian St	Perris Blvd	16,459	243	383	45	0	0	68.5	63.8	38	83	180	388
414	Placentia Ave	Perris Blvd	Redlands Ave	12,326	38	130	45	0	0	66.8	62.2	30	65	140	302
415	Perris Blvd	Placentia Ave	Orange Ave	37,597	415	501	45	0	0	71.9	67.3	65	142	306	659

2035 No Project

ID	Arterial	From	To	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	27,166	392	720	45	0	0	70.6	66.0	54	116	252	543
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	16,832	222	296	45	0	0	68.5	63.9	39	84	181	390
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	18,986	286	568	45	0	0	69.1	64.5	43	92	199	430
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	17,676	246	380	45	0	0	68.7	64.1	40	87	188	405
421	Via Del Lago	South of Iris Ave	0	378	0	0	45	0	0	51.6	47.0	2	6	13	29
424	Perris Blvd	Alessandro Blvd	Cottonwood Ave	29,606	252	291	45	6	0	64.8	60.2	22	47	102	221
425	Mid County Pkwy WB On-Ramp	West of Evan	0	11,806	66	86	45	0	0	66.7	62.1	29	63	137	296
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	6,570	64	108	45	0	0	64.3	59.7	20	44	95	205
427	Day St	south of Alessandro Blvd	0	8,290	18	59	45	0	0	65.1	60.5	23	49	107	231
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	11,720	66	98	45	0	0	66.7	62.1	29	63	137	295
429	Mid County Pkwy EB On-Ramp	East of Evan	0	7,484	78	130	45	0	0	64.9	60.3	22	48	104	224
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	44,075	269	235	45	0	0	72.4	67.8	71	154	332	715
431	Placentia Ave	Water Ave	Evans Rd	2,483	14	16	35	0	0	56.9	52.2	6	14	30	65
432	Placentia Ave	Evans Rd	El Nido Ave	955	4	6	35	0	0	52.7	48.1	3	7	15	34
433	Evans Rd	Rider St	Orange Ave	22,080	158	115	45	0	0	69.5	64.8	45	97	210	453
434	Orange Ave	Wilson Ave	Evans Rd	4,850	0	12	45	0	0	62.7	58.1	15	34	74	159
435	Orange Ave	Evans Rd	Foothill Dr	4,294	10	37	35	0	0	59.1	54.5	9	19	42	92
436	Elsworth St	south of Cactus Ave	0	41,126	415	36	45	0	0	72.2	67.6	69	149	322	694
441	Nuevo Rd	Wilson Ave	Evans Rd	13,924	24	59	45	0	0	67.3	62.7	32	70	151	325
442	Evans Rd	Orange Ave	Nuevo Rd	20,792	136	118	45	0	0	69.2	64.6	43	93	201	434
443	Nuevo Rd	Evans Rd	Foothill Dr	12,765	36	66	45	0	0	67.0	62.3	30	66	143	308
444	Evans Rd	Nuevo Rd	San Jacinto Ave	16,846	133	93	45	6	0	62.3	57.7	15	32	70	151
452	San Jacinto Ave	West of Evan Rd	0	2,410	12	12	45	0	0	59.8	55.2	10	22	47	102
453	Evans Rd	North of San Jancito Ave	0	15,262	123	84	45	0	0	67.9	63.3	35	76	165	355
454	San Jacinto Ave	East of Evan Rd	0	4,112	24	14	45	0	0	62.1	57.5	14	31	68	147
455	Evans Rd	South of San Jancito Ave	0	12,398	107	80	45	0	0	67.0	62.4	31	66	144	310
458	Nason St	South of Cactus Ave	0	15,958	214	0	45	0	0	68.2	63.6	37	80	173	374
464	Quincy	South of Eucalyptus	0	2,786	29	0	45	0	0	60.6	55.9	11	24	53	115
477	Ellis Ave	West of Evan Rd	0	4,727	34	34	45	0	0	62.8	58.2	16	35	75	162
478	Evans Rd	North of Ellis Ave	0	16,435	174	202	45	0	0	68.3	63.7	37	81	175	378
479	Oliver St	South of Irris Ave	0	2,644	12	0	45	0	0	60.2	55.6	10	23	50	108
480	Ellis Ave	Evans Rd	SR-215	10,840	107	94	45	0	0	66.5	61.8	28	61	132	285
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	5,446	52	104	45	0	0	63.5	58.9	18	39	84	181
482	Ellis Ave	East of SR-215	0	7,414	57	93	45	0	0	64.8	60.1	22	47	102	220
483	SR-215 SB On-ramp	Ellis Ave	SR-215	18,312	138	94	45	0	0	68.7	64.0	40	86	186	400
484	SR-215 NB On-ramp	Ellis Ave	SR-215	2,602	22	44	45	0	0	60.3	55.6	11	23	51	110
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	12,324	136	108	45	0	0	67.1	62.4	31	67	145	312
488	Nason St	North of Iris Ave	0	15,958	214	0	45	0	0	68.2	63.6	37	80	173	374
494	Evans Rd	North of Harley Knox Blvd	0	15,598	135	0	45	6	0	62.0	57.4	14	31	66	144
498	Morrison St	Alessandro Blvd	Cactus Ave	9,053	53	0	45	0	0	65.6	60.9	24	53	115	248
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	31,616	134	256	45	0	0	70.9	66.3	56	122	264	569
500	Perris Blvd	North of Eucalyptus Ave	0	31,981	137	268	45	0	0	71.0	66.4	57	123	266	573

2035 No Project

ID	Arterial	From	To	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
502	Quincy	Cottonwood Ave	Alessandro Blvd	1,810	4	0	35	6	0	49.3	44.7	2	4	9	20
503	Quincy	Alessandro Blvd	Cactus Ave	491	0	0	35	6	0	43.6	39.0	0	1	3	8
504	Krameria Ave	west of Perris Blvd	0	16,775	185	0	45	0	0	68.4	63.8	38	82	178	383

2035 Noise Levels - No Project

ID	Freeway	From	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	239,460	5,120	22,650	65	0	0	86.0	81.4	573	1234	2660	5732
2	SR-60	S Reservoir Rd to Ramona Ave	241,980	5,360	23,650	65	0	0	86.1	81.5	580	1249	2692	5801
3	SR-60	Ramona Ave to Central Ave	232,950	5,260	23,120	65	0	0	85.9	81.3	567	1221	2632	5671
4	SR-60	Central Ave to Mountain Ave	241,640	5,560	24,110	65	0	0	86.1	81.5	582	1254	2702	5821
5	SR-60	Mountain Ave to Euclid Ave	238,730	5,540	23,820	65	0	0	86.0	81.4	577	1244	2681	5777
6	SR-60	Euclid Ave to Grove Ave	248,510	5,880	25,130	65	0	0	86.2	81.6	594	1281	2761	5949
7	SR-60	Grove Ave to Vineyard Ave	244,640	5,640	24,130	65	0	0	86.1	81.5	586	1263	2721	5863
8	SR-60	Vineyard Ave to Archibald Ave	243,680	5,770	24,190	65	0	0	86.1	81.5	586	1262	2720	5861
9	SR-60	Archibald Ave to Haven Ave	237,150	5,910	23,460	65	0	0	86.0	81.4	577	1243	2680	5774
10	SR-60	Haven Ave to Miliken Ave	221,150	5,590	21,940	65	0	0	85.7	81.1	551	1188	2561	5518
11	SR-60	Miliken Ave to SR-15	164,340	4,640	18,000	65	0	0	84.6	80.0	461	993	2140	4610
12	SR-60	I-15 to Etiwanda Ave	136,350	3,830	13,570	65	0	0	83.7	79.1	402	868	1870	4029
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village Rd	143,860	3,660	12,990	65	0	0	83.8	79.2	411	885	1907	4110
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	133,100	3,390	11,990	65	0	0	83.5	78.9	390	840	1811	3902
15	SR-60	Pedley Rd to Pyrite St	127,100	3,150	11,240	65	0	0	83.3	78.6	377	812	1750	3771
16	SR-60	Pyrite St to Valley Way	122,380	3,090	11,010	65	0	0	83.1	78.5	368	794	1711	3687
17	SR-60	Valley Way to Rubidoux Blvd	172,660	4,170	13,780	65	0	0	84.5	79.9	458	987	2127	4583
18	SR-60	Rubidoux Blvd to Market St	169,810	4,120	13,280	65	0	0	84.5	79.8	452	975	2101	4527
19	SR-60	Market St to Main St	198,090	5,110	15,580	65	0	0	85.2	80.5	504	1085	2339	5040
20	SR-60	Main St to SR-91	218,690	5,910	16,970	65	0	0	85.6	81.0	539	1162	2504	5396
21	SR-60	SR-91 to W Blaine St/3rd St	272,960	6,960	25,580	65	0	0	86.6	82.0	631	1361	2933	6319
22	SR-60	W Blaine St/3rd St to University Ave	258,360	6,600	23,680	65	0	0	86.4	81.8	608	1310	2822	6081
23	SR-60	University Ave to Martin Luther King Blvd	265,820	6,840	24,110	65	0	0	86.5	81.9	619	1334	2875	6195
24	SR-60	Martin Luther King Blvd to Central Ave	314,570	8,160	28,940	65	0	0	87.2	82.6	694	1496	3223	6943
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	299,400	7,760	27,270	65	0	0	87.0	82.4	671	1446	3115	6712
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	276,970	6,540	24,670	65	0	0	86.6	82.0	632	1362	2934	6322
27	SR-60	I-215 to Day St	154,750	3,810	17,960	65	0	0	84.3	79.7	441	951	2050	4417
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	157,830	3,790	19,010	65	0	0	84.4	79.8	448	967	2083	4489
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	141,240	3,250	16,570	65	0	0	83.9	79.3	414	892	1923	4143
30	SR-60	Heacock St to Perris Blvd	132,690	2,890	14,810	65	0	0	83.5	78.9	393	848	1827	3937
31	SR-60	Perris Blvd to Nason St	123,260	2,410	12,850	65	0	0	83.1	78.5	369	796	1716	3698
32	SR-60	Nason St to Moreno Beach Dr	118,750	2,180	11,700	65	0	0	82.9	78.3	357	770	1659	3575
33	SR-60	Moreno Beach Dr to Redlands Blvd	100,910	1,610	9,030	65	0	0	82.1	77.5	315	680	1466	3159
34	SR-60	Redlands Blvd to Theodore St	98,690	1,920	10,140	65	0	0	82.2	77.5	318	685	1477	3183
35	SR-60	Theodore St to Gilman Springs Rd	104,310	1,970	10,020	65	0	0	82.3	77.7	327	705	1520	3276
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	82,220	1,560	9,220	65	0	0	81.4	76.8	284	612	1319	2842
37	SR-60	Jack Rabbit Trail to I-10	84,600	1,600	9,220	65	0	0	81.5	76.9	288	621	1339	2886
75	SR-91	I-15 to McKinley St	256,280	4,330	15,100	65	0	0	86.0	81.4	575	1239	2670	5753
76	SR-91	McKinley St to Pierce St	233,810	4,060	14,200	65	0	0	85.6	81.0	542	1168	2518	5425
77	SR-91	Pierce St to Magnolia Ave	221,290	3,670	13,630	65	0	0	85.4	80.8	522	1125	2423	5222
78	SR-91	Magnolia Ave to La Sierra Ave	229,820	4,080	15,040	65	0	0	85.6	81.0	538	1160	2500	5387
79	SR-91	La Sierra Ave to Tyler St	210,010	3,700	13,810	65	0	0	85.2	80.6	507	1092	2354	5072
80	SR-91	Tyler St to Van Buren Blvd	242,900	2,940	11,270	65	0	0	85.6	81.0	543	1171	2522	5435
81	SR-91	Van Buren Blvd to Adam St	230,560	2,700	10,670	65	0	0	85.4	80.8	524	1129	2433	5243
82	SR-91	Adam St to Madison St	219,840	2,500	10,060	65	0	0	85.2	80.6	507	1093	2354	5073
83	SR-91	Madison St to Indiana Ave (off-ramp)	209,300	2,350	9,480	65	0	0	85.0	80.4	490	1057	2277	4906
84	SR-91	Arlington Ave to Central Ave	185,270	2,300	8,810	65	0	0	84.5	79.9	454	979	2109	4544
85	SR-91	Central Ave to 14th St	214,390	2,620	9,790	65	0	0	85.1	80.5	500	1077	2321	5001

2035 Noise Levels - No Project

ID	Freeway	From	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
86	SR-91	14th St to University Ave	199,480	2,430	9,080	65	0	0	84.8	80.2	476	1026	2211	4765
87	SR-91	University Ave to Spruce St (off-ramp)	248,880	2,950	10,670	65	0	0	85.7	81.1	550	1187	2557	5509
101	I-10	SR-60 to Beaumont Ave	180,470	4,040	27,660	65	0	0	85.2	80.6	507	1093	2356	5077
102	I-10	Beaumont Ave to Pennsylvania Ave	179,780	4,120	28,940	65	0	0	85.3	80.6	512	1103	2376	5120
103	I-10	Pennsylvania Ave to Highland Springs Ave	187,380	4,360	30,090	65	0	0	85.4	80.8	526	1134	2444	5266
104	I-10	Highland Springs Ave to Sunset Ave	184,010	4,390	30,150	65	0	0	85.4	80.8	523	1127	2428	5232
105	I-10	Sunset Ave to 22nd St	173,940	4,210	29,590	65	0	0	85.2	80.6	508	1095	2360	5085
106	I-10	22nd St to S 8th St	171,600	4,160	29,460	65	0	0	85.2	80.5	504	1087	2343	5049
107	I-10	S 8th St to S Hargrave St	174,740	4,180	29,550	65	0	0	85.2	80.6	509	1096	2362	5090
108	I-10	S Hargrave St to Field Rd	169,630	4,060	28,410	65	0	0	85.1	80.5	498	1072	2311	4980
109	I-10	Field Rd to Main St (Cabazon)	153,790	3,790	27,690	65	0	0	84.8	80.1	475	1023	2205	4750
110	I-10	Main St (Cabazon) to Main St	158,310	3,620	26,400	65	0	0	84.8	80.1	473	1020	2199	4738
111	I-10	Main St to Haugen-Lehmann Way	154,210	3,550	26,030	65	0	0	84.7	80.0	467	1006	2167	4670
112	I-10	Haugen-Lehmann Way to SR-111	163,370	3,660	26,450	65	0	0	84.8	80.2	480	1034	2229	4803
113	I-10	SR-111 to Tipton Rd	143,490	3,100	23,840	65	0	0	84.3	79.7	442	952	2051	4420
114	I-10	Tipton Rd to SR-62	143,820	3,100	23,840	65	0	0	84.3	79.7	442	953	2053	4424
129	SR-215	Scott Rd to Newport Rd	124,430	2,850	6,780	65	0	0	83.0	78.3	360	776	1672	3602
130	SR-215	Newport Rd to MacCall Blvd	112,870	2,740	6,530	65	0	0	82.6	78.0	339	731	1576	3396
131	SR-215	MacCall Blvd to Ethanac Rd	118,090	2,870	6,680	65	0	0	82.8	78.2	349	753	1623	3497
132	SR-215	Ethanac Rd to SR-74/Case	145,820	3,340	7,810	65	0	0	83.7	79.0	400	862	1857	4002
133	SR-215	SR-74/Case Rd to Redlands Blvd	158,220	5,120	12,480	65	0	0	84.3	79.7	441	951	2049	4415
167	SR-215	Redlands Blvd to D St	136,480	4,570	11,870	65	0	0	83.7	79.1	404	870	1875	4041
168	SR-215	D St to Nuevo St/Harvil Ave	142,640	4,800	11,840	65	0	0	83.9	79.3	414	894	1926	4149
169	SR-215	Nuevo St/Harvil Ave to Ramona Expy/Cajalco Exp	140,710	4,690	11,680	65	0	0	83.8	79.2	410	885	1907	4108
171	SR-215	Ramona Expy/Cajalco Expy to Harley Knox Blvd	171,170	5,430	13,470	65	0	0	84.6	80.0	464	1000	2156	4645
172	SR-215	Harley Knox Blvd to Van Buren Blvd	180,360	5,900	14,580	65	0	0	84.9	80.3	483	1040	2242	4831
173	SR-215	Van Buren Blvd to Cactus Ave	173,570	5,730	14,420	65	0	0	84.7	80.1	472	1017	2191	4722
174	SR-215	Cactus Ave to Alessandro Blvd	184,610	5,500	13,600	65	0	0	84.9	80.3	484	1042	2246	4840
175	SR-215	Alessandro Blvd to Eucalyptus Ave	173,270	5,180	13,300	65	0	0	84.6	80.0	465	1002	2159	4653
176	SR-215	Eucalyptus Ave to SR-60	173,060	5,220	13,810	65	0	0	84.7	80.0	466	1004	2165	4664
134	SR-215	SR-60 to Columbia Ave	234,540	4,860	11,870	65	0	0	85.7	81.0	545	1174	2530	5451
135	SR-215	Columbia Ave to Center St	181,910	3,940	9,860	65	0	0	84.6	80.0	462	996	2146	4624
136	SR-215	Center St to Iowa Ave/La Cadena Dr	200,260	4,260	10,410	65	0	0	85.0	80.4	491	1059	2282	4917
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	191,320	4,260	10,340	65	0	0	84.8	80.2	478	1031	2223	4789
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	200,380	4,380	10,640	65	0	0	85.0	80.4	493	1062	2288	4931
139	SR-215	Mt Vernon Ave/Washington St to I-10	209,590	4,500	10,660	65	0	0	85.2	80.6	506	1092	2352	5068
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	190,340	3,040	9,450	65	0	0	84.7	80.1	467	1008	2171	4678
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	168,310	2,680	8,800	65	0	0	84.1	79.5	431	930	2003	4316
142	SR-215	Mill St to 2rd St	248,230	3,090	10,100	65	0	0	85.7	81.1	550	1185	2554	5503
143	SR-215	2rd St to Baseline Rd	172,510	2,920	9,780	65	0	0	84.3	79.7	441	950	2048	4413
144	SR-215	Baseline Rd to Highland Ave/SR-210	180,080	3,550	14,070	65	0	0	84.6	80.0	465	1001	2158	4650

2035 With Project

ID	Arterial	From	To	2035 + Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	22,202	2,512	8,368	45	0	0	77.0	72.4	144	311	670	1443
2	Street A	Eucalyptus Ave	Street F	22,845	2,970	9,559	45	0	0	77.4	72.8	153	330	712	1533
3	Street E	west of Street A	0	9,105	1,143	3,614	45	0	0	73.0	68.4	77	167	360	776
4	Street E	north of Alessandro Blvd	0	4,935	406	69	45	0	0	65.8	61.2	25	55	119	258
5	Street E	Street D	Street A	12,614	784	88	45	0	0	68.9	64.2	41	88	191	413
6	Street A	Street F	Street C	8,818	1,071	3,112	45	0	0	73.0	68.4	77	167	361	778
7	Street A	south of Street C	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
8	Street D	Street E	Cactus Ave	16,294	1,129	0	45	0	0	70.7	66.0	54	117	253	545
9	John F Kennedy Dr	south of Cactus Ave	0	14,023	859	0	45	0	0	69.3	64.7	44	95	204	440
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	5,533	120	0	45	0	0	61.4	56.8	13	28	61	132
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	4,968	69	0	45	0	0	62.5	57.9	15	33	72	155
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	7,781	108	0	45	0	0	65.4	60.8	24	52	113	243
13	Redlands Blvd	State Route 60	Eucalyptus Ave	15,806	411	1,409	45	0	0	71.0	66.4	57	123	265	572
14	Eucalyptus Ave	east of Redlands Blvd	0	12,814	565	1,377	45	0	0	69.9	65.3	48	104	225	486
15	Eucalyptus Ave	west of Street A	0	8,604	510	1,399	45	0	0	69.6	65.0	46	99	213	460
18	Street B	east of Street A	0	5,704	334	527	45	0	0	66.6	62.0	29	62	135	291
18a	Street B	west of Gilman Springs Rd	0	5,140	251	284	45	0	0	65.6	60.9	24	53	115	249
19	Street F	east of Street A	0	3,091	452	1,466	45	0	0	69.2	64.6	43	93	202	435
20	Street F	north of Street C	0	3,352	310	455	45	0	0	65.4	60.8	24	52	113	243
21	Street C	east of Street A	0	12,438	913	1,329	45	0	0	70.8	66.2	55	119	257	554
22	Street C	west of Street F	0	12,189	929	1,356	45	0	0	70.9	66.2	56	120	260	560
23	Street F	Street C	Street G	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
24	Street C	Street F	Street H	13,812	900	1,630	45	0	0	71.2	66.6	59	127	275	592
25	Street C	Street H	Gilman Springs Rd	17,170	1,169	2,823	45	0	0	72.8	68.2	75	163	351	757
26	Street H	Street C	Street G	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
27	Street G	east of Street H	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
28	Street G	Street F	Street H	0	0	0	45	0	0	0.0	-4.6	0	0	0	0
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	41,997	1,165	2,492	45	0	0	75.3	70.7	111	240	518	1117
30	Gilman Springs Rd	Eucalyptus Ave	Street C	44,416	1,146	2,396	45	0	0	74.7	70.1	100	217	468	1009
31	Gilman Springs Rd	south of Street C	0	51,874	1,111	1,303	45	0	0	74.2	69.5	93	200	432	931
32	Cactus Ave	west of Redlands Blvd	0	8,042	246	0	45	0	0	66.3	61.7	27	60	129	279
33	Alessandro Blvd	west of Redlands Blvd	0	5,344	69	3	45	0	0	64.0	59.4	19	42	91	196
35	Redlands Blvd	Ironwood Ave	State Route 60	17,663	165	715	55	0	0	72.3	67.7	70	151	325	702
36	Ironwood Ave	Redlands Blvd	Highland Blvd	7,553	389	0	35	0	0	63.6	58.9	18	39	84	182
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	10,367	187	694	45	0	0	70.0	65.3	48	105	226	488
38	Theodore St	State Route 60	Highland Blvd	9,632	413	222	45	0	0	67.1	62.4	31	67	145	313
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	18,477	442	690	55	0	0	73.2	68.6	80	172	372	801
43	Moreno Beach Dr	Alessandro Blvd	SR 60	21,472	61	190	45	0	0	69.4	64.8	44	96	208	449
46	Moreno Beach Dr	State Route 60	Ironwood Ave	25,596	332	121	45	0	0	70.4	65.8	52	112	242	522

47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	6,888	132	12	45	6	0	58.9	54.3	8	19	41	89
48	Alessandro Blvd	Lasselle St	Morrison St	22,695	180	518	45	6	0	63.9	59.3	19	41	89	193
50	Cactus Ave	Redlands Blvd	Street D	15,790	1,126	0	45	0	0	70.5	65.9	53	114	247	533
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	15,260	40	18	45	6	0	61.9	57.2	14	30	65	140
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	23,810	879	6	35	6	0	62.2	57.6	14	31	68	148
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	2,313	0	12	45	6	0	53.5	48.8	3	8	18	38
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	8,577	350	0	35	0	0	63.7	59.1	18	40	86	187
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	4,385	67	0	45	0	0	63.0	58.4	16	36	78	168
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	12,611	412	0	35	0	0	65.2	60.5	23	50	108	234
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	8,256	264	0	45	0	0	66.0	61.4	26	57	124	267
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	21,462	191	71	45	0	0	69.6	64.9	46	99	213	460
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	12,741	311	0	45	0	0	67.8	63.1	34	75	162	349
60	SR 60 WB Ramps	east of Redlands Blvd	0	5,968	143	216	45	0	0	65.0	60.4	22	49	106	229
61	SR 60 EB Ramps	west of Redlands Blvd	0	7,094	52	168	45	0	0	65.4	60.8	24	52	112	241
62	Fir Ave	Quincy Dr	Redlands Blvd	10,016	349	0	45	0	0	67.2	62.5	31	68	147	318
65	Alessandro Blvd	Nason St	Oliver St	11,186	99	130	45	0	0	67.5	62.9	33	72	156	337
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	9,765	97	126	45	0	0	67.1	62.4	31	67	145	313
67	Oliver St	Alessandro Blvd	Cactus Ave	1,482	0	0	35	0	0	54.4	49.8	4	9	20	45
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	21,201	127	36	45	0	0	69.3	64.7	44	95	206	444
69	Cactus Ave	Nason St	Oliver St	12,532	120	4	45	0	0	67.3	62.6	32	69	150	323
70	Cactus Ave	Oliver St	Moreno Beach Dr	14,378	200	0	45	6	0	62.1	57.4	14	31	67	145
71	Oliver St	Cactus Ave	John F Kennedy Dr	5,321	25	0	45	0	0	63.3	58.7	17	38	81	176
72	Oliver St	John F Kennedy Dr	Iris Ave	4,670	6	0	45	0	0	62.5	57.9	15	33	72	156
73	Iris Ave	Nason St	Oliver St	26,035	926	0	45	0	0	71.3	66.6	59	128	277	597
74	Heacock St	Manzanita Ave	Ironwood Ave	21,238	49	13	45	0	0	69.2	64.6	43	93	201	433
75	Ironwood Ave	Graham St	Heacock St	15,938	26	5	45	0	0	67.9	63.3	35	76	165	357
76	Ironwood Ave	Heacock St	Indian Ave	14,487	20	6	45	0	0	67.5	62.9	33	71	154	333
77	Heacock St	Ironwood Ave	Hemlock Ave	22,485	60	16	45	0	0	69.4	64.8	45	97	209	451
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	26,780	125	28	45	0	0	70.3	65.7	51	110	238	513
81	SR 60 WB Ramps	west of Heacock St	0	18,644	10	82	45	0	0	68.5	63.9	39	84	182	393
82	SR 60 WB Ramps	east of Heacock St	0	10,999	133	160	45	0	0	67.0	62.4	30	66	143	309
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	29,249	91	111	45	0	0	70.8	66.1	55	119	256	552
85	SR 60 WB Onramp	west of Perris Blvd	0	17,772	0	94	45	0	0	68.3	63.7	38	81	176	380
86	SR 60 WB Offramp	east of Perris Blvd	0	8,194	85	841	45	0	0	69.3	64.6	43	94	203	439
87	Eucalyptus Ave	Indian St	Perris Blvd	7,369	31	0	45	0	0	64.6	60.0	21	46	100	216
88	Eucalyptus Ave	Perris Blvd	Kitching St	6,830	19	12	45	0	0	64.3	59.7	20	44	94	204
95	W 6th St	I-10	N California Ave	21,795	240	721	45	0	0	69.7	65.1	46	101	217	468
96	N California Ave	W 6th St	E 8th St	1,762	5	4	45	0	0	58.6	53.9	8	18	39	85
97	E 6th St	N California Ave	Beaumont Ave	19,863	224	646	45	0	0	69.3	64.7	44	95	205	441
98	N California Ave	W 6th St	I-10	10,623	86	145	45	0	0	66.4	61.7	28	60	130	281
99	Beaumont Ave	E 6th St	E 8th St	27,086	162	174	45	0	0	70.4	65.7	51	112	241	519
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,454	16	65	45	0	0	64.9	60.3	22	48	104	224
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	54,338	393	386	45	0	0	73.5	68.8	83	180	387	835
102	I-215 SB Ramps	south of Alessandro Blvd	0	17,888	154	186	45	0	0	68.6	64.0	39	85	184	397

103	I-215 NB Ramps	north of Alessandro Blvd	0	14,489	75	295	45	0	0	68.0	63.4	36	78	168	363
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	38,047	220	222	45	0	0	71.9	67.2	65	141	303	654
105	I-215 SB Ramps	south of Alessandro Blvd	0	18,736	162	266	45	0	0	68.8	64.2	41	88	190	410
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	8,318	13	24	45	0	0	65.1	60.5	23	49	107	231
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	32,271	173	192	45	0	0	71.1	66.5	58	126	272	586
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	11,746	127	77	45	0	0	66.8	62.2	30	65	140	302
109	Day St	Cottonwood Ave	Alessandro Blvd	16,640	163	0	35	0	0	65.3	60.7	23	51	110	238
110	Alessandro Blvd	Day St	Elsworth St	37,737	281	372	45	0	0	71.9	67.3	65	141	304	656
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	10,367	36	0	35	0	0	63.0	58.4	16	36	77	167
112	Alessandro Blvd	Elsworth St	Frederick St	36,131	234	365	45	0	0	71.7	67.1	64	137	297	640
113	Elsworth St	Alessandro Blvd	Cactus Ave	14,365	71	122	45	0	0	67.8	63.2	35	75	163	352
114	Frederick St	Cottonwood Ave	Alessandro Blvd	19,583	52	112	45	0	0	68.9	64.3	41	89	192	415
115	Alessandro Blvd	Frederick St	Graham St	35,583	184	202	45	0	0	71.6	66.9	62	134	290	625
116	Frederick St	Alessandro Blvd	Cactus Ave	9,899	28	51	45	0	0	65.9	61.2	26	56	120	260
117	Graham St	Cottonwood Ave	Alessandro Blvd	12,063	29	12	45	0	0	66.7	62.1	29	63	137	296
118	Alessandro Blvd	Graham St	Heacock St	38,516	188	149	45	0	0	71.9	67.3	66	142	306	660
119	Graham St	Alessandro Blvd	Cactus Ave	18,773	89	123	45	0	0	68.7	64.1	40	86	186	402
120	Heacock St	Cottonwood Ave	Alessandro Blvd	17,432	61	47	45	0	0	68.7	64.1	40	87	188	405
121	Alessandro Blvd	Heacock St	Indian St	35,011	175	172	45	0	0	71.5	66.9	62	134	288	622
122	Heacock St	Alessandro Blvd	Cactus Ave	11,485	28	28	45	6	0	60.8	56.2	11	25	55	119
123	Indian St	Cottonwood Ave	Alessandro Blvd	15,740	59	47	45	0	0	67.9	63.3	35	76	165	356
124	Alessandro Blvd	Indian St	Perris Blvd	35,420	217	168	45	0	0	71.6	67.0	63	135	292	630
125	Indian St	Alessandro Blvd	Cactus Ave	14,804	50	24	45	6	0	61.6	57.0	13	29	63	135
126	Alessandro Blvd	Perris Blvd	Kitching St	29,472	188	147	45	0	0	71.1	66.5	58	125	269	581
127	Perris Blvd	Alessandro Blvd	Cactus Ave	33,842	249	922	45	6	0	65.3	60.7	24	51	111	240
128	Kitching St	Cottonwood Ave	Alessandro Blvd	12,283	36	12	45	0	0	66.8	62.2	30	65	140	302
129	Alessandro Blvd	Kitching St	Lasselle St	28,927	193	185	45	0	0	70.8	66.2	55	120	258	557
130	Kitching St	Alessandro Blvd	Cactus Ave	9,538	13	0	45	6	0	59.7	55.1	10	21	46	100
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	7,769	7	12	45	0	0	64.8	60.1	22	47	102	220
133	Lasselle St	Alessandro Blvd	Cactus Ave	11,974	0	95	45	0	0	66.6	62.0	29	62	135	292
134	Morrison St	Cottonwood Ave	Alessandro Blvd	7,230	29	0	45	0	0	64.5	59.9	21	45	98	211
135	Alessandro Blvd	Morrison St	Nason St	16,365	136	407	50	6	0	64.1	59.5	19	42	92	198
136	Nason St	Cottonwood Ave	Alessandro Blvd	24,460	242	0	45	0	0	70.0	65.4	49	105	228	491
137	Nason St	Alessandro Blvd	Cactus Ave	29,615	274	0	45	0	0	70.8	66.2	55	119	257	555
138	I-215 SB Ramps	north of Cactus Ave	0	16,329	436	484	45	0	0	68.8	64.2	40	88	189	409
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	22,103	280	399	45	0	0	69.7	65.1	47	101	218	470
140	I-215 SB Ramps	south of Cactus Ave	0	33,494	254	162	45	0	0	71.3	66.7	60	129	278	600
141	Cactus Ave	I-215 NB Ramps	Elsworth St	52,453	520	470	45	0	0	73.3	68.7	81	176	380	819
142	I-215 NB Ramps	south of Cactus Ave	0	15,977	243	284	45	0	0	68.4	63.7	38	82	177	382
143	Cactus Ave	Elsworth St	Frederick St	33,611	156	279	45	0	0	71.2	66.6	59	128	276	595
144	Cactus Ave	Frederick St	Graham St	39,735	223	223	45	0	0	72.0	67.4	66	143	309	667
145	Cactus Ave	Graham St	Heacock St	31,860	158	143	45	0	0	71.0	66.4	57	123	266	575
146	Riverside Dr	Cactus Ave	Meyer Dr	17,440	79	0	45	0	0	68.4	63.7	38	82	177	382
147	Cactus Ave	Heacock St	Indian St	21,751	91	52	45	0	0	69.4	64.8	44	96	207	446

148	Heacock St	Cactus Ave	John F Kennedy Dr	19,245	56	96	45	6	0	62.7	58.1	16	34	75	161
149	Cactus Ave	Indian St	Perris Blvd	18,241	91	32	45	0	0	68.6	64.0	39	86	185	399
150	Indian St	Cactus Ave	John F Kennedy Dr	13,118	40	12	45	6	0	61.1	56.5	12	26	58	125
151	Cactus Ave	Perris Blvd	Kitching St	18,950	94	0	45	0	0	68.8	64.2	41	88	190	410
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	32,900	235	941	45	6	0	65.2	60.6	23	50	109	235
153	Cactus Ave	Kitching St	Lasselle St	15,015	102	0	45	0	0	67.9	63.3	35	76	165	356
154	Kitching St	Cactus Ave	John F Kennedy Dr	10,342	11	0	35	6	0	56.9	52.3	6	14	30	65
155	Cactus Ave	Lasselle St	Morrison St	14,741	140	0	45	0	0	68.0	63.4	36	78	168	362
156	Lasselle St	Cactus Ave	John F Kennedy Dr	20,978	23	0	45	0	0	69.1	64.5	43	92	199	430
157	Cactus Ave	Morrison St	Nason St	19,464	196	0	45	0	0	69.1	64.5	43	92	200	430
158	E 6th St	Beaumont Ave	Pennsylvania Ave	27,295	256	726	45	0	0	70.7	66.1	54	118	255	549
159	Beaumont Ave	E 6th St	I-10	23,749	149	269	45	0	0	69.8	65.2	47	102	221	477
160	Kitching St	Gentian Ave	Iris Ave	7,899	8	12	45	0	0	64.8	60.2	22	47	103	222
161	Iris Ave	Perris Blvd	Kitching St	23,249	351	30	45	6	0	64.1	59.4	19	42	91	197
162	Iris Ave	Kitching St	Lasselle St	38,164	845	0	45	6	0	66.4	61.8	28	61	131	283
163	Kitching St	Iris Ave	Ivory Ave	24,725	504	0	45	6	0	64.4	59.8	20	45	97	209
164	Lasselle St	Gentian Ave	Iris Ave	19,863	9	0	45	0	0	68.8	64.2	41	88	190	411
165	Iris Ave	Lasselle St	Nason St	42,538	1,133	0	45	6	0	67.1	62.4	31	67	145	312
168	Krameria Ave	Perris Blvd	Lasselle St	7,614	110	0	45	6	0	59.2	54.6	9	20	43	94
169	Krameria Ave	Kitching St	Lasselle St	4,411	0	0	45	0	0	62.3	57.7	15	32	69	150
170	Kitching St	Krameria Ave	Lurin Ave	38,498	433	0	45	6	0	66.0	61.4	26	57	124	268
171	Lasselle St	Cahuilla Dr	Krameria Ave	26,999	266	0	45	6	0	64.5	59.9	21	45	98	212
172	Lasselle St	Krameria Ave	Arroyo Park Dr	17,168	262	12	45	6	0	62.8	58.2	16	34	75	162
173	Oleander Ave	Perris Blvd	Lasselle St	4,877	35	6	45	0	0	62.9	58.3	16	35	76	165
174	Oleander Ave	Lasselle St	Lake Perris Dr	1,738	4	0	45	0	0	58.3	53.7	8	17	38	81
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	16,632	450	681	45	0	0	70.8	66.2	55	120	259	559
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,244	25	51	45	0	0	63.6	59.0	18	39	85	184
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	19,195	473	714	45	0	0	71.3	66.7	60	129	279	602
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	3,610	43	102	45	0	0	61.8	57.2	14	30	64	140
181	Potrero Blvd	north of SR 60 WB Ramps	0	40,260	747	635	45	0	0	72.6	68.0	73	158	340	734
182	SR 60 WB Onramp	west of Potrero Blvd	0	28,046	764	757	45	0	0	71.5	66.8	61	132	285	615
183	SR 60 WB Offramp	east of Potrero Blvd	0	4,151	80	72	45	0	0	62.6	58.0	15	34	73	157
184	SR 60 EB Offramp	west of Potrero Blvd	0	26,678	726	761	45	0	0	71.4	66.8	60	131	282	608
185	SR 60 EB Onramp	east of Potrero Blvd	0	12,458	228	172	45	0	0	67.3	62.7	32	70	151	325
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	31,612	565	507	45	0	0	71.5	66.9	62	133	288	621
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	28,007	614	815	45	0	0	71.8	67.2	65	140	302	652
191	Gilman Springs Rd	Bridge St	Beaumont Ave	22,963	488	577	45	0	0	71.0	66.4	57	123	266	573
192	Bridge St	Gilman Springs Rd	Marvin Rd	8,652	129	320	45	0	0	66.4	61.7	28	60	130	281
194	Crescent Ave	West of Alessandro Rd	0	3,153	77	1	35	0	0	58.8	54.2	8	18	40	88
195	Crescent Ave	Alessandro Rd	Center St	7,660	152	1	45	0	0	65.3	60.7	23	51	111	239
196	Alessandro Rd	Crescent Ave	Sunset Dr	7,481	228	0	45	0	0	65.5	60.9	24	53	115	248
198	Sunset Dr	Crown St	Alessandro Rd	371	6	0	35	0	0	49.1	44.5	1	4	9	19
199	Sunset Dr	Alessandro Rd	Cameo Dr	1,307	31	0	35	0	0	54.9	50.3	4	10	22	48
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	8,456	264	0	45	0	0	66.1	61.5	27	58	125	270

205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	31,548	462	0	45	0	0	71.3	66.7	60	129	278	600
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	9,500	351	0	45	0	0	66.8	62.2	30	64	139	300
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	23,541	113	0	35	0	0	66.6	62.0	29	62	135	291
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	10,620	14	13	35	0	0	63.0	58.4	16	36	78	168
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	63,009	398	437	45	0	0	74.0	69.4	91	196	423	912
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	17,983	42	56	45	6	0	62.5	57.9	15	33	72	155
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	70,711	412	447	45	0	0	74.5	69.9	98	211	455	982
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,701	0	1	45	0	0	66.1	61.5	27	58	126	272
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	21,298	84	119	45	0	0	69.2	64.6	43	94	203	437
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	14,962	229	207	35	6	0	59.1	54.5	9	19	43	92
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	3,519	4	2	45	0	0	61.3	56.7	12	27	60	129
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	52,882	154	190	45	0	0	73.2	68.5	79	172	370	798
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	4,747	6	4	45	0	0	62.6	58.0	15	34	73	158
229	Century Ave	Alessandro Blvd	Claridge Dr	2,356	2	2	45	0	0	59.6	54.9	9	21	46	99
230	Century Ave	Trafalgar Ave	Alessandro Blvd	2,846	4	0	45	0	0	60.4	55.8	11	24	52	112
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	40,324	172	263	45	0	0	72.1	67.4	67	145	313	675
232	Chicago Ave	Alessandro Blvd	Central Ave	44,172	395	1,373	45	0	0	72.9	68.3	76	165	355	766
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	55,913	178	216	45	0	0	73.4	68.8	83	179	386	832
236	Victoria Ave	Central Ave	Arlington Ave	8,402	44	17	45	0	0	65.3	60.7	23	51	111	239
237	Arlington Ave	Victoria Ave	Alessandro Blvd	51,249	462	1,403	45	0	0	73.5	68.9	83	180	389	839
238	Victoria Ave	Arlington Ave	Maude St	12,718	32	16	45	0	0	67.1	62.4	31	67	145	313
239	Arlington Ave	Maude St	Victoria Ave	50,882	469	1,387	45	0	0	73.4	68.8	83	179	387	835
240	Durango Rd	Laramie Rd	Arlington Ave	3,396	28	34	45	0	0	61.4	56.8	13	28	60	131
241	Horace St	Arlington Ave	Victoria Ave	5,930	14	19	45	0	0	63.6	59.0	18	39	85	184
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	51,419	385	1,035	45	0	0	73.4	68.8	82	178	384	827
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	13,011	39	33	45	0	0	67.1	62.5	31	67	145	314
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	19,956	120	430	45	0	0	69.0	64.4	42	91	196	424
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,744	24	124	45	0	0	69.0	64.4	42	91	196	423
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	20,815	217	926	45	0	0	70.0	65.4	49	106	228	493
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	56,074	361	598	45	0	0	73.5	68.9	84	182	393	847
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	6,799	47	84	35	0	0	61.4	56.8	13	28	61	131
252	Central Ave	Chicago Ave	Canyon Crest Dr	32,555	368	1,326	45	0	0	71.8	67.2	65	140	302	652
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	26,175	112	140	45	0	0	70.1	65.5	50	108	233	503
256	Canyon Crest Dr	Central Ave	Country Club Dr	28,438	144	218	45	0	0	70.5	65.9	53	115	247	534
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	7,883	17	32	45	0	0	64.9	60.2	22	48	103	223
260	Central Ave	Canyon Crest Dr	I-215	33,809	382	1,341	45	0	0	71.8	67.2	64	139	301	648
261	Lochmoor Dr	Central Ave	Fair Isle Dr	5,782	49	98	35	6	0	54.9	50.2	4	10	22	48
262	Sycamore Canyon Blvd	Central Ave	College Blvd	18,193	127	173	35	0	0	65.7	61.0	25	54	117	252
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	25,670	326	1,152	45	0	0	70.7	66.1	55	118	256	551
264	I-215 SB Off-Ramps	I-215	Central Ave	5,513	71	63	45	0	0	64.0	59.3	19	41	90	194
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	23,947	292	799	45	0	0	70.3	65.7	51	111	240	517
266	I-215 SB On-Ramps	Central Ave	I-215	35,205	574	2,033	45	0	0	72.4	67.8	71	154	332	716
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	19,191	191	229	45	0	0	69.1	64.5	43	92	199	430
268	I-215 NB Off-Ramp	Watkins Dr	I-215	12,806	215	542	45	0	0	68.5	63.9	38	83	180	389

269	Martin Luther King Blvd	SR-91	Chicago Ave	37,757	241	665	45	0	0	72.2	67.6	69	148	320	691
270	Chicago Ave	University Ave	Martin Luther King Blvd	28,021	38	58	45	0	0	70.4	65.8	52	113	243	524
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	33,472	239	657	45	0	0	71.8	67.1	64	139	299	645
272	Chicago Ave	Martin Luther King Blvd	Central Ave	28,995	26	33	45	0	0	70.5	65.8	52	113	245	528
273	Iowa Ave	University Ave	Martin Luther King Blvd	18,452	61	56	45	0	0	68.8	64.2	40	87	189	407
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	43,501	295	708	45	0	0	73.0	68.4	78	168	362	780
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	17,704	83	71	45	0	0	68.5	63.9	38	83	180	389
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	37,288	253	685	45	0	0	72.1	67.5	68	146	316	681
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	32,526	94	125	45	0	0	71.0	66.4	57	124	267	576
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	9,372	22	46	45	0	0	65.6	61.0	25	54	116	250
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	14,576	119	318	45	0	0	68.5	63.9	39	84	182	392
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	37,173	262	786	45	0	0	72.0	67.4	67	145	312	673
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	12,994	32	92	45	0	0	67.0	62.4	31	67	144	312
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	16,110	207	544	45	0	0	69.5	64.9	45	98	211	455
283	SR-60 EB Off-Ramp	SR-60	Heacock St	22,538	24	24	45	0	0	69.4	64.8	44	96	207	447
284	SR-60 EB On-Ramp	Heacock St	SR-60	11,328	87	107	45	0	0	67.2	62.6	31	68	148	318
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	26,656	48	102	45	0	0	70.4	65.8	52	113	244	527
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	40,892	158	17	45	0	0	72.1	67.5	67	145	314	677
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	42,970	242	484	45	0	0	72.9	68.3	77	166	359	773
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	23,959	176	291	45	0	0	69.8	65.2	48	103	223	480
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	23,744	136	476	45	0	0	70.3	65.7	51	111	240	518
290	Perris Blvd	Sunnymead Blvd	Fir Ave	32,861	259	985	45	0	0	71.2	66.6	59	127	275	594
294	Via Del Lago	South of Iris Ave	0	828	0	0	45	0	0	55.0	50.4	4	10	22	49
301	John F. Kennedy Dr	Indian St	Perris Blvd	9,487	10	0	45	0	0	65.6	61.0	25	54	116	250
302	John F. Kennedy Dr	Perris Blvd	Kitching St	9,980	13	0	45	0	0	65.9	61.3	26	56	122	263
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	33,217	293	980	45	0	0	71.3	66.7	60	129	278	600
304	Iris Ave	Indian St	Perris Blvd	18,075	52	47	45	0	0	68.5	63.9	39	84	181	390
306	Perris Blvd	Iris Ave	Krameria Ave	37,293	520	955	45	6	0	67.1	62.4	31	67	145	313
307	Perris Blvd	Krameria Ave	Harley Know Blvd	34,906	483	931	45	6	0	66.3	61.7	27	60	129	278
324	Ramona Expy	Warren Rd	Sanderson Ave	18,738	90	278	45	0	0	68.8	64.1	40	87	188	406
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	76,436	1,389	4,363	45	0	0	75.6	70.9	115	249	536	1156
326	Ramona Expy	Sanderson Ave	State St	29,920	345	518	45	0	0	71.0	66.4	57	123	267	575
327	Sanderson Ave	Ramona Expy	Ramona Blvd	64,034	1,220	3,666	45	0	0	74.8	70.2	103	222	479	1033
340	Alessandro Blvd	South of San Timoteo Canyon R	0	366	0	0	45	0	0	51.5	46.8	2	6	13	28
351	Live Oak Canyon Rd	South of San Timoteo Canyon R	0	616	2	2	45	0	0	53.8	49.2	4	8	19	41
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	24,282	481	577	45	0	0	71.2	66.6	59	127	274	591
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	8,992	44	80	45	0	0	65.6	61.0	24	53	115	249
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	18,632	306	353	45	0	0	69.7	65.1	47	101	219	473
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	21,243	515	769	45	0	0	70.7	66.1	54	118	254	548
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	11,500	116	164	45	0	0	66.7	62.1	29	64	138	298
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	17,873	165	100	45	0	0	69.1	64.5	43	93	200	431
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	13,051	373	514	45	0	0	69.0	64.4	42	90	195	420
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	62,538	430	416	45	0	0	74.0	69.4	91	196	423	912
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	14,496	93	114	45	0	0	67.6	63.0	34	73	158	341

367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	7,653	36	73	45	0	0	64.8	60.2	22	47	102	221
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	7,876	107	313	45	0	0	66.5	61.9	28	61	133	287
376	3rd St	Marvin Rd	Mid County Pkwy WB Ran	10,131	152	319	45	0	0	67.0	62.3	30	66	143	308
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	1,416	22	24	45	0	0	58.5	53.9	8	18	39	84
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ran	6,099	94	159	45	0	0	64.6	60.0	21	46	99	215
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	7,024	96	265	45	0	0	65.7	61.1	25	54	117	253
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	1,644	20	18	45	0	0	58.4	53.7	8	17	38	82
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	2,688	47	32	45	0	0	60.9	56.3	12	26	56	122
386	Harley Know Blvd	Indian St	Perris Blvd	12,087	236	325	45	0	0	67.6	63.0	34	73	158	341
387	Perris Blvd	Krameria Ave	Harley Know Blvd	39,754	502	1,175	45	6	0	66.7	62.0	29	63	136	294
388	Krameria Ave	Lasselle St	Spirit Rd	1,947	0	0	45	0	0	58.7	54.1	8	18	40	86
389	El Cerrito Dr	South of Central Ave	0	4,608	22	30	45	0	0	62.6	58.0	15	34	73	158
390	Ramona Expy	Webster Ave	Indian St	38,106	549	1,166	45	0	0	72.1	67.5	68	147	317	683
392	Ramona Expy	Indian St	Perris Blvd	27,434	220	577	45	0	0	70.7	66.1	54	117	253	546
393	Indian St	Ramona Expy	Morgan St	20,366	561	835	45	0	0	70.0	65.4	49	106	229	493
394	Perris Blvd	Harley Know Blvd	Ramona Expy	43,911	709	909	45	0	0	73.1	68.5	79	171	370	797
396	Perris Blvd	Ramona Expy	Rider St	32,383	441	498	45	0	0	71.6	67.0	63	135	292	630
397	Ramona Expy	Perris Blvd	Evans Rd	24,430	105	309	45	0	0	69.9	65.2	48	103	223	481
398	Evans Rd	Marbella Gate	Ramona Expy	25,469	310	11	45	6	0	64.3	59.7	20	44	95	205
399	Ramona Expy	Evans Rd	Rider St	20,869	68	225	55	6	0	65.6	61.0	25	54	116	251
400	Evans Rd	Ramona Expy	Rider St	27,167	230	17	45	0	0	70.5	65.8	52	113	244	527
401	Morgan St	Indian St	Perris Blvd	784	35	71	45	0	0	56.9	52.2	6	14	30	65
402	Morgan St	Perris Blvd	Silver Creek Industries	853	24	0	45	0	0	55.9	51.3	5	12	26	56
404	Morgan St	Morgan Park	Evans Rd	3,238	12	0	45	0	0	61.0	56.4	12	26	57	124
405	Morgan St	Evans Rd	Bradley Rd	3,164	0	12	45	0	0	60.8	56.2	12	25	55	120
406	Ironwood Ave	East of Thedore St	0	5,385	40	28	45	0	0	63.5	58.9	18	38	84	180
407	Rider St	Indian St	Perris Blvd	10,230	83	76	45	0	0	66.2	61.5	27	58	126	272
408	Rider St	Perris Blvd	Redlands Ave	8,264	0	0	45	0	0	65.0	60.4	22	49	105	228
409	Ironwood Ave	Nason St	Moreno Beach Dr	7,356	63	0	45	0	0	64.8	60.2	22	47	102	221
410	Rider St	Wilson Ave	Evans Rd	11,776	0	12	45	0	0	66.5	61.9	28	62	134	288
411	Rider St	Evans Rd	Ramona Expy	6,149	0	24	45	0	0	63.7	59.1	18	40	86	187
412	Maude St	North of Arlington Ave	0	212	0	0	45	0	0	49.1	44.5	1	4	9	19
413	Placentia Ave	Indian St	Perris Blvd	16,487	254	392	45	0	0	68.6	63.9	39	85	183	394
414	Placentia Ave	Perris Blvd	Redlands Ave	12,326	38	133	45	0	0	66.8	62.2	30	65	140	302
415	Perris Blvd	Placentia Ave	Orange Ave	38,444	559	708	45	0	0	72.3	67.7	70	151	325	701
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	28,003	451	806	45	0	0	70.9	66.3	56	122	262	566
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	16,832	222	359	45	0	0	68.5	63.9	39	84	181	390
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	18,988	296	613	45	0	0	69.5	64.9	45	98	211	456
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	17,676	246	398	45	0	0	68.7	64.1	40	87	188	405
421	Via Del Lago	South of Iris Ave	0	378	0	0	45	0	0	51.6	47.0	2	6	13	29
424	Perris Blvd	Alessandro Blvd	Cottonwood Ave	29,606	252	900	45	6	0	64.8	60.2	22	47	102	221
425	Mid County Pkwy WB On-Ramp	West of Evan	0	11,806	66	86	45	0	0	66.7	62.1	29	63	137	296
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	6,672	66	143	45	0	0	64.7	60.1	21	46	101	217
427	Day St	south of Alessandro Blvd	0	8,414	22	59	45	0	0	65.2	60.6	23	50	108	234

428	Mid County Pkwy EB Off-Ramp	West of Evan	0	11,720	68	98	45	0	0	66.7	62.1	29	63	137	295
429	Mid County Pkwy EB On-Ramp	East of Evan	0	7,519	78	161	45	0	0	65.4	60.7	24	52	112	241
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	44,533	312	286	45	0	0	72.6	67.9	72	157	338	728
431	Placentia Ave	Water Ave	Evans Rd	2,524	14	19	35	0	0	57.1	52.5	6	14	31	68
432	Placentia Ave	Evans Rd	El Nido Ave	956	4	6	35	0	0	52.7	48.1	3	7	16	34
433	Evans Rd	Rider St	Orange Ave	22,405	273	135	45	0	0	69.8	65.1	47	102	220	474
434	Orange Ave	Wilson Ave	Evans Rd	4,852	0	12	45	0	0	62.7	58.1	15	34	74	159
435	Orange Ave	Evans Rd	Foothill Dr	4,360	11	37	35	0	0	59.2	54.6	9	20	43	93
436	Elsworth St	south of Cactus Ave	0	41,311	415	36	45	0	0	72.3	67.6	69	150	323	697
441	Nuevo Rd	Wilson Ave	Evans Rd	13,924	24	59	45	0	0	67.3	62.7	32	70	151	325
442	Evans Rd	Orange Ave	Nuevo Rd	21,034	248	145	45	0	0	69.5	64.9	45	98	211	455
443	Nuevo Rd	Evans Rd	Foothill Dr	12,765	36	66	45	0	0	67.0	62.3	30	66	143	308
444	Evans Rd	Nuevo Rd	San Jacinto Ave	17,081	244	120	45	6	0	62.7	58.1	16	34	74	160
452	San Jacinto Ave	West of Evan Rd	0	2,410	12	12	45	0	0	59.8	55.2	10	22	47	102
453	Evans Rd	North of San Jancito Ave	0	15,455	228	110	45	0	0	68.3	63.7	37	81	175	377
454	San Jacinto Ave	East of Evan Rd	0	4,238	37	14	45	0	0	62.4	57.8	15	33	71	153
455	Evans Rd	South of San Jancito Ave	0	12,492	199	106	45	0	0	67.4	62.8	33	71	154	332
458	Nason St	South of Cactus Ave	0	16,039	223	0	45	0	0	68.3	63.6	37	81	175	377
464	Quincy	South of Eucalyptus	0	3,259	39	0	45	0	0	61.5	56.8	13	28	61	132
477	Ellis Ave	West of Evan Rd	0	4,728	38	43	45	0	0	63.5	58.9	18	39	84	182
478	Evans Rd	North of Ellis Ave	0	16,505	275	241	45	0	0	68.7	64.1	40	87	187	404
479	Oliver St	South of Irris Ave	0	2,644	12	0	45	0	0	60.2	55.6	10	23	50	108
480	Ellis Ave	Evans Rd	SR-215	10,913	163	94	45	0	0	66.7	62.1	29	63	137	295
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	5,446	52	104	45	0	0	63.5	58.9	18	39	84	181
482	Ellis Ave	East of SR-215	0	7,497	65	93	45	0	0	64.9	60.2	22	48	103	223
483	SR-215 SB On-ramp	Ellis Ave	SR-215	18,326	220	94	45	0	0	68.8	64.2	41	88	190	410
484	SR-215 NB On-ramp	Ellis Ave	SR-215	2,602	22	44	45	0	0	60.3	55.6	11	23	51	110
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	12,584	220	108	45	0	0	67.4	62.8	32	70	152	329
488	Nason St	North of Iris Ave	0	16,039	223	0	45	0	0	68.3	63.6	37	81	175	377
494	Evans Rd	North of Harley Knox Blvd	0	17,263	308	0	45	6	0	62.9	58.2	16	35	76	164
498	Morrison St	Alessandro Blvd	Cactus Ave	9,349	56	0	45	0	0	65.7	61.1	25	55	118	255
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	31,616	134	868	45	0	0	70.9	66.3	56	122	264	569
500	Perris Blvd	North of Eucalyptus Ave	0	31,981	137	880	45	0	0	71.0	66.4	57	123	266	573
502	Quincy	Cottonwood Ave	Alessandro Blvd	1,810	4	0	35	6	0	49.3	44.7	2	4	9	20
503	Quincy	Alessandro Blvd	Cactus Ave	491	0	0	35	6	0	43.6	39.0	0	1	3	8
504	Krameria Ave	west of Perris Blvd	0	16,791	270	0	45	0	0	68.6	63.9	39	84	182	394

2035 Plus Project Case **Total Noise Levels**

ID	Freeway	From	2035 Non-Project			Speed (mph)	Barrier Red.	Grade Adj.	Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	237,260	5,000	21,860	65	0	0	86.2	81.6	567	1223	2636	5679
2	SR-60	S Reservoir Rd to Ramona Ave	239,720	5,230	22,850	65	0	0	86.3	81.7	574	1238	2667	5747
3	SR-60	Ramona Ave to Central Ave	230,590	5,120	22,320	65	0	0	86.2	81.6	561	1209	2605	5614
4	SR-60	Central Ave to Mountain Ave	239,180	5,430	23,290	65	0	0	86.3	81.7	576	1241	2675	5763
5	SR-60	Mountain Ave to Euclid Ave	236,170	5,410	23,010	65	0	0	86.3	81.7	571	1232	2654	5718
6	SR-60	Euclid Ave to Grove Ave	246,040	5,750	24,320	65	0	0	86.5	81.9	589	1269	2734	5892
7	SR-60	Grove Ave to Vineyard Ave	242,160	5,500	23,320	65	0	0	86.4	81.8	580	1250	2694	5805
8	SR-60	Vineyard Ave to Archibald Ave	240,970	5,630	23,380	65	0	0	86.4	81.8	580	1249	2692	5800
9	SR-60	Archibald Ave to Haven Ave	234,120	5,760	22,600	65	0	0	86.3	81.7	570	1229	2648	5706
10	SR-60	Haven Ave to Miliken Ave	218,130	5,450	21,080	65	0	0	86.0	81.4	545	1174	2529	5450
11	SR-60	Miliken Ave to SR-15	161,720	4,520	17,200	65	0	0	85.0	80.3	454	978	2108	4543
12	SR-60	I-15 to Etiwanda Ave	133,310	3,700	12,720	65	0	0	84.2	79.6	394	850	1833	3949
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village R	141,130	3,540	12,160	65	0	0	84.3	79.7	403	870	1874	4039
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	130,140	3,270	11,170	65	0	0	84.1	79.4	382	824	1775	3826
15	SR-60	Pedley Rd to Pyrite St	124,070	3,020	10,420	65	0	0	83.9	79.2	369	795	1713	3692
16	SR-60	Pyrite St to Valley Way	119,200	2,950	10,150	65	0	0	83.7	79.1	360	776	1672	3602
17	SR-60	Valley Way to Rubidoux Blvd	168,500	4,010	12,900	65	0	0	85.0	80.4	449	967	2085	4492
18	SR-60	Rubidoux Blvd to Market St	165,470	3,960	12,400	65	0	0	84.9	80.3	443	955	2058	4434
19	SR-60	Market St to Main St	193,150	4,940	14,690	65	0	0	85.5	80.9	494	1064	2294	4942
20	SR-60	Main St to SR-91	213,380	5,730	16,050	65	0	0	86.0	81.4	529	1141	2458	5296
21	SR-60	SR-91 to W Blaine St/3rd St	264,890	6,690	24,120	65	0	0	87.1	82.5	617	1330	2866	6175
22	SR-60	W Blaine St/3rd St to University Ave	249,760	6,320	22,220	65	0	0	86.9	82.3	592	1277	2751	5927
23	SR-60	University Ave to Martin Luther King Blvd	257,470	6,550	22,660	65	0	0	87.0	82.4	604	1302	2806	6045
24	SR-60	Martin Luther King Blvd to Central Ave	306,680	7,890	27,560	65	0	0	87.7	83.1	681	1467	3160	6810
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	290,480	7,470	25,860	65	0	0	87.5	82.9	656	1413	3046	6562
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	268,110	6,350	23,390	65	0	0	87.1	82.5	617	1330	2867	6177
27	SR-60	I-215 to Day St	145,090	3,560	16,800	65	0	0	85.2	80.6	422	911	1963	4229
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	148,320	3,540	17,850	65	0	0	85.3	80.7	430	927	1998	4305
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	131,500	3,020	15,550	65	0	0	84.9	80.3	395	851	1835	3954
30	SR-60	Heacock St to Perris Blvd	122,640	2,650	13,780	65	0	0	84.6	80.0	373	805	1734	3737
31	SR-60	Perris Blvd to Nason St	113,140	2,160	11,670	65	0	0	84.4	79.8	348	750	1617	3484
32	SR-60	Nason St to Moreno Beach Dr	109,520	1,930	10,520	65	0	0	84.3	79.6	337	726	1565	3372
33	SR-60	Moreno Beach Dr to Redlands Blvd	91,290	1,370	7,860	65	0	0	83.7	79.1	293	633	1363	2938
34	SR-60	Redlands Blvd to Theodore St	86,400	1,600	8,630	65	0	0	83.5	78.9	289	624	1344	2897
35	SR-60	Theodore St to Gilman Springs Rd	93,380	1,710	8,930	65	0	0	82.5	77.9	303	654	1409	3037
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	76,830	1,400	8,320	65	0	0	81.7	77.1	270	581	1253	2700
37	SR-60	Jack Rabbit Trail to I-10	79,330	1,450	8,320	65	0	0	81.8	77.2	274	592	1276	2749
75	SR-91	I-15 to McKinley St	254,240	4,250	14,750	65	0	0	86.2	81.6	571	1231	2653	5716
76	SR-91	McKinley St to Pierce St	231,590	3,980	13,840	65	0	0	85.8	81.2	538	1160	2499	5385
77	SR-91	Pierce St to Magnolia Ave	219,170	3,590	13,280	65	0	0	85.6	81.0	518	1116	2405	5182
78	SR-91	Magnolia Ave to La Sierra Ave	227,360	4,000	14,690	65	0	0	85.8	81.2	534	1151	2480	5343
79	SR-91	La Sierra Ave to Tyler St	207,360	3,620	13,470	65	0	0	85.4	80.8	502	1082	2332	5025
80	SR-91	Tyler St to Van Buren Blvd	240,290	2,860	10,940	65	0	0	85.8	81.2	539	1161	2502	5390
81	SR-91	Van Buren Blvd to Adam St	227,870	2,620	10,340	65	0	0	85.6	81.0	519	1119	2412	5197
82	SR-91	Adam St to Madison St	217,120	2,420	9,730	65	0	0	85.4	80.8	502	1082	2332	5025
83	SR-91	Madison St to Indiana Ave (off-ramp)	206,100	2,250	9,140	65	0	0	85.2	80.6	485	1044	2251	4850
84	SR-91	Arlington Ave to Central Ave	182,080	2,230	8,530	65	0	0	84.7	80.1	448	966	2083	4488
85	SR-91	Central Ave to 14th St	211,150	2,540	9,510	65	0	0	85.3	80.7	494	1065	2295	4946

2035 Plus Project Case **Total Noise Levels**

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			Light Vehicles	Medium Trucks	Heavy Trucks & Buses						70 CNEL	65 CNEL	60 CNEL	55 CNEL
86	SR-91	14th St to University Ave	196,050	2,340	8,740	65	0	0	85.0	80.3	470	1013	2183	4705
87	SR-91	University Ave to Spruce St (off-ramp)	245,400	2,850	10,320	65	0	0	85.9	81.3	545	1174	2530	5452
101	I-10	SR-60 to Beaumont Ave	177,960	3,980	27,370	65	0	0	85.3	80.7	503	1084	2336	5033
102	I-10	Beaumont Ave to Pennsylvania Ave	176,730	4,040	28,600	65	0	0	85.3	80.7	506	1091	2352	5067
103	I-10	Pennsylvania Ave to Highland Springs Ave	184,190	4,280	29,740	65	0	0	85.5	80.9	521	1122	2419	5211
104	I-10	Highland Springs Ave to Sunset Ave	181,560	4,330	29,840	65	0	0	85.5	80.8	518	1118	2408	5189
105	I-10	Sunset Ave to 22nd St	172,220	4,160	29,300	65	0	0	85.3	80.7	505	1088	2344	5050
106	I-10	22nd St to S 8th St	169,740	4,110	29,120	65	0	0	85.2	80.6	501	1079	2326	5012
107	I-10	S 8th St to S Hargrave St	173,110	4,130	29,280	65	0	0	85.3	80.7	505	1089	2347	5057
108	I-10	S Hargrave St to Field Rd	168,280	4,020	28,170	65	0	0	85.2	80.5	495	1067	2298	4952
109	I-10	Field Rd to Main St (Cabazon)	152,730	3,760	27,450	65	0	0	84.9	80.2	472	1018	2193	4726
110	I-10	Main St (Cabazon) to Main St	157,420	3,590	26,160	65	0	0	84.8	80.2	471	1016	2189	4716
111	I-10	Main St to Haugen-Lehmann Way	154,050	3,520	25,820	65	0	0	84.8	80.1	465	1003	2162	4658
112	I-10	Haugen-Lehmann Way to SR-111	162,830	3,630	26,220	65	0	0	84.9	80.3	478	1031	2221	4786
113	I-10	SR-111 to Tipton Rd	143,060	3,080	23,630	65	0	0	84.4	79.8	440	949	2044	4405
114	I-10	Tipton Rd to SR-62	143,380	3,080	23,630	65	0	0	84.4	79.8	440	949	2046	4409
129	SR-215	Scott Rd to Newport Rd	123,140	2,800	6,510	65	0	0	83.0	78.4	357	769	1658	3572
130	SR-215	Newport Rd to MacCall Blvd	111,580	2,680	6,250	65	0	0	82.6	78.0	336	724	1561	3363
131	SR-215	MacCall Blvd to Ethanac Rd	116,780	2,810	6,400	65	0	0	82.8	78.2	346	746	1608	3465
132	SR-215	Ethanac Rd to SR-74/Case	144,330	3,280	7,530	65	0	0	83.7	79.1	396	855	1842	3969
133	SR-215	SR-74/Case Rd to Redlands Blvd	157,170	5,060	12,180	65	0	0	84.3	79.7	438	945	2037	4389
167	SR-215	Redlands Blvd to D St	135,670	4,520	11,550	65	0	0	83.7	79.1	401	865	1864	4017
168	SR-215	D St to Nuevo St/Harvil Ave	141,730	4,740	11,480	65	0	0	83.9	79.3	412	888	1913	4122
169	SR-215	Nuevo St/Harvil Ave to Ramona Expy/Cajalco Ex	139,840	4,630	11,330	65	0	0	83.9	79.2	408	879	1894	4082
171	SR-215	Ramona Expy/Cajalco Expy to Harley Knox Blvd	170,740	5,380	13,190	65	0	0	84.7	80.0	462	997	2148	4629
172	SR-215	Harley Knox Blvd to Van Buren Blvd	179,860	5,840	14,250	65	0	0	84.9	80.3	481	1036	2233	4812
173	SR-215	Van Buren Blvd to Cactus Ave	173,020	5,660	14,100	65	0	0	84.8	80.1	470	1013	2182	4701
174	SR-215	Cactus Ave to Alessandro Blvd	184,620	5,430	13,260	65	0	0	84.9	80.3	482	1040	2241	4828
175	SR-215	Alessandro Blvd to Eucalyptus Ave	173,070	5,110	12,960	65	0	0	84.7	80.1	463	999	2152	4637
176	SR-215	Eucalyptus Ave to SR-60	172,600	5,150	13,470	65	0	0	84.7	80.1	464	1000	2156	4645
134	SR-215	SR-60 to Columbia Ave	234,480	4,790	11,490	65	0	0	85.8	81.1	544	1172	2525	5440
135	SR-215	Columbia Ave to Center St	181,790	3,880	9,510	65	0	0	84.7	80.1	461	993	2140	4612
136	SR-215	Center St to Iowa Ave/La Cadena Dr	200,020	4,190	10,030	65	0	0	85.0	80.4	490	1056	2276	4904
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	191,590	4,200	9,990	65	0	0	84.8	80.2	478	1030	2220	4783
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	200,440	4,320	10,280	65	0	0	85.0	80.4	492	1060	2284	4922
139	SR-215	Mt Vernon Ave/Washington St to I-10	209,450	4,430	10,330	65	0	0	85.2	80.6	505	1089	2347	5057
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	189,780	2,960	9,030	65	0	0	84.6	80.0	465	1003	2162	4659
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	164,210	2,600	8,340	65	0	0	84.0	79.4	424	913	1968	4241
142	SR-215	Mill St to 2rd St	247,230	3,030	9,710	65	0	0	85.7	81.1	548	1181	2544	5481
143	SR-215	2rd St to Baseline Rd	172,350	2,860	9,390	65	0	0	84.3	79.7	440	947	2042	4400
144	SR-215	Baseline Rd to Highland Ave/SR-210	180,440	3,500	13,720	65	0	0	84.6	80.0	464	1000	2155	4644

SDG&E and SCG Facilities
Noise Impact Assessment for the
WORLD LOGISTICS CENTER
City of Moreno Valley

Prepared For
Highland Fairview Properties
24525 Alessandro Boulevard
Moreno Valley, CA 92553

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1.0 Introduction

The purpose of this document is to assess the potential noise impacts of the San Diego Gas and Electric Company (SDG&E) Compressor Station and Southern California Gas Company (SCG) facilities on the proposed World Logistics Center Specific Plan. These facilities are located within the boundaries of the Specific Plan as shown in Exhibit 1. The SDG&E Compressor Station takes in natural gas from interstate gas pipelines and recompresses the gas into new pipelines to deliver the gas to customers in Southern California. The two SCG facilities house flow valve and metering facilities as well as maintenance functions at the southern facility. There are gas pipeline blow-down facilities at the compressor station as well as the two SCG locations where exhaust stacks allow for the venting of high pressure gas to the atmosphere that only occur during emergencies, maintenance, and testing of the blow-down systems.

The SDG&E and SCG facilities represent three different noise sources that potentially impact the World Logistics Center project; (1) the operation of the compressor station, (2) blow-down events at the compressor station, and (3) blow-downs at the SCG facilities. The blow-down events generate infrequent high noise levels for relatively short periods. The operation of the compressor station generates a relatively constant noise level with levels varying slightly as compressors are turned on and off as needed to supply natural gas to Southern California.

In 1992 a Specific Plan and EIR were prepared for the project site that analyzed the noise impacts generated by these facilities on the proposed Specific Plan. Mestre Greve Associates prepared the noise impact analysis for the EIR. The impacts from the compressor station operation and blow-down events were based on previous measurement studies of noise generated by these activities prepared by other firms.

In 2006, Mestre Greve Associates was hired by Highland Fairview to perform measurements of a demonstration blow-down event at the compressor station. The data from this event has been evaluated and is compared to the 1992 data in Section 2.2. In December 2012, Mestre Greve Associates was hired by Highland Fairview to update the noise measurements of the compressor station. The results of the measurements supported the noise projections of the compressor station previously made and are discussed in Section 2.1

Section 2.0 presents a description of the operational characteristics and noise levels generated by of each of the noise sources associated with the SDG&E and SCG operations. Section 3.0 discusses the potential impacts from noise generated by these facilities on the proposed project. Section 4.0 presents mitigation measures required to reduce potential noise impacts from these facilities to a level of insignificance.

CEQA requires an analysis of the proposed project's impacts on the existing environment; not an analysis on the existing environment's impacts on the proposed project. The occasional blow downs that occur at the Southern California Gas Company are part of the existing conditions and have been part of the existing conditions for over 30 years. Thus, for purposes of clarity, it should be noted that the impact analysis below goes beyond the requirements of CEQA but is instead provided as part of an analysis to ensure worker safety. All mitigation measures imposed in this analysis are the responsibility of future developers and not the Gas Company.

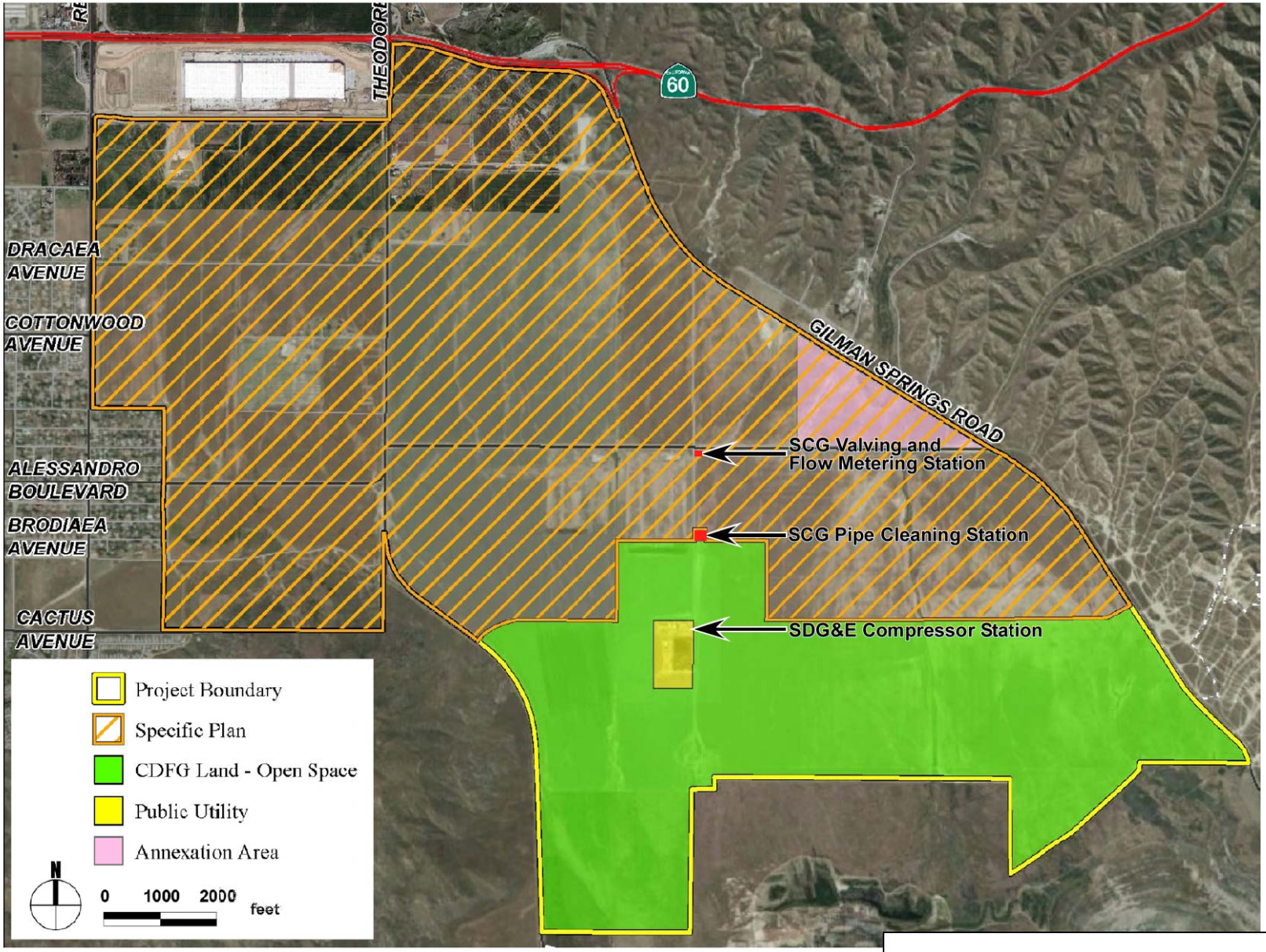

Exhibit 1

Natural Gas Facility Locations

Mestre Greve Associates
Division of Landrum & Brown

2.0 Noise Source Characteristics

The following sections describe the noise related information for the SDG&E Compressor Station and SCG facilities. Noise generated during typical operation of the Compressor Station is discussed first in Section 2.1, followed by noise generated by blow-down events at the SDG&E facility in Section 2.2 and the SCG Facilities in Section 2.3.

2.1 Compressor Station Operation

Compressors in the SDG&E facility are the primary source of typical operational noise generated by the station. There are two sets of three reciprocating natural gas combustion engines and one set of four natural gas fired turbines for a total of ten compressors with power ranging from 995 to 3,400 horsepower each. The reciprocating engines and compressor units are located within acoustically treated structures and are equipped with intake and exhaust mufflers. The turbines are housed in weather protected shelters. The facility operates on a demand basis. When there is a high demand of natural gas, as during wintertime, the facility operates at maximum capacity. At times the facility operates at maximum capacity 24 hours per day. Demand on the compressor station will increase in the future.

In 1992 a Specific Plan and EIR were prepared for the project site that analyzed the noise impacts generated by the Compressor Station on the proposed Specific Plan. Noise data used in the 1992 Specific Plan EIR were based on measurements of the compressor station noise and noise contours developed by Illingworth & Rodkin, Inc. who had done several studies of noise generated by activities at the compressor station. Noise contours developed by Illingworth & Rodkin, Inc. used in the 1992 EIR are shown graphically in Exhibit 2. These CNEL contours reportedly represent conditions where the facility is operating at essentially a constant noise level. Since that time one natural gas fired turbine has been added to the facility. Therefore, the 1992 contours presented in Exhibit 2 are representative of conditions with two sets of three reciprocating natural gas combustion engines and one set of three natural gas fired turbines.

Table 1 shows the estimated distances to various noise levels for the Moreno Compressor station under full operation based on a worst-case noise level of 63 dBA Leq at 500 feet and a drop off rate of 4.5 dB per doubling of distance that corresponded with the measured data. The Leq levels represent the average noise level with the station in full operation. These levels are approximately 5 dB louder than the 1992 noise measurements. The 5 dB adjustment was added because a fourth natural gas fired turbine was added and to account for all compressors operating at full capacity 24-hours per day. (Measurements were repeated in December 2012 during a busy morning at the compressor station. Noise measurements were made north, east, south and west of the compressor station. When the measurement results were normalized to 500 feet the Leq values ranged from 51.5 to 63.6 dBA with an average of 57.5 dBA. This indicates that the previous projection of 63 dBA Leq at 500 feet is still valid, and probably represents a worst case assumption for most directions around the compressor station.)

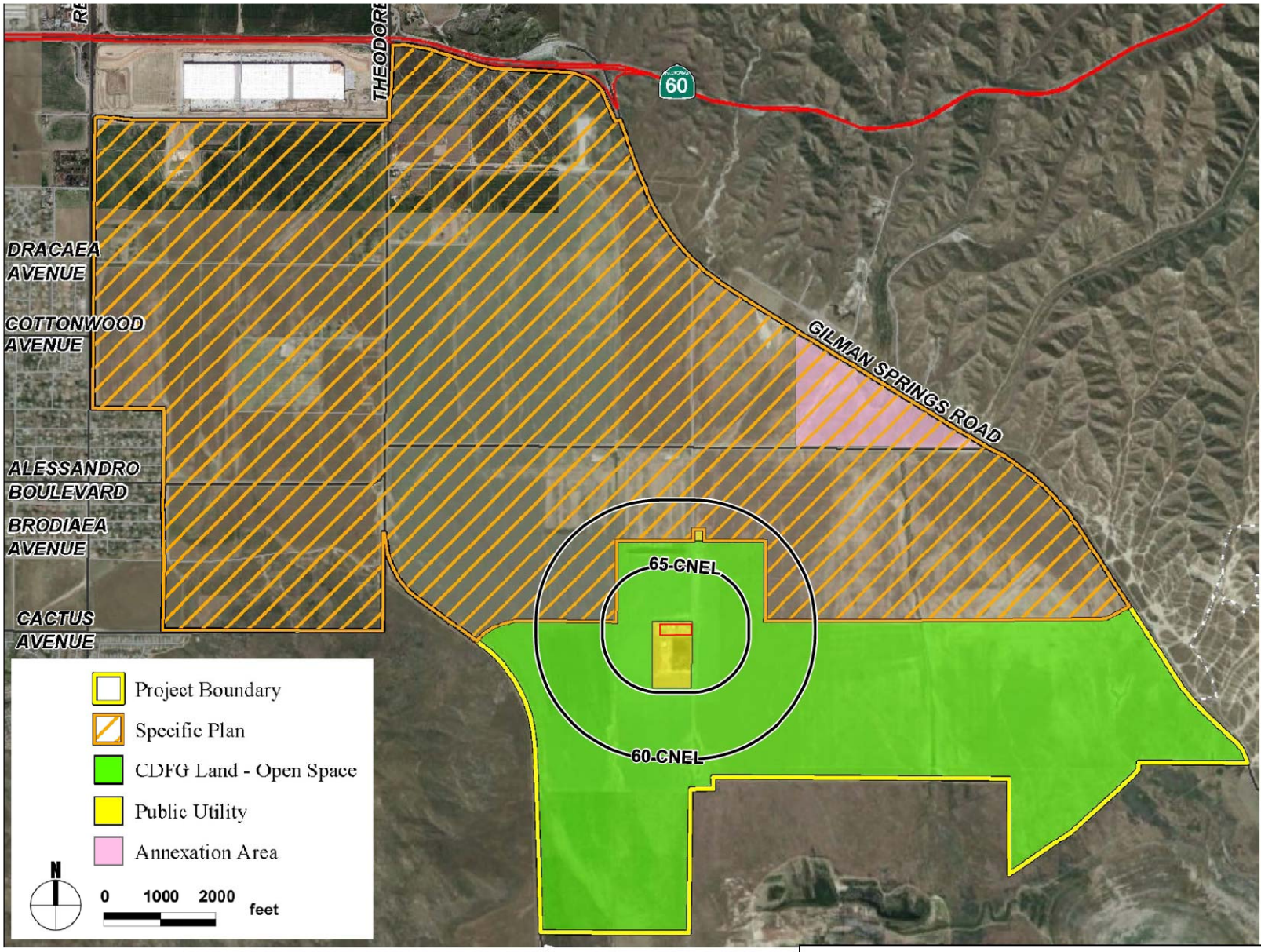

Exhibit 2

CNEL Noise Contours for Compressor Station

Mestre Greve Associates
Division of Landrum & Brown

The CNEL (Community Noise Equivalent Level) levels assume the compressor station is in full operation 24 hours a day. The distances are from the edge of the operational area. The operational area is the rectangle that encloses the three buildings with the compressors. These contours are represented graphically in Exhibit 2.

Table 1
Estimated Worst Case Compressor Station Noise Levels

Leq (dBA)	CNEL	Distance*
65.0	72.7	367’
60.0	66.7	794'
58.3	65.0	1,031'
55.0	61.7	1,714'
53.3	60.0	2,228'
50.0	56.7	3,703'
45.0	51.7	8,000'
40.0	46.7	17,281'

* From edge of station operational area

Exhibit 3 presents the average (Leq) noise levels generated by the compressor station during full operation. As discussed in Section 3.2, both the CNEL and Leq metrics are use to assess the noise impacts from the facility.

2.2 SDG&E Compressor Station Blow-Downs

There are three blow-down points within the SDG&E Compressor Station. As discussed previously, these blow-down points allow for the release of pressurized gas during emergency events. These systems are also tested on an annual basis. Blow-downs at the SDG&E Station just vent gas within the facility and last between 30 and 90 seconds. The 1992 Specific Plan EIR stated that there were an average of four blow-down events annually at the compressor station and that these events could occur at any time.

Table 2 presents the distance to maximum noise level contours from the blow-down point for the SDG&E compressor station blow-down events used in the 1992 EIR. These contour distances were taken from the Illingworth & Rodkin, Inc. report that was the source for the compressor station operational noise levels discussed above. Table 2 shows that the blow-down events generate extremely high noise levels. Note that these Lmax levels are equivalent to the noise level that is sustained during the blow-down events.

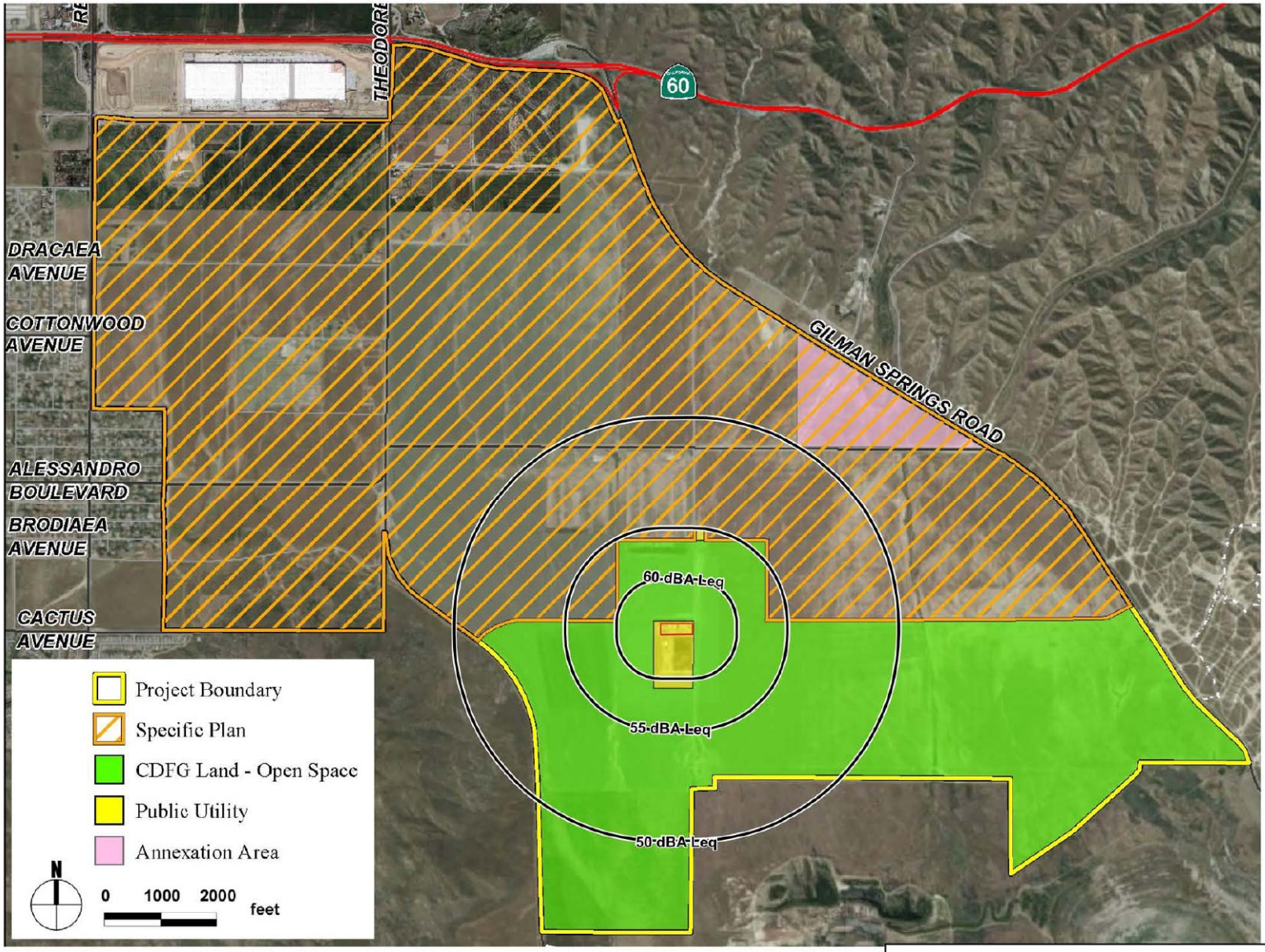

Exhibit 3

Leq Noise Levels for Compressor Station

Mestre Greve Associates
Division of Landrum & Brown

In 2006, Mestre Greve Associates performed noise measurements of a demonstration blow-down event at the compressor station. Noise measurements were performed at eight locations around the compressor station at distances ranging from 600 feet to 4,900 feet from the blow-down stack. Noise levels from two 30-second blow-down events in immediate succession were recorded. This data was used to determine the noise level generated by the blow-down event and how the noise level dropped off with distance. This results of the measurements and analysis is presented in Table 2.

Table 2
Distance To Lmax Contours For SDG&E Compressor Station Blow-Down Events

Lmax Noise Level (dBA)	Distance from Blow-Down Point (Feet) 1992 EIR	2006 Measurements	Used for Analysis
135	50	48	49
130	76	72	74
120	178	163	170
110	416	370	393
100	969	841	905
90	2,262	1,910	2,086
80	5,277	4,340	4,808

Table 2 shows that the 2006 measurements agreed well with the 1992 EIR data near the source but showed a more rapid drop off resulting in an approximate 3 dB difference at the furthest distances assessed, approximately 5,000 feet. This difference could have been due to different atmospheric conditions during the measurements or different ground conditions. During the 2006 measurements the ground around the facility was freshly plowed dirt which absorbs sound, resulting in a more rapid drop-off in sound than hard packed soil. Because of this the average of the two data sets, shown in the last column of Table 2 will be used to analyze the potential noise impacts. The noise contours are presented graphically in Exhibit 4.

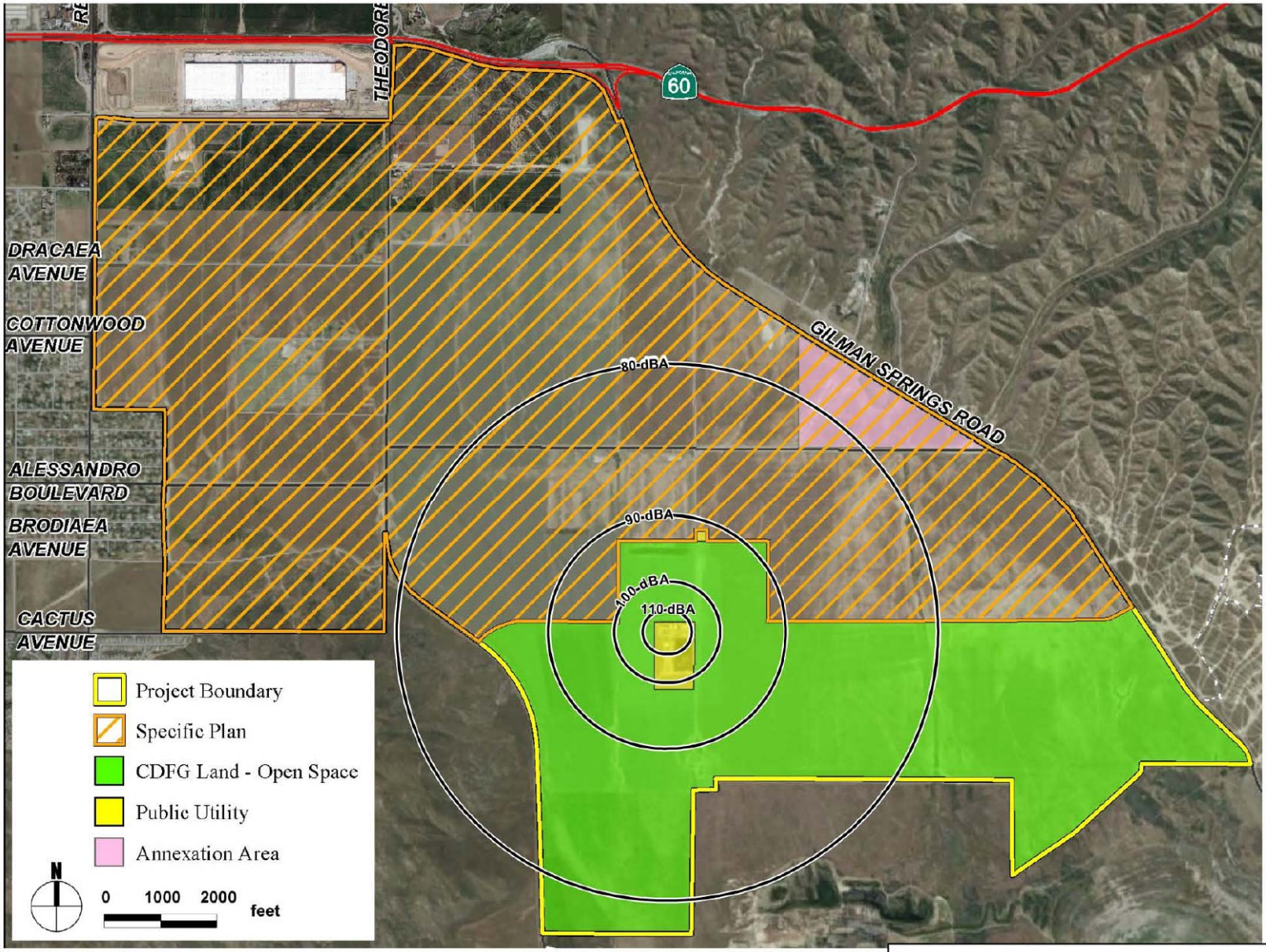

Exhibit 4

Lmax Levels for SDG&E Blow-Down

Mestre Greve Associates
Division of Landrum & Brown

2.3 SCG Blow-Downs

There are also four blow-down points in the SCG facilities, three in the southern facility and one in the northern facility. Blow-downs at the SCG facilities vent gas from miles of pipeline and can last up to 90 minutes. The 1992 Specific Plan EIR stated that there were an average of four blow-down events annually at the SCG facility.

Noise levels from the SCG blow-downs in the 1992 Specific Plan EIR were based on measurements of a demonstration SCG blow-down made by Acoustical Analysis Associates, Inc. (AAAI) and noise contours developed in the report "Moreno Highlands Specific Plan: Southern California Gas Co. and San Diego Gas & Electric Co. Operational and Blow-Down Noise Impact Assessment," dated July, 1989 (AAAI Report # 1041, Appendix G in "Screencheck Moreno Highlands Specific Plan," by Michael Brandman Associates, dated July 20, 1989.). Table 3 presents the distance to maximum noise level contours from the blow-down point for the SCG blow-down events used in the 1992 EIR. These contours are presented graphically in Exhibit 5.

Noise levels generated by the SCG and SDG&E blow-downs are the same at a distance of 50 feet but differences in drop-off rate assumptions result in slightly higher noise levels for the SDG&E blow-downs at distances between approximately 200 feet to 3,000 feet with a maximum difference of approximately 6 dB at approximately 1,000 feet. Because this difference may be due to different characteristics of the blow-downs from the two facilities and the 1992 data results in higher noise levels, this data will be used for the impact analysis.

Table 3
Distance To Lmax Contours For SCG Blow-Down Events

Lmax Noise Level (dBA)	Distance from Blow-Down Point (Feet)
135	50
130	85
120	230
110	600
100	1,500
90	2,900
80	5,000

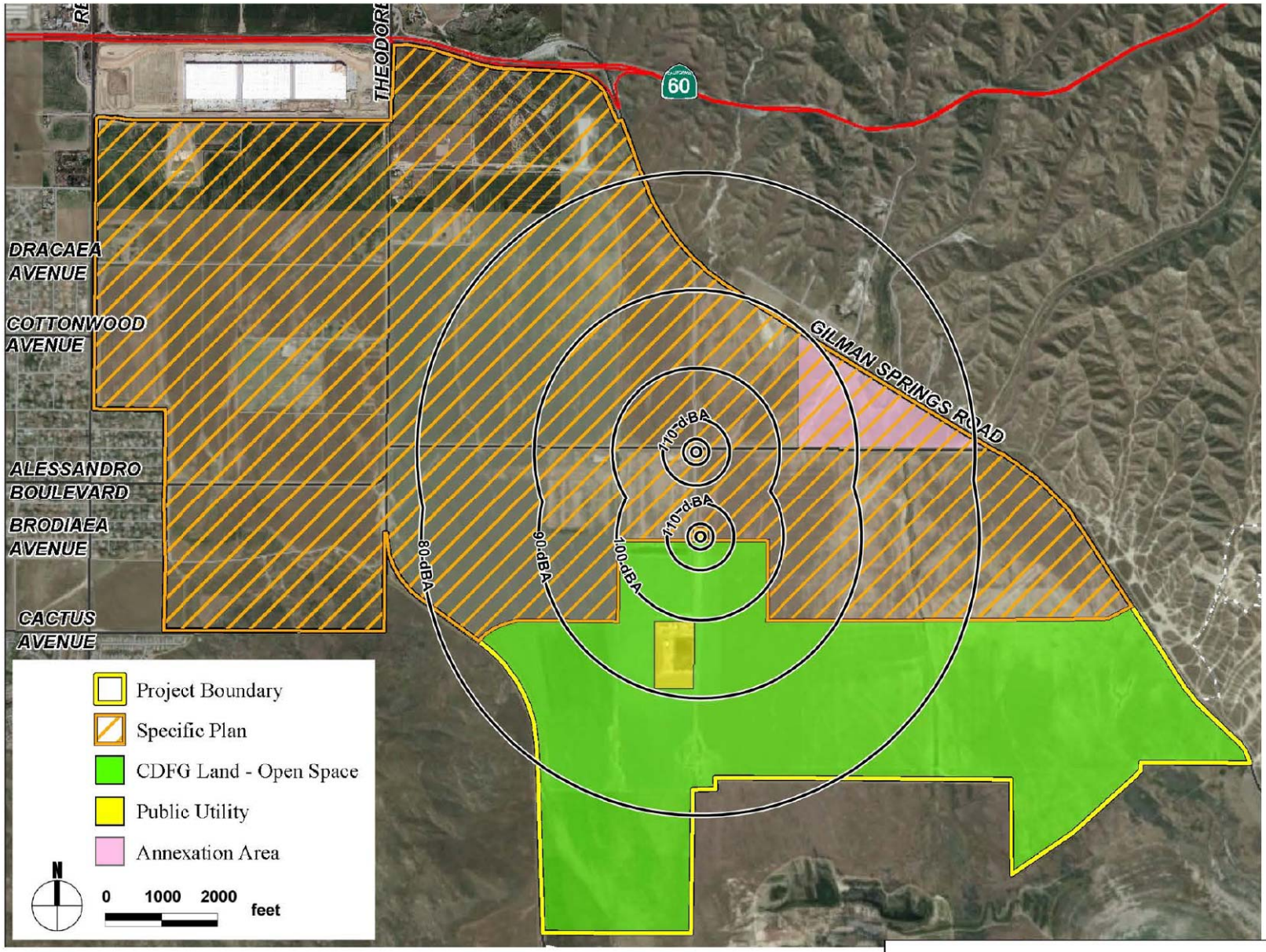

Exhibit 5

Lmax Levels for SCG Blow-Down

Mestre Greve Associates
Division of Landrum & Brown

3.0 Noise Impacts

Potential noise impacts from the SDG&E and SCG facilities on the proposed World Logistics Center are assessed below. Section 3.2 assesses the impacts from the operation of the SDG&E Compressor Station and Section 3.3 assesses the impacts from the blow-down events at both facilities. Section 3.1 discusses the criteria used to assess the impacts. Section 3.1.1 discusses the noise related objectives and policies in the City of Moreno Valley General Plan. Section 3.1.2 discusses the provision of the Moreno Valley Noise Ordinance. Significance thresholds used to assess the impacts are described in Section 3.1.3.

3.1 Noise Impact Criteria

3.1.1 City of Moreno Valley General Plan

The City of Moreno Valley General Plan presents three objectives relative to noise. Objective 6.3 is to "provide noise compatible land use relationships by establishing noise standards utilized for design and siting purposes." There are six policies presented to achieve this objective which include the indoor noise level standards presented in Table 4.

Table 4
Moreno Valley Interior Noise Standards

Use	Interior Noise Level Limit
Single and Multiple Family Residential, New Schools	45 CNEL
New Libraries, Hospitals and Extended Medical Care Facilities, Places of Worship, and Office Uses	50 CNEL

Objective 6.4 is to "review noise issues during the planning process and require noise attenuation measures to minimize acoustic impacts to existing and future land uses." The only policy directed to this objective is to use site, landscape, and architectural features to mitigate noise impacts for new developments and prefer noise barriers that avoid freeway sound barrier walls.

Objective 6.5 is to "minimize noise impacts from significant noise generators such as, but not limited, to motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities." Two policies are presented to support this objective. New commercial and industrial activities are to be evaluated and designed to mitigate noise impacts on adjacent uses and construction activities are to be conducted in a manner that limits noise impacts on surrounding uses.

The City's interior noise standard for offices, 50 CNEL, is the only policy directly related to the assessment of the impacts of the SDG&E and SCG operations on the proposed project. Analysis of the impacts using this standard supports all three objectives.

3.1.2 City of Moreno Valley Noise Ordinance

The City of Moreno Valley Noise Ordinance is presented in Title 11, Peace, Morals and Safety, Chapter 11.80 Noise Regulation of the City's Municipal Code. Section 11.80.030(A) prohibits the generation of sound that causes a noise disturbance. A noise disturbance is defined as any sound that:

> Disturbs a reasonable person of normal sensitivities
>
> Exceeds the sound level limits set forth in Chapter 11.80 (presented below)
>
> Is clearly distinguished from ambient noise by a person using their normal hearing facilities at a distance of two hundred feet from the real property line of the source of the sound generated on private property or from the source of the sound if it occurs on the public right of way, public space, or other publically owned property.

Sections 11.80.030(B) and 11.80.030(C) present the ordinance's sound level limits. Section 11.80.030(B) prohibits sound that could cause permanent hearing loss. Hearing loss is dependent on the level of noise and duration of noise. Table 5 presents the maximum noise level and exposure durations allowed to prevent permanent hearing loss reproduced from Table 11.80.030-1 from the City's Noise Ordinance. The ordinance also presents maximum impulsive sound levels in a separate table. However, these limits on impulsive sound are not applicable to the potential impacts from the SDG&E and SCG operations.

Table 5
Noise Level Limits to Prevent Hearing Loss

Cumulative Hours of Exposure per Day	Sound Level (dBA)
8	90
6	92
4	95
3	97
2	100
1.5	102
1	105
.5	110
0.25 or less	115

Section 11.80.030(C) presents the maximum non-impulsive sound level limits from noise generated on private property when measured 200 feet or more from the real property line of the source of the sound. These sound level limits are presented in Table 6. Any sources of sound that exceed these noise levels are deemed prima facie to be a noise disturbance by the ordinance.

Table 6
Maximum Sound Levels for Source Land Uses

Source Land Use	Maximum Sound Level 200' from Real Property Line Daytime (8:00 a.m. to 10:00 p.m.)	Nighttime (10:01 p.m. to 7:59 a.m.)
Residential	60 dBA	55 dBA
Commercial	65 dBA	60 dBA

Section 11.080.030(D) of Moreno Valley Noise Ordinance presents source specific prohibitions and Section 11.080.030(E) presents uses and activities that are exempt from the Noise Ordinance. None of these prohibitions or exemptions are applicable to the SDG&E and SCG operations.

3.1.3 Thresholds of Significance

Based on the noise criteria specified by the City of Moreno Valley, the operation of the compressor station will result in a significant impact on the project if it results in interior office noise levels at the Logistics Development greater than 50 CNEL, or if the noise levels generated by the compressor station exceed 65 dBA Leq during the daytime or 60 dBA Leq during the nighttime more than 200 feet from its property line.

Due to the infrequent nature of the blow-down events and the high noise levels generated by these events, the noise standard applicable to these events is the noise level limits to prevent hearing loss. An exceedance of the noise levels presented above in Table 5 from blow-down events within the project where persons would typically be present would result in a significant impact.

3.2 SDG&E Compressor Station Operational Noise Impacts

Exhibit 2 shows that the worst-case compressor station operational characteristics will result in a maximum noise level just above 65 CNEL within the project area proposed for development (i.e., not open space). Typical commercial construction results in buildings that achieve at least a 20 dB reduction of outdoor noise levels. Therefore, an office use exposed to the highest noise level from the compressor station will be just above 45 CNEL and below the 50 CNEL limit prescribed by the City's General Plan.

Exhibit 3 shows that the Leq noise level generated by the compressor station does not exceed 60 dBA Leq beyond the property lines of the facility. Therefore, the compressor station is not considered a noise disturbance based on City criteria.

Operation of the compressor station will not result in any interior noise levels exceeding the limits established by the City in the General Plan. Further, operation of the compressor station is not considered a noise disturbance. Therefore, the project will not be significantly impacted by the operation of the compressor station.

3.3 Blow-Down Noise Impacts

3.3.1 SDG&E Blow-Down Impacts

Exhibit 4 shows that the maximum noise level from a blow-down at the SDG&E compressor station within the area proposed for development (i.e., the Logistics Development land use) is 100 dBA. A person would need to be exposed to this level for more than a cumulative two hours in a day before permanent hearing loss would be expected. As discussed above, blow-down events at the SDG&E compressor station typically do not last longer than 90 seconds. Therefore, the SDG&E blow-down events will not significantly impact the proposed project.

3.3.2 SCG Blow-Down Impacts

Exhibit 5 shows that the SCG blow-down events will result in noise levels as high as approximately 130 dBA just outside the fence line of the southern facility and noise levels in excess of 135 dB just outside the fence line of the northern facility. In fact, observers within approximately 250 feet of the blow-down points would be exposed to noise levels greater than 115 dBA which would likely cause permanent hearing damage regardless of the exposure time. The SCG blow-downs could last as long as 90 minutes. Observers exposed to noise levels greater than 102 dBA, within approximately 1,300 feet from the blow-down point could experience permanent hearing loss based on this event duration.

Because noise generated by SCG blow-down events could clearly result in permanent hearing damage in areas proposed for development by the project, the project will be significantly impacted by the SCG blow-downs. Mitigation is discussed in Section 4.0.

4.0 Mitigation

The analysis presented above showed that neither the operation of the SDG&E Compressor Station nor the blow-down events from that facility generate noise levels that will significantly impact the proposed project. Noise generated by SCG blow-down events have the potential to cause permanent hearing loss in persons in the developed area of the project. This is a significant impact and mitigation is required.

The SCG blow-down equipment does not currently include a silencer system. A review of the literature of a leading manufacturer of specialty silencer systems (Industrial Acoustics Company) determined that a silencer system installed on the blow-down equipment could reduce noise levels by about 40 dB.

With a silencer system providing 40 dB of noise reduction, blow-down noise levels would be less than 102 dBA approximately 30 feet from the blow-down point which is within the fence line of these facilities. 102 dBA is the noise level that could be experienced for up to 90 minutes without causing permanent hearing loss. Therefore, while occupants of the project in the vicinity of the SCG facilities would be subject to high noise levels during these infrequent noise events, they would not be subject to any permanent hearing damage.

Table 7 presents the distances to the mitigated Lmax noise levels with the silencers. These contours are shown graphically in Exhibit 6.

Table 7
Distance To Mitigated Lmax Contours For SCG Blow-Down Events

Lmax Noise Level (dBA)	Distance from Blow-Down Point (Feet)
95	50
90	85
80	230
70	600
60	1,500
50	2,900

With the mitigation specified above, SCG blow-down events would not result in noise levels that could cause hearing loss and introduction of the project near the existing SCG facility would not result in significant noise impacts.

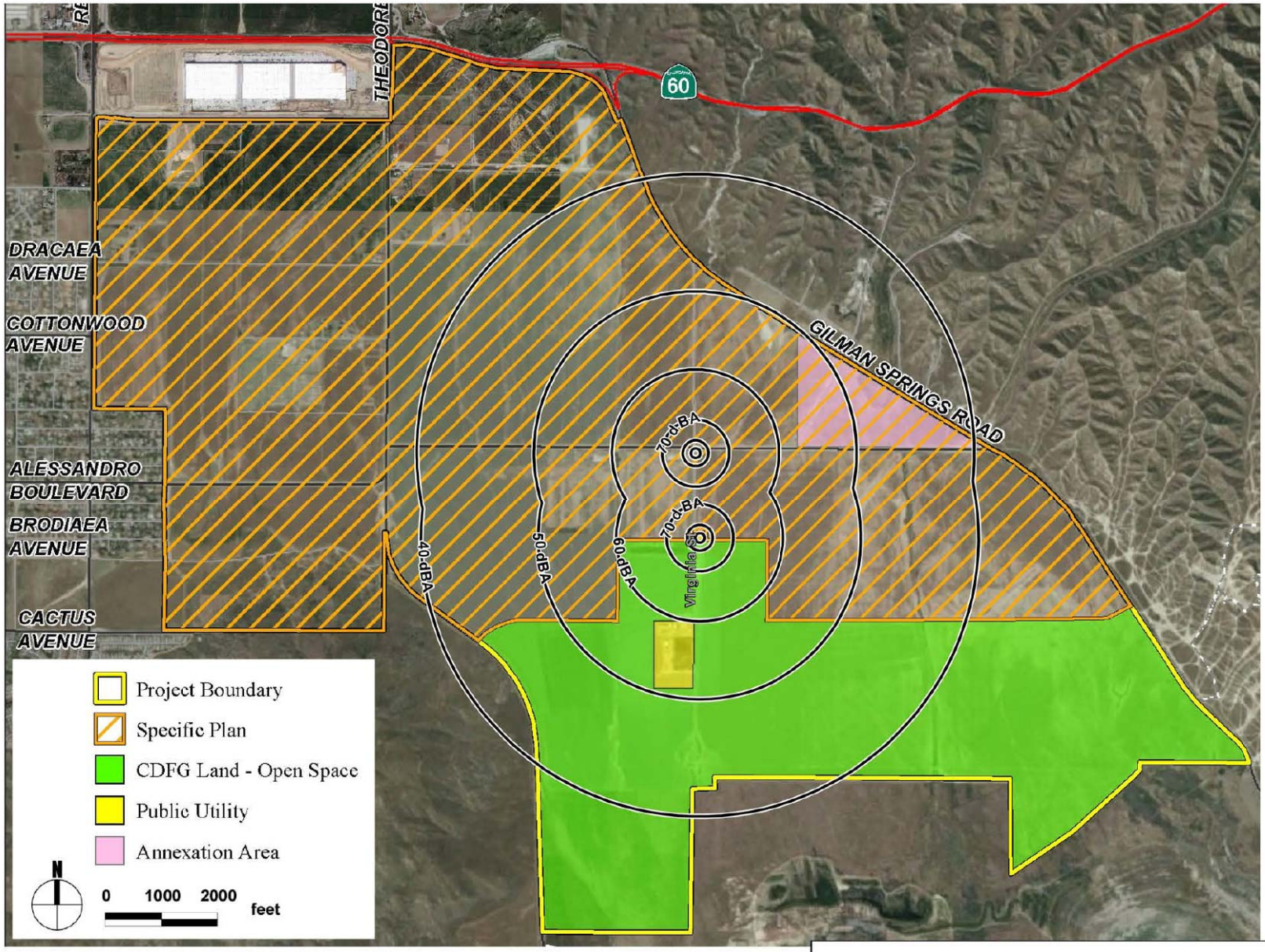

Exhibit 6

Mitigated Lmax Levels for SCG Blow-Down

Mestre Greve Associates
Division of Landrum & Brown