Noise Assessment For The
WORLD LOGISTIC CENTER
CITY OF MORENO VALLEY

Prepared For:

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Table Of Contents

1.0 EXISTING SETTING 1
1.1 Project Description 1
1.2 Background Information on Noise 1
1.2.1 Noise Criteria Background 1
1.2.2 Noise Assessment Metrics 5
1.3 Noise Criteria 7
1.3.1 Noise Element 7
1.3.2 City of Moreno Valley Noise Ordinance 7
1.3.3 State Compatibility Guidelines 9
1.4 Existing Noise Measurements 9
1.5 Existing Roadway Noise Levels 16
1.6 SDG&E and SCG Facilities 19
2.0 POTENTIAL NOISE IMPACTS 26
2.1 Noise Impact Criteria 26
2.2 Construction Noise 27
2.2.1 On-Site Construction 27
2.2.2 Off-Site Construction 30
2.3 Long-Term Off-Site Impacts 30
2.3.1 Traffic Noise Increases Due To Project 32
2.3.2 Cumulative Noise Impacts 40
2.3.3 Off-Site Impacts From Warehousing Activities 44
2.3.4 Interchange Improvements 45
2.3.5 Ground Borne Vibration 46
2.4 Compatibility of Proposed Uses With Noise Environment 48
2.4.1 Traffic Noise 48
2.4.2 SDG&E and SCG Operations 48
3.0 MITIGATION MEASURES 50
3.1 Construction Noise 50
3.1.1 Impacts Due to On-Site Construction 50
3.1.2 Impacts Due To Off-Site Construction 51
3.2 Long Term Impacts 52
3.2.1 Traffic Noise Impacts Due to Project 52
3.2.2 Cumulative Traffic Noise Impacts 64
3.2.3 On-Site Activities 64
3.3 Long Term On-Site Impacts 67
4.0 UNAVOIDABLE SIGNIFICANT IMPACTS 69
Appendix 70

Table Of Contents

1.0 EXISTING SETTING 1
1.1 Project Description 1
1.2 Background Information on Noise 1
1.2.1 Noise Criteria Background 1
1.2.2 Noise Assessment Metrics 6
1.3 Noise Criteria 7
1.3.1 Noise Element 7
1.3.2 City of Moreno Valley Noise Ordinance 7
1.3.3 State Compatibility Guidelines 9
1.4 Existing Noise Measurements 9
1.5 Existing Roadway Noise Levels 16
1.6 SDG&E and SCG Facilities 19
2.0 POTENTIAL NOISE IMPACTS 26
2.1 Noise Impact Criteria 26
2.2 Construction Noise 27
2.2.1 On-Site Construction 27
2.2.2 Off-Site Construction 30
2.3 Long-Term Off-Site Impacts 30
2.3.1 Traffic Noise Increases Due To Project 32
2.3.2 Cumulative Noise Impacts 40
2.3.3 Off-Site Impacts From Warehousing Activities 44
2.3.4 Interchange Improvements 45
2.3.5 Ground Borne Vibration 46
2.4 Compatibility of Proposed Uses With Noise Environment 48
2.4.1 Traffic Noise 48
2.4.2 SDG&E and SCG Operations 48
3.0 MITIGATION MEASURES 50
3.1 Construction Noise 50
3.1.1 Impacts Due to On-Site Construction 50
3.1.2 Impacts Due To Off-Site Construction 51
3.2 Long Term Impacts 52
3.2.1 Traffic Noise Impacts Due to Project 52
3.2.2 Cumulative Traffic Noise Impacts 64
3.2.3 On-Site Activities 64
3.3 Long Term On-Site Impacts 67
4.0 UNAVOIDABLE SIGNIFICANT IMPACTS 69
Appendix 70

List of Tables

Table 1 City of Moreno Valley Maximum Continuous Sound Levels (dBA) 8
Table 2 City of Moreno Valley Maximum Impulsive Sound Levels (dBA) 8
Table 3 Maximum Non-impulsive Sound Levels (dBA).....8
Table 4 Existing Daytime Noise Measurements (dBA) 12
Table 5 Existing Nighttime Noise Measurements (dBA) 13
Table 6 Existing Traffic Noise Levels.....17
Table 7 Warehousing Activity Noise (dBA) 44
Table 8 Noise Levels for Warehousing Activities.....45
Table 9 Human Reaction to Typical Vibration Levels 47

List of Exhibits

Exhibit 1 Vicinity Map 2
Exhibit 2 Specific Plan 3
Exhibit 3 Typical A-Weighted Noise Levels 4
Exhibit 4 State of California Compatibility Guidelines 10
Exhibit 5 Noise Measurement Locations 11
Exhibit 6 Natural Gas Facility Locations 20
Exhibit 7 CNEL Noise Contours for Compressor Station..... 22
Exhibit 8 Leq Noise Contours for Compressor Station 23
Exhibit 9 Lmax Levels for SDG&E Blow-Down Event..... 24
Exhibit 10 Lmax Levels for SCG Blow-Down Event..... 25
Exhibit 11 Typical Construction Equipment Noise Levels..... 28
Exhibit 12 Construction Areas 31
Exhibit 13 Traffic Noise Increases Due to Project (2012) 33
Exhibit 14 Traffic Noise Increases Due to Project (2017) 34
Exhibit 15 Traffic Noise Increases Due to Project (2022) 35
Exhibit 16 Traffic Noise Increases Due to Project (2035) 36
Exhibit 17 Cumulative Noise Increases 42
Exhibit 18 Soundwall Along Moreno Beach Drive 56
Exhibit 19 Soundwalls Along Perris Boulevard..... 58
Exhibit 20 Soundwall Along SR-60 62
Exhibit 21 Cumulative Traffic Noise Mitigation Feasibility 65
Exhibit 22 Mitigated SCG Blow-Down Event Lmax Noise Levels..... 68

1.0 EXISTING SETTING

1.1 Project Description

The World Logistic Center project site covers 3,918 acres in the Rancho Belago area of the City of Moreno Valley. It includes 3,814 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 3,814 acres which redesignates approximately 71% of the area (2,710 acres) for logistics warehousing, and the remaining 29% (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 2,710 acres that will be governed by the Specific Plan. 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 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).

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.

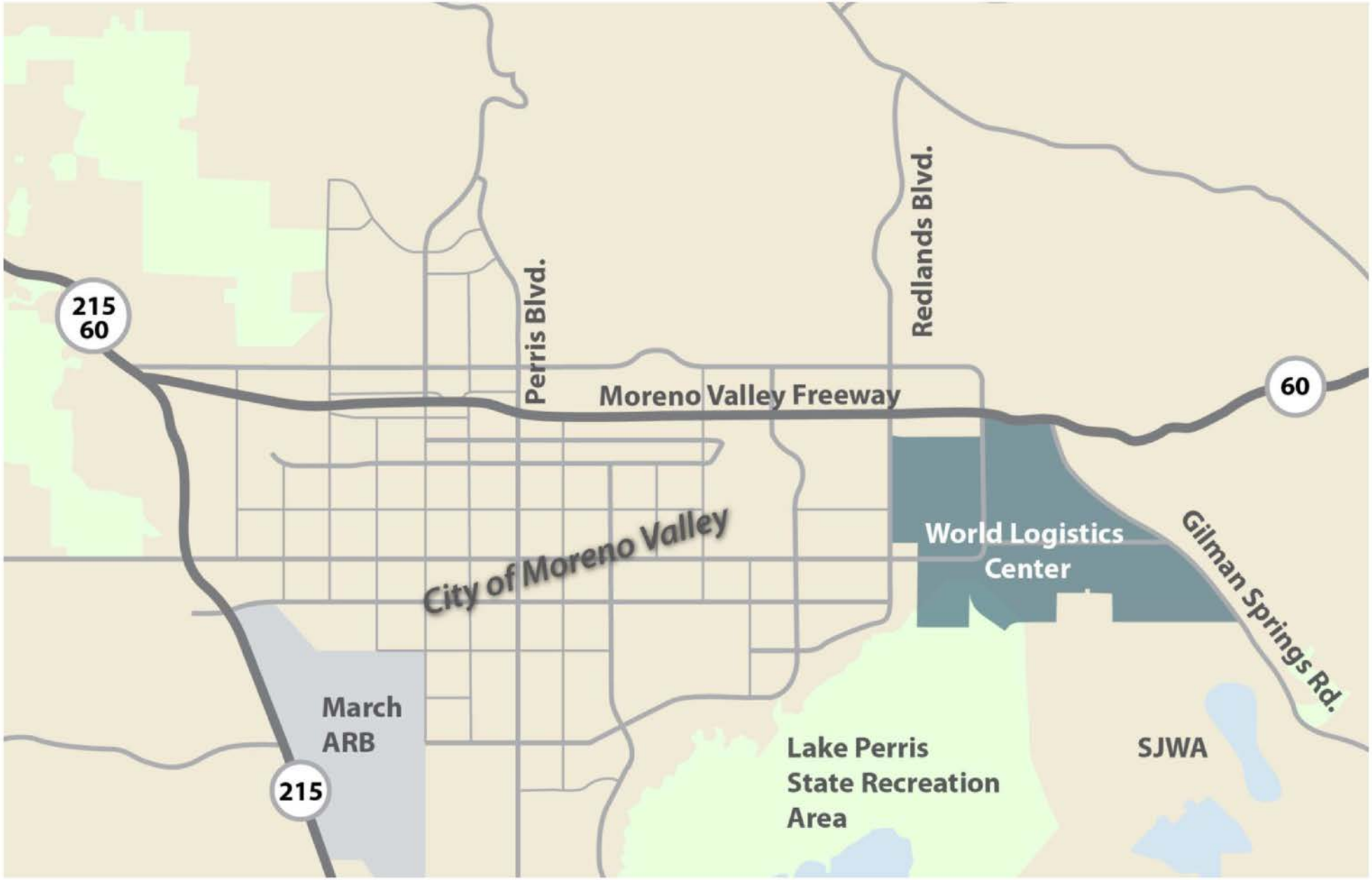

Exhibit 1
Vicinity Map

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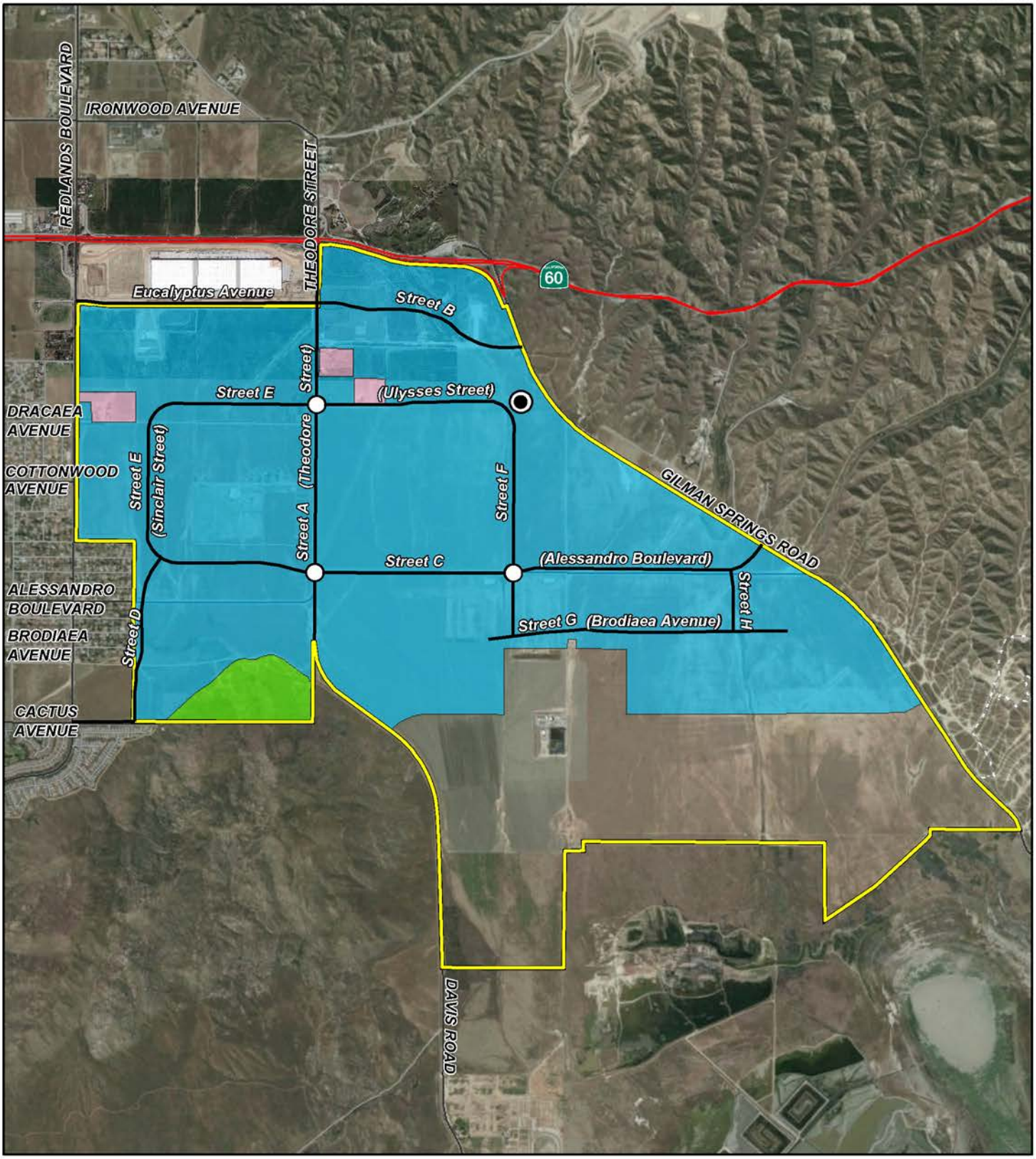

LSA

N

0 1,500 3,000

FEET

- Project Boundary
- Light Logistics
- Logistics Development
- Open Space
- Logisctics Support

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Exhibit 2

Land Use Plan

	Outdoor	Indoor
0 dBA	threshold of hearing (0 dBA)	
20	rustling of leaves (20 dBA)	whispering at 5 feet (20 dBA)
40	quiet residential area (40 dBA)	refrigerator (50 dBA)
60	air-conditioner at 100 feet (60 dBA) car at 25 feet at 65 mph (77 dBA)	sewing machine (60 dBA) normal conversation (60 to 65 dBA) dishwasher (55-70 dBA) living room music or TV (70 -75 dBA)
80	diesel truck at 50 feet at 40 mph (84 dBA) propeller airplane flyover at 1000 feet (88 dBA) motorcycle at 25 feet (90 dBA) lawnmower (96 dBA) backhoe at 50 feet (75-95 dBA)	garbage disposal (80 dBA) ringing telephone (80 dBA) vacuum cleaner (60-85 dBA) shouted conversation (90 dBA)
100	snowmobile (100 dBA) pile driver at 50 feet (90-105 dBA) car horn (110 dBA) rock concert (110 dBA) leaf blower (110 dBA)	baby crying on shoulder (110 dBA)
120	ambulance siren (120 dBA) stock car races (130 dBA) jackhammer (130 dBA)	
140		

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

Mestre Greve Associates
Division of Landrum & Brown

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.

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

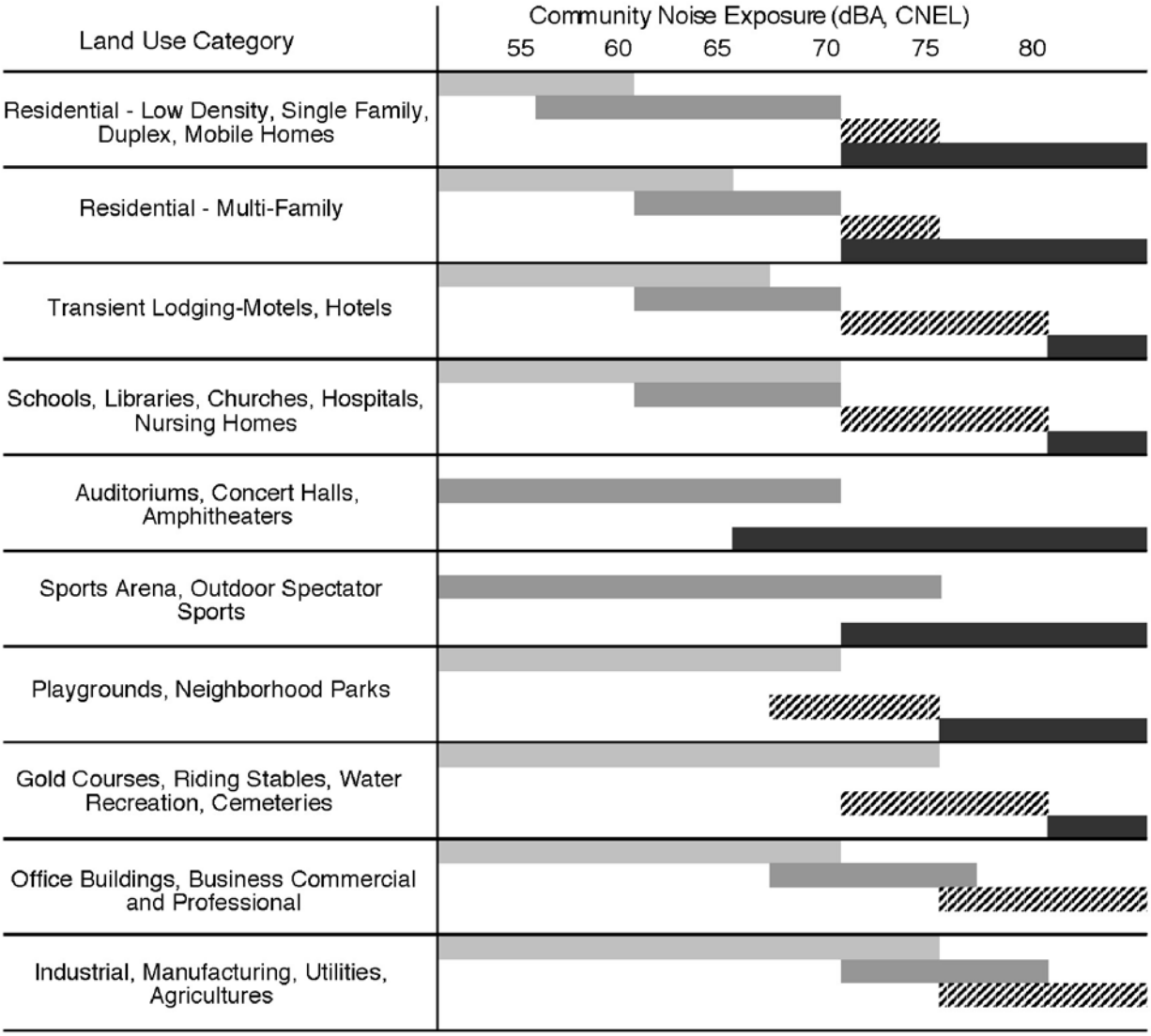
The City of Moreno Valley General Plan has not established any compatibility guidelines for land uses impacted by transportation noise sources. The State of California Guidelines, published by the Department of Health, provide guidance for the acceptability of different land uses. The compatibility guidelines 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.

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. Table 4 shows the results for the daytime measurements, and Table 5 presents the nighttime measurements.

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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Division of Landrum & Brown

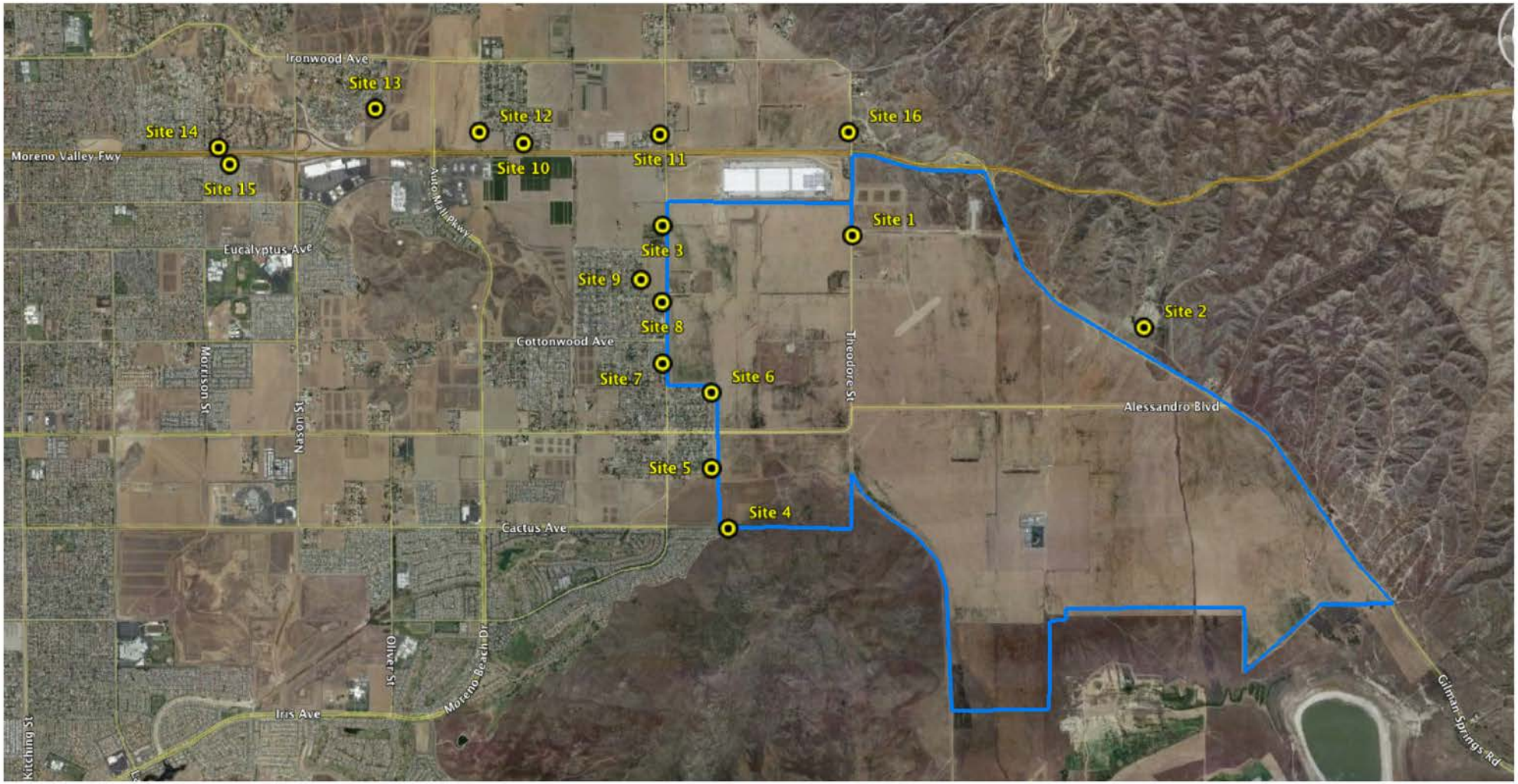

Exhibit 5

Noise Measurement Locations

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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 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 (80) freeway segments were provided for the noise analysis by the traffic engineer. The 77 most critical links from a noise impact perspective are presented below. (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 values given in Table 6 account for the effect of any noise barriers that may reduce existing traffic noise levels.

Table 6 Existing Traffic Noise Levels

ID	Arterial	From	Soundwall?	Existing CNEL
48	Alessandro Blvd	Lasselle St to Morrison St	Yes	55.5
135	Alessandro Blvd	Morrison St to Nason St	Yes	56.8
65	Alessandro Blvd	Nason St to Oliver St	No	64.4
69	Cactus Ave	Nason St to Oliver St	No	64.3
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.2
50	Cactus Ave	Redlands Blvd to Street D	No	50.2
32	Cactus Ave	west of Redlands Blvd	Yes	57.5
223	Canyon Crest Dr	Alessandro Blvd to Sandtrack Rd	Yes	41.8
256	Canyon Crest Dr	Central Ave to Country Club Dr	No	67.0
250	Country Club Dr	Chicago Ave to Canyon Crest Dr	No	57.5
194	Crescent Ave	West of Alessandro Rd	No	57.1
109	Day St	Cottonwood Ave to Alessandro Blvd	No	57.7
111	Elsworth St	Cottonwood Ave to Alessandro Blvd	No	62.9
398	Evans Rd	Marbella Gate to Ramona Expy	Yes	56.9
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	61.0
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	61.0
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	46.1
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	62.7
31	Gilman Springs Rd	South of Street C	No	56.1
363	Gilman Springs Rd	SR-79 NB Ramps to Record Rd	No	60.7

Table 6 Existing Traffic Noise Levels (Continued)

ID	Arterial	From	Soundwall?	Existing CNEL
122	Heacock St	Alessandro Blvd to Cactus Ave	Yes	59.7
148	Heacock St	Cactus Ave to John F Kennedy Dr	Yes	62.6
125	Indian St	Alessandro Blvd to Cactus Ave	Yes	59.9
150	Indian St	Cactus Ave to John F Kennedy Dr	Yes	59.3
162	Iris Ave	Kitching St to Lasselle St	Yes	60.1
165	Iris Ave	Lasselle St to Nason St	Yes	57.0
73	Iris Ave	Nason St to Oliver St	No	60.0
161	Iris Ave	Perris Blvd to Kitching St	Yes	60.8
47	Ironwood Ave	Moreno Beach Dr to Redlands Blvd	Yes	55.6
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	46.3
9	John F Kennedy Dr	South of Cactus Ave	No	61.5
130	Kitching St	Alessandro Blvd to Cactus Ave	Yes	58.2
154	Kitching St	Cactus Ave to John F Kennedy Dr	Yes	59.1
163	Kitching St	Iris Ave to Ivory Ave	Yes	61.1
170	Kitching St	Krameria Ave to Lurin Ave	Yes	62.4
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	57.5
171	Lasselle St	Cahuilla Dr to Krameria Ave	Yes	60.5
131	Lasselle St	Cottonwood Ave to Alessandro Blvd	No	64.4
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	56.4
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	56.5
261	Lochmoor Dr	Central Ave to Fair Isle Dr	Yes	52.1
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	55.7
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	No	46.2
217	Mission Grove Pkwy	Alessandro Blvd to Northrop Dr	Yes	58.1
215	Mission Grove Pkwy	Cannon Rd to Alessandro Blvd	No	62.5
51	Moreno Beach Dr	John F Kennedy Dr to Cactus Ave	Yes	57.6
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	55.2
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	55.3
106	Old 215 Frontage Rd	Eucalyptus Ave to Alessandro Blvd	No	61.4
435	Orange Ave	Evans Rd to Foothill Dr	No	55.3
127	Perris Blvd	Alessandro Blvd to Cactus Ave	Yes	61.0
424	Perris Blvd	Alessandro Blvd to Cottonwood Ave	Yes	61.9
152	Perris Blvd	Cactus Ave to John F Kennedy Dr	Yes	62.0
306	Perris Blvd	Iris Ave to Krameria Ave	Yes	60.8
303	Perris Blvd	John F. Kennedy Dr to Iris Ave	No	67.2
307	Perris Blvd	Krameria Ave to Harley Know Blvd	Yes	60.7
387	Perris Blvd	Krameria Ave to Harley Know Blvd	Yes	59.6
290	Perris Blvd	Sunnymead Blvd to Fir Ave	No	69.0

Table 6 Existing Traffic Noise Levels (Continued)

ID	Arterial	From	Soundwall?	Existing CNEL
399	Ramona Expy	Evans Rd to Rider St	Yes	59.2
205	Reche Canyon Rd	Keissel Rd to Reche Vista Dr	No	62.7
206	Reche Canyon Rd	Reche Vista Dr to High Country Dr	No	48.9
207	Reche Vista Dr	Heacock St to Reche Canyon Rd	No	66.7
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	67.8
35	Redlands Blvd	Ironwood Ave to State Route 60	No	68.3
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	58.8
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	62.0
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	62.7
2	Street A	Eucalyptus Ave to Street F	No	47.0
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	52.5
198	Sunset Dr	Crown St to Alessandro Rd	No	49.0
262	Sycamore Canyon Blvd	Central Ave to College Blvd	No	62.8
38	Theodore St	State Route 60 to Highland Blvd	No	53.6
FREEWAYS				
30	SR-60	Heacock St to Perris Blvd	Yes	65.2
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	62.5
31	SR-60	Perris Blvd to Nason St	Yes	64.6
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	66.5
34	SR-60	Redlands Blvd to Theodore St	No	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.

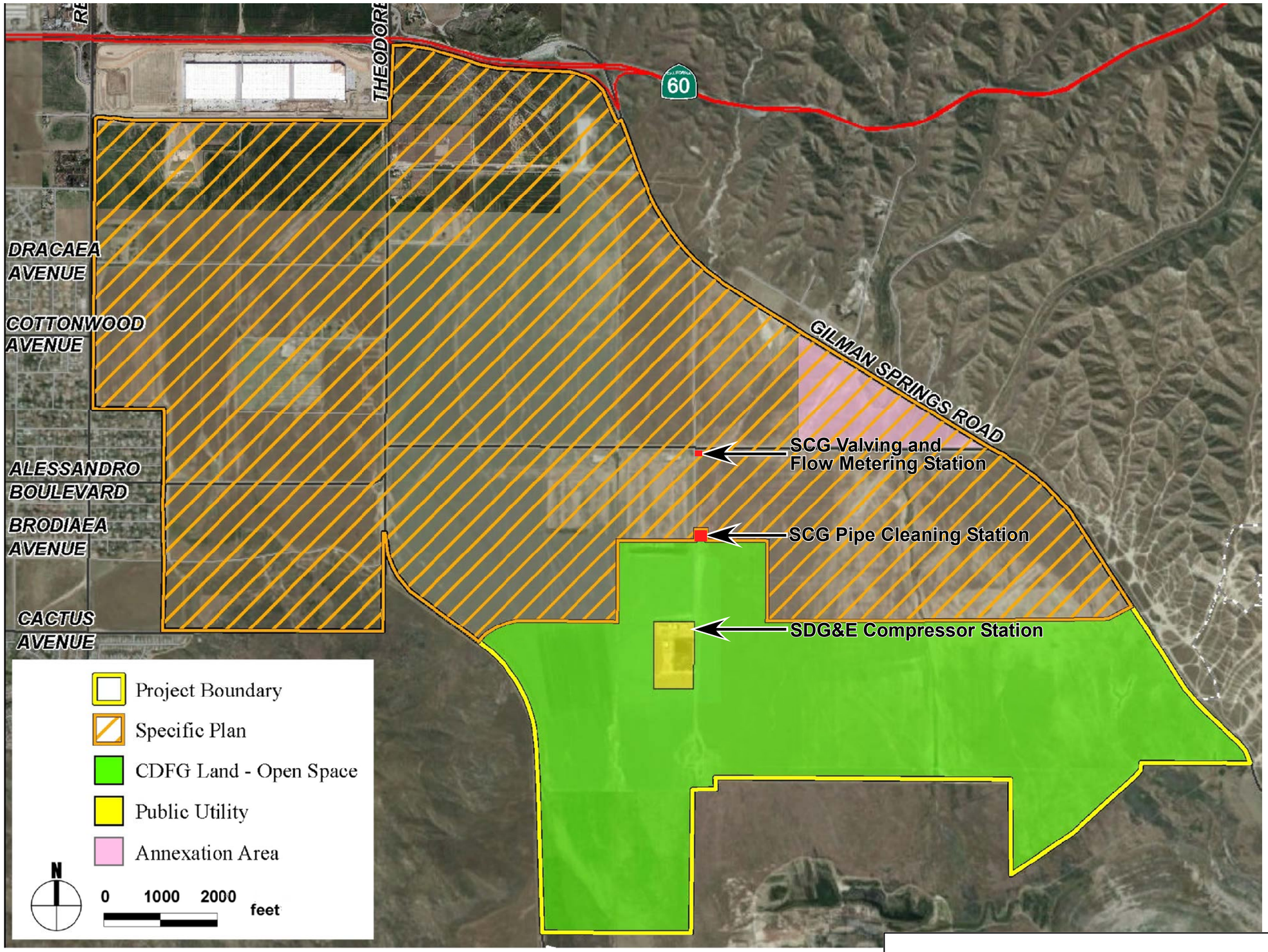

Exhibit 6

Natural Gas Facility Locations

Mestre Greve Associates
Division of Landrum & Brown

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.

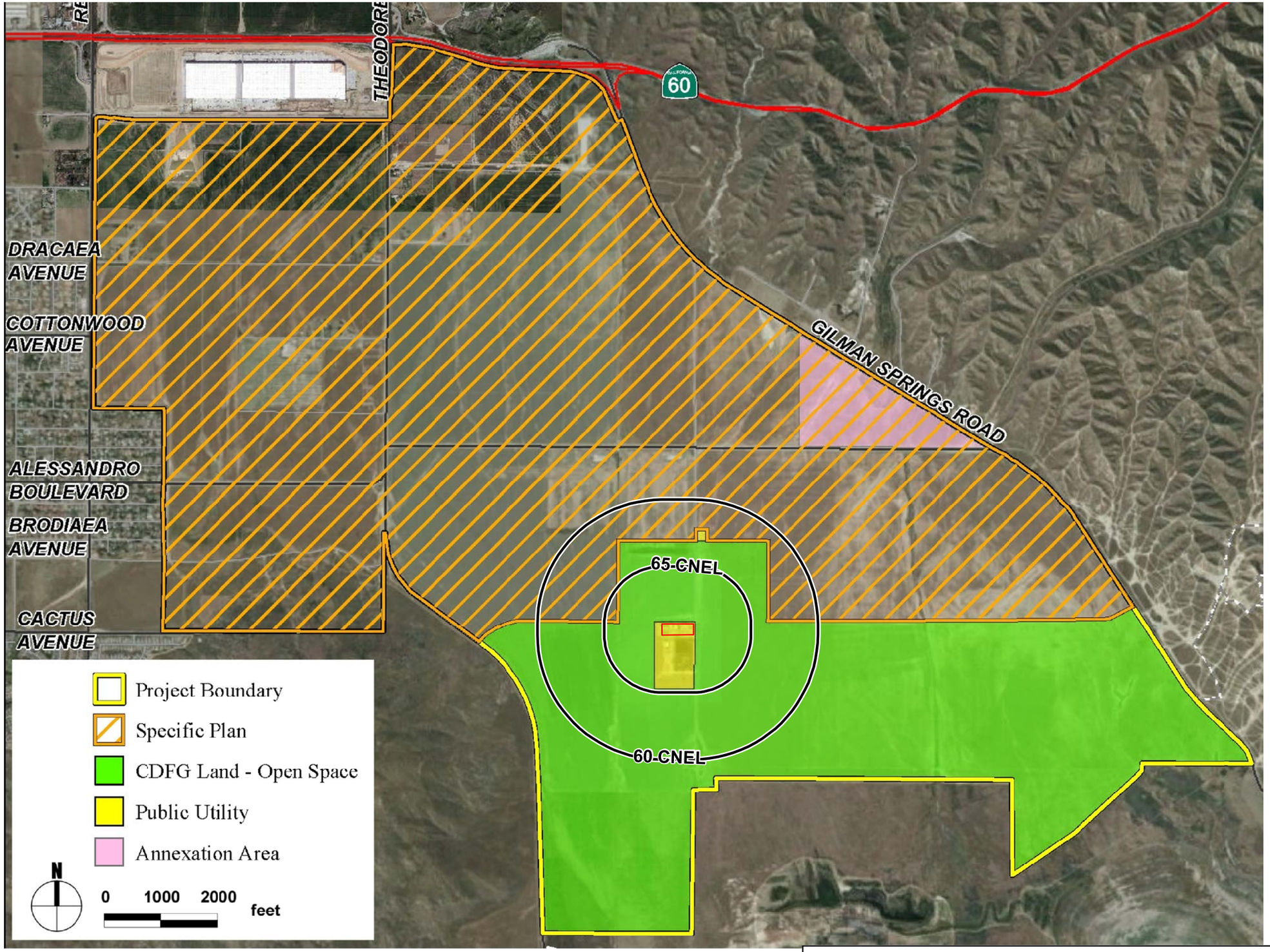

Exhibit 7

CNEL Noise Contours for Compressor Station

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Division of Landrum & Brown

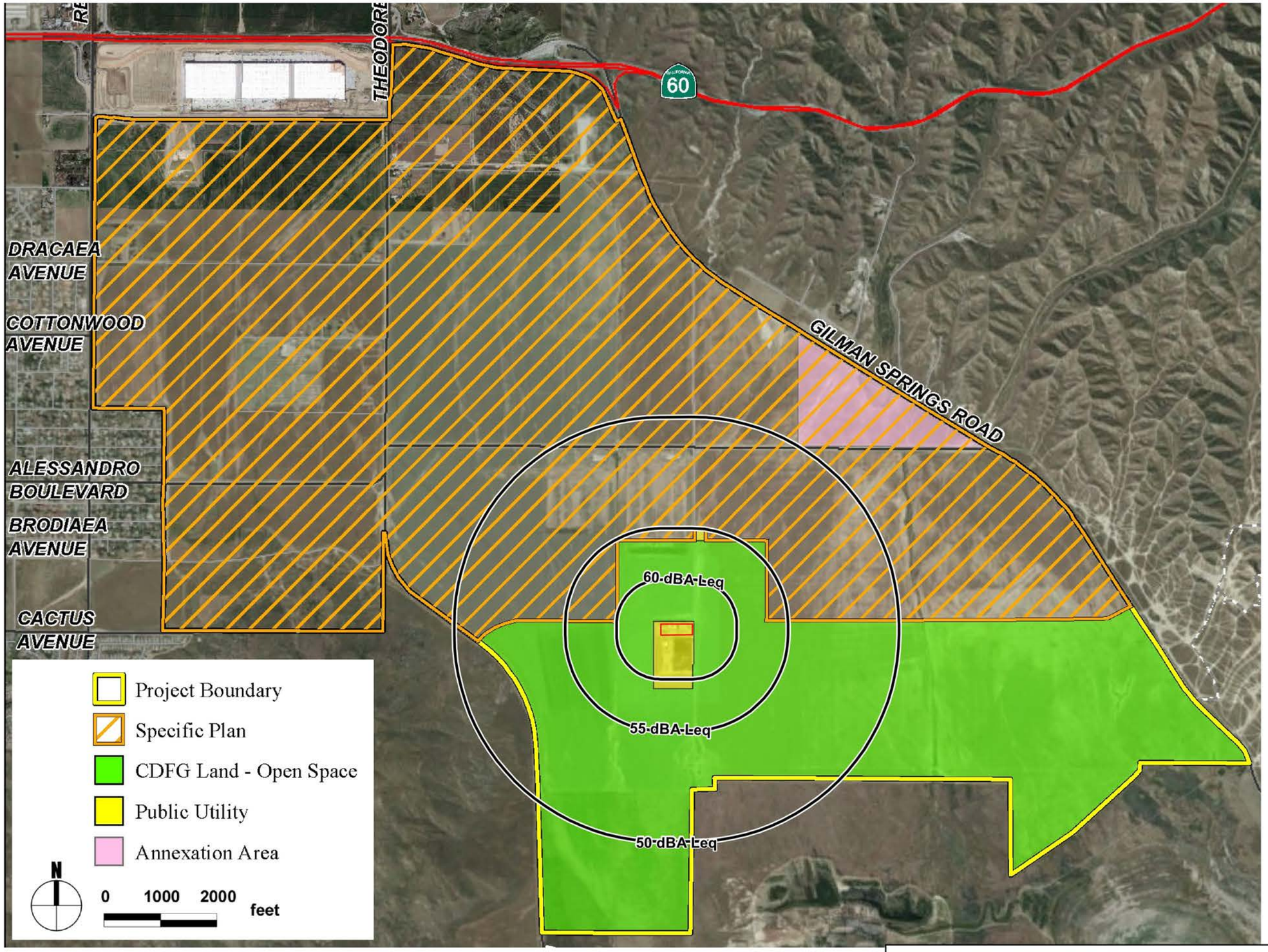

Exhibit 8

Leq Noise Levels for Compressor Station

Mestre Greve Associates
Division of Landrum & Brown

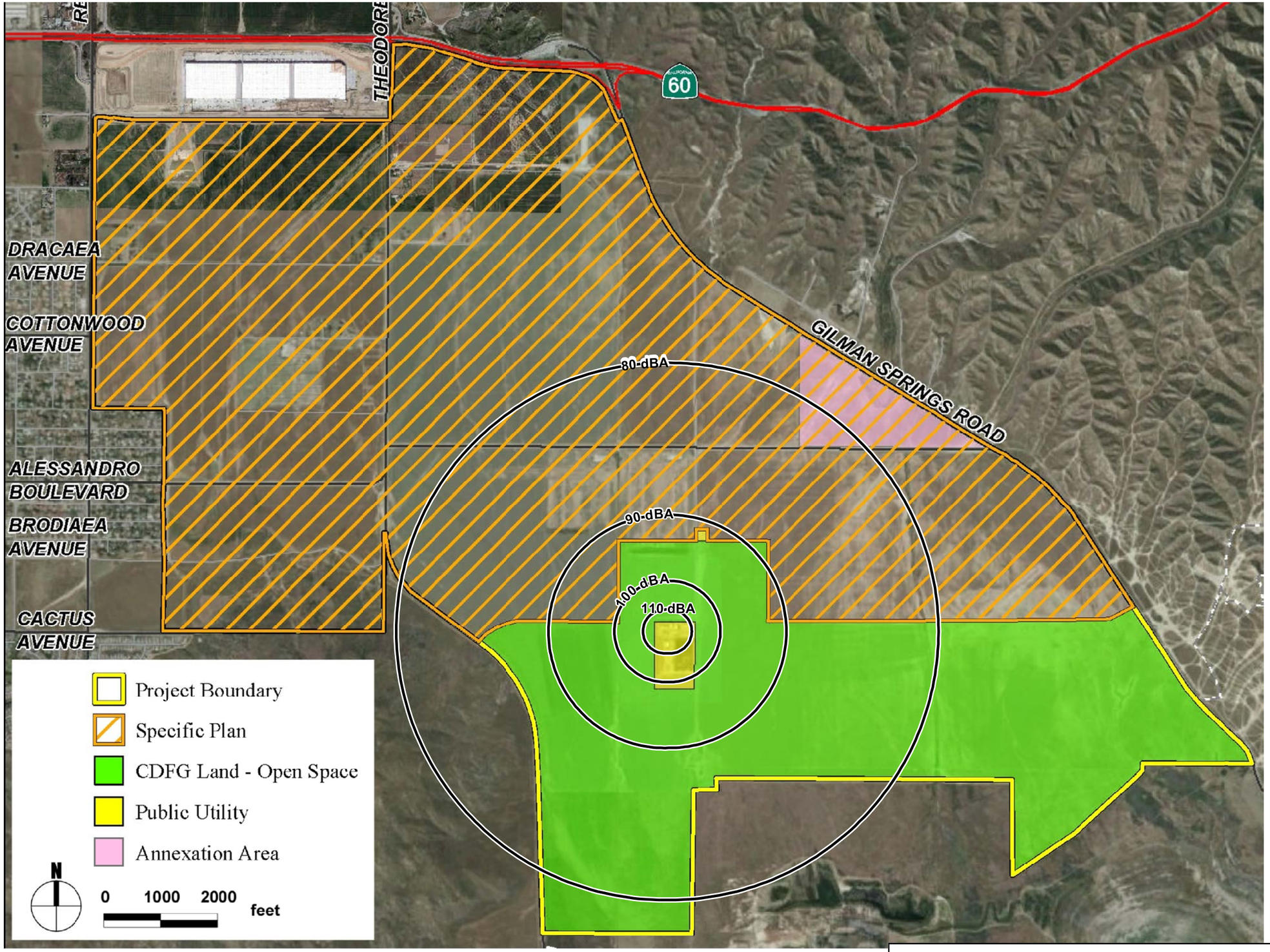

Exhibit 9

Lmax Levels for SDG&E Blow-Down

Mestre Greve Associates
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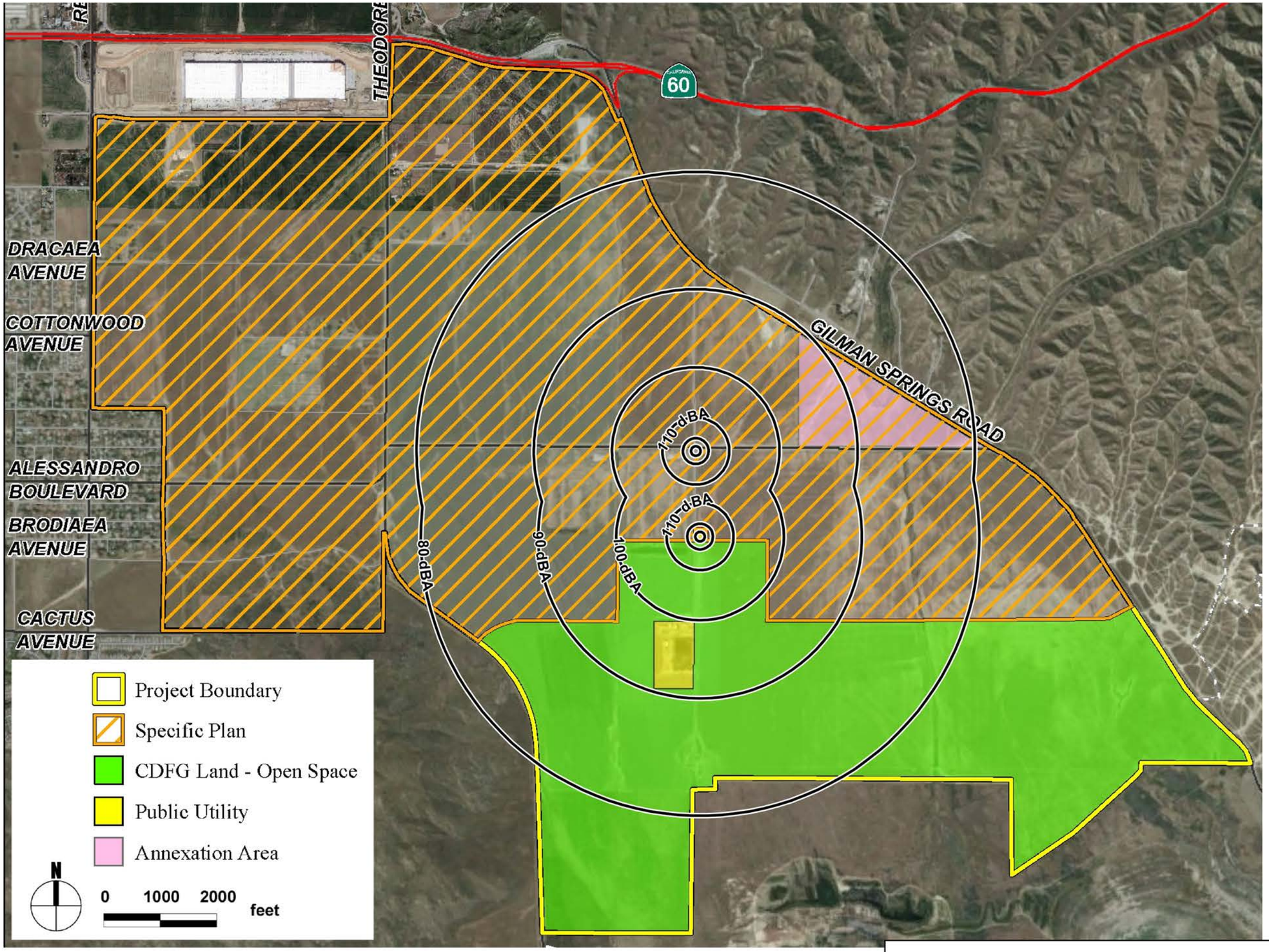

Exhibit 10

Lmax Levels for SCG Blow-Down

Mestre Greve Associates
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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.

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.

2.2 Construction Noise

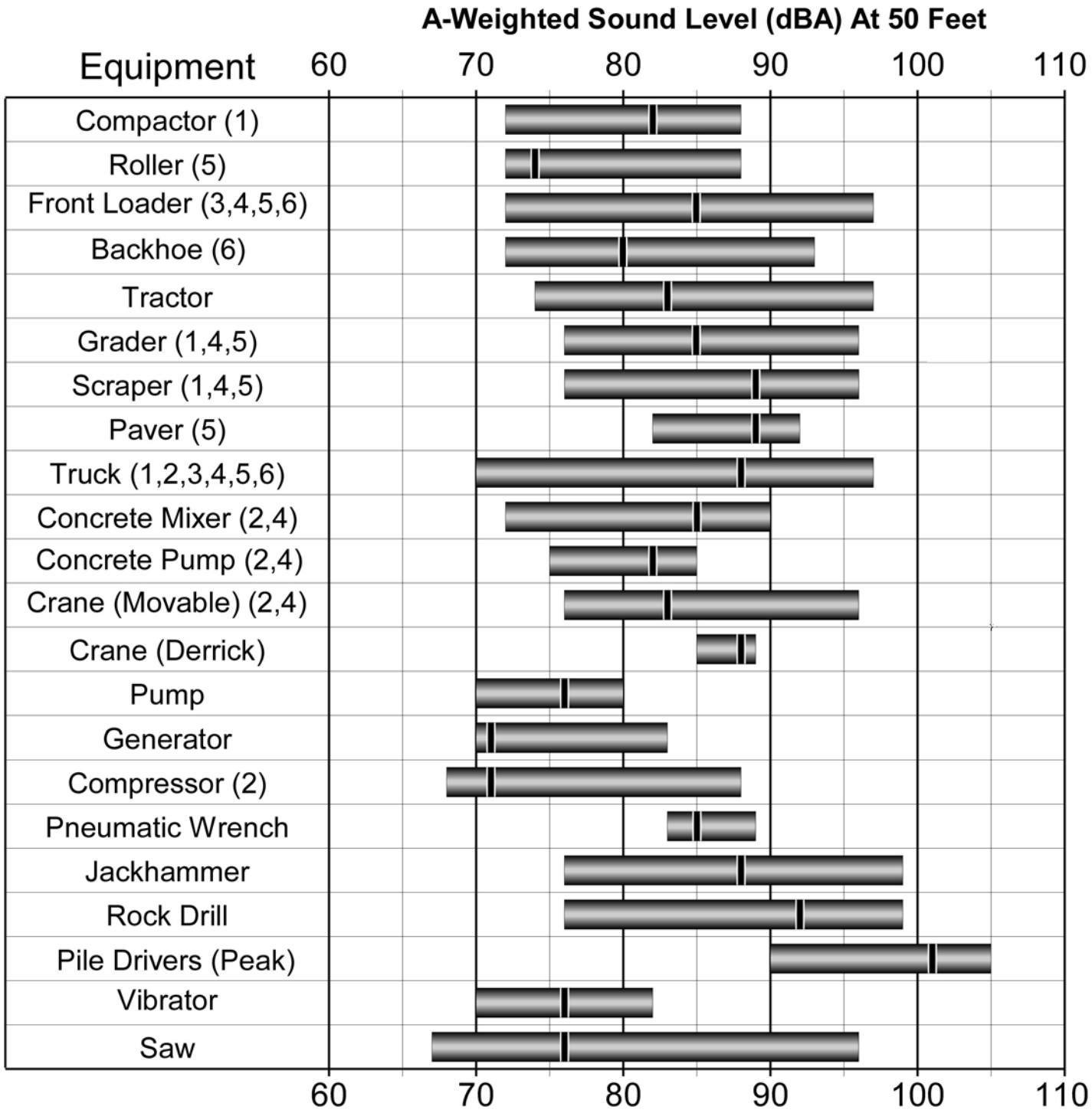
Construction noise often represents a short-term impact on ambient noise levels. However, due to the magnitude of this project, construction will occur on a routine basis from 2013 through 2021. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels.

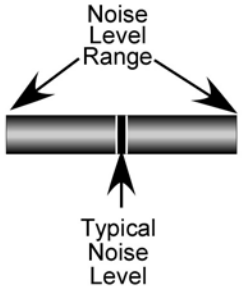
Worst-case examples of construction noise at 50 feet are presented in Exhibit 11. The peak noise level for most of the equipment that will be used during the construction is 70 to 95 dBA at a distance of 50 feet. Noise levels at further distances are less. For example, at 200 feet, the peak construction 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 nine year period possibly beginning in 2013. 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 nine year period lasting from 2013 through 2021.





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 ay 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.

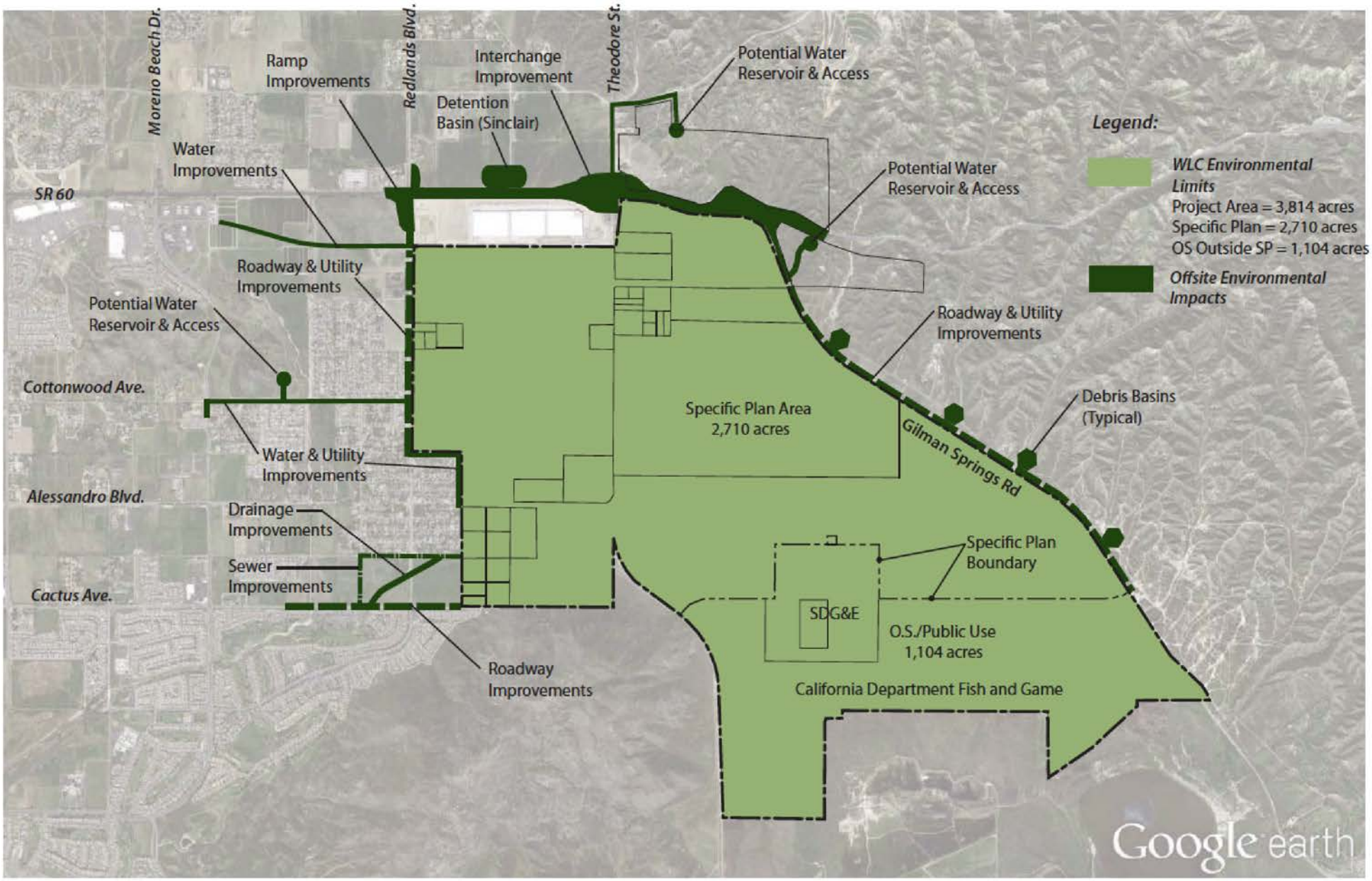


Exhibit 12

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 analysis extended west to the nearest ramps to SR-91 and as far south as the I-215 ramps at Redlands Avenue in Perris. 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 in the east to SR-71 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. 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 (80) 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 419 roadway links with and without the project for the existing case (2012), 2017, 2022, and 2035. 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 419 links analyzed, 72 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 72 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. Nineteen 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 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 2017, 2022, and 2035. The noise increases shown in these three exhibits represents the increase that is directly attributable to the project.

2012

ID	Roadway	Segment	Soundwall?	Traffic Noise Level (CNEL) No Project	With Project	Change	Substantial Increase?
33	Alessandro Blvd	West of Redlands Blvd	No	60.5	61.5	1.0	No
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	65.4	2.0	No
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.2	59.8	1.6	No
50	Cactus Ave	Redlands Blvd to Street D	No	50.2	65.6	15.4	Yes
32	Cactus Ave	West of Redlands Blvd	Yes	57.5	59.2	1.7	No
223	Canyon Crest Dr	Alessandro Blvd to Sandtrack Rd	Yes	41.8	41.9	0.0	No
250	Country Club Dr	Chicago Ave to Canyon Crest Dr	No	57.5	57.5	0.0	No
194	Crescent Ave	West of Alessandro Rd	No	57.1	59.7	2.6	No
109	Day St	Cottonwood Ave to Alessandro Blvd	No	57.7	57.9	0.2	No
398	Evans Rd	Marbella Gate to Ramona Expy	Yes	56.9	57.9	1.0	No
494	Evans Rd	North of Harley Knox Blvd	Yes	0.0	0.0	0.0	No
444	Evans Rd	Nuevo Rd to San Jacinto Ave	Yes	0.0	0.0	0.0	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	0.0	0.0	0.0	No
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	61.0	62.1	1.2	No
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	61.0	62.2	1.2	No
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	46.1	53.5	7.4	Yes
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	62.7	63.9	1.2	No
31	Gilman Springs Rd	South of Street C	No	56.1	57.4	1.3	No
363	Gilman Springs Rd	SR-79 NB Ramps to Record Rd	No	60.7	60.9	0.2	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	57.0	59.4	2.4	No
73	Iris Ave	Nason St to Oliver St	No	60.0	63.0	3.0	No
47	Ironwood Ave	Moreno Beach Dr to Redlands Blvd	Yes	55.6	55.7	0.2	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	46.3	57.1	10.8	Yes
9	John F Kennedy Dr	South of Cactus Ave	No	61.5	67.0	5.5	Yes
163	Kitching St	Iris Ave to Ivory Ave	Yes	61.1	62.1	1.0	No
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	57.5	60.6	3.1	No
171	Lasselle St	Cahuilla Dr to Krameria Ave	Yes	60.5	61.7	1.2	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	56.4	59.0	2.6	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	56.5	58.6	2.1	No
261	Lochmoor Dr	Central Ave to Fair Isle Dr	Yes	52.1	53.7	1.6	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	No	46.2	46.2	0.1	No
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	55.7	59.7	4.0	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	55.2	58.8	3.6	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	55.3	57.8	2.5	No
106	Old 215 Frontage Rd	Eucalyptus Ave to Alessandro Blvd	No	61.4	61.4	0.1	No
67	Oliver St	Alessandro Blvd to Cactus Ave	No	54.1	56.5	2.3	No
435	Orange Ave	Evans Rd to Foothill Dr	No	55.3	55.4	0.1	No
127	Perris Blvd	Alessandro Blvd to Cactus Ave	Yes	61.0	61.0	0.0	No
424	Perris Blvd	Alessandro Blvd to Cottonwood Ave	Yes	61.9	61.9	0.0	No
306	Perris Blvd	Iris Ave to Krameria Ave	Yes	60.8	61.5	0.8	No
303	Perris Blvd	John F. Kennedy Dr to Iris Ave	No	67.2	67.2	0.0	No
307	Perris Blvd	Krameria Ave to Harley Knox Blvd	Yes	60.7	61.8	1.1	No
387	Perris Blvd	Krameria Ave to Harley Knox Blvd	Yes	59.6	60.6	1.0	No
432	Placentia Ave	Evans Rd to El Nido Ave	No	0.0	0.0	0.0	No
431	Placentia Ave	Water Ave to Evans Rd	No	0.0	0.0	0.0	No
503	Quincy	Alessandro Blvd to Cactus Ave	Yes	0.0	0.0	0.0	No
502	Quincy	Cottonwood Ave to Alessandro Blvd	Yes	0.0	0.0	0.0	No
399	Ramona Expy	Evans Rd to Rider St	Yes	59.2	59.4	0.1	No
205	Reche Canyon Rd	Keissel Rd to Reche Vista Dr	No	62.7	62.9	0.1	No
206	Reche Canyon Rd	Reche Vista Dr to High Country Dr	No	48.9	48.9	0.0	No
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	0.0	49.4	49.4	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	68.3	71.1	2.8	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	67.8	70.2	2.3	Yes
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	58.8	64.9	6.0	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	62.0	65.2	3.3	Yes
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	62.7	65.8	3.2	Yes
2	Street A	Eucalyptus Ave to Street F	No	47.0	73.2	26.3	Yes
8	Street D	Street E to Cactus Ave	No	0.0	69.6	69.6	Yes
4	Street E	North of Alessandro Blvd	No	0.0	70.3	70.3	Yes
19	Street F	East of Street A	No	0.0	68.4	68.4	Yes
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	52.5	55.2	2.7	No
198	Sunset Dr	Crown St to Alessandro Rd	No	49.0	51.4	2.3	No
262	Sycamore Canyon Blvd	Central Ave to College Blvd	No	62.8	63.2	0.4	No
38	Theodore St	State Route 60 to Highland Blvd	No	53.6	64.2	10.7	Yes
FREEWAY							
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	66.5	68.1	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	2.4	No
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	62.5	65.6	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

2017

ID	Roadway	Segment	Soundwall?	Traffic Noise Level (CNEL) No Project	With Project	Change	Substantial Increase?
33	Alessandro Blvd	West of Redlands Blvd	No	61.4	61.3	-0.1	No
196	Alessandro Rd	Crescent Ave to Sunset Dr	No	63.8	65.3	1.5	No
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	No	64.0	65.6	1.6	No
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.7	60.5	1.8	No
50	Cactus Ave	Redlands Blvd to Street D	No	50.2	64.2	14.0	Yes
32	Cactus Ave	West of Redlands Blvd	Yes	57.9	59.4	1.5	No
223	Canyon Crest Dr	Alessandro Blvd to Sandtrack Rd	Yes	42.0	42.5	0.5	No
250	Country Club Dr	Chicago Ave to Canyon Crest Dr	No	57.5	58.0	0.6	No
194	Crescent Ave	West of Alessandro Rd	No	57.6	59.3	1.7	No
109	Day St	Cottonwood Ave to Alessandro Blvd	No	59.7	60.9	1.3	No
398	Evans Rd	Marbella Gate to Ramona Expy	Yes	57.3	58.6	1.2	No
494	Evans Rd	North of Harley Knox Blvd	Yes	0.0	0.0	0.0	No
444	Evans Rd	Nuevo Rd to San Jacinto Ave	Yes	0.0	0.0	0.0	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	0.0	0.0	0.0	No
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	62.1	63.3	1.3	No
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	62.1	63.4	1.3	No
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	46.8	47.0	0.2	No
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	63.9	65.4	1.5	No
31	Gilman Springs Rd	South of Street C	No	57.3	58.9	1.5	No
363	Gilman Springs Rd	SR-79 NB Ramps to Record Rd	No	61.0	61.6	0.6	No
162	Iris Ave	Kitching St to Lasselle St	Yes	60.6	61.8	1.1	No
165	Iris Ave	Lasselle St to Nason St	Yes	60.2	62.3	2.1	No
73	Iris Ave	Nason St to Oliver St	No	62.8	65.2	2.3	No
47	Ironwood Ave	Moreno Beach Dr to Redlands Blvd	Yes	56.0	56.8	0.8	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	49.2	57.6	8.4	Yes
9	John F Kennedy Dr	South of Cactus Ave	No	61.5	65.5	4.0	Yes
163	Kitching St	Iris Ave to Ivory Ave	Yes	61.7	62.7	1.0	No
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	58.9	60.5	1.6	No
171	Lasselle St	Cahuilla Dr to Krameria Ave	Yes	61.1	62.4	1.3	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	57.6	59.7	2.2	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	57.3	58.1	0.8	No
261	Lochmoor Dr	Central Ave to Fair Isle Dr	Yes	55.2	56.8	1.6	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	No	46.2	46.8	0.6	No
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	59.2	61.9	2.7	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	55.2	57.7	2.5	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	57.6	59.7	2.1	No
106	Old 215 Frontage Rd	Eucalyptus Ave to Alessandro Blvd	No	61.6	62.3	0.7	No
67	Oliver St	Alessandro Blvd to Cactus Ave	No	58.5	59.3	0.8	No
435	Orange Ave	Evans Rd to Foothill Dr	No	55.3	55.9	0.6	No
127	Perris Blvd	Alessandro Blvd to Cactus Ave	Yes	62.0	63.0	1.0	No
424	Perris Blvd	Alessandro Blvd to Cottonwood Ave	Yes	62.6	63.4	0.9	No
306	Perris Blvd	Iris Ave to Krameria Ave	Yes	61.9	62.6	0.8	No
303	Perris Blvd	John F. Kennedy Dr to Iris Ave	No	68.8	69.9	1.0	No
307	Perris Blvd	Krameria Ave to Harley Knox Blvd	Yes	62.0	63.2	1.2	No
387	Perris Blvd	Krameria Ave to Harley Knox Blvd	Yes	60.6	61.5	0.9	No
432	Placentia Ave	Evans Rd to El Nido Ave	No	0.0	0.0	0.0	No
431	Placentia Ave	Water Ave to Evans Rd	No	0.0	0.0	0.0	No
503	Quincy	Alessandro Blvd to Cactus Ave	Yes	0.0	0.0	0.0	No
502	Quincy	Cottonwood Ave to Alessandro Blvd	Yes	0.0	0.0	0.0	No
399	Ramona Expy	Evans Rd to Rider St	Yes	59.5	59.9	0.4	No
205	Reche Canyon Rd	Keissel Rd to Reche Vista Dr	No	62.9	63.8	1.0	No
206	Reche Canyon Rd	Reche Vista Dr to High Country Dr	No	48.9	49.3	0.4	No
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	0.0	0.0	0.0	No
35	Redlands Blvd	Ironwood Ave to State Route 60	No	68.5	69.4	1.0	No
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	68.2	69.5	1.3	No
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	59.2	60.0	0.8	No
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	62.4	64.2	1.8	No
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	63.2	64.9	1.7	No
2	Street A	Eucalyptus Ave to Street F	No	51.8	71.2	19.4	Yes
8	Street D	Street E to Cactus Ave	No	0.0	68.3	68.3	Yes
4	Street E	North of Alessandro Blvd	No	0.0	65.5	65.5	Yes
19	Street F	East of Street A	No	0.0	29.8	29.8	Yes
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	53.8	55.8	2.0	No
198	Sunset Dr	Crown St to Alessandro Rd	No	50.2	51.6	1.4	No
262	Sycamore Canyon Blvd	Central Ave to College Blvd	No	63.3	64.9	1.6	No
38	Theodore St	State Route 60 to Highland Blvd	No	56.8	64.1	7.4	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	66.0	66.8	0.8	No
31	SR-60	Perris Blvd to Nason St	Yes	65.5	66.5	1.0	No
32	SR-60	Nason St to Moreno Beach Dr	Yes	52.9	54.0	1.1	No
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	63.5	65.1	1.5	No
34	SR-60	Redlands Blvd to Theodore St	No	61.3	63.1	1.7	No

Exhibit 14

Traffic Noise Levels for 2017

2022

ID	Roadway	Segment	Soundwall?	Traffic Noise Level (CNEL) No Project	With Project	Change	Substantial Increase?
33	Alessandro Blvd	West of Redlands Blvd	No	61.5	63.4	1.9	No
196	Alessandro Rd	Crescent Ave to Sunset Dr	No	64.6	65.9	1.3	No
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	No	65.0	66.3	1.3	No
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.9	60.7	1.8	No
50	Cactus Ave	Redlands Blvd to Street D	No	50.2	65.7	15.5	Yes
32	Cactus Ave	West of Redlands Blvd	Yes	58.3	60.2	1.9	No
223	Canyon Crest Dr	Alessandro Blvd to Sandtrack Rd	Yes	45.2	45.9	0.7	No
250	Country Club Dr	Chicago Ave to Canyon Crest Dr	No	58.9	59.1	0.2	No
194	Crescent Ave	West of Alessandro Rd	No	58.5	60.8	2.3	No
109	Day St	Cottonwood Ave to Alessandro Blvd	No	63.2	64.7	1.5	No
398	Evans Rd	Marbella Gate to Ramona Expy	Yes	58.1	59.2	1.1	No
494	Evans Rd	North of Harley Knox Blvd	Yes	0.0	0.0	0.0	No
444	Evans Rd	Nuevo Rd to San Jacinto Ave	Yes	0.0	0.0	0.0	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	0.0	0.0	0.0	No
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	61.2	63.1	2.0	No
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	61.2	63.2	2.0	No
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	46.4	55.0	8.6	Yes
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	63.0	65.3	2.4	No
31	Gilman Springs Rd	South of Street C	No	56.5	58.8	2.3	No
363	Gilman Springs Rd	SR-79 NB Ramps to Record Rd	No	62.3	62.6	0.2	No
162	Iris Ave	Kitching St to Lasselle St	Yes	61.0	62.4	1.4	No
165	Iris Ave	Lasselle St to Nason St	Yes	61.1	63.6	2.5	No
73	Iris Ave	Nason St to Oliver St	No	63.8	66.7	2.9	No
47	Ironwood Ave	Moreno Beach Dr to Redlands Blvd	Yes	56.2	56.6	0.4	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	51.9	57.8	5.9	Yes
9	John F Kennedy Dr	South of Cactus Ave	No	62.8	67.2	4.3	Yes
163	Kitching St	Iris Ave to Ivory Ave	Yes	62.5	63.9	1.4	No
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	60.5	62.2	1.8	No
171	Lasselle St	Cahuilla Dr to Krameria Ave	Yes	61.9	63.3	1.4	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	59.2	61.5	2.3	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	58.0	59.0	0.9	No
261	Lochmoor Dr	Central Ave to Fair Isle Dr	Yes	57.0	57.9	0.9	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	No	46.2	45.7	-0.5	No
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	60.7	63.3	2.6	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	56.1	59.1	3.0	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	58.8	60.9	2.1	No
106	Old 215 Frontage Rd	Eucalyptus Ave to Alessandro Blvd	No	62.8	64.3	1.5	No
67	Oliver St	Alessandro Blvd to Cactus Ave	No	58.9	59.7	0.8	No
435	Orange Ave	Evans Rd to Foothill Dr	No	55.3	55.7	0.4	No
127	Perris Blvd	Alessandro Blvd to Cactus Ave	Yes	62.7	63.4	0.7	No
424	Perris Blvd	Alessandro Blvd to Cottonwood Ave	Yes	63.2	63.7	0.5	No
306	Perris Blvd	Iris Ave to Krameria Ave	Yes	62.7	63.2	0.5	No
303	Perris Blvd	John F. Kennedy Dr to Iris Ave	No	69.7	70.5	0.8	No
307	Perris Blvd	Krameria Ave to Harley Knox Blvd	Yes	62.8	63.7	0.9	No
387	Perris Blvd	Krameria Ave to Harley Knox Blvd	Yes	61.5	62.0	0.5	No
432	Placentia Ave	Evans Rd to El Nido Ave	No	0.0	0.0	0.0	No
431	Placentia Ave	Water Ave to Evans Rd	No	0.0	0.0	0.0	No
503	Quincy	Alessandro Blvd to Cactus Ave	Yes	0.0	0.0	0.0	No
502	Quincy	Cottonwood Ave to Alessandro Blvd	Yes	0.0	0.0	0.0	No
399	Ramona Expy	Evans Rd to Rider St	Yes	59.4	60.2	0.8	No
205	Reche Canyon Rd	Keissel Rd to Reche Vista Dr	No	63.5	64.1	0.6	No
206	Reche Canyon Rd	Reche Vista Dr to High Country Dr	No	49.3	49.0	-0.3	No
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	0.0	50.6	50.6	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	69.2	71.4	2.2	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	69.1	70.8	1.7	Yes
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	60.5	66.1	5.6	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	63.4	65.8	2.4	No
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	64.2	66.4	2.2	No
2	Street A	Eucalyptus Ave to Street F	No	49.4	73.1	23.8	Yes
8	Street D	Street E to Cactus Ave	No	0.0	69.8	69.8	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
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	55.3	56.9	1.7	No
198	Sunset Dr	Crown St to Alessandro Rd	No	49.0	49.0	0.0	No
262	Sycamore Canyon Blvd	Central Ave to College Blvd	No	65.1	65.2	0.2	No
38	Theodore St	State Route 60 to Highland Blvd	No	60.3	64.1	3.8	Yes
FREEWAY							
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	67.2	68.4	1.2	No
30	SR-60	Heacock St to Perris Blvd	Yes	66.1	67.4	1.3	No
31	SR-60	Perris Blvd to Nason St	Yes	65.6	67.2	1.6	Yes
32	SR-60	Nason St to Moreno Beach Dr	Yes	53.1	54.9	1.8	No
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	63.8	66.2	2.4	No
34	SR-60	Redlands Blvd to Theodore St	No	61.7	64.1	2.4	No

Exhibit 15

Traffic Noise Levels for 2022

2035

ID	Roadway	Segment	Soundwall?	Traffic Noise Level (CNEL) No Project	With Project	Change	Substantial Increase?
33	Alessandro Blvd	West of Redlands Blvd	No	65.6	66.5	0.9	No
196	Alessandro Rd	Crescent Ave to Sunset Dr	No	64.5	64.9	0.4	No
200	Alessandro Rd	Sunset Dr to San Timoteo Canyon Rd	No	65.0	65.5	0.5	No
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	60.4	62.3	1.9	No
50	Cactus Ave	Redlands Blvd to Street D	No	50.1	66.3	16.3	Yes
32	Cactus Ave	West of Redlands Blvd	Yes	59.7	64.8	5.1	Yes
223	Canyon Crest Dr	Alessandro Blvd to Sandtrack Rd	Yes	58.1	59.7	1.6	No
250	Country Club Dr	Chicago Ave to Canyon Crest Dr	No	62.4	64.9	2.5	No
194	Crescent Ave	West of Alessandro Rd	No	58.9	60.1	1.2	No
109	Day St	Cottonwood Ave to Alessandro Blvd	No	67.8	69.4	1.7	Yes
398	Evans Rd	Marbella Gate to Ramona Expy	Yes	61.3	62.7	1.5	No
494	Evans Rd	North of Harley Knox Blvd	Yes	60.1	62.9	2.8	No
444	Evans Rd	Nuevo Rd to San Jacinto Ave	Yes	60.5	62.0	1.5	No
62	Fir Ave	Quincy Dr to Redlands Blvd	No	61.6	68.3	6.7	Yes
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	63.5	65.5	2.0	No
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	63.7	65.5	1.8	No
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	52.0	57.4	5.4	Yes
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	65.7	68.0	2.3	Yes
31	Gilman Springs Rd	South of Street C	No	61.9	63.6	1.7	No
363	Gilman Springs Rd	SR-79 NB Ramps to Record Rd	No	62.6	64.8	2.2	No
162	Iris Ave	Kitching St to Lasselle St	Yes	63.2	65.1	1.9	No
165	Iris Ave	Lasselle St to Nason St	Yes	63.1	65.4	2.3	No
73	Iris Ave	Nason St to Oliver St	No	64.6	67.4	2.8	No
47	Ironwood Ave	Moreno Beach Dr to Redlands Blvd	Yes	57.9	60.6	2.7	No
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	58.6	63.6	5.0	Yes
9	John F Kennedy Dr	South of Cactus Ave	No	64.3	67.9	3.6	Yes
163	Kitching St	Iris Ave to Ivory Ave	Yes	63.6	64.8	1.2	No
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	57.5	59.4	1.9	No
171	Lasselle St	Cahuilla Dr to Krameria Ave	Yes	62.1	63.3	1.2	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	60.0	61.8	1.8	No
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	57.5	58.6	1.1	No
261	Lochmoor Dr	Central Ave to Fair Isle Dr	Yes	54.4	57.0	2.7	No
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	No	65.4	68.9	3.5	Yes
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	60.8	63.3	2.5	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	56.8	60.4	3.6	No
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	63.3	66.6	3.3	Yes
106	Old 215 Frontage Rd	Eucalyptus Ave to Alessandro Blvd	No	62.2	63.5	1.2	No
67	Oliver St	Alessandro Blvd to Cactus Ave	No	54.1	54.4	0.3	No
435	Orange Ave	Evans Rd to Foothill Dr	No	57.3	65.1	7.8	Yes
127	Perris Blvd	Alessandro Blvd to Cactus Ave	Yes	63.5	65.0	1.5	No
424	Perris Blvd	Alessandro Blvd to Cottonwood Ave	Yes	63.5	65.0	1.5	No
306	Perris Blvd	Iris Ave to Krameria Ave	Yes	64.4	66.0	1.5	No
303	Perris Blvd	John F. Kennedy Dr to Iris Ave	No	70.5	72.2	1.7	Yes
307	Perris Blvd	Krameria Ave to Harley Knox Blvd	Yes	64.0	65.5	1.5	No
387	Perris Blvd	Krameria Ave to Harley Knox Blvd	Yes	64.0	65.8	1.8	No
432	Placentia Ave	Evans Rd to El Nido Ave	No	54.0	68.2	14.3	Yes
431	Placentia Ave	Water Ave to Evans Rd	No	57.4	67.5	10.1	Yes
503	Quincy	Alessandro Blvd to Cactus Ave	Yes	31.1	54.5	23.4	Yes
502	Quincy	Cottonwood Ave to Alessandro Blvd	Yes	49.2	66.8	17.6	Yes
399	Ramona Expy	Evans Rd to Rider St	Yes	59.9	61.6	1.7	No
205	Reche Canyon Rd	Keissel Rd to Reche Vista Dr	No	65.1	66.9	1.8	Yes
206	Reche Canyon Rd	Reche Vista Dr to High Country Dr	No	64.2	67.5	3.3	Yes
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	0.0	48.5	48.5	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	69.4	71.6	2.2	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	68.7	70.6	1.9	Yes
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	61.3	67.3	6.0	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	63.5	66.4	2.8	No
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	64.1	66.4	2.3	No
2	Street A	Eucalyptus Ave to Street F	No	54.0	73.0	19.0	Yes
8	Street D	Street E to Cactus Ave	No	0.0	70.4	70.4	Yes
4	Street E	North of Alessandro Blvd	No	0.0	65.8	65.8	Yes
19	Street F	East of Street A	No	0.0	69.2	69.2	Yes
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	56.9	58.7	1.8	No
198	Sunset Dr	Crown St to Alessandro Rd	No	50.7	51.7	1.1	No
262	Sycamore Canyon Blvd	Central Ave to College Blvd	No	65.1	66.5	1.3	No
38	Theodore St	State Route 60 to Highland Blvd	No	65.0	67.9	2.9	Yes
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	54.2	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

Thirty-five (35) 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 35 roadway segments. Mitigation for each area is discussed in Section 3.2.1.

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

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 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 64.8 CNEL.

Day Street between Cottonwood Avenue and Alessandro Boulevard (109). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 1.7 dB increase bringing the noise level up to 69.4 CNEL. There are scattered single-family homes along this roadway that front onto Day Street.

Fir Avenue between Quincy Drive and Redlands Boulevard (62). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 6.7 dB increase bringing the noise level up to 68.3 CNEL. There is only one single-family homes along this roadway and it fronts onto Fir Avenue.

Gilman Springs Road between Eucalyptus Avenue and Street C (31) 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 all four study years. In 2035, the noise level will increase 5 dB to 63.6 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 67.9 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 3.5 dB increase raising the noise level to 68.9 CNEL. There are three single-family homes along this roadway and they front onto the roadway.

Moreno Beach Drive between Locust Avenue and Ironwood Avenue (56). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 3.3 dB increase raising the noise level to 66.6 CNEL. There are 18 single-family homes along this roadway. Some homes front onto the roadway, but most backup to the roadway.

Perris Boulevard between John F. Kennedy Drive and Iris Avenue (303). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 1.7 dB increase, raising the noise level to 72.2 CNEL for areas without a soundwall. This is a mixed area in terms of residential land use. There are approximately 36 single-family homes along this roadway, some with a soundwall and some without. There is also a large multi-family development without a soundwall. Most of the homes either back up to the roadway or side-on to the roadway, making a soundwall feasible. Approximately half of the homes along this roadway do have a soundwall in place. For these homes, there would not be a significant noise impact since for the year 2035 the noise would rise by 1.7 dB going up to 66.2 CNEL.

Placentia Avenue from El Nido Avenue to Evans Road and on to Water Avenue (431, 432). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 10 to 14 dB increase raising the noise level up to about 68 CNEL. There are scattered single-family homes along this roadway that front onto the roadway.

Quincy Drive from Cactus Avenue to Alessandro Boulevard and to Cottonwood Avenue (502, 503). Quincy Drive currently only exists from Cottonwood to Bay Avenue which is north of Alessandro Boulevard. The existing single-family homes along Quincy Drive do have a soundwall. Only the 2035 case results in a significant noise increase.

Reche Canyon Road from Keissel Road to Reche Vista Drive and on to High Country Drive (205, 206). There are 22 single-family homes scattered along these two roadway segments all of which front onto Reche Canyon Road. Only the 2035 case results in a significant noise increase for this area. The noise level increase in this area ranges from 1.8 to 3.3 dB with resulting noise levels in the 67 to 68 CNEL range.

Redlands Boulevard from Dracaea Avenue to State Route 60 (12, 13). The noise analysis shows significant noise increases along this roadway segment for the 2012, 2022, and 2035 cases. There are scattered homes in this area that either face Redlands Boulevard (actually on Shubert Street) or are on 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, 2022, and 2035 cases. The increases in noise are approximately 2 dB with a resultant noise level in the 71 to 72 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 a little over 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 the project will cause a 2.9 dB increase in the year 2035 with a resulting noise level of 67.9 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.

Street D from Street E to Cactus Avenue (8). 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. 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 Street D. There are no soundwalls along these homes. The noise forecast shows

that the 65 CNEL contour will lie 114 feet from the centerline of Street D. If the centerline of Street D is located closer than 114 feet to the property line of 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.

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 68.1 CNEL range. All residential areas along this stretch of freeway have soundwalls in place.

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.

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.

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.

2.3.2 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 (80) freeway segments were provided for the noise analysis. 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 419 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 419 links analyzed, 89 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 89 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 Existing case, 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 and With Project is presented. Next the change from No Project 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. Sixty-three (63) 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.

ID	Arterial	From	Soundwall?	Baseline	No Project	With Project	Change from Baseline	Change from No Project	Substantial Increase?
48	Alessandro Blvd	Lasselle St to Morrison St	Yes	55.5	59.5	60.6	5.1	1.1	Yes
135	Alessandro Blvd	Morrison St to Nason St	Yes	56.8	59.8	60.9	4.1	1.1	No
65	Alessandro Blvd	Nason St to Oliver St	No	64.4	66.2	67.5	3.1	1.4	Yes
69	Cactus Ave	Nason St to Oliver St	No	64.3	66.1	67.1	2.8	1.0	No
70	Cactus Ave	Oliver St to Moreno Beach Dr	Yes	58.2	60.4	62.3	4.1	1.9	No
50	Cactus Ave	Redlands Blvd to Street D	No	50.2	50.1	66.3	16.1	16.3	Yes
32	Cactus Ave	west of Redlands Blvd	Yes	57.5	59.7	64.8	7.3	5.1	Yes
223	Canyon Crest Dr	Alessandro Blvd to Sandtrack Rd	Yes	41.8	58.1	59.7	17.8	1.6	Yes
256	Canyon Crest Dr	Central Ave to Country Club Dr	No	67.0	69.1	70.1	3.1	1.0	Yes
250	Country Club Dr	Chicago Ave to Canyon Crest Dr	No	57.5	62.4	64.9	7.4	2.5	Yes
194	Crescent Ave	West of Alessandro Rd	No	57.1	58.9	60.1	3.0	1.2	No
109	Day St	Cottonwood Ave to Alessandro Blvd	No	57.7	67.8	69.4	11.7	1.7	Yes
111	Elsworth St	Cottonwood Ave to Alessandro Blvd	No	62.9	64.3	65.4	2.5	1.1	No
398	Evans Rd	Marbella Gate to Ramona Expy	Yes	56.9	61.2	62.7	5.8	1.5	Yes
494	Evans Rd	North of Harley Knox Blvd	Yes	N/A	60.1	62.9	N/A	2.8	Yes
444	Evans Rd	Nuevo Rd to San Jacinto Ave	Yes	N/A	60.5	62.0	N/A	1.5	Yes
62	Fir Ave	Quincy Dr to Redlands Blvd	No	N/A	61.6	68.3	N/A	6.7	Yes
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	61.0	63.5	65.5	4.5	2.0	Yes
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	61.0	63.7	65.5	4.5	1.8	Yes
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	46.1	52.0	57.4	11.3	5.4	Yes
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	62.7	65.7	68.0	5.4	2.3	Yes
31	Gilman Springs Rd	South of Street C	No	56.1	61.9	63.6	7.5	1.7	Yes
363	Gilman Springs Rd	SR-79 NB Ramps to Record Rd	No	60.7	62.6	64.8	4.1	2.2	Yes
122	Heacock St	Alessandro Blvd to Cactus Ave	Yes	59.7	59.7	60.8	1.0	1.1	No
148	Heacock St	Cactus Ave to John F Kennedy Dr	Yes	62.6	62.6	63.6	1.0	1.0	No
125	Indian St	Alessandro Blvd to Cactus Ave	Yes	59.9	61.5	62.5	2.6	1.0	No
150	Indian St	Cactus Ave to John F Kennedy Dr	Yes	59.3	60.9	62.2	2.8	1.2	No
162	Iris Ave	Kitching St to Lasselle St	Yes	60.1	63.2	65.1	5.0	1.9	Yes
165	Iris Ave	Lasselle St to Nason St	Yes	57.0	63.1	65.4	8.4	2.3	Yes
73	Iris Ave	Nason St to Oliver St	No	60.0	64.6	67.4	7.4	2.8	Yes
161	Iris Ave	Perris Blvd to Kitching St	Yes	60.8	62.0	63.2	2.3	1.2	No
47	Ironwood Ave	Moreno Beach Dr to Redlands Blvd	Yes	55.6	57.9	60.6	5.0	2.7	Yes
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	46.3	58.6	63.6	17.3	5.0	Yes
9	John F Kennedy Dr	South of Cactus Ave	No	61.5	64.3	67.9	6.4	3.6	Yes
130	Kitching St	Alessandro Blvd to Cactus Ave	Yes	58.2	59.5	60.5	2.3	1.1	No
154	Kitching St	Cactus Ave to John F Kennedy Dr	Yes	59.1	60.0	61.4	2.3	1.4	No
163	Kitching St	Iris Ave to Ivory Ave	Yes	61.1	63.6	64.8	3.7	1.2	Yes
170	Kitching St	Krameria Ave to Lurin Ave	Yes	62.4	65.0	66.0	3.6	1.0	Yes
168	Krameria Ave	Perris Blvd to Lasselle St	Yes	57.5	57.5	59.4	2.0	1.9	No
171	Lasselle St	Cahuilla Dr to Krameria Ave	Yes	60.5	62.1	63.3	2.8	1.2	No
131	Lasselle St	Cottonwood Ave to Alessandro Blvd	No	64.4	64.6	65.6	1.2	1.0	No
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	56.4	60.0	61.8	5.5	1.8	Yes
178	Live Oak Canyon Rd	San Timoteo Canyon Rd to I-10	No	56.5	57.5	58.6	2.1	1.1	No
261	Lochmoor Dr	Central Ave to Fair Isle Dr	Yes	52.1	54.4	57.0	5.0	2.7	No
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	55.7	60.8	63.3	7.6	2.5	Yes
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	No	46.2	65.4	68.9	22.8	3.5	Yes

Exhibit 17a

Cumulative Noise Increases

ID	Arterial	From	Soundwall?	Baseline	No Project	With Project	Change from Baseline	Change from No Project	Substantial Increase?
217	Mission Grove Pkwy	Alessandro Blvd to Northrop Dr	Yes	58.1	59.1	60.5	2.3	1.4	No
215	Mission Grove Pkwy	Cannon Rd to Alessandro Blvd	No	62.5	64.3	65.4	2.9	1.2	No
51	Moreno Beach Dr	John F Kennedy Dr to Cactus Ave	Yes	57.6	57.6	59.0	1.4	1.4	No
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	55.2	56.8	60.4	5.2	3.6	Yes
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	55.3	63.3	66.6	11.3	3.3	Yes
106	Old 215 Frontage Rd	Eucalyptus Ave to Alessandro Blvd	No	61.4	62.2	63.4	2.1	1.2	No
435	Orange Ave	Evans Rd to Foothill Dr	No	55.3	57.3	65.1	9.8	7.8	Yes
127	Perris Blvd	Alessandro Blvd to Cactus Ave	Yes	61.0	63.5	65.0	4.0	1.5	Yes
424	Perris Blvd	Alessandro Blvd to Cottonwood Ave	Yes	61.9	63.5	65.0	3.1	1.5	Yes
152	Perris Blvd	Cactus Ave to John F Kennedy Dr	Yes	62.0	65.1	66.4	4.4	1.4	Yes
306	Perris Blvd	Iris Ave to Krameria Ave	Yes	60.8	64.4	66.0	5.2	1.5	Yes
303	Perris Blvd	John F. Kennedy Dr to Iris Ave	No	67.2	64.5	66.2	-1.0	1.7	No
307	Perris Blvd	Krameria Ave to Harley Know Blvd	Yes	60.7	64.0	65.5	4.8	1.5	Yes
387	Perris Blvd	Krameria Ave to Harley Know Blvd	Yes	59.6	64.0	65.8	6.2	1.8	Yes
290	Perris Blvd	Sunnymead Blvd to Fir Ave	No	69.0	69.9	71.2	2.2	1.3	Yes
432	Placentia Ave	Evans Rd to El Nido Ave	No	N/A	54.0	68.2	N/A	14.3	Yes
431	Placentia Ave	Water Ave to Evans Rd	No	N/A	57.4	67.5	N/A	10.1	Yes
503	Quincy	Alessandro Blvd to Cactus Ave	Yes	N/A	31.1	54.5	N/A	23.4	Yes
502	Quincy	Cottonwood Ave to Alessandro Blvd	Yes	N/A	49.2	66.8	N/A	17.6	Yes
399	Ramona Expy	Evans Rd to Rider St	Yes	59.2	59.9	61.6	2.4	1.7	No
205	Reche Canyon Rd	Keissel Rd to Reche Vista Dr	No	62.7	65.1	66.9	4.2	1.8	Yes
206	Reche Canyon Rd	Reche Vista Dr to High Country Dr	No	48.9	64.2	67.5	18.7	3.3	Yes
207	Reche Vista Dr	Heacock St to Reche Canyon Rd	No	66.7	67.9	68.9	2.2	1.0	Yes
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	N/A	N/A	48.5	N/A	N/A	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	67.8	68.7	70.6	2.8	1.9	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	68.3	69.4	71.6	3.3	2.2	Yes
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	58.8	61.3	67.3	8.5	6.0	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	62.0	63.5	66.4	4.4	2.8	Yes
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	62.7	64.1	66.4	3.7	2.3	Yes
2	Street A	Eucalyptus Ave to Street F	No	47.0	54.0	73.0	26.1	19.0	Yes
8	Street D	Street E to Cactus Ave	No	N/A	N/A	70.4	N/A	N/A	Yes
4	Street E	North of Alessandro Blvd	No	N/A	N/A	65.8	N/A	N/A	Yes
19	Street F	East of Street A	No	N/A	N/A	69.2	N/A	N/A	Yes
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	52.5	56.9	58.7	6.2	1.8	Yes
198	Sunset Dr	Crown St to Alessandro Rd	No	49.0	50.7	51.7	2.7	1.1	No
262	Sycamore Canyon Blvd	Central Ave to College Blvd	No	62.8	65.1	66.5	3.6	1.3	Yes
38	Theodore St	State Route 60 to Highland Blvd	No	53.6	65.0	67.9	14.4	2.9	Yes
FREEWAYS									
30	SR-60	Heacock St to Perris Blvd	Yes	65.2	66.6	67.7	2.5	1.1	Yes
33	SR-60	Moreno Beach Dr to Redlands Blvd	Yes	62.5	65.5	67.1	4.6	1.6	Yes
31	SR-60	Perris Blvd to Nason St	Yes	64.6	66.5	67.8	3.2	1.3	Yes
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	66.5	67.6	68.6	2.1	1.0	Yes
34	SR-60	Redlands Blvd to Theodore St	No	60.2	63.7	65.1	4.9	1.4	Yes

Exhibit 17b

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 Ross 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 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).

2.3.4 Interchange Improvements

Interchange improvements will be needed for the interchange of State Route 60 at Theodore Street for the proposed project. The developer of the WLC has discussed the interchange project and has entered into discussions with Caltrans and other agencies regarding the interchange

project. The planning and design of this project will take place after the WLC has been approved. 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 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.

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.

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. Nighttime impacts from on-site construction will be eliminated. However, daytime impacts to residents within 500 feet of construction will remain significant.

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

Thirty-five (35) roadway segments were identified in Section 2.3.1 where a significant noise impact will occur. 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. Establish fee plan for soundwall mitigation. The City shall establish and operate a fee plan to cover the soundwall mitigation necessary for the project. (Other projects may be added to the program as the City deems appropriate.) The City shall determine the costs of design and construction of the soundwalls and then pro-rate the cost per square foot among all World Logistic Center buildings. Each building applicant will be required to pay its fair share into the soundwall fee plan prior to issuance of building permit.

N-9. City commitment. The City shall commit to obtaining homeowner approvals to construct soundwalls on or near their property line. The City shall also commit to construct the soundwall before the noise impact is forecasted to occur. As part of the program the City should on a regular basis, noise monitor along roadways due for mitigation. Many technologies are on the horizon including quieter tires, quieter engines, replacement of gasoline engines with quiet

electric motors, and quieter roadway surfaces. The project will be developed over a roughly 10 year period and many of these technologies may come to fruition during that time which would reduce or eliminate the need for mitigation.

Mitigation is considered for each of the 35 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 Street D (50). This area is a small group of single-family homes along Cactus Avenue between the future Street D and Redlands Boulevard. A significant noise increase is project for all four case years. 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 Street D 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 Street D and Redlands Boulevard is needed for mitigation. The 6 foot wall will need to extend roughly 1,000 feet. Prior to the opening of Street D, 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 64.8 CNEL which will be below the City standard of 65 CNEL. The significant impact is not creating noise levels above the noise standard, but rather creating a significant increase in noise levels above the ambient noise level that would not occur without the project. It will be necessary to modify the existing residential block wall, or to remove and replace the wall to lower the increase in project generated noise.

Day Street between Cottonwood Avenue and Alessandro Boulevard (109). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 1.7 dB increase bringing the noise level up to 69.4 CNEL. There are scattered single-family homes along this roadway that front onto Day Street. 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.*

Fir Avenue between Quincy Drive and Redlands Boulevard (62). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 6.7 dB increase raising the noise level up to 68.3 CNEL. There is only one single-family homes along this roadway and it fronts onto Fir Avenue. 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.*

Gilman Springs Road between Eucalyptus Avenue and Street C (31) 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, 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.*

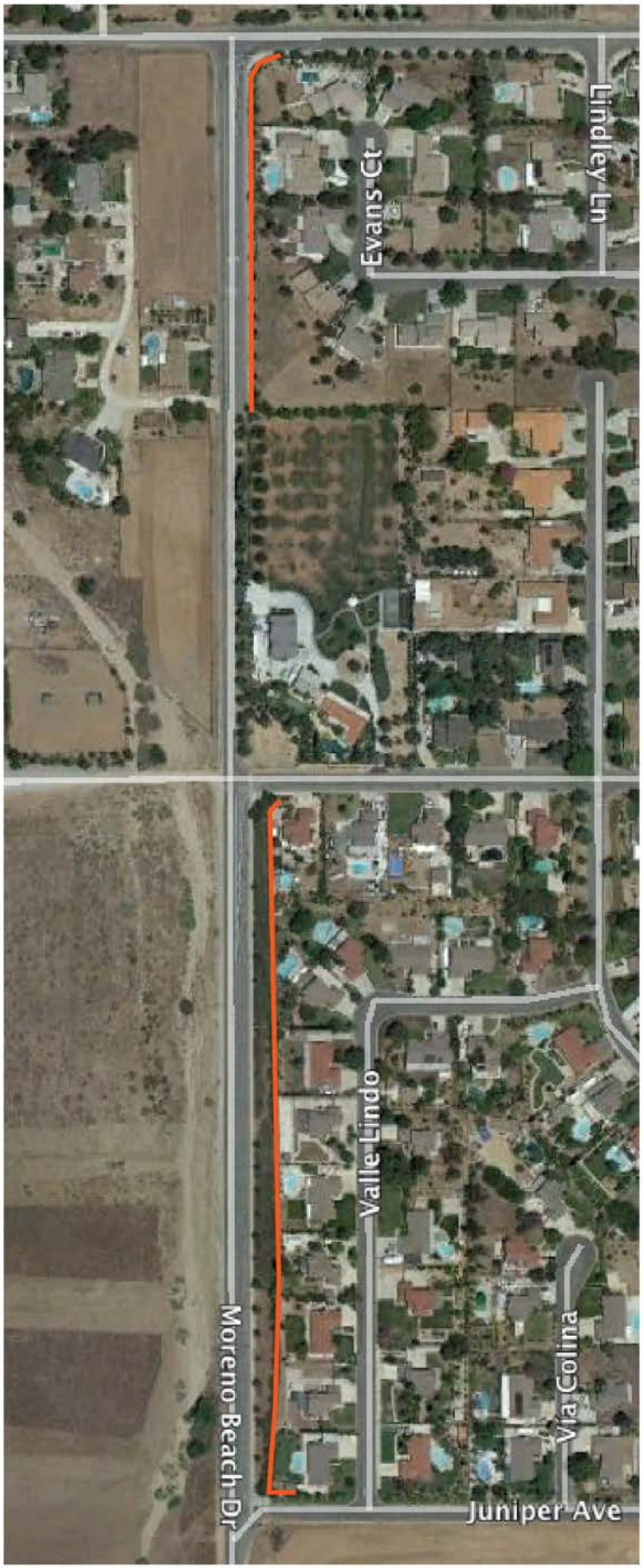
Ironwood Avenue between Redlands Boulevard and Highland Boulevard (36). A significant noise increase is projected for all four study years on this roadway link. In 2035, the noise level will increase 5 dB to 63.6 CNEL. There are two single-family homes that front onto Ironwood Avenue. There are also 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 study years. 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 67.9 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 62.6 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 3.5 dB increase raising the noise level up to 68.9 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.*

Moreno Beach Drive between Locust Avenue and Ironwood Avenue (56). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 3.3 dB increase raising the noise level up to 66.6 CNEL. There are 18 single-family homes along this roadway. Some homes front onto the roadway, but most backup to the roadway. Currently there are no soundwalls along these homes. The walls would need to be 6 feet tall with respect to the rear yard. Roughly 2,000 feet of six foot tall barrier would need to be provided for mitigation for 15 of the 18 impacted homes (Exhibit 18). With the retrofit the noise levels would drop at least 5 dB, with the resultant noise levels around 62 CNEL in rear yard areas. Approximately 3 homes would remain unmitigated, because these homes front onto Moreno Beach.



0 100 200 300 400 500 feet

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Exhibit 18

Potential Soundwalls Along Moreno Beach Drive

Drive and cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated*. A new 6 foot high wall along the property line for the existing residences that are on the east side of Moreno Beach Drive between Locust Avenue and Ironwood Avenue is needed for mitigation. The 6 foot wall will need to extend roughly 2,000 feet. The impact is not anticipated to occur until sometime after 2022 and before 2035. The final result with mitigation is that 15 homes will be adequately mitigated and 3 homes will still have a significant impact.

Perris Boulevard between John F. Kennedy Drive and Iris Avenue (303). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 1.7 dB increase raising the noise level to 72.2 CNEL for areas without a soundwall. This is a mixed area in terms of residential land use. There are 36 single-family homes along this roadway, some with a soundwall and some without. There is also a large multi-family development without a soundwall. Most of the homes either back up to the roadway or side-on to the roadway, making a soundwall feasible. Approximately half of the homes along this roadway do have a soundwall in place. For these homes, there would not be a significant noise impact since for the year 2035 the noise would increase by 1.7 dB going up to 66.2 CNEL.

The walls would need to be 6 feet tall with respect to the rear yard. Roughly 1,500 feet of barrier would need to be provided (Exhibit 19). With the retrofit the noise levels would drop at least 5 dB, with the resultant noise levels around 61 CNEL in rear yard areas. A new 6 foot high wall along the property line for the existing residences that are on Perris Boulevard between John F. Kennedy Drive and Iris Avenue is needed for mitigation (Exhibit 19). The 6 foot wall will need to extend roughly 2,000 feet. The impact is not anticipated to occur until sometime after 2022 and before 2035.

Soundwalls Needed for Mitigation

Existing Soundwalls

250 0 250 500 750 1000 feet

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Exhibit 19

Potential Soundwalls Along Perris Boulevard

Placentia Avenue from El Nido Avenue to Evans Road and on to Water Avenue (431, 432). Only the 2035 case results in a significant noise increase for this area. In 2035 the project will result in a 10 to 14 dB increase bringing the noise level up to 68 CNEL. There are scattered single-family homes along this roadway that front onto the roadway. Homes that front onto a street cannot be effectively mitigated with a soundwall. *Therefore, this potentially significant impact feasibly cannot be mitigated.*

Quincy Drive from Cactus Avenue to Alessandro Boulevard and to Cottonwood Avenue (502, 503). Quincy Drive currently exists from Cottonwood to Bay Avenue. The existing single-family homes along Quincy Drive between Cottonwood Avenue and Alessandro Boulevard do have a soundwall and would have an ultimate noise level of 66.8 CNEL. There is one additional house on Quincy Drive between Cactus Avenue and Alessandro Boulevard. Only the 2035 case results in a significant noise increase. The existing residential block wall may need to be modified, or removed and replaced to fully mitigate the impact.

Reche Canyon Road from Keissel Road to Reche Vista Drive and on to High Country Drive (205, 206). There are 22 single-family homes scattered along these two roadway segments. These homes are scattered along the roadway and front onto Reche Canyon Road. Only the 2035 case results in a significant noise increase for this area. 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 Dracaea Avenue to State Route 60 (12, 13). The noise analysis shows significant noise increases along this roadway segment for the 2012, 2022, 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, 2022, and 2035 cases. The increases in noise are around 2 dB with a resultant noise level in the 71 to 72 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 2.9 dB increase in the year 2035 with a resulting noise level of 67.9 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.*

Street D from Street E to Cactus Avenue (8). Street D, as shown in the Specific Plan, will come down the western side of the project parallel to 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 Street D. There are no soundwalls along these homes. The noise forecast shows that the 65 CNEL contour will lie 114 feet from the centerline of Street D. If the centerline of Street D 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. A preliminary estimate indicates that the soundwall along Street D would need to be roughly 2,000 feet. The following mitigation strategy could be used:

> *Locate the centerline of Street D no closer than 114 feet to the residential property lines along Merwin Street. An alternative is to locate the roadway closer to the residences and provide a soundwall along Street D. 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 68.1 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 20. 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 20. The 6 foot wall will need to extend roughly 580 feet.

Exhibit 20

Potential Soundwall Along SR-60

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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. Sixty-three (63) areas were identified that would have significant cumulative impacts unless properly mitigated. Exhibit 21 lists all 63 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.

Mitigation may not 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). Two additional locations, that were not impacted due directly to the project, can be mitigated with soundwalls. The two areas that would eliminate the cumulative noise impacts would be Iris Avenue from Nason Street to Oliver Street, and Sycamore Canyon Boulevard from Central Avenue to College Boulevard. Six (6) foot walls are recommended for both of these areas. Approximately 3,000 feet of soundwall would be needed along Iris Avenue and 1,000 feet along Sycamore Canyon Boulevard. Cumulative impacts typically not fully realized until the out years of the project. Therefore, construction of the soundwalls is not required until 2023.

N-10. Include cumulative impacted areas in fee plan. 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-11. 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 soundwall should be located along the perimeter of the property that faces any residential areas.

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	Direct Project Impact?	Mitigation Feasible?	Unavoidable Adverse Impact?
48	Alessandro Blvd	Lasselle St to Morrison St	Yes	60.6	No	No, existing soundwall cannot be modified	Yes
65	Alessandro Blvd	Nason St to Oliver St	No	67.5	No	No, homes widely separated	Yes
50	Cactus Ave	Redlands Blvd to Street D	No	66.3	Yes	Yes, construct soundwall	No
32	Cactus Ave	west of Redlands Blvd	Yes	64.8	Yes	No, existing soundwall cannot be modified	Yes
223	Canyon Crest Dr	Alessandro Blvd to Sandtrack Rd	Yes	59.7	No	No, existing soundwall cannot be modified	Yes
256	Canyon Crest Dr	Central Ave to Country Club Dr	No	70.1	No	No, many homes take access to street	Yes
250	Country Club Dr	Chicago Ave to Canyon Crest Dr	No	64.9	No	No, homes front on street	Yes
109	Day St	Cottonwood Ave to Alessandro Blvd	No	69.4	Yes	No, homes front on street	Yes
398	Evans Rd	Marbella Gate to Ramona Expy	Yes	62.7	No	No, existing soundwall cannot be modified	Yes
494	Evans Rd	North of Harley Knox Blvd	Yes	62.9	No	No, existing soundwall cannot be modified	Yes
444	Evans Rd	Nuevo Rd to San Jacinto Ave	Yes	62.0	No	No, existing soundwall cannot be modified	Yes
62	Fir Ave	Quincy Dr to Redlands Blvd	No	68.3	Yes	No, homes front on street	Yes
191	Gilman Springs Rd	Bridge St to Beaumont Ave	No	65.5	Yes	No, homes widely separated	Yes
358	Gilman Springs Rd	Bridge St to SR-79 SB Ramps	No	65.5	No	No, homes widely separated	Yes
30	Gilman Springs Rd	Eucalyptus Ave to Street C	No	57.4	No	No, homes widely separated	Yes
190	Gilman Springs Rd	Jack Rabbit Trail to Bridge St	No	68.0	No	No, homes widely separated	Yes
31	Gilman Springs Rd	South of Street C	No	63.6	Yes	No, homes widely separated	Yes
363	Gilman Springs Rd	SR-79 NB Ramps to Record Rd	No	64.8	No	No, homes widely separated	Yes
162	Iris Ave	Kitching St to Lasselle St	Yes	65.1	No	No, existing soundwall cannot be modified	Yes
165	Iris Ave	Lasselle St to Nason St	Yes	65.4	No	No, existing soundwall cannot be modified	Yes
73	Iris Ave	Nason St to Oliver St	No	67.4	No	Yes, construct 3000' of new soundwall	No
47	Ironwood Ave	Moreno Beach Dr to Redlands Blvd	Yes	60.6	No	No, existing soundwall cannot be modified	Yes
36	Ironwood Ave	Redlands Blvd to Highland Blvd	No	63.6	Yes	No, homes front on street	Yes
9	John F Kennedy Dr	South of Cactus Ave	No	67.9	Yes	Yes, construct soundwall	No
163	Kitching St	Iris Ave to Ivory Ave	Yes	64.8	No	No, existing soundwall cannot be modified	Yes
170	Kitching St	Krameria Ave to Lurin Ave	Yes	66.0	No	No, existing soundwall cannot be modified	Yes
172	Lasselle St	Krameria Ave to Arroyo Park Dr	Yes	61.8	No	No, existing soundwall cannot be modified	Yes
55	Locust Ave	Moreno Beach Dr to Redlands Blvd	No	63.3	No	No, homes front on street	Yes
54	Locust Ave	Moreno Beach Dr to Smiley Blvd	No	68.9	Yes	No, homes front on street	Yes
52	Moreno Beach Dr	John F Kennedy Dr to Oliver St	Yes	60.4	No	No, existing soundwall cannot be modified	Yes
56	Moreno Beach Dr	Locust Ave to Ironwood Ave	No	66.6	Yes	Yes, construct soundwall	No
435	Orange Ave	Evans Rd to Foothill Dr	No	65.1	No	No, homes front on street	Yes
127	Perris Blvd	Alessandro Blvd to Cactus Ave	Yes	65.0	No	No, existing soundwall cannot be modified	Yes
424	Perris Blvd	Alessandro Blvd to Cottonwood Ave	Yes	65.0	No	No, existing soundwall cannot be modified	Yes
152	Perris Blvd	Cactus Ave to John F Kennedy Dr	Yes	66.4	No	No, existing soundwall cannot be modified	Yes
306	Perris Blvd	Iris Ave to Krameria Ave	Yes	66.0	No	No, existing soundwall cannot be modified	Yes
307	Perris Blvd	Krameria Ave to Harley Know Blvd	Yes	65.5	No	No, existing soundwall cannot be modified	Yes
387	Perris Blvd	Krameria Ave to Harley Know Blvd	Yes	65.8	No	No, existing soundwall cannot be modified	Yes
290	Perris Blvd	Sunnymead Blvd to Fir Ave	No	71.2	No	No, single home wall ineffective	Yes
432	Placentia Ave	Evans Rd to El Nido Ave	No	68.2	Yes	No, homes front on street	Yes

Exhibit 21a

Cumulative Noise Mitigation Feasibility

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ID	Arterial	From	Existing Soundwall?	CNEL With Project	Direct Project Impact?	Mitigation Feasible?	Unavoidable Adverse Impact?
431	Placentia Ave	Water Ave to Evans Rd	No	67.5	Yes	No, homes front on street	Yes
503	Quincy	Alessandro Blvd to Cactus Ave	Yes	54.5	Yes	No, existing soundwall cannot be modified	Yes
502	Quincy	Cottonwood Ave to Alessandro Blvd	Yes	66.8	Yes	No, existing soundwall cannot be modified	Yes
205	Reche Canyon Rd	Keissel Rd to Reche Vista Dr	No	66.9	Yes	No, homes front on street	Yes
206	Reche Canyon Rd	Reche Vista Dr to High Country Dr	No	67.5	Yes	No, homes front on street	Yes
207	Reche Vista Dr	Heacock St to Reche Canyon Rd	No	68.9	No	No, homes front on street	Yes
12	Redlands Blvd	Eucalyptus Ave to Dracaea Ave	No	48.5	Yes	No, homes front on street	Yes
42	Redlands Blvd	Ironwood Ave to San Timoteo Canyon Rd	No	70.6	Yes	No, homes front on street	Yes
35	Redlands Blvd	Ironwood Ave to State Route 60	No	71.6	Yes	No, homes front on street	Yes
13	Redlands Blvd	State Route 60 to Eucalyptus Ave	No	67.3	Yes	No, homes front on street	Yes
177	San Timoteo Canyon Rd	Alessandro Rd to Live Oak Canyon Rd	No	66.4	Yes	No, homes widely separated	Yes
179	San Timoteo Canyon Rd	Live Oak Canyon Rd to Redlands Blvd	No	66.4	Yes	No, homes widely separated	Yes
2	Street A	Eucalyptus Ave to Street F	No	73.0	Yes	No, on-site home(s) front on roadway	Yes
8	Street D	Street E to Cactus Ave	No	70.4	Yes	Yes, setback or construct soundwall	No
4	Street E	North of Alessandro Blvd	No	65.8	Yes	No, on-site home(s) front on roadway	Yes
19	Street F	East of Street A	No	69.2	Yes	No, on-site home(s) front on roadway	Yes
199	Sunset Dr	Alessandro Rd to Cameo Dr	No	58.7	No	No, homes front on street	Yes
262	Sycamore Canyon Blvd	Central Ave to College Blvd	No	66.5	No	Yes, construct 1000' of new soundwall	No
38	Theodore St	State Route 60 to Highland Blvd	No	67.9	Yes	No, homes front on street	Yes
FREEWAYS							
30	SR-60	Heacock St to Perris Blvd	Yes	67.7	Yes	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
31	SR-60	Perris Blvd to Nason St	Yes	67.8	Yes	No, existing soundwall cannot be modified	Yes
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	Yes	68.6	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 21b

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 22 presents the Lmax noise contours when the SCG blow-downs are mitigated with silencers.

N-12. Develop blow-down event plan. The project applicant shall coordinate with SCG to integrate the existing notification plan into the planning and design of future parcels and buildings. Prior to the issuance of any building permits for parcels within 1,300 feet of the SCG blow-down points, the project applicant shall demonstrate the existing SCG notification plan has been integrated and/or can be implemented, to the satisfaction of the building official.

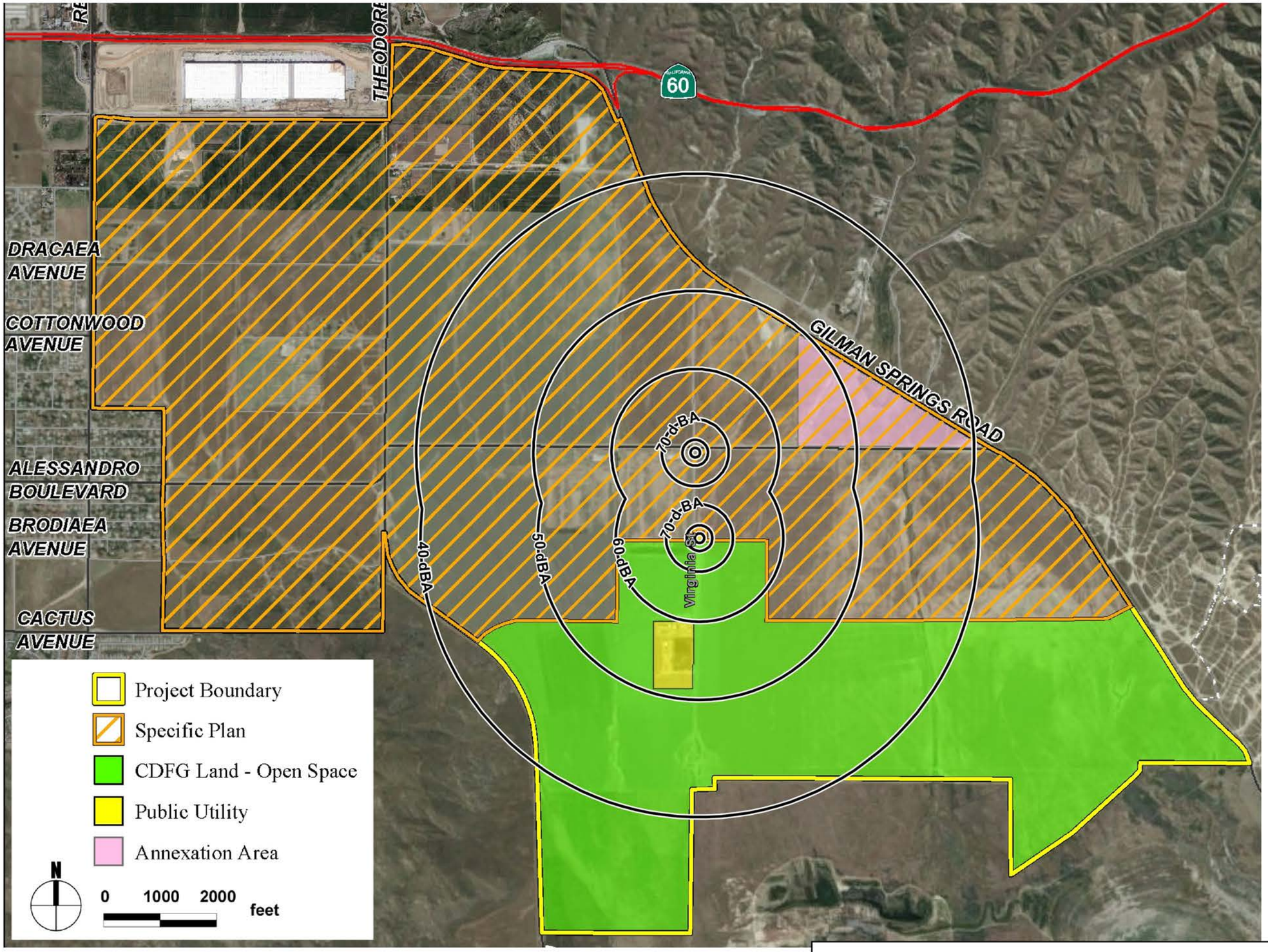

Exhibit 22

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. Day Street between Cottonwood Avenue and Alessandro Boulevard (109)
    b. Fir Avenue between Quincy Drive and Redlands Boulevard (62)
    c. Gilman Springs Road between Eucalyptus Avenue and Street C (31) and Jack Rabbit Trail and Bridge Street (191)
    d. Ironwood Avenue between Redlands Boulevard and Highland Boulevard (36)
    e. Locust Avenue between Moreno Beach Drive and Smiley Boulevard (54)
    f. Moreno Beach Drive between Locust Avenue and Ironwood Avenue (Portion) (56)
    g. Placentia Avenue from El Nido Avenue to Evans Road and on to Water Avenue (431, 432)
    h. Reche Canyon Road from Keissel Road to Reche Vista Drive and on to High Country Drive (205, 206)
    i. Redlands Boulevard from Dracaea Avenue to State Route 60 (12, 13)
    j. Redlands Boulevard from State Route 60 to San Timoteo Canyon Road (35, 42)
    k. San Timoteo Canyon Road from Alessandro Road to Live Oak Canyon Road to Redlands Boulevard (177, 179)
    l. Theodore Street from State Route 60 to Highland Boulevard (38)
    m. Street A from Eucalyptus Avenue to Street F; Street E north of Alessandro Boulevard; and Street F east of Street A (2, 4, 19).
    n. State Route 60 from Pigeon Pass Road to Perris Boulevard (29, 30)
    o. 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 57 roadway links. The links have been identified previously in Exhibit 21.

Appendix

Traffic Noise Calculation Sheets

and

SDG&E and SCG Facilities Noise Impact Assessment

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.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	1,929	24	65	45	0	0	59.2	54.6	9	20	43	93
2	Street A	Eucalyptus Ave	Street F	331	0	6	45	0	0	51.2	46.6	2	5	12	27
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	1,487	0	0	45	0	0	57.5	52.9	7	15	33	72
6	Street A	Street F	Street C	390	0	6	45	0	0	51.9	47.3	3	6	14	30
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	6,525	12	0	45	0	0	64.0	59.4	19	42	91	196
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	7,588	0	0	45	0	0	64.6	60.0	21	46	100	215
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
13	Redlands Blvd	State Route 60	Eucalyptus Ave	4,508	0	24	45	0	0	62.4	57.7	15	32	70	152
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	1,770	12	59	45	0	0	58.7	54.0	8	18	40	86
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	2,549	0	12	45	0	0	59.9	55.3	10	22	48	104
22	Street C	west of Street F	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
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	0	0	0	45	0	0	0.0	0.0	0	0	0	0
25	Street C	Street H	Gilman Springs Rd	1,245	0	0	45	0	0	56.8	52.1	6	13	29	64
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	5,369	6	6	45	0	0	63.2	58.5	17	37	79	171
30	Gilman Springs Rd	Eucalyptus Ave	Street C	5,369	6	6	45	0	0	63.2	58.5	17	37	79	171
31	Gilman Springs Rd	south of Street C	0	13,110	12	12	45	0	0	67.0	62.4	31	67	144	311
32	Cactus Ave	west of Redlands Blvd	0	1,481	3	3	45	0	0	57.6	53.0	7	15	33	73
33	Alessandro Blvd	west of Redlands Blvd	0	1,935	0	3	45	0	0	58.7	54.1	8	18	40	86
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	626	6	18	45	0	0	54.3	49.7	4	9	20	44
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	331	0	12	45	0	0	51.5	46.9	2	6	13	28

ID	Arterial	From	To	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	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	1,310	6	0	45			57.1	52.5	6	14	31	68
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	7,505	6	0	45			64.6	60.0	21	46	99	214
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	1,841	0	12	45			58.5	53.9	8	18	39	84
96	N California Ave	W 6th St	E 8th St	1,228	0	59	45			57.0	52.4	6	14	31	67
97	E 6th St	N California Ave	Beaumont Ave	4,661	18	24	45			62.6	58.0	15	34	73	158
98	N California Ave	W 6th St	I-10	543	0	0	45			53.2	48.5	3	8	17	37
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	29,866	24	30	45			70.6	66.0	53	116	250	539
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.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	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.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	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	7,357	6	0	45			64.5	59.9	21	45	98	211
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	5,097	6	0	45			62.9	58.3	16	35	77	166
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	9,805	0	0	45	6		59.7	55.1	10	21	47	101
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.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	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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268	I-215 NB Off-Ramp	Watkins Dr	I-215	5,157	12	12	45			63.0	58.4	16	36	78	168
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	2,254	12	35	45			59.5	54.9	9	21	45	98
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	1,806	0	12	45			58.4	53.8	8	17	38	82

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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	3,658	47	71	45			61.9	57.3	14	30	65	141
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 Ram	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 Ram	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	9,145	6	0	45	6		59.4	54.8	9	20	45	97
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	6,895	2	5	45			64.2	59.6	20	43	93	202
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				Total @ 15m	CNEL @ 100ft	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	1,508	0	0	45			57.6	53.0	7	15	34	73
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
0	0	0	0	0	0	0	45			0.0	0.0	0	0	0	0

Existing Noise Levels

ID	Freeway	From	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	CNEL Contribution					Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Light Vehicles	Medium Trucks	Heavy Trucks & Buses	Total @ 15m	CNEL @ 100ft	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	84.5	73.7	72.8	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	84.5	73.9	73.2	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	84.3	73.8	73.1	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	84.5	74.0	73.4	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	84.4	73.9	73.3	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	84.7	74.4	73.7	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	84.7	74.1	73.4	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	84.7	74.2	73.4	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	84.4	74.0	73.0	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	84.0	73.6	72.5	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	83.1	73.5	73.3	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	81.7	72.3	71.5	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	82.1	72.2	71.2	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	81.8	71.8	70.7	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	81.4	71.4	70.3	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	81.3	71.3	70.3	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	82.6	72.5	71.2	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	82.5	72.5	70.9	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	83.3	73.5	71.6	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	83.9	74.2	72.0	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	84.5	74.2	73.0	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	84.2	73.7	72.2	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	84.4	73.9	72.4	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	85.3	75.0	73.7	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	84.9	74.5	72.9	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	84.9	74.3	72.9	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	82.6	72.7	73.2	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	82.6	72.6	73.7	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	81.9	71.8	73.0	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	81.2	71.1	72.4	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	80.4	69.9	71.2	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	79.9	69.1	70.5	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	78.4	67.0	68.0	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	77.5	67.7	70.5	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	77.5	67.7	70.5	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	76.4	66.3	69.5	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	76.4	66.3	69.5	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	84.5	72.5	68.8	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	84.1	72.1	68.4	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	83.8	71.7	68.2	84.2	79.6	436	939	2024	4362
78	SR-91	Magnolia Ave to La Sierra Ave	184,260	2,970	9,980	65	0	0	84.1	72.4	69.3	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	83.7	72.0	69.0	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	84.5	70.5	65.5	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	84.1	70.0	65.0	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	83.8	69.4	64.3	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	83.7	69.1	63.7	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	82.8	69.1	64.5	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	83.6	69.9	65.3	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	83.3	69.6	64.9	83.5	78.9	390	842	1814	3908

Existing Noise Levels

ID	Freeway	From	Existing Counts			Speed (mph)	Barrier Red.	Grade Adj.	CNEL Contribution			Total @ 15m	CNEL @ 100ft	Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Light Vehicles	Medium Trucks	Heavy Trucks & Buses			70 CNEL	65 CNEL	60 CNEL	55 CNEL
87	SR-91	University Ave to Spruce St (off-ramp)	194,070	2,020	6,860	65	0	0	84.4	70.7	66.0	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	81.7	71.1	73.9	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	81.8	71.2	74.0	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	82.0	71.5	74.2	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	81.8	71.2	74.1	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	81.7	71.1	74.0	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	81.6	71.0	73.9	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	81.6	71.0	74.0	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	81.2	70.5	73.5	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	81.0	70.2	73.3	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	80.4	69.6	72.8	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	80.4	69.7	72.8	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	80.4	69.7	72.8	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	79.8	69.0	72.2	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	79.8	69.0	72.2	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	80.5	69.5	64.8	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	79.9	68.9	64.1	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	80.2	69.3	64.2	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	81.4	70.4	65.5	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	82.0	73.3	70.5	82.8	78.2	353	761	1639	3533
134	SR-215	SR-60 to Columbia Ave	180,770	3,470	7,520	65	0	0	84.1	73.1	67.5	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	83.3	72.3	66.7	83.7	79.1	404	870	1875	4040
136	SR-215	Center St to Iowa Ave/La Cadena Dr	151,120	2,900	6,200	65	0	0	83.3	72.3	66.6	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	83.2	72.4	66.8	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	83.4	72.6	67.0	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	83.4	72.6	67.2	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	82.5	70.2	65.6	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	82.1	69.6	65.1	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	82.6	70.7	66.6	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	82.0	70.4	66.5	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	82.2	71.7	70.6	82.9	78.2	354	762	1643	3540

2012 Plus Project Case - Non Project Traffic				2012 + Project Traffic Here						Existing + Project Noise Levels Here					
				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	22,260	3,089	9,268	45	0	0	77.3	72.6	149	322	695	1498
2	Street A	Eucalyptus Ave	Street F	24,040	3,238	10,110	45	0	0	77.5	72.9	155	335	722	1556
3	Street E	west of Street A	0	8,836	1,173	3,540	45	0	0	72.9	68.3	77	166	359	773
4	Street E	north of Alessandro Blvd	0	6,120	1,422	1,202	45	0	0	70.4	65.8	52	113	244	526
5	Street E	Street D	Street A	11,183	1,688	1,202	45	0	0	71.3	66.7	59	129	278	599
6	Street A	Street F	Street C	11,557	1,415	4,041	45	0	0	73.5	68.9	84	182	393	848
7	Street A	south of Street C	0	3,309	342	848	45	0	0	66.9	62.3	30	65	141	305
8	Street D	Street E	Cactus Ave	13,969	785	0	45	0	0	69.7	65.1	47	101	219	472
9	John F Kennedy Dr	south of Cactus Ave	0	12,668	619	0	45	0	0	68.8	64.2	41	88	190	410
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	3,181	82	0	45	0	0	61.5	56.9	13	28	62	134
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	4,125	47	0	45	0	0	62.3	57.7	15	32	69	150
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	9,414	42	47	45	0	0	66.8	62.1	29	64	138	299
13	Redlands Blvd	State Route 60	Eucalyptus Ave	11,750	156	951	45	0	0	68.4	63.8	38	83	178	385
14	Eucalyptus Ave	east of Redlands Blvd	0	5,006	220	904	45	0	0	66.8	62.2	30	64	139	300
15	Eucalyptus Ave	west of Street A	0	3,064	204	900	45	0	0	67.5	62.9	33	72	155	334
18	Street B	east of Street A	0	1,832	179	404	45	0	0	63.9	59.3	19	41	89	193
18a	Street B	west of Gilman Springs Rd	0	859	69	103	45	0	0	59.3	54.7	9	20	44	94
19	Street F	east of Street A	0	2,997	400	1,280	45	0	0	68.6	63.9	39	84	182	393
20	Street F	north of Street C	0	2,006	128	49	45	0	0	61.6	57.0	13	29	62	135
21	Street C	east of Street A	0	12,758	1,096	2,220	45	0	0	71.7	67.0	63	136	294	634
22	Street C	west of Street F	0	12,758	1,096	2,220	45	0	0	71.5	66.9	61	133	287	619
23	Street F	Street C	Street G	6,148	663	1,616	45	0	0	69.7	65.1	46	101	217	469
24	Street C	Street F	Street H	7,013	437	600	45	0	0	67.5	62.9	33	72	155	334
25	Street C	Street H	Gilman Springs Rd	9,823	788	1,899	45	0	0	70.6	66.0	54	116	251	541
26	Street H	Street C	Street G	4,760	531	1,476	45	0	0	69.2	64.5	43	93	200	431
27	Street G	east of Street H	0	3,681	420	1,102	45	0	0	68.0	63.3	36	77	167	360
28	Street G	Street F	Street H	2,298	246	634	45	0	0	65.6	61.0	25	54	116	251
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	13,538	621	2,150	45	0	0	71.2	66.6	59	127	274	591
30	Gilman Springs Rd	Eucalyptus Ave	Street C	12,722	544	1,788	45	0	0	70.6	66.0	53	116	250	539
31	Gilman Springs Rd	south of Street C	0	13,498	280	141	45	0	0	68.3	63.7	37	81	176	379
32	Cactus Ave	west of Redlands Blvd	0	1,967	52	0	45	0	0	59.3	54.7	9	20	44	95
33	Alessandro Blvd	west of Redlands Blvd	0	2,137	28	3	45	0	0	59.7	55.1	10	21	46	100
35	Redlands Blvd	Ironwood Ave	State Route 60	13,411	63	706	55	0	0	72.4	67.8	71	153	329	710
36	Ironwood Ave	Redlands Blvd	Highland Blvd	1,845	253	0	35	0	0	59.9	55.3	10	22	48	104
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	8,089	213	609	45	0	0	69.6	65.0	46	100	215	464
38	Theodore St	State Route 60	Highland Blvd	3,087	509	19	45	0	0	64.9	60.3	22	48	105	226
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	15,695	420	676	55	0	0	72.5	67.8	71	154	333	717
43	Moreno Beach Dr	Alessandro Blvd	SR 60	19,178	20	115	45	0	0	68.9	64.3	41	89	193	416
46	Moreno Beach Dr	State Route 60	Ironwood Ave	10,584	9	65	45	0	0	66.2	61.6	27	58	127	273
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	3,769	26	12	45	6	0	55.8	51.2	5	12	25	55
48	Alessandro Blvd	Lasselle St	Morrison St	8,907	25	442	45	6	0	59.9	55.3	10	22	48	104
50	Cactus Ave	Redlands Blvd	Street D	13,969	785	0	45	0	0	66.9	62.2	30	65	141	303

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	14,844	9	18	45	6	0	61.7	57.0	13	29	63	136
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	21,146	586	6	35	6	0	61.5	56.9	13	28	61	133
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	2,653	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	2,098	11	0	45	0	0	59.8	55.2	10	22	47	102
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	2,941	10	0	35	0	0	57.9	53.3	7	16	35	77
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	6,420	272	0	45	0	0	65.4	60.7	24	52	112	241
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	13,115	12	118	45	0	0	67.2	62.6	31	68	148	319
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	1,310	6	4	45	0	0	57.1	52.5	6	14	31	68
60	SR 60 WB Ramps	east of Redlands Blvd	0	5,630	161	547	45	0	0	67.0	62.4	30	66	143	309
61	SR 60 EB Ramps	west of Redlands Blvd	0	6,188	36	333	45	0	0	66.5	61.9	28	62	134	289
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	8,455	24	49	45	0	0	65.4	60.8	24	52	112	242
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	6,719	35	50	45	0	0	64.6	60.0	21	46	99	214
67	Oliver St	Alessandro Blvd	Cactus Ave	2,224	0	0	35	0	0	56.6	51.9	6	13	29	62
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	15,757	10	36	45	0	0	67.8	63.2	35	76	163	353
69	Cactus Ave	Nason St	Oliver St	7,699	63	4	45	0	0	65.0	60.4	22	49	106	229
70	Cactus Ave	Oliver St	Moreno Beach Dr	8,769	96	0	45	6	0	59.9	55.2	10	22	48	103
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	11,401	291	0	45	0	0	67.6	63.0	33	73	157	338
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	14,508	29	6	45	0	0	67.5	62.9	33	72	156	336
76	Ironwood Ave	Heacock St	Indian Ave	11,367	6	0	45	0	0	66.4	61.8	28	60	131	282
77	Heacock St	Ironwood Ave	Hemlock Ave	22,413	29	18	45	0	0	69.4	64.8	45	97	209	451
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	26,422	56	8	45	0	0	70.1	65.5	50	108	233	502
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	7,938	84	126	45	0	0	65.5	60.9	24	52	114	245
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	27,422	47	69	45	0	0	70.3	65.7	51	111	239	516
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	6,388	140	226	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	6,465	2	12	45	0	0	63.9	59.3	19	41	90	194
95	W 6th St	I-10	N California Ave	1,987	30	38	45	0	0	60.0	55.4	10	22	49	105
96	N California Ave	W 6th St	E 8th St	1,438	1	63	45	0	0	57.9	53.3	7	16	35	76
97	E 6th St	N California Ave	Beaumont Ave	4,662	22	26	45	0	0	63.0	58.3	16	35	77	167
98	N California Ave	W 6th St	I-10	549	2	12	45	0	0	57.4	52.7	7	15	32	70
99	Beaumont Ave	E 6th St	E 8th St	10,859	24	36	45	0	0	66.3	61.6	27	59	128	277
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,460	24	63	45	0	0	64.9	60.3	22	48	105	226
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	29,992	43	88	45	0	0	70.8	66.1	55	119	256	552
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	15,158	96	246	45	0	0	68.0	63.4	36	78	168	363
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	25,412	16	188	45	0	0	70.1	65.5	50	108	232	501

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105	I-215 SB Ramps	south of Alessandro Blvd	0	11,714	0	48	45	0	0	66.5	61.9	28	62	134	289
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	6,825	1	24	45	0	0	64.2	59.6	20	43	93	201
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	23,324	19	170	45	0	0	69.6	65.0	46	99	214	462
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	1,779	5	0	35	0	0	55.3	50.7	5	11	24	51
110	Alessandro Blvd	Day St	Elsworth St	24,195	34	114	45	0	0	69.8	65.2	47	102	220	475
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	7,577	13	0	35	0	0	61.5	56.9	13	28	62	134
112	Alessandro Blvd	Elsworth St	Frederick St	26,115	43	160	45	0	0	70.2	65.6	50	109	235	506
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	16,428	9	48	45	0	0	68.4	63.8	38	83	179	385
115	Alessandro Blvd	Frederick St	Graham St	28,240	35	104	45	0	0	70.4	65.8	52	113	244	526
116	Frederick St	Alessandro Blvd	Cactus Ave	9,291	0	16	45	0	0	65.6	60.9	24	53	115	248
117	Graham St	Cottonwood Ave	Alessandro Blvd	7,048	0	12	45	0	0	64.3	59.7	20	44	95	205
118	Alessandro Blvd	Graham St	Heacock St	27,222	35	76	45	0	0	70.3	65.7	51	110	238	514
119	Graham St	Alessandro Blvd	Cactus Ave	6,827	1	38	45	0	0	64.2	59.6	20	43	93	202
120	Heacock St	Cottonwood Ave	Alessandro Blvd	14,974	24	38	45	0	0	67.6	63.0	34	73	158	341
121	Alessandro Blvd	Heacock St	Indian St	24,325	35	113	45	0	0	69.8	65.2	47	102	221	477
122	Heacock St	Alessandro Blvd	Cactus Ave	11,484	20	32	45	6	0	60.7	56.1	11	25	54	118
123	Indian St	Cottonwood Ave	Alessandro Blvd	12,075	24	47	45	0	0	66.7	62.1	29	63	137	296
124	Alessandro Blvd	Indian St	Perris Blvd	23,774	72	107	45	0	0	69.8	65.1	47	102	220	474
125	Indian St	Alessandro Blvd	Cactus Ave	10,520	13	24	45	6	0	60.1	55.5	10	23	49	107
126	Alessandro Blvd	Perris Blvd	Kitching St	17,559	37	73	45	0	0	68.6	64.0	39	85	183	396
127	Perris Blvd	Alessandro Blvd	Cactus Ave	19,523	60	143	45	6	0	62.8	58.2	16	35	75	163
128	Kitching St	Cottonwood Ave	Alessandro Blvd	7,509	0	12	45	0	0	64.6	60.0	21	46	99	214
129	Alessandro Blvd	Kitching St	Lasselle St	12,250	11	110	45	0	0	67.0	62.4	31	67	145	312
130	Kitching St	Alessandro Blvd	Cactus Ave	7,192	1	0	45	6	0	58.4	53.8	8	17	38	83
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	2,096	1	2	45	0	0	59.5	54.9	9	21	45	97
135	Alessandro Blvd	Morrison St	Nason St	8,235	33	327	50	6	0	60.8	56.1	11	25	55	119
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	1,072	32	48	45	0	0	57.4	52.8	7	15	33	71
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	6,209	39	97	45	0	0	64.0	59.4	19	42	91	196
140	I-215 SB Ramps	south of Cactus Ave	0	19,002	50	26	45	0	0	68.7	64.1	40	86	187	403
141	Cactus Ave	I-215 NB Ramps	Elsworth St	23,455	34	192	45	0	0	69.6	65.0	46	99	214	461
142	I-215 NB Ramps	south of Cactus Ave	0	1,597	7	72	45	0	0	58.5	53.9	8	18	39	84
143	Cactus Ave	Elsworth St	Frederick St	30,836	46	202	45	0	0	70.8	66.2	55	119	257	554
144	Cactus Ave	Frederick St	Graham St	33,977	94	148	45	0	0	71.2	66.6	59	128	275	594
145	Cactus Ave	Graham St	Heacock St	27,707	50	100	45	0	0	70.3	65.7	51	111	239	516
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	17,666	29	30	45	0	0	68.4	63.8	38	82	178	383
148	Heacock St	Cactus Ave	John F Kennedy Dr	19,351	15	102	45	6	0	62.7	58.1	16	34	74	161

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149	Cactus Ave	Indian St	Perris Blvd	16,127	36	18	45	0	0	68.0	63.4	36	78	168	362
150	Indian St	Cactus Ave	John F Kennedy Dr	9,199	0	12	45	6	0	59.5	54.8	9	21	45	97
151	Cactus Ave	Perris Blvd	Kitching St	15,762	41	0	45	0	0	67.9	63.3	35	77	166	358
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	16,709	36	158	45	6	0	62.1	57.5	14	31	68	146
153	Cactus Ave	Kitching St	Lasselle St	12,678	52	0	45	0	0	67.1	62.4	31	67	145	313
154	Kitching St	Cactus Ave	John F Kennedy Dr	8,318	0	0	35	6	0	55.9	51.3	5	12	26	56
155	Cactus Ave	Lasselle St	Morrison St	8,172	44	0	45	0	0	65.2	60.6	23	51	110	237
156	Lasselle St	Cactus Ave	John F Kennedy Dr	20,069	23	0	45	0	0	68.9	64.3	41	89	192	414
157	Cactus Ave	Morrison St	Nason St	5,857	43	0	45	0	0	63.9	59.3	19	41	89	192
158	E 6th St	Beaumont Ave	Pennsylvania Ave	9,968	39	21	45	0	0	66.0	61.4	26	57	124	267
159	Beaumont Ave	E 6th St	I-10	8,569	0	53	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	17,589	217	30	45	6	0	62.7	58.1	16	34	75	161
162	Iris Ave	Kitching St	Lasselle St	21,506	374	0	45	6	0	63.9	59.3	19	41	89	193
163	Kitching St	Iris Ave	Ivory Ave	15,298	168	0	45	6	0	62.2	57.6	14	31	68	147
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	13,597	281	0	45	6	0	62.1	57.5	14	31	68	147
168	Krameria Ave	Perris Blvd	Lasselle St	11,276	196	0	45	6	0	61.3	56.7	13	28	60	130
169	Krameria Ave	Kitching St	Lasselle St	4,377	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	20,994	189	0	45	6	0	63.5	58.9	18	39	84	182
172	Lasselle St	Krameria Ave	Arroyo Park Dr	10,078	182	12	45	6	0	60.8	56.2	11	25	55	119
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	12,853	484	598	45	0	0	69.9	65.2	48	103	223	481
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	3,461	55	88	45	0	0	63.3	58.6	17	37	81	174
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	15,054	540	668	45	0	0	70.4	65.8	52	113	244	527
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	2,052	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	13,185	285	150	45	0	0	68.1	63.5	37	79	171	370
191	Gilman Springs Rd	Bridge St	Beaumont Ave	12,114	254	114	45	0	0	67.9	63.3	35	77	166	358
192	Bridge St	Gilman Springs Rd	Marvin Rd	1,869	34	66	45	0	0	59.9	55.3	10	22	48	104
194	Crescent Ave	West of Alessandro Rd	0	2,367	100	0	35	0	0	58.3	53.7	8	17	37	81
195	Crescent Ave	Alessandro Rd	Center St	6,194	151	0	45	0	0	64.6	60.0	21	46	99	214
196	Alessandro Rd	Crescent Ave	Sunset Dr	6,325	251	0	45	0	0	65.2	60.6	23	50	109	235
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	658	12	0	35	0	0	52.0	47.4	3	6	14	31
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	6,622	272	0	45	0	0	65.5	60.8	24	52	113	244

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205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	18,771	55	0	45	0	0	68.7	64.0	40	86	186	401
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	18,776	55	0	35	0	0	65.6	60.9	24	53	115	249
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	7,120	0	0	35	0	0	61.2	56.6	12	27	59	127
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	43,218	16	22	45	0	0	72.2	67.6	69	148	320	690
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	14,646	26	35	45	6	0	61.6	57.0	13	29	63	136
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	49,944	12	8	45	0	0	72.9	68.3	76	164	355	765
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,625	0	1	45	0	0	66.1	61.5	27	58	125	270
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	11,223	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	7	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	35,025	71	127	45	0	0	71.4	66.8	61	131	284	612
232	Chicago Ave	Alessandro Blvd	Central Ave	28,967	71	200	45	0	0	70.9	66.3	56	122	263	566
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	50,540	31	34	45	0	0	72.9	68.3	76	164	354	764
236	Victoria Ave	Central Ave	Arlington Ave	7,002	25	3	45	0	0	64.4	59.8	20	45	97	209
237	Arlington Ave	Victoria Ave	Alessandro Blvd	34,640	67	155	45	0	0	71.7	67.1	64	138	297	641
238	Victoria Ave	Arlington Ave	Maude St	12,783	41	24	45	0	0	67.1	62.5	31	67	146	315
239	Arlington Ave	Maude St	Victoria Ave	30,246	28	104	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	32,944	16	96	45	0	0	71.3	66.7	60	130	280	603
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	10,697	7	7	45	0	0	66.2	61.6	27	59	128	275
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	17,558	12	160	45	0	0	69.0	64.4	42	90	195	420
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,744	0	82	45	0	0	69.0	64.4	42	91	196	424
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	31	136	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	21,059	76	196	45	0	0	69.6	65.0	46	100	215	464
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	17,518	24	25	45	0	0	68.3	63.7	37	81	176	379
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,183	0	12	45	0	0	63.7	59.1	18	40	87	188
260	Central Ave	Canyon Crest Dr	I-215	20,769	81	204	45	0	0	69.5	64.8	45	97	210	452
261	Lochmoor Dr	Central Ave	Fair Isle Dr	3,541	7	15	35	6	0	53.8	49.1	4	8	18	40
262	Sycamore Canyon Blvd	Central Ave	College Blvd	11,278	9	13	35	0	0	63.3	58.7	17	38	81	176
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	15,242	78	209	45	0	0	68.4	63.8	38	83	179	386
264	I-215 SB Off-Ramps	I-215	Central Ave	2,526	32	68	45	0	0	63.1	58.5	17	36	79	170
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	14,639	69	169	45	0	0	68.8	64.2	40	88	189	408
266	I-215 SB On-Ramps	Central Ave	I-215	22,246	114	242	45	0	0	69.8	65.2	47	103	222	478
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	12,674	18	25	45	0	0	67.4	62.7	32	70	152	327

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
268	I-215 NB Off-Ramp	Watkins Dr	I-215	5,160	56	161	45	0	0	65.8	61.2	25	55	120	259
269	Martin Luther King Blvd	SR-91	Chicago Ave	29,847	101	305	45	0	0	71.4	66.8	60	131	283	609
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	26,054	95	293	45	0	0	70.9	66.3	56	122	264	569
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	13,639	0	0	45	0	0	67.2	62.6	31	68	148	318
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	32,262	102	294	45	0	0	71.7	67.1	64	138	298	642
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	11,563	0	0	45	0	0	66.5	61.8	28	61	132	285
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	26,796	88	279	45	0	0	70.9	66.3	56	121	262	566
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	6,006	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	9,108	37	140	45	0	0	66.2	61.6	27	59	127	274
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	29,960	126	308	45	0	0	71.6	67.0	62	135	290	626
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	9,464	0	14	45	0	0	65.6	61.0	24	53	115	249
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	8,704	74	266	45	0	0	66.5	61.9	28	62	134	289
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	8,604	58	122	45	0	0	65.7	61.1	25	54	117	253
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	25,705	29	86	45	0	0	70.3	65.7	51	110	238	513
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	29,732	101	19	45	0	0	70.7	66.1	54	117	254	547
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	32,770	127	149	45	0	0	71.3	66.6	59	128	277	596
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	22,808	166	122	45	0	0	69.6	65.0	46	100	216	465
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	17,711	101	113	45	0	0	68.7	64.0	40	86	185	400
290	Perris Blvd	Sunnymead Blvd	Fir Ave	27,153	155	280	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	9,840	12	0	45	0	0	65.8	61.2	25	55	120	259
302	John F. Kennedy Dr	Perris Blvd	Kitching St	9,690	11	0	45	0	0	65.8	61.1	25	55	119	256
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	13,072	36	47	45	0	0	67.1	62.5	31	67	146	315
306	Perris Blvd	Iris Ave	Krameria Ave	16,378	222	195	45	6	0	62.8	58.2	16	35	76	163
307	Perris Blvd	Krameria Ave	Harley Know Blvd	17,539	350	171	45	6	0	63.1	58.5	17	36	79	171
324	Ramona Expy	Warren Rd	Sanderson Ave	14,542	83	315	45	0	0	67.7	63.1	34	74	161	347
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	27,857	35	634	45	0	0	70.6	65.9	53	115	249	536
326	Ramona Expy	Sanderson Ave	State St	15,318	71	178	45	0	0	67.9	63.3	35	76	165	356
327	Sanderson Ave	Ramona Expy	Ramona Blvd	18,362	56	305	45	0	0	68.8	64.2	41	88	190	410
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	12,423	242	114	45	0	0	68.0	63.4	36	77	168	361
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	5,434	0	2	45	0	0	63.2	58.6	17	37	80	173
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	11,208	168	57	45	0	0	67.2	62.6	32	69	148	320
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	7,422	142	116	45	0	0	66.3	61.7	27	60	129	278
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	2,254	12	35	45	0	0	59.5	54.9	9	21	45	98
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	11,399	96	12	45	0	0	66.7	62.0	29	63	136	295
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	1,811	56	56	45	0	0	61.6	57.0	13	29	62	135

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	38,866	51	81	45	0	0	71.8	67.2	64	139	301	649
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	3,658	48	82	45	0	0	61.9	57.3	14	30	65	141
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 Ram	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 Ram	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	14,772	266	402	45	6	0	62.4	57.8	15	32	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	27,813	128	884	45	0	0	70.5	65.9	53	114	247	532
392	Ramona Expy	Indian St	Perris Blvd	27,236	190	538	45	0	0	70.7	66.0	54	117	252	544
393	Indian St	Ramona Expy	Morgan St	3,025	136	463	45	0	0	64.2	59.5	20	43	93	200
394	Perris Blvd	Harley Know Blvd	Ramona Expy	14,600	294	343	45	0	0	68.4	63.8	38	83	179	386
396	Perris Blvd	Ramona Expy	Rider St	16,608	192	133	45	0	0	68.5	63.9	39	84	182	393
397	Ramona Expy	Perris Blvd	Evans Rd	24,990	162	334	45	0	0	70.1	65.5	49	107	230	497
398	Evans Rd	Marbella Gate	Ramona Expy	10,405	92	0	45	6	0	60.4	55.8	11	24	52	113
399	Ramona Expy	Evans Rd	Rider St	17,434	59	252	55	6	0	64.9	60.3	22	48	104	224
400	Evans Rd	Ramona Expy	Rider St	12,858	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	2,875	0	25	45	0	0	60.5	55.9	11	24	52	114
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	5,754	58	0	45	0	0	63.8	59.2	19	41	88	191
410	Rider St	Wilson Ave	Evans Rd	11,975	0	12	45	0	0	66.6	62.0	29	63	135	292
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	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	7,382	60	15	45	0	0	64.9	60.3	22	48	104	224
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	176	45	6	0	63.2	58.6	17	37	80	174

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
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	662	1	62	45	0	0	55.4	50.8	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	27,881	31	130	45	0	0	70.6	65.9	53	115	248	535
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	1,586	2	0	45	0	0	57.9	53.3	7	16	35	77
434	Orange Ave	Wilson Ave	Evans Rd	4,888	0	12	45	0	0	62.7	58.1	16	34	74	160
435	Orange Ave	Evans Rd	Foothill Dr	2,831	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	5,243	3	6	45	0	0	63.1	58.4	16	36	78	169
443	Nuevo Rd	Evans Rd	Foothill Dr	10,855	24	47	45	0	0	66.3	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	15	158	45	0	0	69.8	65.1	47	102	219	473
500	Perris Blvd	North of Eucalyptus Ave	0	25,843	17	170	45	0	0	70.7	66.1	54	118	254	548
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	3,656	34	0	45	0	0	61.8	57.1	13	29	64	138
0	0	0	0	0	0	0	45	0	0	0.0	-4.6	0	0	0	0

2012 Plus Project Case

ID	Freeway	From	Non-Project Noise Levels						Total Project Noise Levels					
					Distance from Centerline (ft)						Distance from Centerline (ft)			
			Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	85.0	80.4	493	1062	2290	4933	85.5	80.9	493	1062	2290	4933
2	SR-60	S Reservoir Rd to Ramona Ave	85.1	80.5	502	1081	2331	5022	85.6	81.0	502	1081	2331	5022
3	SR-60	Ramona Ave to Central Ave	84.9	80.3	484	1043	2247	4841	85.4	80.8	484	1043	2247	4841
4	SR-60	Central Ave to Mountain Ave	85.1	80.5	500	1078	2324	5007	85.6	81.0	500	1078	2324	5007
5	SR-60	Mountain Ave to Euclid Ave	85.0	80.4	490	1056	2276	4903	85.5	80.9	490	1056	2276	4903
6	SR-60	Euclid Ave to Grove Ave	85.4	80.7	520	1122	2417	5208	85.8	81.2	520	1122	2417	5208
7	SR-60	Grove Ave to Vineyard Ave	85.3	80.6	511	1101	2374	5115	85.7	81.1	511	1101	2374	5115
8	SR-60	Vineyard Ave to Archibald Ave	85.3	80.6	511	1101	2373	5114	85.7	81.1	511	1101	2373	5114
9	SR-60	Archibald Ave to Haven Ave	85.0	80.4	489	1055	2274	4899	85.5	80.9	489	1055	2274	4899
10	SR-60	Haven Ave to Miliken Ave	84.5	79.9	458	986	2126	4580	85.3	80.6	458	986	2126	4580
11	SR-60	Miliken Ave to SR-15	83.9	79.2	413	891	1920	4136	84.5	79.9	413	891	1920	4136
12	SR-60	I-15 to Etiwanda Ave	82.4	77.8	329	710	1530	3296	83.4	78.8	329	710	1530	3296
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village R	82.7	78.1	346	747	1609	3467	83.7	79.1	346	747	1609	3467
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	82.3	77.7	326	703	1516	3267	83.4	78.8	326	703	1516	3267
15	SR-60	Pedley Rd to Pyrite St	82.0	77.3	308	664	1431	3085	83.1	78.5	308	664	1431	3085
16	SR-60	Pyrite St to Valley Way	81.8	77.2	301	649	1399	3014	83.0	78.4	301	649	1399	3014
17	SR-60	Valley Way to Rubidoux Blvd	83.2	78.6	372	802	1727	3722	84.1	79.5	372	802	1727	3722
18	SR-60	Rubidoux Blvd to Market St	83.1	78.4	365	788	1698	3658	84.0	79.4	365	788	1698	3658
19	SR-60	Market St to Main St	83.9	79.3	413	891	1920	4137	84.7	80.0	413	891	1920	4137
20	SR-60	Main St to SR-91	84.5	79.9	454	980	2111	4549	85.2	80.6	454	980	2111	4549
21	SR-60	SR-91 to W Blaine St/3rd St	85.0	80.4	491	1059	2281	4916	86.0	81.4	491	1059	2281	4916
22	SR-60	W Blaine St/3rd St to University Ave	84.6	80.0	464	1000	2154	4642	85.7	81.1	464	1000	2154	4642
23	SR-60	University Ave to Martin Luther King Blvd	84.8	80.2	476	1025	2210	4761	85.9	81.2	476	1025	2210	4761
24	SR-60	Martin Luther King Blvd to Central Ave	85.8	81.2	554	1194	2572	5543	86.7	82.0	554	1194	2572	5543
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	85.3	80.7	515	1109	2390	5151	86.3	81.7	515	1109	2390	5151
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	85.3	80.7	515	1111	2393	5157	86.3	81.7	515	1111	2393	5157
27	SR-60	I-215 to Day St	83.2	78.6	372	802	1727	3722	84.8	80.1	372	802	1727	3722
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	83.3	78.7	377	814	1753	3778	84.8	80.2	377	814	1753	3778
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	82.5	77.9	336	724	1559	3360	84.3	79.7	336	724	1559	3360
30	SR-60	Heacock St to Perris Blvd	81.8	77.2	299	646	1392	2999	83.9	79.2	299	646	1392	2999
31	SR-60	Perris Blvd to Nason St	80.8	76.2	258	557	1201	2588	83.3	78.7	258	557	1201	2588
32	SR-60	Nason St to Moreno Beach Dr	80.2	75.6	236	508	1096	2362	83.0	78.4	236	508	1096	2362
33	SR-60	Moreno Beach Dr to Redlands Blvd	78.5	73.9	180	389	839	1808	82.2	77.6	180	389	839	1808
34	SR-60	Redlands Blvd to Theodore St	78.1	73.5	171	369	796	1714	82.0	77.4	171	369	796	1714
35	SR-60	Theodore St to Gilman Springs Rd	78.2	73.6	173	373	805	1734	79.5	74.8	173	373	805	1734
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	77.3	72.7	151	327	705	1519	78.3	73.6	151	327	705	1519
37	SR-60	Jack Rabbit Trail to I-10	77.3	72.7	151	327	705	1519	78.3	73.6	151	327	705	1519
75	SR-91	I-15 to McKinley St	84.8	80.2	477	1029	2218	4779	85.1	80.5	477	1029	2218	4779
76	SR-91	McKinley St to Pierce St	84.4	79.8	449	968	2087	4497	84.8	80.2	449	968	2087	4497
77	SR-91	Pierce St to Magnolia Ave	84.2	79.5	432	930	2005	4321	84.5	79.9	432	930	2005	4321
78	SR-91	Magnolia Ave to La Sierra Ave	84.5	79.9	455	980	2112	4551	84.9	80.2	455	980	2112	4551
79	SR-91	La Sierra Ave to Tyler St	84.0	79.4	423	911	1964	4231	84.4	79.8	423	911	1964	4231
80	SR-91	Tyler St to Van Buren Blvd	84.6	80.0	464	1000	2154	4641	85.0	80.3	464	1000	2154	4641

2012 Plus Project Case | **Non-Project Noise Levels** | **Total Project Noise Levels**

ID	Freeway	From	Non-Project Noise Levels: Total @ 15m	Non-Project Noise Levels: CNEL @ 100ft	Non-Project Distance from Centerline (ft): 70 CNEL	Non-Project Distance from Centerline (ft): 65 CNEL	Non-Project Distance from Centerline (ft): 60 CNEL	Non-Project Distance from Centerline (ft): 55 CNEL	Total Project Noise Levels: Total @ 15m	Total Project Noise Levels: CNEL @ 100ft	Total Project Distance from Centerline (ft): 70 CNEL	Total Project Distance from Centerline (ft): 65 CNEL	Total Project Distance from Centerline (ft): 60 CNEL	Total Project Distance from Centerline (ft): 55 CNEL
81	SR-91	Van Buren Blvd to Adam St	84.3	79.7	440	949	2046	4408	84.7	80.0	440	949	2046	4408
82	SR-91	Adam St to Madison St	83.9	79.3	418	901	1942	4183	84.4	79.7	418	901	1942	4183
83	SR-91	Madison St to Indiana Ave (off-ramp)	83.8	79.1	406	876	1887	4066	84.2	79.6	406	876	1887	4066
84	SR-91	Arlington Ave to Central Ave	83.0	78.4	361	778	1677	3614	83.5	78.9	361	778	1677	3614
85	SR-91	Central Ave to 14th St	83.8	79.2	408	879	1893	4080	84.2	79.6	408	879	1893	4080
86	SR-91	14th St to University Ave	83.4	78.8	384	829	1786	3848	83.8	79.2	384	829	1786	3848
87	SR-91	University Ave to Spruce St (off-ramp)	84.5	79.9	457	986	2124	4577	84.9	80.2	457	986	2124	4577
101	I-10	SR-60 to Beaumont Ave	82.7	78.0	344	741	1596	3440	82.9	78.3	344	741	1596	3440
102	I-10	Beaumont Ave to Pennsylvania Ave	82.7	78.1	347	749	1613	3476	82.9	78.3	347	749	1613	3476
103	I-10	Pennsylvania Ave to Highland Springs Ave	82.9	78.3	358	772	1665	3587	83.1	78.5	358	772	1665	3587
104	I-10	Highland Springs Ave to Sunset Ave	82.8	78.2	349	753	1622	3495	83.0	78.4	349	753	1622	3495
105	I-10	Sunset Ave to 22nd St	82.7	78.0	344	741	1596	3440	82.9	78.3	344	741	1596	3440
106	I-10	22nd St to S 8th St	82.6	78.0	340	733	1579	3402	82.8	78.2	340	733	1579	3402
107	I-10	S 8th St to S Hargrave St	82.6	78.0	340	733	1579	3402	82.8	78.2	340	733	1579	3402
108	I-10	S Hargrave St to Field Rd	82.1	77.5	317	683	1471	3170	82.4	77.8	317	683	1471	3170
109	I-10	Field Rd to Main St (Cabazon)	81.9	77.3	306	661	1424	3068	82.2	77.5	306	661	1424	3068
110	I-10	Main St (Cabazon) to Main St	81.4	76.8	282	608	1311	2826	81.7	77.0	282	608	1311	2826
111	I-10	Main St to Haugen-Lehmann Way	81.4	76.8	282	608	1312	2826	81.7	77.0	282	608	1312	2826
112	I-10	Haugen-Lehmann Way to SR-111	81.4	76.8	282	609	1312	2827	81.7	77.0	282	609	1312	2827
113	I-10	SR-111 to Tipton Rd	80.8	76.2	257	554	1194	2574	81.1	76.4	257	554	1194	2574
114	I-10	Tipton Rd to SR-62	80.8	76.2	257	554	1195	2575	81.1	76.4	257	554	1195	2575
129	SR-215	Scott Rd to Newport Rd	80.9	76.2	260	561	1209	2606	81.0	76.4	260	561	1209	2606
130	SR-215	Newport Rd to MacCall Blvd	80.2	75.5	234	504	1087	2343	80.4	75.8	234	504	1087	2343
131	SR-215	MacCall Blvd to Ethanac Rd	80.5	75.9	248	535	1153	2484	80.8	76.2	248	535	1153	2484
132	SR-215	Ethanac Rd to SR-74/Case	81.7	77.1	298	642	1383	2980	81.9	77.3	298	642	1383	2980
133	SR-215	SR-74/Case Rd to Redlands Blvd	82.8	78.1	349	752	1622	3494	82.9	78.3	349	752	1622	3494
134	SR-215	SR-60 to Columbia Ave	84.4	79.8	452	974	2099	4522	84.6	80.0	452	974	2099	4522
135	SR-215	Columbia Ave to Center St	83.7	79.1	402	867	1867	4024	83.8	79.2	402	867	1867	4024
136	SR-215	Center St to Iowa Ave/La Cadena Dr	83.7	79.0	401	864	1861	4010	83.8	79.2	401	864	1861	4010
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	83.6	79.0	396	855	1842	3968	83.7	79.1	396	855	1842	3968
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	83.8	79.2	408	880	1897	4087	83.9	79.3	408	880	1897	4087
139	SR-215	Mt Vernon Ave/Washington St to I-10	83.8	79.2	411	886	1910	4116	84.0	79.3	411	886	1910	4116
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	82.7	78.1	348	750	1616	3481	82.9	78.3	348	750	1616	3481
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	82.3	77.7	327	705	1519	3274	82.5	77.9	327	705	1519	3274
142	SR-215	Mill St to 2rd St	83.0	78.4	360	777	1674	3608	83.1	78.5	360	777	1674	3608
143	SR-215	2rd St to Baseline Rd	82.4	77.7	328	706	1522	3280	82.5	77.9	328	706	1522	3280
144	SR-215	Baseline Rd to Highland Ave/SR-210	82.8	78.2	353	760	1639	3531	83.0	78.3	353	760	1639	3531

2017 No Project

ID	Arterial	From	To	2017 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	6,470	131	278	45	0	0	64.7	60.1	21	46	100	217
2	Street A	Eucalyptus Ave	Street F	986	8	16	45	0	0	56.1	51.5	5	12	26	58
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	2,281	7	0	45	0	0	59.5	54.9	9	21	45	98
6	Street A	Street F	Street C	1,045	8	16	45	0	0	56.3	51.7	6	12	27	60
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	5,597	12	0	45	0	0	63.4	58.7	17	38	82	177
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	6,539	12	0	45	0	0	64.0	59.4	19	42	91	196
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	7,588	0	0	45	0	0	64.6	60.0	21	46	100	215
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
13	Redlands Blvd	State Route 60	Eucalyptus Ave	4,812	17	24	45	0	0	62.8	58.1	16	34	75	161
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	6,366	122	257	45	0	0	64.6	59.9	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	4,727	15	32	45	0	0	62.7	58.0	15	34	74	159
22	Street C	west of Street F	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
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	0	0	0	45	0	0	0.0	0.0	0	0	0	0
25	Street C	Street H	Gilman Springs Rd	2,332	8	11	45	0	0	59.6	55.0	9	21	46	99
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	6,373	6	23	45	0	0	63.9	59.3	19	41	89	192
30	Gilman Springs Rd	Eucalyptus Ave	Street C	6,373	6	23	45	0	0	63.9	59.3	19	41	89	192
31	Gilman Springs Rd	south of Street C	0	17,285	18	68	45	0	0	68.2	63.6	37	80	174	374
32	Cactus Ave	west of Redlands Blvd	0	1,644	4	3	45	0	0	58.1	53.4	7	16	36	78
33	Alessandro Blvd	west of Redlands Blvd	0	2,343	2	3	45	0	0	59.5	54.9	9	21	45	98
35	Redlands Blvd	Ironwood Ave	State Route 60	13,799	27	69	55	0	0	69.8	65.2	47	102	220	475
36	Ironwood Ave	Redlands Blvd	Highland Blvd	768	9	0	35	0	0	52.0	47.4	3	6	14	30
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	8,160	14	44	45	0	0	65.0	60.4	22	49	105	228
38	Theodore St	State Route 60	Highland Blvd	1,292	23	18	45	0	0	57.5	52.9	7	15	33	72
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	16,311	36	40	55	0	0	70.5	65.9	53	114	246	531
43	Moreno Beach Dr	Alessandro Blvd	SR 60	19,619	24	64	45	0	0	68.8	64.2	40	87	189	408
46	Moreno Beach Dr	State Route 60	Ironwood Ave	15,063	77	142	45	0	0	67.8	63.1	34	75	161	348
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	4,094	24	12	45	6	0	56.1	51.5	5	12	27	58
48	Alessandro Blvd	Lasselle St	Morrison St	9,531	28	417	45	6	0	59.9	55.2	10	22	48	103
50	Cactus Ave	Redlands Blvd	Street D	330	0	12	45	0	0	51.5	46.9	2	6	13	28

ID	Arterial	From	To	2017 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	14,622	19	18	45	6	0	61.5	56.9	13	28	62	133
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	13,258	21	6	35	6	0	58.0	53.3	7	16	36	77
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	4,012	4	12	45	6	0	55.9	51.3	5	12	26	56
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	2,182	11	0	45	0	0	59.4	54.7	9	20	44	95
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	3,093	11	0	35	0	0	57.7	53.1	7	16	34	74
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	6,375	20	0	45	0	0	64.0	59.3	19	41	90	194
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	14,302	8	71	45	0	0	67.4	62.8	32	71	153	329
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	3,196	57	72	45	0	0	61.4	56.8	13	28	61	132
60	SR 60 WB Ramps	east of Redlands Blvd	0	5,219	25	25	45	0	0	63.1	58.5	17	36	79	171
61	SR 60 EB Ramps	west of Redlands Blvd	0	6,280	11	26	45	0	0	63.9	59.2	19	41	88	191
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	12,378	42	7	45	0	0	66.8	62.2	30	65	140	303
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	7,459	7	7	45	0	0	64.6	60.0	21	46	99	213
67	Oliver St	Alessandro Blvd	Cactus Ave	3,889	5	0	35	0	0	58.6	54.0	8	18	39	85
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	17,240	30	36	45	0	0	68.2	63.6	37	80	174	375
69	Cactus Ave	Nason St	Oliver St	8,128	13	4	45	0	0	65.0	60.3	22	48	105	227
70	Cactus Ave	Oliver St	Moreno Beach Dr	7,840	10	0	45	6	0	58.8	54.2	8	18	40	88
71	Oliver St	Cactus Ave	John F Kennedy Dr	7,653	0	0	45	0	0	64.7	60.0	21	46	100	216
72	Oliver St	John F Kennedy Dr	Iris Ave	4,159	0	0	45	0	0	62.0	57.4	14	31	66	144
73	Iris Ave	Nason St	Oliver St	14,220	57	0	45	0	0	67.5	62.8	33	71	154	333
74	Heacock St	Manzanita Ave	Ironwood Ave	21,855	8	12	45	0	0	69.2	64.6	43	94	202	436
75	Ironwood Ave	Graham St	Heacock St	14,568	13	0	45	0	0	67.5	62.9	33	71	155	334
76	Ironwood Ave	Heacock St	Indian Ave	11,596	0	0	45	0	0	66.5	61.8	28	61	132	285
77	Heacock St	Ironwood Ave	Hemlock Ave	23,681	22	12	45	0	0	69.6	65.0	46	99	214	462
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	27,754	38	0	45	0	0	70.3	65.7	51	110	238	514
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	9,554	58	102	45	0	0	65.8	61.2	25	55	120	258
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	29,363	42	58	45	0	0	70.5	65.9	53	115	248	534
85	SR 60 WB Onramp	west of Perris Blvd	0	17,780	24	50	45	0	0	68.4	63.7	38	82	177	382
86	SR 60 WB Offramp	east of Perris Blvd	0	6,906	22	62	45	0	0	64.3	59.7	20	44	95	205
87	Eucalyptus Ave	Indian St	Perris Blvd	5,446	2	0	45	0	0	63.2	58.6	17	37	80	172
88	Eucalyptus Ave	Perris Blvd	Kitching St	7,293	7	12	45	0	0	64.5	59.9	21	45	97	210
95	W 6th St	I-10	N California Ave	1,888	0	12	45	0	0	58.6	54.0	8	18	39	85
96	N California Ave	W 6th St	E 8th St	1,557	0	59	45	0	0	57.9	53.3	7	16	35	77
97	E 6th St	N California Ave	Beaumont Ave	4,662	18	24	45	0	0	62.6	58.0	15	34	73	158
98	N California Ave	W 6th St	I-10	543	0	0	45	0	0	53.2	48.5	3	8	17	37
99	Beaumont Ave	E 6th St	E 8th St	11,062	24	38	45	0	0	66.3	61.7	27	60	129	279
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,551	23	52	45	0	0	64.7	60.1	21	46	101	217
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	33,114	86	90	45	0	0	71.1	66.5	58	125	270	582
102	I-215 SB Ramps	south of Alessandro Blvd	0	12,368	24	0	45	0	0	66.8	62.2	30	64	139	300
103	I-215 NB Ramps	north of Alessandro Blvd	0	14,090	64	170	45	0	0	67.5	62.8	33	71	154	333
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	31,655	130	260	45	0	0	70.9	66.3	56	122	264	569

ID	Arterial	From	To	2017 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
105	I-215 SB Ramps	south of Alessandro Blvd	0	11,374	8	70	45	0	0	66.4	61.8	28	61	131	283
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	7,154	5	24	45	0	0	64.4	59.8	20	44	96	207
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	28,467	96	242	45	0	0	70.5	65.8	52	113	245	528
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	3,808	50	77	45	0	0	62.1	57.4	14	31	67	145
109	Day St	Cottonwood Ave	Alessandro Blvd	2,672	8	0	35	0	0	57.1	52.4	6	14	31	67
110	Alessandro Blvd	Day St	Elsworth St	28,421	84	150	45	0	0	70.4	65.8	52	113	244	526
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	7,558	13	0	35	0	0	61.5	56.9	13	28	62	134
112	Alessandro Blvd	Elsworth St	Frederick St	30,423	86	160	45	0	0	70.7	66.1	55	118	255	550
113	Elsworth St	Alessandro Blvd	Cactus Ave	7,925	18	47	45	0	0	64.9	60.3	22	48	104	224
114	Frederick St	Cottonwood Ave	Alessandro Blvd	20,904	28	27	45	0	0	69.1	64.4	42	91	197	425
115	Alessandro Blvd	Frederick St	Graham St	30,551	78	132	45	0	0	70.7	66.1	55	118	256	551
116	Frederick St	Alessandro Blvd	Cactus Ave	14,903	29	16	45	0	0	67.6	63.0	34	73	158	340
117	Graham St	Cottonwood Ave	Alessandro Blvd	9,670	5	12	45	0	0	65.7	61.1	25	54	117	253
118	Alessandro Blvd	Graham St	Heacock St	32,639	85	83	45	0	0	71.0	66.4	57	124	267	576
119	Graham St	Alessandro Blvd	Cactus Ave	14,072	32	41	45	0	0	67.4	62.7	32	70	152	328
120	Heacock St	Cottonwood Ave	Alessandro Blvd	19,823	72	80	45	0	0	68.9	64.3	41	89	192	415
121	Alessandro Blvd	Heacock St	Indian St	28,897	51	63	45	0	0	70.5	65.9	52	114	245	529
122	Heacock St	Alessandro Blvd	Cactus Ave	14,659	78	143	45	6	0	61.6	57.0	13	29	63	136
123	Indian St	Cottonwood Ave	Alessandro Blvd	12,558	28	47	45	0	0	66.9	62.3	30	65	141	304
124	Alessandro Blvd	Indian St	Perris Blvd	28,701	89	58	45	0	0	70.5	65.9	53	114	246	530
125	Indian St	Alessandro Blvd	Cactus Ave	10,951	16	24	45	6	0	60.3	55.6	11	23	51	110
126	Alessandro Blvd	Perris Blvd	Kitching St	19,641	39	39	45	0	0	68.8	64.2	40	88	190	409
127	Perris Blvd	Alessandro Blvd	Cactus Ave	24,290	122	75	45	6	0	63.8	59.2	19	41	88	190
128	Kitching St	Cottonwood Ave	Alessandro Blvd	8,050	2	12	45	0	0	64.9	60.3	22	48	104	224
129	Alessandro Blvd	Kitching St	Lasselle St	13,753	9	81	45	0	0	67.2	62.6	32	69	149	321
130	Kitching St	Alessandro Blvd	Cactus Ave	7,714	1	0	45	6	0	58.7	54.1	8	18	40	86
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	7,621	2	12	45	0	0	64.6	60.0	21	46	100	216
133	Lasselle St	Alessandro Blvd	Cactus Ave	14,016	12	95	45	0	0	67.3	62.7	32	70	151	325
134	Morrison St	Cottonwood Ave	Alessandro Blvd	3,886	16	20	45	0	0	61.8	57.2	14	30	65	140
135	Alessandro Blvd	Morrison St	Nason St	8,222	21	285	50	6	0	60.4	55.8	11	24	52	113
136	Nason St	Cottonwood Ave	Alessandro Blvd	14,425	30	0	45	0	0	67.5	62.8	33	71	154	333
137	Nason St	Alessandro Blvd	Cactus Ave	13,324	36	0	45	0	0	67.1	62.5	31	68	147	317
138	I-215 SB Ramps	north of Cactus Ave	0	6,576	162	244	45	0	0	64.8	60.2	22	47	103	222
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	6,425	36	95	45	0	0	64.1	59.5	19	42	92	198
140	I-215 SB Ramps	south of Cactus Ave	0	22,462	88	78	45	0	0	69.4	64.8	45	97	209	452
141	Cactus Ave	I-215 NB Ramps	Elsworth St	34,725	208	427	45	0	0	71.4	66.8	61	131	283	611
142	I-215 NB Ramps	south of Cactus Ave	0	8,555	95	218	45	0	0	65.5	60.9	24	53	115	247
143	Cactus Ave	Elsworth St	Frederick St	43,230	205	529	45	0	0	72.3	67.7	70	151	326	703
144	Cactus Ave	Frederick St	Graham St	52,981	284	488	45	0	0	73.2	68.6	80	173	374	807
145	Cactus Ave	Graham St	Heacock St	28,831	78	440	45	0	0	70.5	65.9	53	114	247	532
146	Riverside Dr	Cactus Ave	Meyer Dr	35,198	223	0	45	0	0	71.5	66.8	61	132	285	616
147	Cactus Ave	Heacock St	Indian St	20,927	17	64	45	0	0	69.1	64.4	42	91	197	425
148	Heacock St	Cactus Ave	John F Kennedy Dr	23,844	117	603	45	6	0	63.8	59.2	18	40	88	189

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149	Cactus Ave	Indian St	Perris Blvd	18,455	15	52	45	0	0	68.5	63.9	39	84	181	391
150	Indian St	Cactus Ave	John F Kennedy Dr	9,887	9	12	45	6	0	59.8	55.2	10	22	47	102
151	Cactus Ave	Perris Blvd	Kitching St	16,946	5	0	45	0	0	68.1	63.5	36	79	171	368
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	23,802	113	126	45	6	0	63.7	59.1	18	40	87	187
153	Cactus Ave	Kitching St	Lasselle St	12,505	7	0	45	0	0	66.8	62.2	30	64	139	301
154	Kitching St	Cactus Ave	John F Kennedy Dr	8,358	0	0	35	6	0	55.9	51.3	5	12	26	56
155	Cactus Ave	Lasselle St	Morrison St	10,152	12	0	45	0	0	65.9	61.3	26	56	122	262
156	Lasselle St	Cactus Ave	John F Kennedy Dr	23,629	21	0	45	0	0	69.6	65.0	46	99	214	461
157	Cactus Ave	Morrison St	Nason St	8,333	11	0	45	0	0	65.1	60.4	23	49	107	230
158	E 6th St	Beaumont Ave	Pennsylvania Ave	10,124	36	12	45	0	0	66.0	61.4	26	57	123	265
159	Beaumont Ave	E 6th St	I-10	9,113	0	50	45	0	0	65.4	60.8	24	52	113	243
160	Kitching St	Gentian Ave	Iris Ave	5,575	1	12	45	0	0	63.3	58.7	17	37	81	175
161	Iris Ave	Perris Blvd	Kitching St	17,834	45	30	45	6	0	62.4	57.8	15	33	71	153
162	Iris Ave	Kitching St	Lasselle St	20,071	42	0	45	6	0	62.9	58.3	16	35	76	165
163	Kitching St	Iris Ave	Ivory Ave	15,665	24	0	45	6	0	61.8	57.2	14	30	64	140
164	Lasselle St	Gentian Ave	Iris Ave	20,307	6	0	45	0	0	68.9	64.3	41	89	193	415
165	Iris Ave	Lasselle St	Nason St	20,015	85	0	45	6	0	63.0	58.3	16	35	77	166
168	Krameria Ave	Perris Blvd	Lasselle St	9,221	42	0	45	6	0	59.6	55.0	9	21	46	99
169	Krameria Ave	Kitching St	Lasselle St	5,373	7	0	45	0	0	63.2	58.5	17	37	79	172
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	20,375	19	0	45	6	0	62.9	58.3	16	35	77	166
172	Lasselle St	Krameria Ave	Arroyo Park Dr	8,949	14	12	45	6	0	59.4	54.8	9	20	44	96
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	12,890	34	32	45	0	0	67.0	62.4	31	66	144	310
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,023	9	19	45	0	0	61.9	57.3	14	30	66	142
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	15,659	43	34	45	0	0	67.8	63.2	35	76	164	353
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	2,195	0	0	45	0	0	59.2	54.6	9	20	43	94
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	16,858	50	92	45	0	0	68.2	63.6	37	80	172	371
191	Gilman Springs Rd	Bridge St	Beaumont Ave	15,700	48	86	45	0	0	67.9	63.2	35	76	164	354
192	Bridge St	Gilman Springs Rd	Marvin Rd	1,648	5	32	45	0	0	58.2	53.5	7	17	37	79
194	Crescent Ave	West of Alessandro Rd	0	2,206	5	0	35	0	0	56.2	51.6	5	12	27	59
195	Crescent Ave	Alessandro Rd	Center St	6,372	13	0	45	0	0	63.9	59.3	19	41	89	193
196	Alessandro Rd	Crescent Ave	Sunset Dr	6,330	19	0	45	0	0	63.9	59.3	19	41	89	193
198	Sunset Dr	Crown St	Alessandro Rd	323	2	0	35	0	0	48.0	43.4	1	3	7	16
199	Sunset Dr	Alessandro Rd	Cameo Dr	614	0	0	35	0	0	50.6	45.9	2	5	11	24
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	6,577	20	0	45	0	0	64.1	59.5	19	42	92	198

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205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	19,154	21	0	45	0	0	68.7	64.1	40	86	186	401
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	19,169	21	0	35	0	0	65.5	60.9	24	53	115	248
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	7,338	0	1	35	0	0	61.3	56.7	13	28	60	130
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	44,995	66	75	45	0	0	72.4	67.8	71	153	329	710
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	15,541	5	7	45	6	0	61.7	57.1	13	29	64	138
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	50,791	56	72	45	0	0	72.9	68.3	76	165	356	769
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,768	0	0	45	0	0	66.1	61.5	27	58	126	272
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	11,210	0	0	45	0	0	66.3	61.7	27	60	129	279
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	402	0	0	35	6	0	42.7	38.1	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	48,618	52	67	45	0	0	72.7	68.1	74	160	346	746
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	1,021	0	0	45	0	0	55.9	51.3	5	12	26	56
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	36,210	76	99	45	0	0	71.5	66.8	61	132	286	616
232	Chicago Ave	Alessandro Blvd	Central Ave	30,340	49	73	45	0	0	70.7	66.1	54	117	253	546
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	50,840	72	93	45	0	0	72.9	68.3	77	166	357	770
236	Victoria Ave	Central Ave	Arlington Ave	6,980	24	0	45	0	0	64.4	59.7	20	44	96	206
237	Arlington Ave	Victoria Ave	Alessandro Blvd	35,294	106	122	45	0	0	71.4	66.8	60	131	282	608
238	Victoria Ave	Arlington Ave	Maude St	12,918	32	2	45	0	0	67.0	62.4	31	66	144	310
239	Arlington Ave	Maude St	Victoria Ave	30,603	75	93	45	0	0	70.7	66.1	55	118	256	552
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	3,890	0	0	45	0	0	61.7	57.1	13	29	64	138
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	33,402	42	76	45	0	0	71.1	66.5	58	125	270	582
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	10,914	7	4	45	0	0	66.2	61.6	27	59	127	275
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	17,558	38	90	45	0	0	68.3	63.7	38	82	176	380
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,976	0	70	45	0	0	69.0	64.4	42	91	197	424
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	15,884	43	47	45	0	0	67.9	63.3	35	76	165	356
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	35,924	38	82	45	0	0	71.4	66.8	61	131	283	610
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	23,076	57	70	45	0	0	69.5	64.9	45	98	212	457
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	17,607	24	24	45	0	0	68.3	63.7	37	81	176	379
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,160	0	12	45	0	0	63.7	59.1	18	40	87	187
260	Central Ave	Canyon Crest Dr	I-215	22,676	42	55	45	0	0	69.4	64.8	45	97	209	450
261	Lochmoor Dr	Central Ave	Fair Isle Dr	6,665	58	84	35	6	0	55.3	50.7	5	11	23	51
262	Sycamore Canyon Blvd	Central Ave	College Blvd	11,895	7	4	35	0	0	63.5	58.8	18	38	83	180
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	16,965	31	70	45	0	0	68.2	63.5	37	80	172	371
264	I-215 SB Off-Ramps	I-215	Central Ave	2,874	32	8	45	0	0	60.7	56.1	11	25	54	118
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	15,744	41	67	45	0	0	67.9	63.2	35	76	164	354
266	I-215 SB On-Ramps	Central Ave	I-215	21,358	0	24	45	0	0	69.1	64.5	42	92	199	429
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	14,337	41	52	45	0	0	67.5	62.8	33	71	154	333

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268	I-215 NB Off-Ramp	Watkins Dr	I-215	5,157	32	90	45	0	0	63.2	58.5	17	37	79	172
269	Martin Luther King Blvd	SR-91	Chicago Ave	30,709	14	23	45	0	0	70.7	66.1	54	118	254	548
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	26,911	9	11	45	0	0	70.1	65.5	50	108	232	501
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	13,719	1	1	45	0	0	67.2	62.6	31	68	148	319
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	32,989	16	10	45	0	0	71.0	66.4	57	123	266	575
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	11,630	0	2	45	0	0	66.5	61.9	28	61	132	286
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	26,890	18	21	45	0	0	70.1	65.5	50	108	233	502
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	9,233	0	20	45	0	0	65.5	60.9	24	52	114	245
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	31,160	32	42	45	0	0	70.8	66.2	55	119	257	555
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	9,464	0	40	45	0	0	65.6	61.0	24	53	115	249
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	8,954	0	0	45	0	0	65.3	60.7	24	51	111	240
283	SR-60 EB Off-Ramp	SR-60	Heacock St	22,538	26	42	45	0	0	69.4	64.8	44	96	207	447
284	SR-60 EB On-Ramp	Heacock St	SR-60	11,202	26	68	45	0	0	66.4	61.8	28	60	131	282
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	29,364	48	108	45	0	0	70.5	65.9	53	115	248	535
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	30,790	42	12	45	0	0	70.7	66.1	55	118	255	551
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	33,973	106	68	45	0	0	71.2	66.6	59	127	275	593
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	22,771	158	120	45	0	0	69.6	65.0	46	99	214	462
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	18,171	63	56	45	0	0	68.5	63.9	39	84	181	391
290	Perris Blvd	Sunnymead Blvd	Fir Ave	28,288	174	176	45	0	0	70.5	65.9	53	114	247	532
294	Via Del Lago	South of Iris Ave	0	900	0	0	45	0	0	55.4	50.7	5	11	24	52
301	John F. Kennedy Dr	Indian St	Perris Blvd	14,849	24	0	45	0	0	67.6	63.0	33	73	157	339
302	John F. Kennedy Dr	Perris Blvd	Kitching St	13,911	20	0	45	0	0	67.3	62.7	32	69	150	324
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	22,494	159	181	45	0	0	69.6	64.9	45	98	213	459
304	Iris Ave	Indian St	Perris Blvd	12,948	14	47	45	0	0	67.0	62.4	30	66	143	309
306	Perris Blvd	Iris Ave	Krameria Ave	20,638	124	170	45	6	0	63.1	58.5	17	37	79	171
307	Perris Blvd	Krameria Ave	Harley Know Blvd	21,001	142	146	45	6	0	63.2	58.6	17	37	80	174
324	Ramona Expy	Warren Rd	Sanderson Ave	14,499	83	306	45	0	0	67.6	63.0	34	73	159	342
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	29,434	35	563	45	0	0	70.6	66.0	53	115	249	537
326	Ramona Expy	Sanderson Ave	State St	16,341	71	178	45	0	0	68.1	63.5	36	79	170	367
327	Sanderson Ave	Ramona Expy	Ramona Blvd	19,225	24	209	45	0	0	68.7	64.1	40	86	187	403
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	247	0	0	45	0	0	49.7	45.1	2	4	10	21
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	15,999	36	86	45	0	0	67.9	63.3	35	77	166	358
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	12,956	36	35	45	0	0	67.0	62.4	31	67	144	311
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	10,082	40	92	45	0	0	66.0	61.4	26	57	123	265
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	2,254	12	35	45	0	0	59.5	54.9	9	21	45	98
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	12,239	36	15	45	0	0	66.8	62.2	30	64	139	300
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	2,360	1	15	45	0	0	59.6	55.0	9	21	46	99

ID	Arterial	From	To	2017 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	42,876	93	98	45	0	0	72.2	67.6	69	148	320	690
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	7,376	84	102	45	0	0	64.8	60.2	22	48	103	223
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	4,473	0	36	45	0	0	62.3	57.7	15	32	70	151
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 Ram	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 Ram	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	4,531	71	142	45	0	0	62.9	58.3	16	35	77	166
387	Perris Blvd	Krameria Ave	Harley Know Blvd	17,380	65	365	45	6	0	62.4	57.8	15	32	70	152
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	2,614	0	0	45	0	0	60.0	55.4	10	22	49	105
390	Ramona Expy	Webster Ave	Indian St	28,867	153	1,041	45	0	0	70.7	66.1	54	117	253	547
392	Ramona Expy	Indian St	Perris Blvd	29,830	171	643	45	0	0	70.8	66.2	55	119	257	554
393	Indian St	Ramona Expy	Morgan St	5,405	169	568	45	0	0	64.8	60.2	22	47	102	221
394	Perris Blvd	Harley Know Blvd	Ramona Expy	16,167	91	294	45	0	0	68.1	63.5	36	79	170	367
396	Perris Blvd	Ramona Expy	Rider St	17,546	37	96	45	0	0	68.3	63.7	38	81	176	380
397	Ramona Expy	Perris Blvd	Evans Rd	27,699	132	394	45	0	0	70.4	65.8	52	112	242	523
398	Evans Rd	Marbella Gate	Ramona Expy	10,049	14	0	45	6	0	59.9	55.3	10	22	48	104
399	Ramona Expy	Evans Rd	Rider St	18,161	62	247	55	6	0	65.0	60.4	22	49	106	228
400	Evans Rd	Ramona Expy	Rider St	13,013	9	6	45	0	0	67.0	62.4	30	66	143	309
401	Morgan St	Indian St	Perris Blvd	1,700	46	79	45	0	0	59.1	54.5	9	20	43	92
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	3,780	0	12	45	0	0	61.6	57.0	13	29	62	135
406	Ironwood Ave	East of Thedore St	0	342	12	0	45	0	0	52.1	47.5	3	6	14	31
407	Rider St	Indian St	Perris Blvd	3,193	1	25	45	0	0	60.9	56.3	12	26	56	121
408	Rider St	Perris Blvd	Redlands Ave	8,572	4	9	45	0	0	65.2	60.5	23	50	108	234
409	Ironwood Ave	Nason St	Moreno Beach Dr	5,074	47	0	45	0	0	63.1	58.5	17	36	79	171
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	1,249	0	0	45	0	0	56.8	52.2	6	13	30	64
414	Placentia Ave	Perris Blvd	Redlands Ave	3,496	0	0	45	0	0	61.3	56.6	12	27	59	128
415	Perris Blvd	Placentia Ave	Orange Ave	8,128	8	12	45	0	0	64.9	60.3	22	48	105	226
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	0	0	0	45	0	0	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	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	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	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	24,165	162	86	45	6	0	63.8	59.2	19	41	88	191

ID	Arterial	From	To	2017 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
425	Mid County Pkwy WB On-Ramp	West of Evan	0	0	0	0	45	0	0	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	0	0
427	Day St	south of Alessandro Blvd	0	998	23	93	45	0	0	57.3	52.7	7	15	32	70
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	0	0	0	45	0	0	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	0	0
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	32,706	108	179	45	0	0	71.1	66.4	57	124	268	579
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	1,593	0	0	45	0	0	57.8	53.2	7	16	35	76
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	2,761	0	12	35	0	0	57.1	52.5	6	14	31	67
436	Elsworth St	south of Cactus Ave	0	14,668	83	36	45	0	0	67.6	63.0	34	73	159	342
441	Nuevo Rd	Wilson Ave	Evans Rd	13,944	24	59	45	0	0	67.3	62.7	32	70	151	325
442	Evans Rd	Orange Ave	Nuevo Rd	5,217	0	6	45	0	0	63.0	58.4	16	36	77	167
443	Nuevo Rd	Evans Rd	Foothill Dr	10,881	24	48	45	0	0	66.3	61.6	27	59	128	276
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	5,343	39	0	45	0	0	63.3	58.7	17	37	81	176
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	5,343	39	0	45	0	0	63.3	58.7	17	37	81	176
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	26,930	52	59	45	0	0	70.2	65.6	50	108	234	505
500	Perris Blvd	North of Eucalyptus Ave	0	27,145	48	71	45	0	0	70.2	65.6	50	109	235	508
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	8,816	78	0	45	0	0	65.5	60.9	24	53	114	247
0	0	0	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0

2017 Noise Levels - No Project

ID	Freeway	From	2017 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	218,370	4,410	17,570	65	0	0	85.5	80.9	530	1143	2462	5305
2	SR-60	S Reservoir Rd to Ramona Ave	222,760	4,560	18,550	65	0	0	85.6	81.0	539	1161	2503	5393
3	SR-60	Ramona Ave to Central Ave	210,070	4,410	17,890	65	0	0	85.4	80.7	520	1120	2414	5202
4	SR-60	Central Ave to Mountain Ave	220,360	4,710	18,930	65	0	0	85.6	81.0	538	1159	2497	5380
5	SR-60	Mountain Ave to Euclid Ave	213,440	4,600	18,430	65	0	0	85.4	80.8	527	1135	2446	5271
6	SR-60	Euclid Ave to Grove Ave	233,140	5,070	20,330	65	0	0	85.8	81.2	559	1206	2598	5598
7	SR-60	Grove Ave to Vineyard Ave	228,570	4,780	19,280	65	0	0	85.7	81.1	549	1184	2552	5498
8	SR-60	Vineyard Ave to Archibald Ave	228,260	4,850	19,290	65	0	0	85.7	81.1	549	1184	2552	5499
9	SR-60	Archibald Ave to Haven Ave	214,660	4,630	17,830	65	0	0	85.5	80.8	527	1136	2449	5276
10	SR-60	Haven Ave to Miliken Ave	194,510	4,200	16,060	65	0	0	85.0	80.4	493	1064	2292	4939
11	SR-60	Miliken Ave to SR-15	160,190	4,200	16,110	65	0	0	84.4	79.8	446	962	2073	4468
12	SR-60	I-15 to Etiwanda Ave	117,000	3,190	11,150	65	0	0	83.0	78.4	361	778	1678	3615
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village Rd	129,340	3,180	11,260	65	0	0	83.3	78.7	380	820	1767	3808
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	119,340	2,910	10,310	65	0	0	83.0	78.4	360	776	1673	3605
15	SR-60	Pedley Rd to Pyrite St	110,360	2,630	9,480	65	0	0	82.6	78.0	341	735	1585	3416
16	SR-60	Pyrite St to Valley Way	106,500	2,630	9,520	65	0	0	82.5	77.9	335	722	1556	3354
17	SR-60	Valley Way to Rubidoux Blvd	146,160	3,480	12,190	65	0	0	83.8	79.2	411	885	1907	4110
18	SR-60	Rubidoux Blvd to Market St	143,800	3,410	11,610	65	0	0	83.7	79.1	405	873	1882	4055
19	SR-60	Market St to Main St	171,830	4,310	13,740	65	0	0	84.5	79.9	458	986	2126	4580
20	SR-60	Main St to SR-91	198,610	5,100	15,220	65	0	0	85.2	80.5	503	1085	2338	5039
21	SR-60	SR-91 to W Blaine St/3rd St	231,950	5,300	19,040	65	0	0	85.8	81.2	557	1200	2585	5571
22	SR-60	W Blaine St/3rd St to University Ave	216,670	4,830	16,890	65	0	0	85.5	80.9	529	1141	2458	5297
23	SR-60	University Ave to Martin Luther King Blvd	225,060	5,040	17,410	65	0	0	85.6	81.0	543	1170	2521	5431
24	SR-60	Martin Luther King Blvd to Central Ave	276,790	6,400	22,320	65	0	0	86.6	82.0	626	1349	2907	6264
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	252,400	5,690	19,500	65	0	0	86.1	81.5	586	1263	2722	5865
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	246,790	5,190	18,920	65	0	0	86.0	81.4	575	1239	2669	5751
27	SR-60	I-215 to Day St	149,540	3,590	15,050	65	0	0	84.0	79.4	424	914	1969	4242
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	151,570	3,530	16,300	65	0	0	84.1	79.5	430	926	1997	4302
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	130,720	2,960	13,870	65	0	0	83.5	78.8	388	837	1803	3885
30	SR-60	Heacock St to Perris Blvd	116,070	2,540	11,900	65	0	0	82.9	78.3	356	769	1656	3569
31	SR-60	Perris Blvd to Nason St	98,870	1,950	9,470	65	0	0	82.1	77.5	316	682	1470	3168
32	SR-60	Nason St to Moreno Beach Dr	87,960	1,640	8,200	65	0	0	81.6	77.0	291	627	1352	2914
33	SR-60	Moreno Beach Dr to Redlands Blvd	65,220	970	5,130	65	0	0	80.1	75.5	233	502	1082	2332
34	SR-60	Redlands Blvd to Theodore St	56,090	1,150	6,340	65	0	0	79.8	75.2	221	477	1027	2214
35	SR-60	Theodore St to Gilman Springs Rd	52,970	1,080	6,150	65	0	0	79.6	74.9	213	460	992	2137
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	43,680	850	4,850	65	0	0	78.7	74.1	186	401	865	1865
37	SR-60	Jack Rabbit Trail to I-10	43,660	850	4,850	65	0	0	78.7	74.1	186	401	865	1864
75	SR-91	I-15 to McKinley St	228,880	3,230	10,780	65	0	0	85.4	80.8	525	1132	2439	5255
76	SR-91	McKinley St to Pierce St	208,870	2,990	9,860	65	0	0	85.0	80.4	494	1066	2296	4947
77	SR-91	Pierce St to Magnolia Ave	197,690	2,730	9,470	65	0	0	84.8	80.2	476	1026	2211	4765
78	SR-91	Magnolia Ave to La Sierra Ave	210,540	3,240	11,190	65	0	0	85.1	80.5	500	1078	2324	5006
79	SR-91	La Sierra Ave to Tyler St	189,540	2,940	10,200	65	0	0	84.7	80.0	467	1006	2168	4671
80	SR-91	Tyler St to Van Buren Blvd	226,810	2,120	7,380	65	0	0	85.3	80.6	511	1102	2375	5118

2017 Noise Levels - No Project

ID	Freeway	From	2017 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
81	SR-91	Van Buren Blvd to Adam St	212,130	1,900	6,820	65	0	0	85.0	80.3	488	1053	2269	4888
82	SR-91	Adam St to Madison St	198,800	1,670	6,100	65	0	0	84.7	80.0	467	1006	2168	4671
83	SR-91	Madison St to Indiana Ave (off-ramp)	192,580	1,560	5,580	65	0	0	84.5	79.9	456	983	2119	4566
84	SR-91	Arlington Ave to Central Ave	162,660	1,500	5,580	65	0	0	83.8	79.2	410	883	1904	4102
85	SR-91	Central Ave to 14th St	191,150	1,790	6,600	65	0	0	84.5	79.9	457	984	2121	4570
86	SR-91	14th St to University Ave	173,670	1,670	6,060	65	0	0	84.1	79.5	429	924	1991	4291
87	SR-91	University Ave to Spruce St (off-ramp)	221,460	2,170	7,730	65	0	0	85.2	80.5	504	1087	2343	5048
101	I-10	SR-60 to Beaumont Ave	119,540	2,270	15,100	65	0	0	83.1	78.5	370	798	1719	3704
102	I-10	Beaumont Ave to Pennsylvania Ave	119,610	2,290	15,450	65	0	0	83.2	78.6	371	801	1726	3719
103	I-10	Pennsylvania Ave to Highland Springs Ave	125,140	2,430	16,140	65	0	0	83.4	78.8	383	826	1779	3834
104	I-10	Highland Springs Ave to Sunset Ave	119,580	2,420	15,790	65	0	0	83.2	78.6	374	806	1736	3741
105	I-10	Sunset Ave to 22nd St	116,570	2,340	15,470	65	0	0	83.1	78.5	367	792	1708	3679
106	I-10	22nd St to S 8th St	114,570	2,290	15,240	65	0	0	83.0	78.4	363	783	1688	3638
107	I-10	S 8th St to S Hargrave St	114,180	2,350	15,480	65	0	0	83.0	78.4	364	785	1692	3646
108	I-10	S Hargrave St to Field Rd	102,760	2,130	13,910	65	0	0	82.6	78.0	339	732	1578	3399
109	I-10	Field Rd to Main St (Cabazon)	97,990	1,960	13,350	65	0	0	82.4	77.8	329	708	1527	3290
110	I-10	Main St (Cabazon) to Main St	86,560	1,740	11,810	65	0	0	81.8	77.2	303	653	1406	3031
111	I-10	Main St to Haugen-Lehmann Way	86,560	1,750	11,800	65	0	0	81.8	77.2	303	653	1407	3031
112	I-10	Haugen-Lehmann Way to SR-111	86,560	1,750	11,800	65	0	0	81.8	77.2	303	653	1407	3031
113	I-10	SR-111 to Tipton Rd	75,120	1,500	10,290	65	0	0	81.2	76.6	275	594	1280	2758
114	I-10	Tipton Rd to SR-62	75,350	1,430	10,130	65	0	0	81.2	76.6	274	592	1275	2748
129	SR-215	Scott Rd to Newport Rd	90,340	1,640	3,950	65	0	0	81.5	76.8	285	615	1325	2854
130	SR-215	Newport Rd to MacCall Blvd	79,590	1,420	3,370	65	0	0	80.9	76.3	261	564	1215	2619
131	SR-215	MacCall Blvd to Ethanac Rd	86,950	1,570	3,540	65	0	0	81.3	76.7	277	598	1289	2777
132	SR-215	Ethanac Rd to SR-74/Case	112,630	2,040	4,670	65	0	0	82.4	77.8	330	711	1532	3302
133	SR-215	SR-74/Case Rd to Redlands Blvd	130,360	3,950	9,360	65	0	0	83.4	78.8	383	826	1781	3838
134	SR-215	SR-60 to Columbia Ave	203,060	3,730	8,280	65	0	0	85.0	80.3	489	1054	2271	4893
135	SR-215	Columbia Ave to Center St	170,910	3,120	6,840	65	0	0	84.2	79.6	435	939	2023	4358
136	SR-215	Center St to Iowa Ave/La Cadena Dr	169,930	3,100	6,830	65	0	0	84.2	79.6	434	935	2015	4342
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	166,140	3,170	6,900	65	0	0	84.1	79.5	429	924	1991	4290
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	173,010	3,310	7,200	65	0	0	84.3	79.7	440	949	2046	4408
139	SR-215	Mt Vernon Ave/Washington St to I-10	174,280	3,400	7,410	65	0	0	84.3	79.7	443	955	2059	4436
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	138,850	1,890	5,630	65	0	0	83.2	78.6	374	807	1739	3748
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	126,730	1,650	5,100	65	0	0	82.8	78.2	352	758	1634	3520
142	SR-215	Mill St to 2rd St	144,550	2,150	6,520	65	0	0	83.4	78.8	387	834	1797	3872
143	SR-215	2rd St to Baseline Rd	124,320	2,010	5,900	65	0	0	82.8	78.2	351	758	1633	3519
144	SR-215	Baseline Rd to Highland Ave/SR-210	130,890	2,740	10,430	65	0	0	83.3	78.7	377	813	1753	3777

2017 Plus Project

ID	Arterial	From	To	2017 + Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	21,361	1,987	6,274	45	0	0	75.5	70.9	114	247	532	1148
2	Street A	Eucalyptus Ave	Street F	17,502	2,022	6,399	45	0	0	75.5	70.8	113	245	528	1138
3	Street E	west of Street A	0	8,821	1,179	3,738	45	0	0	73.2	68.5	79	172	371	799
4	Street E	north of Alessandro Blvd	0	4,926	363	68	45	0	0	65.6	61.0	25	54	116	251
5	Street E	Street D	Street A	6,992	241	55	45	0	0	66.0	61.4	26	57	123	266
6	Street A	Street F	Street C	9,077	628	1,354	45	0	0	69.5	64.9	45	97	210	454
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	10,120	581	0	45	0	0	68.4	63.7	38	82	177	382
9	John F Kennedy Dr	south of Cactus Ave	0	9,571	417	0	45	0	0	67.4	62.7	32	70	152	327
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	3,454	93	0	45	0	0	61.9	57.3	14	30	66	142
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	3,721	60	0	45	0	0	62.0	57.4	14	30	66	143
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
13	Redlands Blvd	State Route 60	Eucalyptus Ave	5,385	45	24	45	0	0	63.5	58.9	18	39	84	182
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	7,568	222	480	45	0	0	66.3	61.7	27	60	129	279
18	Street B	east of Street A	0	1	0	0	45	0	0	26.9	22.3	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	2	0	0	45	0	0	29.9	25.3	0	0	0	1
20	Street F	north of Street C	0	1	0	0	45	0	0	26.9	22.3	0	0	0	0
21	Street C	east of Street A	0	9,167	174	255	45	0	0	66.7	62.1	29	64	138	298
22	Street C	west of Street F	0	4,819	176	234	45	0	0	64.9	60.3	22	48	105	226
23	Street F	Street C	Street G	84	3	10	45	0	0	50.3	45.6	2	5	11	23
24	Street C	Street F	Street H	2,327	86	107	45	0	0	61.8	57.2	13	30	64	139
25	Street C	Street H	Gilman Springs Rd	4,615	88	130	45	0	0	63.8	59.2	18	40	88	189
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	6,476	11	31	45	0	0	64.1	59.5	19	42	91	198
30	Gilman Springs Rd	Eucalyptus Ave	Street C	6,476	11	31	45	0	0	64.1	59.5	19	42	91	198
31	Gilman Springs Rd	south of Street C	0	21,609	186	250	45	0	0	69.8	65.1	47	102	220	474
32	Cactus Ave	west of Redlands Blvd	0	2,114	46	0	45	0	0	59.5	54.9	9	21	45	98
33	Alessandro Blvd	west of Redlands Blvd	0	2,159	20	3	45	0	0	59.4	54.8	9	20	45	97
35	Redlands Blvd	Ironwood Ave	State Route 60	15,708	48	381	55	0	0	70.7	66.1	55	118	255	551
36	Ironwood Ave	Redlands Blvd	Highland Blvd	3,050	183	0	35	0	0	60.3	55.7	11	24	51	111
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	9,428	154	330	45	0	0	67.0	62.3	30	66	143	308
38	Theodore St	State Route 60	Highland Blvd	4,218	347	18	45	0	0	64.8	60.2	22	48	103	223
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	18,951	254	351	55	0	0	71.8	67.2	64	139	301	648
43	Moreno Beach Dr	Alessandro Blvd	SR 60	21,413	27	105	45	0	0	69.3	64.7	44	94	204	440
46	Moreno Beach Dr	State Route 60	Ironwood Ave	17,984	74	137	45	0	0	68.4	63.8	38	82	178	383
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	4,745	28	12	45	6	0	56.9	52.3	6	14	30	66
48	Alessandro Blvd	Lasselle St	Morrison St	10,604	31	472	45	6	0	60.5	55.9	11	24	52	114
50	Cactus Ave	Redlands Blvd	Street D	10,120	581	0	45	0	0	65.5	60.9	24	52	114	245

2017 Plus Project

ID	Arterial	From	To	2017 + Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	15,787	12	18	45	6	0	61.8	57.2	14	30	65	140
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	18,208	381	6	35	6	0	60.5	55.9	11	24	53	114
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	4,873	16	12	45	6	0	57.0	52.4	6	14	31	67
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	119	0	0	35	0	0	43.6	38.9	0	1	3	8
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	3,570	27	0	45	0	0	62.0	57.4	14	31	67	144
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	4,488	26	0	35	0	0	59.8	55.2	10	22	47	102
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	7,791	158	0	45	0	0	65.6	61.0	25	53	116	250
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	17,466	18	83	45	0	0	68.5	63.9	39	84	181	390
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	3,448	41	51	45	0	0	61.2	56.6	12	27	59	127
60	SR 60 WB Ramps	east of Redlands Blvd	0	5,603	79	190	45	0	0	64.9	60.3	22	48	104	225
61	SR 60 EB Ramps	west of Redlands Blvd	0	7,905	61	183	45	0	0	65.5	60.9	24	53	115	248
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	14,892	51	36	45	0	0	67.9	63.2	35	76	164	353
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	8,934	34	36	45	0	0	65.7	61.1	25	54	117	253
67	Oliver St	Alessandro Blvd	Cactus Ave	4,715	0	0	35	0	0	59.4	54.8	9	20	45	97
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	19,240	30	36	45	0	0	68.8	64.2	41	88	190	411
69	Cactus Ave	Nason St	Oliver St	9,559	68	4	45	0	0	66.0	61.4	26	57	124	267
70	Cactus Ave	Oliver St	Moreno Beach Dr	10,492	92	0	45	6	0	60.6	56.0	11	25	54	116
71	Oliver St	Cactus Ave	John F Kennedy Dr	8,260	0	0	45	0	0	65.1	60.5	23	49	107	231
72	Oliver St	John F Kennedy Dr	Iris Ave	4,720	0	0	45	0	0	62.7	58.1	16	34	74	160
73	Iris Ave	Nason St	Oliver St	19,880	419	0	45	0	0	69.8	65.2	47	102	221	476
74	Heacock St	Manzanita Ave	Ironwood Ave	24,244	17	12	45	0	0	69.8	65.2	47	102	221	477
75	Ironwood Ave	Graham St	Heacock St	16,420	20	2	45	0	0	68.1	63.5	37	79	171	370
76	Ironwood Ave	Heacock St	Indian Ave	13,203	6	0	45	0	0	67.2	62.6	31	68	148	319
77	Heacock St	Ironwood Ave	Hemlock Ave	26,112	31	15	45	0	0	70.1	65.5	50	108	233	502
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	30,688	44	3	45	0	0	70.8	66.2	56	120	260	560
81	SR 60 WB Ramps	west of Heacock St	0	20,932	0	70	45	0	0	69.2	64.5	43	93	200	432
82	SR 60 WB Ramps	east of Heacock St	0	8,706	96	174	45	0	0	66.1	61.5	26	58	125	269
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	31,600	57	93	45	0	0	71.0	66.3	57	122	264	570
85	SR 60 WB Onramp	west of Perris Blvd	0	21,498	24	48	45	0	0	69.1	64.5	43	92	199	430
86	SR 60 WB Offramp	east of Perris Blvd	0	6,914	68	238	45	0	0	66.8	62.2	29	64	139	299
87	Eucalyptus Ave	Indian St	Perris Blvd	6,210	0	0	45	0	0	63.7	59.1	18	40	87	188
88	Eucalyptus Ave	Perris Blvd	Kitching St	8,461	1	12	45	0	0	65.1	60.5	23	49	107	231
95	W 6th St	I-10	N California Ave	2,283	28	32	45	0	0	60.2	55.6	10	23	50	109
96	N California Ave	W 6th St	E 8th St	1,850	11	67	45	0	0	59.1	54.5	9	19	42	92
97	E 6th St	N California Ave	Beaumont Ave	5,270	25	29	45	0	0	63.3	58.7	17	38	82	176
98	N California Ave	W 6th St	I-10	697	9	11	45	0	0	55.4	50.8	5	11	24	52
99	Beaumont Ave	E 6th St	E 8th St	12,586	25	37	45	0	0	66.8	62.2	30	65	140	302
100	I-215 SB Ramps	north of Alessandro Blvd	0	8,398	31	59	45	0	0	65.3	60.7	23	51	111	239
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	37,740	106	141	45	0	0	71.8	67.2	65	140	301	650
102	I-215 SB Ramps	south of Alessandro Blvd	0	13,770	24	0	45	0	0	67.4	62.8	32	70	152	329
103	I-215 NB Ramps	north of Alessandro Blvd	0	16,204	72	200	45	0	0	68.2	63.6	37	80	173	374

2017 Plus Project

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104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	36,320	110	267	45	0	0	71.5	66.8	61	132	285	615
105	I-215 SB Ramps	south of Alessandro Blvd	0	12,620	28	100	45	0	0	67.0	62.4	31	67	145	312
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	8,031	13	24	45	0	0	65.1	60.4	23	49	106	230
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	34,298	114	243	45	0	0	71.5	66.9	61	132	286	617
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	3,630	37	83	45	0	0	61.9	57.3	14	30	66	142
109	Day St	Cottonwood Ave	Alessandro Blvd	3,611	5	0	35	0	0	58.3	53.7	8	17	38	81
110	Alessandro Blvd	Day St	Elsworth St	33,419	103	169	45	0	0	71.3	66.7	60	130	280	603
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	8,366	12	0	35	0	0	62.0	57.3	14	30	66	143
112	Alessandro Blvd	Elsworth St	Frederick St	35,639	107	204	45	0	0	71.6	67.0	62	135	292	629
113	Elsworth St	Alessandro Blvd	Cactus Ave	9,146	17	59	45	0	0	65.5	60.9	24	53	115	247
114	Frederick St	Cottonwood Ave	Alessandro Blvd	23,352	26	34	45	0	0	69.5	64.9	45	98	213	459
115	Alessandro Blvd	Frederick St	Graham St	35,255	79	127	45	0	0	71.3	66.7	60	129	279	601
116	Frederick St	Alessandro Blvd	Cactus Ave	16,795	24	36	45	0	0	68.2	63.6	37	80	173	373
117	Graham St	Cottonwood Ave	Alessandro Blvd	10,951	0	12	45	0	0	66.2	61.6	27	59	127	274
118	Alessandro Blvd	Graham St	Heacock St	36,224	84	84	45	0	0	71.5	66.8	61	132	285	615
119	Graham St	Alessandro Blvd	Cactus Ave	17,689	36	42	45	0	0	68.6	64.0	39	85	184	396
120	Heacock St	Cottonwood Ave	Alessandro Blvd	21,264	67	107	45	0	0	69.3	64.6	43	94	204	439
121	Alessandro Blvd	Heacock St	Indian St	33,492	68	100	45	0	0	71.3	66.7	60	129	278	600
122	Heacock St	Alessandro Blvd	Cactus Ave	17,344	71	136	45	6	0	62.2	57.6	14	32	69	148
123	Indian St	Cottonwood Ave	Alessandro Blvd	13,860	24	47	45	0	0	67.3	62.6	32	69	150	323
124	Alessandro Blvd	Indian St	Perris Blvd	33,907	109	100	45	0	0	71.4	66.8	61	131	283	610
125	Indian St	Alessandro Blvd	Cactus Ave	12,715	18	24	45	6	0	61.1	56.4	12	26	57	124
126	Alessandro Blvd	Perris Blvd	Kitching St	22,025	49	53	45	0	0	69.4	64.8	45	97	209	451
127	Perris Blvd	Alessandro Blvd	Cactus Ave	28,540	118	215	45	6	0	64.8	60.2	22	47	103	222
128	Kitching St	Cottonwood Ave	Alessandro Blvd	9,620	0	12	45	0	0	65.6	61.0	25	54	116	251
129	Alessandro Blvd	Kitching St	Lasselle St	15,414	20	100	45	0	0	67.9	63.3	35	76	164	355
130	Kitching St	Alessandro Blvd	Cactus Ave	8,555	2	0	45	6	0	59.3	54.6	9	20	43	94
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	8,921	0	12	45	0	0	65.3	60.7	23	51	111	239
133	Lasselle St	Alessandro Blvd	Cactus Ave	15,642	1	107	45	0	0	67.8	63.2	34	75	162	349
134	Morrison St	Cottonwood Ave	Alessandro Blvd	4,189	27	4	45	0	0	61.9	57.3	14	30	65	142
135	Alessandro Blvd	Morrison St	Nason St	9,571	31	343	50	6	0	61.3	56.7	12	27	60	129
136	Nason St	Cottonwood Ave	Alessandro Blvd	17,251	48	0	45	0	0	68.5	63.8	38	83	180	388
137	Nason St	Alessandro Blvd	Cactus Ave	15,925	54	0	45	0	0	68.1	63.5	36	79	171	369
138	I-215 SB Ramps	north of Cactus Ave	0	2,256	118	142	45	0	0	61.5	56.9	13	28	62	134
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	8,014	38	107	45	0	0	65.3	60.6	23	51	110	237
140	I-215 SB Ramps	south of Cactus Ave	0	25,784	70	48	45	0	0	69.9	65.3	48	104	224	483
141	Cactus Ave	I-215 NB Ramps	Elsworth St	36,971	157	342	45	0	0	71.4	66.8	61	132	285	614
142	I-215 NB Ramps	south of Cactus Ave	0	11,426	47	154	45	0	0	65.9	61.3	26	56	122	264
143	Cactus Ave	Elsworth St	Frederick St	45,366	151	395	45	0	0	72.3	67.6	69	150	323	696
144	Cactus Ave	Frederick St	Graham St	56,746	227	348	45	0	0	73.3	68.7	81	175	377	813
145	Cactus Ave	Graham St	Heacock St	34,848	103	301	45	0	0	71.6	66.9	62	134	289	624
146	Riverside Dr	Cactus Ave	Meyer Dr	37,353	154	0	45	0	0	71.7	67.0	63	136	294	634

2017 Plus Project

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
147	Cactus Ave	Heacock St	Indian St	23,642	42	54	45	0	0	69.5	64.9	45	98	213	459
148	Heacock St	Cactus Ave	John F Kennedy Dr	25,946	98	436	45	6	0	63.6	59.0	18	39	86	185
149	Cactus Ave	Indian St	Perris Blvd	21,011	39	42	45	0	0	69.0	64.4	42	91	196	424
150	Indian St	Cactus Ave	John F Kennedy Dr	11,281	12	12	45	6	0	60.5	55.9	11	24	53	114
151	Cactus Ave	Perris Blvd	Kitching St	18,850	25	0	45	0	0	68.7	64.1	40	87	188	405
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	29,082	112	252	45	6	0	64.8	60.2	22	47	103	221
153	Cactus Ave	Kitching St	Lasselle St	14,470	35	0	45	0	0	67.7	63.0	34	74	159	343
154	Kitching St	Cactus Ave	John F Kennedy Dr	9,411	0	0	35	6	0	56.5	51.9	6	13	28	62
155	Cactus Ave	Lasselle St	Morrison St	12,304	56	0	45	0	0	67.1	62.5	31	67	145	314
156	Lasselle St	Cactus Ave	John F Kennedy Dr	27,301	66	0	45	0	0	70.4	65.8	52	113	243	524
157	Cactus Ave	Morrison St	Nason St	9,987	58	0	45	0	0	66.2	61.6	27	59	127	274
158	E 6th St	Beaumont Ave	Pennsylvania Ave	11,046	43	15	45	0	0	66.5	61.8	28	61	132	286
159	Beaumont Ave	E 6th St	I-10	10,408	3	51	45	0	0	66.2	61.5	27	58	126	272
160	Kitching St	Gentian Ave	Iris Ave	6,104	0	12	45	0	0	63.7	59.0	18	40	86	185
161	Iris Ave	Perris Blvd	Kitching St	18,945	134	30	45	6	0	62.9	58.3	16	35	76	165
162	Iris Ave	Kitching St	Lasselle St	23,385	261	0	45	6	0	64.0	59.4	19	42	91	197
163	Kitching St	Iris Ave	Ivory Ave	18,112	137	0	45	6	0	62.8	58.2	16	35	75	163
164	Lasselle St	Gentian Ave	Iris Ave	22,113	0	0	45	0	0	69.3	64.6	43	94	204	439
165	Iris Ave	Lasselle St	Nason St	27,672	447	0	45	6	0	65.1	60.4	23	49	107	230
168	Krameria Ave	Perris Blvd	Lasselle St	11,789	154	0	45	6	0	61.2	56.6	12	27	59	127
169	Krameria Ave	Kitching St	Lasselle St	5,700	0	0	45	0	0	63.4	58.8	17	38	82	178
170	Kitching St	Krameria Ave	Lurin Ave	23,517	12	0	45	6	0	63.7	59.0	18	40	86	185
171	Lasselle St	Cahuilla Dr	Krameria Ave	25,237	146	0	45	6	0	64.3	59.6	20	43	94	203
172	Lasselle St	Krameria Ave	Arroyo Park Dr	12,674	144	12	45	6	0	61.6	56.9	13	29	62	134
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	15,402	301	319	45	0	0	68.8	64.2	41	88	190	411
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,478	24	43	45	0	0	62.7	58.1	16	34	74	160
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	18,493	337	344	45	0	0	69.5	64.9	45	98	212	458
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	2,455	1	0	45	0	0	59.9	55.2	10	22	48	103
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	21,133	209	267	45	0	0	69.7	65.1	46	101	217	469
191	Gilman Springs Rd	Bridge St	Beaumont Ave	18,861	181	216	45	0	0	69.1	64.5	43	92	200	431
192	Bridge St	Gilman Springs Rd	Marvin Rd	2,964	29	77	45	0	0	61.5	56.9	13	28	61	133
194	Crescent Ave	West of Alessandro Rd	0	2,655	50	0	35	0	0	57.9	53.3	7	16	35	77
195	Crescent Ave	Alessandro Rd	Center St	7,387	74	0	45	0	0	65.0	60.4	22	49	106	228
196	Alessandro Rd	Crescent Ave	Sunset Dr	7,564	147	0	45	0	0	65.4	60.8	24	52	113	243

2017 Plus Project

ID	Arterial	From	To	2017 + 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	405	4	0	35	0	0	49.4	44.8	2	4	9	20
199	Sunset Dr	Alessandro Rd	Cameo Dr	826	8	0	35	0	0	52.6	48.0	3	7	15	33
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	8,003	158	0	45	0	0	65.7	61.1	25	54	117	254
205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	22,619	56	0	45	0	0	69.6	65.0	46	100	215	464
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	295	0	0	45	0	0	50.6	46.0	2	5	11	25
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	22,642	56	0	35	0	0	66.5	61.9	28	62	133	288
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	8,141	0	0	35	0	0	61.8	57.1	13	29	64	139
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	52,561	63	92	45	0	0	73.1	68.4	78	169	365	788
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	17,677	23	28	45	6	0	62.5	57.9	15	33	72	155
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	59,445	56	79	45	0	0	73.8	69.1	87	188	406	876
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	11,756	0	0	45	0	0	66.6	62.0	29	63	135	292
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	12,992	0	0	45	0	0	67.1	62.5	31	68	146	316
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	437	0	0	35	6	0	43.2	38.6	0	1	3	8
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	2,750	0	0	45	0	0	60.3	55.7	11	23	51	111
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	57,309	58	79	45	0	0	73.6	69.0	85	184	397	856
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	3,776	0	0	45	0	0	61.7	57.1	13	29	63	137
229	Century Ave	Alessandro Blvd	Claridge Dr	1,585	0	0	45	0	0	58.0	53.4	7	16	36	78
230	Century Ave	Trafalgar Ave	Alessandro Blvd	1,133	0	0	45	0	0	56.5	51.9	6	13	28	61
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	41,689	99	142	45	0	0	72.2	67.6	69	149	322	694
232	Chicago Ave	Alessandro Blvd	Central Ave	33,345	58	49	45	0	0	71.0	66.4	57	124	267	576
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	59,794	78	107	45	0	0	73.8	69.2	88	189	409	881
236	Victoria Ave	Central Ave	Arlington Ave	7,911	25	2	45	0	0	65.0	60.4	22	49	106	229
237	Arlington Ave	Victoria Ave	Alessandro Blvd	41,405	99	66	45	0	0	71.9	67.3	66	142	306	660
238	Victoria Ave	Arlington Ave	Maude St	15,049	44	13	45	0	0	67.9	63.2	35	76	164	353
239	Arlington Ave	Maude St	Victoria Ave	35,361	68	28	45	0	0	71.2	66.6	59	127	273	590
240	Durango Rd	Laramie Rd	Arlington Ave	2,109	0	0	45	0	0	59.2	54.6	9	20	43	93
241	Horace St	Arlington Ave	Victoria Ave	4,401	0	0	45	0	0	62.4	57.8	15	32	71	153
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	38,250	40	45	45	0	0	71.6	67.0	62	135	291	628
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	12,220	8	15	45	0	0	66.8	62.2	30	65	140	302
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	20,122	0	0	45	0	0	68.5	63.8	38	83	180	388
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	23,648	4	80	45	0	0	69.7	65.1	46	101	218	469
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	17,779	36	24	45	0	0	68.3	63.6	37	81	174	376
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	41,051	46	83	45	0	0	72.1	67.5	68	147	316	682
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	2,455	0	0	35	0	0	56.7	52.1	6	13	29	63
252	Central Ave	Chicago Ave	Canyon Crest Dr	26,383	66	48	45	0	0	70.0	65.4	49	106	228	492
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	19,140	24	36	45	0	0	68.8	64.2	40	88	190	409
256	Canyon Crest Dr	Central Ave	Country Club Dr	19,722	26	26	45	0	0	68.9	64.3	41	90	193	417
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,790	0	12	45	0	0	64.2	59.6	20	43	94	203
260	Central Ave	Canyon Crest Dr	I-215	25,899	57	49	45	0	0	70.0	65.4	49	105	227	490
261	Lochmoor Dr	Central Ave	Fair Isle Dr	9,209	60	93	35	6	0	56.9	52.3	6	14	30	65
262	Sycamore Canyon Blvd	Central Ave	College Blvd	15,742	37	18	35	0	0	65.0	60.4	22	49	106	229
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	21,112	85	138	45	0	0	69.4	64.8	45	97	209	451

2017 Plus Project

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
264	I-215 SB Off-Ramps	I-215	Central Ave	3,008	26	2	45	0	0	60.7	56.1	11	25	54	117
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	19,862	91	145	45	0	0	69.2	64.6	43	93	202	435
266	I-215 SB On-Ramps	Central Ave	I-215	23,696	42	66	45	0	0	69.8	65.1	47	102	220	474
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	17,816	61	69	45	0	0	68.7	64.0	40	86	186	400
268	I-215 NB Off-Ramp	Watkins Dr	I-215	5,923	45	116	45	0	0	64.0	59.4	19	42	90	195
269	Martin Luther King Blvd	SR-91	Chicago Ave	34,564	75	256	45	0	0	71.5	66.8	61	132	286	616
270	Chicago Ave	University Ave	Martin Luther King Blvd	26,953	2	27	45	0	0	70.3	65.7	51	110	238	514
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	30,721	71	247	45	0	0	71.0	66.4	57	123	265	572
272	Chicago Ave	Martin Luther King Blvd	Central Ave	27,531	1	13	45	0	0	70.4	65.7	52	112	241	520
273	Iowa Ave	University Ave	Martin Luther King Blvd	15,233	1	2	45	0	0	67.8	63.1	34	75	162	349
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	37,942	78	250	45	0	0	71.9	67.3	65	141	304	656
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	13,765	0	0	45	0	0	67.2	62.6	31	68	148	319
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	30,987	79	260	45	0	0	71.0	66.4	57	124	267	576
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	25,394	0	12	45	0	0	70.0	65.4	49	105	227	490
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	6,584	0	0	45	0	0	64.1	59.5	19	42	92	199
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	10,334	27	192	45	0	0	66.5	61.9	28	61	133	286
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	33,066	88	178	45	0	0	71.2	66.6	59	127	275	593
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	10,408	0	106	45	0	0	66.2	61.6	27	58	126	273
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	10,212	54	278	45	0	0	66.8	62.2	30	65	140	302
283	SR-60 EB Off-Ramp	SR-60	Heacock St	24,804	24	34	45	0	0	69.8	65.1	47	102	219	473
284	SR-60 EB On-Ramp	Heacock St	SR-60	14,224	34	166	45	0	0	67.7	63.1	34	74	160	345
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	32,663	51	151	45	0	0	71.1	66.5	58	126	271	585
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	34,474	65	16	45	0	0	71.4	66.8	60	131	282	608
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	38,295	129	160	45	0	0	71.9	67.3	65	141	305	657
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	25,054	183	132	45	0	0	70.1	65.5	50	108	233	502
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	20,571	75	143	45	0	0	69.2	64.6	43	94	202	436
290	Perris Blvd	Sunnymead Blvd	Fir Ave	31,814	174	339	45	0	0	71.2	66.5	58	126	273	588
294	Via Del Lago	South of Iris Ave	0	968	0	0	45	0	0	55.8	51.1	5	11	25	55
301	John F. Kennedy Dr	Indian St	Perris Blvd	15,126	50	0	45	0	0	67.7	63.1	34	75	161	348
302	John F. Kennedy Dr	Perris Blvd	Kitching St	15,881	59	0	45	0	0	68.1	63.5	36	79	170	367
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	27,300	171	309	45	0	0	70.6	66.0	53	116	249	538
304	Iris Ave	Indian St	Perris Blvd	14,683	35	47	45	0	0	67.7	63.1	34	74	160	346
306	Perris Blvd	Iris Ave	Krameria Ave	23,361	185	297	45	6	0	63.9	59.3	19	41	89	193
307	Perris Blvd	Krameria Ave	Harley Know Blvd	25,530	296	267	45	6	0	64.5	59.9	21	45	98	211
324	Ramona Expy	Warren Rd	Sanderson Ave	16,150	100	350	45	0	0	68.3	63.6	37	81	174	376
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	33,663	92	624	45	0	0	71.4	66.7	60	130	281	606
326	Ramona Expy	Sanderson Ave	State St	18,115	93	208	45	0	0	68.7	64.1	40	86	186	402
327	Sanderson Ave	Ramona Expy	Ramona Blvd	22,609	69	242	45	0	0	69.7	65.0	46	100	216	466
340	Alessandro Blvd	South of San Timoteo Canyon R	0	402	0	0	45	0	0	52.0	47.3	3	6	14	30
351	Live Oak Canyon Rd	South of San Timoteo Canyon R	0	283	0	0	45	0	0	50.5	45.9	2	5	11	24
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	19,206	169	216	45	0	0	69.2	64.6	43	93	201	435
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	5,806	0	0	45	0	0	63.6	58.9	18	39	85	183

2017 Plus Project

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				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	13,705	113	79	45	0	0	67.6	63.0	33	73	157	339
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	13,296	108	164	45	0	0	67.6	63.0	34	73	158	341
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	2,502	12	36	45	0	0	60.1	55.5	10	23	50	107
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	13,267	87	50	45	0	0	67.4	62.8	32	70	152	329
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	2,559	26	33	45	0	0	60.6	56.0	11	25	53	116
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	50,084	117	138	45	0	0	73.1	68.4	78	169	365	786
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	6,772	96	156	45	0	0	65.1	60.4	23	49	107	230
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	4,875	0	36	45	0	0	62.8	58.2	16	35	75	163
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 Ram	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 Ram	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	4,979	71	166	45	0	0	63.5	58.8	18	38	83	180
387	Perris Blvd	Krameria Ave	Harley Know Blvd	19,966	155	448	45	6	0	63.3	58.7	17	37	81	175
388	Krameria Ave	Lasselle St	Spirit Rd	2,147	0	0	45	0	0	59.2	54.6	9	20	43	94
389	El Cerrito Dr	South of Central Ave	0	2,880	0	0	45	0	0	60.5	55.9	11	24	53	114
390	Ramona Expy	Webster Ave	Indian St	31,152	161	1,040	45	0	0	70.9	66.3	56	121	261	564
392	Ramona Expy	Indian St	Perris Blvd	32,658	225	675	45	0	0	71.3	66.7	60	129	279	601
393	Indian St	Ramona Expy	Morgan St	4,970	161	531	45	0	0	64.5	59.9	21	45	98	211
394	Perris Blvd	Harley Know Blvd	Ramona Expy	17,251	182	369	45	0	0	68.7	64.1	40	86	186	402
396	Perris Blvd	Ramona Expy	Rider St	20,520	109	126	45	0	0	69.3	64.7	44	95	204	441
397	Ramona Expy	Perris Blvd	Evans Rd	31,456	208	421	45	0	0	71.2	66.5	58	126	272	588
398	Evans Rd	Marbella Gate	Ramona Expy	12,254	76	0	45	6	0	61.1	56.5	12	27	58	125
399	Ramona Expy	Evans Rd	Rider St	19,578	72	283	55	6	0	65.4	60.8	24	52	113	244
400	Evans Rd	Ramona Expy	Rider St	15,410	23	7	45	0	0	67.9	63.3	35	77	166	358
401	Morgan St	Indian St	Perris Blvd	1,440	48	96	45	0	0	59.2	54.6	9	20	43	94
402	Morgan St	Perris Blvd	Silver Creek Industries	887	24	0	45	0	0	56.1	51.5	5	12	27	58
404	Morgan St	Morgan Park	Evans Rd	3,519	12	0	45	0	0	61.5	56.9	13	28	61	133
405	Morgan St	Evans Rd	Bradley Rd	4,191	4	14	45	0	0	62.2	57.6	14	32	69	148
406	Ironwood Ave	East of Thedore St	0	378	13	0	45	0	0	52.6	48.0	3	7	15	34
407	Rider St	Indian St	Perris Blvd	3,684	0	24	45	0	0	61.4	56.8	13	28	61	131
408	Rider St	Perris Blvd	Redlands Ave	9,556	0	0	45	0	0	65.5	60.9	24	53	115	247
409	Ironwood Ave	Nason St	Moreno Beach Dr	6,041	55	0	45	0	0	64.1	59.5	19	42	91	198
410	Rider St	Wilson Ave	Evans Rd	13,244	6	13	45	0	0	67.2	62.6	31	68	148	319
411	Rider St	Evans Rd	Ramona Expy	6,782	0	24	45	0	0	64.2	59.6	20	43	94	203
412	Maude St	North of Arlington Ave	0	236	0	0	45	0	0	49.7	45.0	2	4	10	21
413	Placentia Ave	Indian St	Perris Blvd	1,358	2	2	45	0	0	57.4	52.7	7	15	32	70
414	Placentia Ave	Perris Blvd	Redlands Ave	3,811	0	0	45	0	0	61.7	57.1	13	29	64	138
415	Perris Blvd	Placentia Ave	Orange Ave	9,390	34	16	45	0	0	65.8	61.2	25	55	120	259

2017 Plus Project

ID	Arterial	From	To	2017 + Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	0	0	0	45	0	0	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	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	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	0	0
421	Via Del Lago	South of Iris Ave	0	424	0	0	45	0	0	52.2	47.6	3	6	14	32
424	Perris Blvd	Alessandro Blvd	Cottonwood Ave	27,258	153	239	45	6	0	64.7	60.1	21	47	101	218
425	Mid County Pkwy WB On-Ramp	West of Evan	0	0	0	0	45	0	0	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	0	0
427	Day St	south of Alessandro Blvd	0	1,283	24	85	45	0	0	57.5	52.9	7	15	33	72
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	0	0	0	45	0	0	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	0	0
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	37,054	122	219	45	0	0	71.7	67.1	64	138	298	643
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	1,870	1	0	45	0	0	58.7	54.1	8	18	40	87
434	Orange Ave	Wilson Ave	Evans Rd	5,428	0	12	45	0	0	63.3	58.7	17	37	81	175
435	Orange Ave	Evans Rd	Foothill Dr	3,094	0	12	35	0	0	57.7	53.1	7	16	34	74
436	Elsworth St	south of Cactus Ave	0	17,390	71	36	45	0	0	68.3	63.7	37	81	176	379
441	Nuevo Rd	Wilson Ave	Evans Rd	15,422	24	59	45	0	0	67.9	63.2	35	76	164	354
442	Evans Rd	Orange Ave	Nuevo Rd	6,065	3	6	45	0	0	63.8	59.2	19	41	88	190
443	Nuevo Rd	Evans Rd	Foothill Dr	12,339	26	47	45	0	0	66.8	62.1	29	64	138	298
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	10	1	0	45	0	0	38.1	33.4	0	0	1	3
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	2,915	12	0	45	0	0	60.7	56.1	11	25	54	117
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	7,598	48	0	45	0	0	65.1	60.5	23	50	108	233
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	30,220	39	206	45	0	0	71.0	66.4	57	123	266	574
500	Perris Blvd	North of Eucalyptus Ave	0	30,633	39	230	45	0	0	71.1	66.5	58	125	269	581

2017 Plus Project

ID	Arterial	From	To	2017 + 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	9,078	88	0	45	0	0	65.7	61.1	25	54	118	254
0	0	0	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0

2012 Plus Project Case

ID	Freeway	From	Non-Project Noise Levels						Total Project Noise Levels					
					Distance from Centerline (ft)						Distance from Centerline (ft)			
			Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	85.5	80.8	527	1137	2450	5278	85.7	81.1	527	1137	2450	5278
2	SR-60	S Reservoir Rd to Ramona Ave	85.6	80.9	536	1155	2489	5363	85.8	81.2	536	1155	2489	5363
3	SR-60	Ramona Ave to Central Ave	85.3	80.7	517	1114	2401	5173	85.6	80.9	517	1114	2401	5173
4	SR-60	Central Ave to Mountain Ave	85.5	80.9	535	1152	2483	5350	85.8	81.1	535	1152	2483	5350
5	SR-60	Mountain Ave to Euclid Ave	85.4	80.8	524	1129	2433	5241	85.6	81.0	524	1129	2433	5241
6	SR-60	Euclid Ave to Grove Ave	85.8	81.2	556	1199	2584	5568	86.0	81.4	556	1199	2584	5568
7	SR-60	Grove Ave to Vineyard Ave	85.7	81.1	546	1178	2538	5469	85.9	81.3	546	1178	2538	5469
8	SR-60	Vineyard Ave to Archibald Ave	85.7	81.1	546	1177	2537	5467	85.9	81.3	546	1177	2537	5467
9	SR-60	Archibald Ave to Haven Ave	85.4	80.8	524	1129	2432	5241	85.7	81.0	524	1129	2432	5241
10	SR-60	Haven Ave to Miliken Ave	85.0	80.4	490	1056	2276	4903	85.3	80.6	490	1056	2276	4903
11	SR-60	Miliken Ave to SR-15	84.3	79.7	443	954	2056	4431	84.6	80.0	443	954	2056	4431
12	SR-60	I-15 to Etiwanda Ave	82.9	78.3	357	769	1658	3572	83.4	78.8	357	769	1658	3572
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village R	83.3	78.6	376	811	1747	3765	83.7	79.1	376	811	1747	3765
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	82.9	78.3	356	767	1652	3560	83.4	78.8	356	767	1652	3560
15	SR-60	Pedley Rd to Pyrite St	82.5	77.9	337	726	1566	3373	83.1	78.5	337	726	1566	3373
16	SR-60	Pyrite St to Valley Way	82.4	77.8	331	713	1537	3312	83.0	78.4	331	713	1537	3312
17	SR-60	Valley Way to Rubidoux Blvd	83.8	79.1	407	877	1889	4071	84.2	79.6	407	877	1889	4071
18	SR-60	Rubidoux Blvd to Market St	83.7	79.1	401	864	1863	4014	84.1	79.5	401	864	1863	4014
19	SR-60	Market St to Main St	84.5	79.9	454	978	2107	4540	84.8	80.2	454	978	2107	4540
20	SR-60	Main St to SR-91	85.1	80.5	499	1075	2316	4991	85.4	80.8	499	1075	2316	4991
21	SR-60	SR-91 to W Blaine St/3rd St	85.7	81.1	548	1182	2547	5489	86.2	81.5	548	1182	2547	5489
22	SR-60	W Blaine St/3rd St to University Ave	85.4	80.7	520	1122	2417	5208	85.9	81.2	520	1122	2417	5208
23	SR-60	University Ave to Martin Luther King Blvd	85.5	80.9	535	1152	2483	5351	86.0	81.4	535	1152	2483	5351
24	SR-60	Martin Luther King Blvd to Central Ave	86.5	81.9	618	1333	2872	6187	86.9	82.3	618	1333	2872	6187
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	86.0	81.4	578	1245	2683	5781	86.5	81.9	578	1245	2683	5781
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	85.9	81.3	567	1221	2632	5671	86.4	81.8	567	1221	2632	5671
27	SR-60	I-215 to Day St	83.9	79.3	414	892	1922	4141	84.6	80.0	414	892	1922	4141
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	84.0	79.3	420	904	1949	4200	84.7	80.1	420	904	1949	4200
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	83.3	78.7	378	814	1755	3781	84.2	79.5	378	814	1755	3781
30	SR-60	Heacock St to Perris Blvd	82.7	78.1	345	745	1605	3458	83.7	79.1	345	745	1605	3458
31	SR-60	Perris Blvd to Nason St	81.9	77.3	306	659	1420	3060	83.1	78.5	306	659	1420	3060
32	SR-60	Nason St to Moreno Beach Dr	81.3	76.7	280	605	1304	2809	82.7	78.1	280	605	1304	2809
33	SR-60	Moreno Beach Dr to Redlands Blvd	79.9	75.2	223	481	1037	2235	81.7	77.1	223	481	1037	2235
34	SR-60	Redlands Blvd to Theodore St	79.5	74.9	212	457	986	2124	81.5	76.9	212	457	986	2124
35	SR-60	Theodore St to Gilman Springs Rd	79.4	74.8	208	449	968	2086	79.8	75.2	208	449	968	2086
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	78.5	73.9	182	392	845	1822	78.9	74.3	182	392	845	1822
37	SR-60	Jack Rabbit Trail to I-10	78.5	73.9	182	392	845	1821	78.9	74.3	182	392	845	1821
75	SR-91	I-15 to McKinley St	85.4	80.8	523	1128	2430	5237	85.6	80.9	523	1128	2430	5237
76	SR-91	McKinley St to Pierce St	85.0	80.4	492	1061	2287	4927	85.2	80.5	492	1061	2287	4927
77	SR-91	Pierce St to Magnolia Ave	84.8	80.1	474	1022	2202	4745	84.9	80.3	474	1022	2202	4745
78	SR-91	Magnolia Ave to La Sierra Ave	85.1	80.5	498	1073	2313	4984	85.2	80.6	498	1073	2313	4984
79	SR-91	La Sierra Ave to Tyler St	84.6	80.0	464	1001	2157	4648	84.8	80.2	464	1001	2157	4648
80	SR-91	Tyler St to Van Buren Blvd	85.2	80.6	509	1097	2365	5096	85.4	80.8	509	1097	2365	5096

81	SR-91	Van Buren Blvd to Adam St	84.9	80.3	486	1048	2259	4867	85.1	80.5	486	1048	2259	4867
82	SR-91	Adam St to Madison St	84.6	80.0	464	1001	2157	4648	84.8	80.2	464	1001	2157	4648
83	SR-91	Madison St to Indiana Ave (off-ramp)	84.5	79.9	454	978	2108	4542	84.7	80.0	454	978	2108	4542
84	SR-91	Arlington Ave to Central Ave	83.8	79.1	407	877	1890	4072	84.0	79.4	407	877	1890	4072
85	SR-91	Central Ave to 14th St	84.5	79.9	454	978	2108	4542	84.7	80.0	454	978	2108	4542
86	SR-91	14th St to University Ave	84.1	79.4	425	917	1976	4257	84.2	79.6	425	917	1976	4257
87	SR-91	University Ave to Spruce St (off-ramp)	85.1	80.5	501	1081	2329	5018	85.3	80.7	501	1081	2329	5018
101	I-10	SR-60 to Beaumont Ave	83.1	78.5	368	794	1711	3687	83.2	78.6	368	794	1711	3687
102	I-10	Beaumont Ave to Pennsylvania Ave	83.2	78.5	370	798	1721	3708	83.3	78.6	370	798	1721	3708
103	I-10	Pennsylvania Ave to Highland Springs Ave	83.3	78.7	381	822	1772	3819	83.4	78.8	381	822	1772	3819
104	I-10	Highland Springs Ave to Sunset Ave	83.2	78.6	372	802	1729	3726	83.3	78.7	372	802	1729	3726
105	I-10	Sunset Ave to 22nd St	83.1	78.5	366	789	1700	3664	83.2	78.6	366	789	1700	3664
106	I-10	22nd St to S 8th St	83.0	78.4	362	780	1681	3623	83.1	78.5	362	780	1681	3623
107	I-10	S 8th St to S Hargrave St	83.0	78.4	362	781	1684	3629	83.1	78.5	362	781	1684	3629
108	I-10	S Hargrave St to Field Rd	82.6	77.9	338	728	1570	3383	82.7	78.1	338	728	1570	3383
109	I-10	Field Rd to Main St (Cabazon)	82.3	77.7	327	705	1520	3274	82.5	77.8	327	705	1520	3274
110	I-10	Main St (Cabazon) to Main St	81.8	77.2	301	649	1399	3015	81.9	77.3	301	649	1399	3015
111	I-10	Main St to Haugen-Lehmann Way	81.8	77.2	301	649	1400	3016	81.9	77.3	301	649	1400	3016
112	I-10	Haugen-Lehmann Way to SR-111	81.8	77.2	301	649	1400	3016	81.9	77.3	301	649	1400	3016
113	I-10	SR-111 to Tipton Rd	81.2	76.6	274	591	1274	2746	81.3	76.7	274	591	1274	2746
114	I-10	Tipton Rd to SR-62	81.2	76.6	274	590	1271	2740	81.3	76.7	274	590	1271	2740
129	SR-215	Scott Rd to Newport Rd	81.4	76.8	283	611	1317	2838	81.5	76.9	283	611	1317	2838
130	SR-215	Newport Rd to MacCall Blvd	80.8	76.2	259	559	1205	2596	80.9	76.3	259	559	1205	2596
131	SR-215	MacCall Blvd to Ethanac Rd	81.2	76.6	275	592	1277	2751	81.3	76.7	275	592	1277	2751
132	SR-215	Ethanac Rd to SR-74/Case	82.4	77.7	327	706	1521	3277	82.4	77.8	327	706	1521	3277
133	SR-215	SR-74/Case Rd to Redlands Blvd	83.3	78.7	381	821	1769	3812	83.4	78.8	381	821	1769	3812
134	SR-215	SR-60 to Columbia Ave	84.9	80.3	488	1051	2265	4880	85.0	80.4	488	1051	2265	4880
135	SR-215	Columbia Ave to Center St	84.2	79.6	434	936	2017	4346	84.3	79.7	434	936	2017	4346
136	SR-215	Center St to Iowa Ave/La Cadena Dr	84.2	79.5	433	933	2010	4331	84.2	79.6	433	933	2010	4331
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	84.1	79.5	428	922	1987	4281	84.2	79.5	428	922	1987	4281
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	84.3	79.6	439	947	2041	4398	84.3	79.7	439	947	2041	4398
139	SR-215	Mt Vernon Ave/Washington St to I-10	84.3	79.7	442	954	2055	4428	84.4	79.8	442	954	2055	4428
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	83.2	78.6	373	805	1735	3739	83.3	78.7	373	805	1735	3739
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	82.8	78.2	351	757	1631	3514	82.9	78.3	351	757	1631	3514
142	SR-215	Mill St to 2rd St	83.4	78.8	386	832	1793	3864	83.5	78.9	386	832	1793	3864
143	SR-215	2rd St to Baseline Rd	82.8	78.2	351	756	1630	3513	82.9	78.3	351	756	1630	3513
144	SR-215	Baseline Rd to Highland Ave/SR-210	83.3	78.6	377	812	1750	3770	83.3	78.7	377	812	1750	3770

2022 No Project

ID	Arterial	From	To	2022 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	6,254	129	278	45	0	0	64.6	59.9	21	45	99	213
2	Street A	Eucalyptus Ave	Street F	563	5	6	45	0	0	53.7	49.0	4	8	18	40
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	2,098	8	2	45	0	0	59.1	54.5	9	20	43	93
6	Street A	Street F	Street C	622	5	6	45	0	0	54.1	49.4	4	9	19	42
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	8,288	47	0	45	0	0	65.2	60.5	23	50	108	234
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	9,194	25	0	45	0	0	65.5	60.9	24	53	115	247
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
13	Redlands Blvd	State Route 60	Eucalyptus Ave	6,309	51	24	45	0	0	64.1	59.4	19	42	91	197
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	6,642	129	274	45	0	0	64.8	60.1	22	47	102	220
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	2,974	0	12	45	0	0	60.6	55.9	11	24	53	115
22	Street C	west of Street F	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
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	0	0	0	45	0	0	0.0	0.0	0	0	0	0
25	Street C	Street H	Gilman Springs Rd	1,449	1	2	45	0	0	57.5	52.8	7	15	33	71
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	5,792	6	6	45	0	0	63.5	58.9	18	38	83	180
30	Gilman Springs Rd	Eucalyptus Ave	Street C	5,792	6	6	45	0	0	63.5	58.9	18	38	83	180
31	Gilman Springs Rd	south of Street C	0	14,213	12	12	45	0	0	67.4	62.7	32	70	152	328
32	Cactus Ave	west of Redlands Blvd	0	1,776	5	3	45	0	0	58.4	53.8	8	17	38	82
33	Alessandro Blvd	west of Redlands Blvd	0	2,392	2	3	45	0	0	59.6	55.0	10	21	46	100
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	2,933	49	29	45	0	0	61.0	56.4	12	26	57	123
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	330	0	12	45	0	0	51.5	46.9	2	6	13	28

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
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	3,809	86	221	45	0	0	62.6	58.0	15	33	73	157
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	6,229	66	125	45	0	0	64.1	59.5	19	42	92	199
96	N California Ave	W 6th St	E 8th St	5,043	11	75	45	0	0	62.9	58.3	16	35	77	166
97	E 6th St	N California Ave	Beaumont Ave	7,082	38	78	45	0	0	64.5	59.9	21	45	98	211
98	N California Ave	W 6th St	I-10	4,855	76	84	45	0	0	63.2	58.5	17	37	80	172
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	40,312	184	207	45	0	0	72.0	67.4	66	144	310	669
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

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
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				Total @ 15m	CNEL @ 100ft	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	11,478	17	0	45	0	0	66.5	61.8	28	61	132	285
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	9,357	16	0	45	0	0	65.6	61.0	24	53	115	249
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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				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	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

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
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	6,467	46	48	45	0	0	64.1	59.5	20	43	92	200
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

2022 No Project

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				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	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	5,501	72	183	45	0	0	63.7	59.1	18	40	87	187
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	2,191	6	12	45	0	0	59.3	54.7	9	20	44	95
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	8,018	92	134	45	0	0	65.2	60.6	23	50	109	236
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 Ram	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 Ram	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	11,987	36	0	45	6	0	60.7	56.1	11	25	54	117
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

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				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	7,982	122	182	45	0	0	65.3	60.7	24	51	111	240
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	6,166	87	151	45	0	0	64.2	59.6	20	43	93	201
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	11,100	150	214	45	0	0	66.7	62.1	29	63	137	296
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	6,308	74	119	45	0	0	64.2	59.6	20	43	93	202
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	4,846	20	21	45	0	0	62.8	58.2	16	35	75	162
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	1,696	12	15	45	0	0	58.3	53.7	8	17	38	82
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	5,197	22	24	45	0	0	63.1	58.5	17	36	79	170
429	Mid County Pkwy EB On-Ramp	East of Evan	0	1,874	12	16	45	0	0	58.8	54.1	8	18	40	87
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	5,850	19	20	45	0	0	63.6	59.0	18	39	85	183
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
0	0	0	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0

2022 Noise Levels

ID	Arterial	From	2022 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	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

2022 Noise Levels

ID	Arterial	From	2022 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
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
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
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.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	14,122	1,457	4,566	45	0	0	74.4	69.8	97	209	451	972
2	Street A	Eucalyptus Ave	Street F	22,455	3,128	9,844	45	0	0	77.4	72.8	153	331	714	1538
3	Street E	west of Street A	0	8,661	1,178	3,673	45	0	0	73.1	68.5	79	170	368	793
4	Street E	north of Alessandro Blvd	0	4,655	363	85	45	0	0	65.5	60.9	24	53	114	246
5	Street E	Street D	Street A	9,984	703	70	45	0	0	68.5	63.8	38	83	180	388
6	Street A	Street F	Street C	9,751	1,234	3,534	45	0	0	73.0	68.4	78	168	363	783
7	Street A	south of Street C	0	3,289	364	886	45	0	0	67.1	62.5	31	68	146	316
8	Street D	Street E	Cactus Ave	12,963	1,024	0	45	0	0	69.9	65.2	48	103	223	481
9	John F Kennedy Dr	south of Cactus Ave	0	12,499	799	0	45	0	0	69.0	64.4	42	90	195	420
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	4,281	125	0	45	0	0	62.9	58.3	16	35	76	165
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	6,339	87	0	45	0	0	64.2	59.6	20	43	94	202
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	10,511	332	0	45	0	0	67.9	63.3	35	77	166	358
13	Redlands Blvd	State Route 60	Eucalyptus Ave	16,030	303	990	45	0	0	69.6	65.0	46	99	215	463
14	Eucalyptus Ave	east of Redlands Blvd	0	8,805	387	966	45	0	0	68.3	63.7	38	82	176	380
15	Eucalyptus Ave	west of Street A	0	7,162	323	801	45	0	0	68.4	63.8	38	82	178	384
18	Street B	east of Street A	0	2,488	220	436	45	0	0	64.5	59.9	21	45	98	212
18a	Street B	west of Gilman Springs Rd	0	1,717	117	157	45	0	0	61.6	57.0	13	29	63	136
19	Street F	east of Street A	0	2,691	378	1,250	45	0	0	68.5	63.9	38	84	180	389
20	Street F	north of Street C	0	2,310	184	133	45	0	0	62.8	58.2	16	35	75	162
21	Street C	east of Street A	0	10,688	949	1,639	45	0	0	70.7	66.1	55	118	256	551
22	Street C	west of Street F	0	9,855	969	1,649	45	0	0	70.5	65.9	53	114	247	532
23	Street F	Street C	Street G	5,815	669	1,574	45	0	0	69.6	65.0	46	100	215	465
24	Street C	Street F	Street H	7,540	528	916	45	0	0	68.3	63.7	38	82	177	381
25	Street C	Street H	Gilman Springs Rd	12,181	977	2,679	45	0	0	71.9	67.3	65	141	304	656
26	Street H	Street C	Street G	5,096	583	1,607	45	0	0	69.5	64.9	45	98	212	458
27	Street G	east of Street H	0	3,650	436	1,124	45	0	0	68.1	63.5	36	78	170	366
28	Street G	Street F	Street H	2,352	261	659	45	0	0	65.8	61.2	25	55	120	258
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	16,379	858	2,549	45	0	0	72.0	67.4	67	145	312	673
30	Gilman Springs Rd	Eucalyptus Ave	Street C	18,011	868	2,477	45	0	0	72.0	67.4	67	145	312	673
31	Gilman Springs Rd	south of Street C	0	18,802	361	397	45	0	0	69.7	65.1	47	101	218	471
32	Cactus Ave	west of Redlands Blvd	0	2,331	81	0	45	0	0	60.3	55.7	11	23	51	110
33	Alessandro Blvd	west of Redlands Blvd	0	3,121	47	3	45	0	0	61.5	56.9	13	28	62	134
35	Redlands Blvd	Ironwood Ave	State Route 60	15,576	104	778	55	0	0	72.6	68.0	73	159	342	738
36	Ironwood Ave	Redlands Blvd	Highland Blvd	2,831	248	0	35	0	0	60.6	55.9	11	24	53	115
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	10,536	247	708	45	0	0	69.0	64.3	41	90	194	419
38	Theodore St	State Route 60	Highland Blvd	5,291	511	21	45	0	0	64.8	60.2	22	47	102	220
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	20,639	467	748	55	0	0	73.1	68.4	78	169	365	786
43	Moreno Beach Dr	Alessandro Blvd	SR 60	20,318	40	199	45	0	0	69.3	64.7	44	95	205	443
46	Moreno Beach Dr	State Route 60	Ironwood Ave	19,073	116	326	45	0	0	68.8	64.1	40	87	189	407
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	4,565	32	12	45	6	0	56.7	52.1	6	13	29	63
48	Alessandro Blvd	Lasselle St	Morrison St	10,445	61	521	45	6	0	60.9	56.3	12	26	56	121
50	Cactus Ave	Redlands Blvd	Street D	12,963	1,024	0	45	0	0	67.0	62.4	31	66	143	310

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	17,028	50	18	45	6	0	62.3	57.7	15	32	69	150
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	21,888	788	6	35	6	0	61.8	57.2	14	30	65	140
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	5,165	22	12	45	6	0	57.3	52.7	6	15	32	69
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	95	0	0	35	0	0	42.5	37.8	0	1	3	7
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	4,906	38	0	45	0	0	63.4	58.8	17	38	82	178
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	5,861	37	0	35	0	0	61.0	56.4	12	26	57	123
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	8,663	290	0	45	0	0	66.3	61.7	28	60	130	280
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	17,053	67	71	45	0	0	68.4	63.8	38	83	179	386
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	3,953	65	207	45	0	0	62.4	57.8	15	33	71	154
60	SR 60 WB Ramps	east of Redlands Blvd	0	7,446	182	638	45	0	0	67.4	62.8	32	70	152	329
61	SR 60 EB Ramps	west of Redlands Blvd	0	9,682	80	341	45	0	0	66.6	62.0	29	63	135	292
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	14,999	81	122	45	0	0	68.0	63.3	35	77	166	359
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	8,386	69	122	45	0	0	65.7	61.1	25	54	117	253
67	Oliver St	Alessandro Blvd	Cactus Ave	5,152	0	0	35	0	0	59.8	55.2	10	22	47	103
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	18,874	63	36	45	0	0	68.7	64.1	40	86	187	403
69	Cactus Ave	Nason St	Oliver St	9,753	113	4	45	0	0	66.2	61.6	27	59	128	275
70	Cactus Ave	Oliver St	Moreno Beach Dr	10,539	159	0	45	6	0	60.8	56.2	11	25	55	119
71	Oliver St	Cactus Ave	John F Kennedy Dr	8,319	0	0	45	0	0	65.0	60.4	23	49	106	230
72	Oliver St	John F Kennedy Dr	Iris Ave	4,909	0	0	45	0	0	62.8	58.2	16	35	75	162
73	Iris Ave	Nason St	Oliver St	26,198	830	0	45	0	0	71.3	66.7	60	129	279	602
74	Heacock St	Manzanita Ave	Ironwood Ave	25,181	43	12	45	0	0	69.9	65.2	48	103	223	481
75	Ironwood Ave	Graham St	Heacock St	18,647	60	5	45	0	0	68.6	64.0	39	85	183	395
76	Ironwood Ave	Heacock St	Indian Ave	14,590	22	2	45	0	0	67.5	62.9	33	72	155	335
77	Heacock St	Ironwood Ave	Hemlock Ave	26,601	71	30	45	0	0	70.1	65.5	50	108	233	502
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	32,448	102	31	45	0	0	71.1	66.4	57	124	268	578
81	SR 60 WB Ramps	west of Heacock St	0	22,680	48	264	45	0	0	69.6	65.0	46	99	214	461
82	SR 60 WB Ramps	east of Heacock St	0	8,838	160	482	45	0	0	67.6	63.0	34	73	158	340
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	34,131	97	232	45	0	0	71.4	66.8	60	131	282	609
85	SR 60 WB Onramp	west of Perris Blvd	0	22,562	94	94	45	0	0	69.3	64.6	43	94	204	439
86	SR 60 WB Offramp	east of Perris Blvd	0	6,838	150	360	45	0	0	67.3	62.6	32	69	149	322
87	Eucalyptus Ave	Indian St	Perris Blvd	7,457	30	0	45	0	0	64.8	60.1	22	47	102	220
88	Eucalyptus Ave	Perris Blvd	Kitching St	9,765	42	12	45	0	0	66.0	61.3	26	56	122	264
95	W 6th St	I-10	N California Ave	5,003	92	154	45	0	0	63.9	59.3	19	41	89	192
96	N California Ave	W 6th St	E 8th St	4,901	36	87	45	0	0	63.1	58.5	17	36	79	170
97	E 6th St	N California Ave	Beaumont Ave	7,069	45	109	45	0	0	64.8	60.2	22	47	102	221
98	N California Ave	W 6th St	I-10	4,458	64	73	45	0	0	62.7	58.1	16	34	74	160
99	Beaumont Ave	E 6th St	E 8th St	14,550	53	51	45	0	0	67.7	63.1	34	74	159	344
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,999	63	121	45	0	0	65.3	60.7	23	51	111	239
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	41,620	197	240	45	0	0	72.2	67.6	68	148	319	689
102	I-215 SB Ramps	south of Alessandro Blvd	0	14,110	48	24	45	0	0	67.3	62.7	32	70	151	326
103	I-215 NB Ramps	north of Alessandro Blvd	0	15,080	118	298	45	0	0	67.8	63.2	35	75	163	351

2022 With Project

ID	Arterial	From	To	2022 + Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	39,488	196	387	45	0	0	71.9	67.2	65	141	304	655
105	I-215 SB Ramps	south of Alessandro Blvd	0	14,646	24	70	45	0	0	67.4	62.8	33	71	154	331
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	12,235	39	24	45	0	0	67.1	62.5	31	67	145	314
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	44,743	244	369	45	0	0	72.3	67.7	70	151	325	701
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	7,517	66	77	45	0	0	64.7	60.1	21	47	101	219
109	Day St	Cottonwood Ave	Alessandro Blvd	7,742	45	0	35	0	0	62.1	57.5	14	31	67	146
110	Alessandro Blvd	Day St	Elsworth St	39,155	187	291	45	0	0	72.1	67.5	67	145	314	676
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	9,523	36	0	35	0	0	62.7	58.1	16	34	74	160
112	Alessandro Blvd	Elsworth St	Frederick St	40,330	192	361	45	0	0	72.2	67.6	68	148	319	688
113	Elsworth St	Alessandro Blvd	Cactus Ave	10,243	42	80	45	0	0	66.1	61.5	27	58	126	272
114	Frederick St	Cottonwood Ave	Alessandro Blvd	26,515	50	91	45	0	0	70.2	65.6	50	108	234	505
115	Alessandro Blvd	Frederick St	Graham St	39,854	151	235	45	0	0	71.9	67.2	65	141	304	655
116	Frederick St	Alessandro Blvd	Cactus Ave	19,189	54	63	45	0	0	68.8	64.2	40	88	190	409
117	Graham St	Cottonwood Ave	Alessandro Blvd	13,643	12	12	45	0	0	67.2	62.6	31	68	148	319
118	Alessandro Blvd	Graham St	Heacock St	38,912	142	193	45	0	0	71.9	67.2	65	141	304	654
119	Graham St	Alessandro Blvd	Cactus Ave	18,408	48	48	45	0	0	68.5	63.9	38	83	180	389
120	Heacock St	Cottonwood Ave	Alessandro Blvd	22,456	79	253	45	0	0	69.7	65.0	46	100	217	467
121	Alessandro Blvd	Heacock St	Indian St	35,410	111	190	45	0	0	71.5	66.9	62	133	287	620
122	Heacock St	Alessandro Blvd	Cactus Ave	18,230	72	281	45	6	0	62.6	58.0	15	34	73	158
123	Indian St	Cottonwood Ave	Alessandro Blvd	14,805	36	47	45	0	0	67.6	63.0	34	73	159	342
124	Alessandro Blvd	Indian St	Perris Blvd	35,603	153	179	45	0	0	71.6	67.0	62	135	292	629
125	Indian St	Alessandro Blvd	Cactus Ave	14,437	31	24	45	6	0	61.6	57.0	13	29	63	136
126	Alessandro Blvd	Perris Blvd	Kitching St	22,506	87	155	45	0	0	69.6	65.0	46	99	214	461
127	Perris Blvd	Alessandro Blvd	Cactus Ave	29,931	124	294	45	6	0	65.2	60.6	23	50	109	236
128	Kitching St	Cottonwood Ave	Alessandro Blvd	10,158	12	12	45	0	0	66.1	61.4	26	57	124	269
129	Alessandro Blvd	Kitching St	Lasselle St	15,306	47	189	45	0	0	68.1	63.4	36	78	169	365
130	Kitching St	Alessandro Blvd	Cactus Ave	9,069	1	0	45	6	0	59.4	54.8	9	20	44	96
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	10,000	12	12	45	0	0	66.0	61.3	26	57	123	265
133	Lasselle St	Alessandro Blvd	Cactus Ave	16,585	24	95	45	0	0	68.1	63.4	36	78	169	364
134	Morrison St	Cottonwood Ave	Alessandro Blvd	4,012	28	4	45	0	0	61.8	57.1	13	29	64	138
135	Alessandro Blvd	Morrison St	Nason St	9,324	62	399	50	6	0	61.4	56.8	13	28	61	132
136	Nason St	Cottonwood Ave	Alessandro Blvd	19,482	61	0	45	0	0	69.0	64.3	41	90	194	419
137	Nason St	Alessandro Blvd	Cactus Ave	17,565	78	0	45	0	0	68.5	63.9	39	84	182	393
138	I-215 SB Ramps	north of Cactus Ave	0	1,060	142	236	45	0	0	61.0	56.4	12	26	57	123
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	19,029	147	222	45	0	0	68.5	63.9	39	84	182	393
140	I-215 SB Ramps	south of Cactus Ave	0	33,638	120	94	45	0	0	70.9	66.3	56	121	262	564
141	Cactus Ave	I-215 NB Ramps	Elsworth St	44,379	269	475	45	0	0	72.1	67.5	68	147	317	684
142	I-215 NB Ramps	south of Cactus Ave	0	8,027	59	170	45	0	0	64.1	59.5	19	42	92	199
143	Cactus Ave	Elsworth St	Frederick St	46,475	201	520	45	0	0	72.3	67.6	69	149	323	696
144	Cactus Ave	Frederick St	Graham St	57,857	298	490	45	0	0	73.3	68.7	81	175	377	814
145	Cactus Ave	Graham St	Heacock St	36,051	173	443	45	0	0	71.7	67.1	64	138	298	643
146	Riverside Dr	Cactus Ave	Meyer Dr	38,079	166	0	45	0	0	71.8	67.1	64	138	298	643

2022 With Project

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147	Cactus Ave	Heacock St	Indian St	25,294	81	88	45	0	0	69.9	65.3	48	104	224	483
148	Heacock St	Cactus Ave	John F Kennedy Dr	27,686	139	702	45	6	0	63.9	59.3	19	41	89	193
149	Cactus Ave	Indian St	Perris Blvd	20,599	73	77	45	0	0	69.0	64.4	42	91	196	423
150	Indian St	Cactus Ave	John F Kennedy Dr	14,683	37	12	45	6	0	61.8	57.2	13	30	64	139
151	Cactus Ave	Perris Blvd	Kitching St	18,421	59	0	45	0	0	68.6	64.0	39	85	185	398
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	31,188	118	332	45	6	0	65.3	60.6	23	51	110	237
153	Cactus Ave	Kitching St	Lasselle St	14,387	69	0	45	0	0	67.7	63.0	34	74	159	343
154	Kitching St	Cactus Ave	John F Kennedy Dr	9,510	0	0	35	6	0	56.5	51.8	6	13	28	61
155	Cactus Ave	Lasselle St	Morrison St	13,430	87	0	45	0	0	67.5	62.9	33	72	155	334
156	Lasselle St	Cactus Ave	John F Kennedy Dr	28,270	104	0	45	0	0	70.5	65.9	53	115	248	534
157	Cactus Ave	Morrison St	Nason St	10,651	92	0	45	0	0	66.5	61.9	28	62	134	288
158	E 6th St	Beaumont Ave	Pennsylvania Ave	18,385	99	207	45	0	0	68.8	64.2	40	88	189	408
159	Beaumont Ave	E 6th St	I-10	18,941	69	187	45	0	0	68.5	63.9	39	84	181	391
160	Kitching St	Gentian Ave	Iris Ave	6,383	0	12	45	0	0	63.9	59.2	19	41	89	191
161	Iris Ave	Perris Blvd	Kitching St	18,558	194	30	45	6	0	62.8	58.2	16	35	75	162
162	Iris Ave	Kitching St	Lasselle St	25,489	502	0	45	6	0	64.7	60.1	21	46	101	217
163	Kitching St	Iris Ave	Ivory Ave	22,269	341	0	45	6	0	64.0	59.4	19	42	90	195
164	Lasselle St	Gentian Ave	Iris Ave	22,951	25	0	45	0	0	69.5	64.9	45	98	211	455
165	Iris Ave	Lasselle St	Nason St	34,676	882	0	45	6	0	66.3	61.7	28	60	130	280
168	Krameria Ave	Perris Blvd	Lasselle St	16,780	355	0	45	6	0	63.0	58.4	16	36	77	167
169	Krameria Ave	Kitching St	Lasselle St	7,552	12	0	45	0	0	64.6	60.0	21	46	100	216
170	Kitching St	Krameria Ave	Lurin Ave	21,170	12	0	45	6	0	63.1	58.5	17	36	79	170
171	Lasselle St	Cahuilla Dr	Krameria Ave	29,712	341	0	45	6	0	65.1	60.5	23	50	108	233
172	Lasselle St	Krameria Ave	Arroyo Park Dr	17,914	338	12	45	6	0	63.3	58.7	17	37	81	175
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	17,423	537	697	45	0	0	70.4	65.8	52	112	242	522
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,832	52	83	45	0	0	63.6	59.0	18	39	85	184
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	20,770	602	762	45	0	0	71.0	66.4	57	124	268	577
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	4,208	17	50	45	0	0	62.4	57.8	15	33	71	153
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	18,170	375	409	45	0	0	69.6	65.0	46	99	214	462
191	Gilman Springs Rd	Bridge St	Beaumont Ave	15,898	327	305	45	0	0	68.9	64.3	41	90	194	418
192	Bridge St	Gilman Springs Rd	Marvin Rd	2,749	36	115	45	0	0	61.4	56.8	13	28	61	131
194	Crescent Ave	West of Alessandro Rd	0	3,355	106	0	35	0	0	59.5	54.8	9	21	45	97
195	Crescent Ave	Alessandro Rd	Center St	7,926	155	0	45	0	0	65.5	60.9	24	53	114	246
196	Alessandro Rd	Crescent Ave	Sunset Dr	8,054	272	0	45	0	0	66.0	61.4	26	57	123	266

2022 With Project

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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	1,059	13	0	35	0	0	53.7	49.1	4	8	18	40
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	8,887	290	0	45	0	0	66.4	61.8	28	61	131	284
205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	23,938	158	0	45	0	0	69.9	65.3	48	104	225	486
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	283	0	0	45	0	0	50.3	45.7	2	5	11	24
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	23,882	158	0	35	0	0	66.8	62.2	30	65	140	303
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	8,999	0	0	35	0	0	62.2	57.6	14	31	68	148
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	56,333	197	220	45	0	0	73.4	68.8	82	178	384	828
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	19,002	49	90	45	6	0	62.8	58.2	16	35	75	163
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	62,989	189	209	45	0	0	73.8	69.2	88	191	411	887
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	11,623	0	12	45	0	0	66.5	61.9	28	62	134	289
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	13,323	24	24	45	0	0	67.1	62.4	31	67	145	313
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	967	0	0	35	6	0	46.7	42.1	1	2	6	13
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	2,754	0	0	45	0	0	60.3	55.7	11	23	51	110
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	60,043	190	190	45	0	0	73.6	69.0	85	185	399	859
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	2,523	1	1	45	0	0	59.8	55.1	10	22	47	102
230	Century Ave	Trafalgar Ave	Alessandro Blvd	1,994	0	0	45	0	0	58.9	54.3	8	19	41	89
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	45,255	173	219	45	0	0	72.6	68.0	73	157	339	731
232	Chicago Ave	Alessandro Blvd	Central Ave	38,054	180	171	45	0	0	71.7	67.1	63	137	295	637
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	62,777	214	217	45	0	0	73.8	69.2	88	191	411	887
236	Victoria Ave	Central Ave	Arlington Ave	9,247	39	3	45	0	0	65.5	60.9	24	53	114	247
237	Arlington Ave	Victoria Ave	Alessandro Blvd	41,386	208	183	45	0	0	72.0	67.4	66	143	310	668
238	Victoria Ave	Arlington Ave	Maude St	17,462	106	63	45	0	0	68.5	63.9	39	84	182	392
239	Arlington Ave	Maude St	Victoria Ave	34,206	105	98	45	0	0	71.0	66.4	57	123	266	575
240	Durango Rd	Laramie Rd	Arlington Ave	2,820	0	0	45	0	0	60.0	55.4	10	22	49	106
241	Horace St	Arlington Ave	Victoria Ave	5,499	0	0	45	0	0	63.0	58.4	16	36	78	168
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	38,506	107	121	45	0	0	71.6	67.0	63	135	292	630
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	13,030	32	24	45	0	0	67.0	62.4	30	66	143	309
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	18,714	0	10	45	0	0	68.0	63.4	36	77	167	361
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	23,104	30	114	45	0	0	69.4	64.8	45	97	209	450
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	17,979	72	83	45	0	0	68.3	63.6	37	81	175	377
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	41,608	107	127	45	0	0	72.0	67.4	66	144	310	668
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	3,281	0	0	35	0	0	57.8	53.2	7	16	35	75
252	Central Ave	Chicago Ave	Canyon Crest Dr	27,925	148	153	45	0	0	70.4	65.7	51	112	241	519
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	19,577	48	59	45	0	0	68.8	64.2	40	87	189	408
256	Canyon Crest Dr	Central Ave	Country Club Dr	21,169	51	64	45	0	0	69.2	64.6	43	93	201	433
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	6,631	0	12	45	0	0	63.9	59.3	19	41	89	192
260	Central Ave	Canyon Crest Dr	I-215	28,655	159	189	45	0	0	70.7	66.1	54	117	253	546
261	Lochmoor Dr	Central Ave	Fair Isle Dr	13,195	127	170	35	6	0	58.0	53.4	7	16	36	78
262	Sycamore Canyon Blvd	Central Ave	College Blvd	20,464	112	90	35	0	0	65.3	60.7	24	51	111	240
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	26,745	221	376	45	0	0	70.6	66.0	54	116	250	540

2022 With Project

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264	I-215 SB Off-Ramps	I-215	Central Ave	2,478	24	0	45	0	0	59.8	55.2	10	22	48	103
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	21,902	195	268	45	0	0	69.7	65.1	46	100	217	468
266	I-215 SB On-Ramps	Central Ave	I-215	24,912	180	236	45	0	0	70.0	65.4	49	106	228	492
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	19,882	164	193	45	0	0	69.2	64.5	43	93	200	432
268	I-215 NB Off-Ramp	Watkins Dr	I-215	6,257	86	148	45	0	0	65.1	60.5	23	50	108	232
269	Martin Luther King Blvd	SR-91	Chicago Ave	35,499	151	352	45	0	0	71.6	67.0	63	136	294	633
270	Chicago Ave	University Ave	Martin Luther King Blvd	28,904	61	60	45	0	0	70.6	65.9	53	115	249	536
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	31,569	158	342	45	0	0	71.2	66.6	58	127	273	589
272	Chicago Ave	Martin Luther King Blvd	Central Ave	29,229	42	48	45	0	0	70.6	66.0	53	115	249	537
273	Iowa Ave	University Ave	Martin Luther King Blvd	16,166	25	24	45	0	0	67.9	63.3	35	77	166	358
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	41,414	187	352	45	0	0	72.2	67.6	68	148	320	689
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	14,858	49	82	45	0	0	67.0	62.4	31	67	144	311
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	30,113	132	262	45	0	0	70.7	66.1	55	118	255	551
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	26,763	24	36	45	0	0	70.1	65.5	49	107	231	498
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	6,372	0	0	45	0	0	63.6	59.0	18	39	85	183
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	9,282	31	89	45	0	0	65.9	61.3	26	56	121	262
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	31,082	118	306	45	0	0	71.1	66.5	58	125	269	581
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	9,440	0	24	45	0	0	65.5	60.8	24	52	113	244
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	11,036	66	136	45	0	0	66.6	61.9	29	62	134	290
283	SR-60 EB Off-Ramp	SR-60	Heacock St	23,412	48	24	45	0	0	68.4	63.8	38	83	179	386
284	SR-60 EB On-Ramp	Heacock St	SR-60	14,772	30	146	45	0	0	66.4	61.7	28	60	130	281
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	35,589	97	316	45	0	0	71.5	66.9	62	134	288	622
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	38,658	180	42	45	0	0	71.9	67.2	65	141	304	655
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	41,557	216	239	45	0	0	72.3	67.7	70	150	324	700
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	26,130	207	159	45	0	0	70.2	65.6	50	108	234	505
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	21,018	119	200	45	0	0	69.4	64.8	45	97	209	452
290	Perris Blvd	Sunnymead Blvd	Fir Ave	33,265	203	421	45	0	0	71.6	67.0	63	136	293	631
294	Via Del Lago	South of Iris Ave	0	1,736	2	0	45	0	0	58.2	53.6	8	17	37	81
301	John F. Kennedy Dr	Indian St	Perris Blvd	16,713	83	0	45	0	0	68.2	63.6	37	80	174	375
302	John F. Kennedy Dr	Perris Blvd	Kitching St	17,500	82	0	45	0	0	68.5	63.9	39	84	181	391
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	30,556	183	382	45	0	0	71.2	66.6	59	127	275	592
304	Iris Ave	Indian St	Perris Blvd	13,900	41	47	45	0	0	67.4	62.7	32	70	152	328
306	Perris Blvd	Iris Ave	Krameria Ave	24,226	237	369	45	6	0	64.4	59.8	20	45	97	209
307	Perris Blvd	Krameria Ave	Harley Know Blvd	28,105	430	345	45	6	0	65.0	60.4	22	49	105	228
324	Ramona Expy	Warren Rd	Sanderson Ave	14,015	88	319	45	0	0	67.9	63.3	35	77	166	358
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	38,414	229	735	45	0	0	72.0	67.4	67	144	312	672
326	Ramona Expy	Sanderson Ave	State St	15,035	75	314	45	0	0	68.4	63.8	38	82	177	383
327	Sanderson Ave	Ramona Expy	Ramona Blvd	19,135	149	328	45	0	0	69.2	64.5	43	93	200	431
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	779	0	0	45	0	0	54.5	49.9	4	9	21	45
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	16,199	314	304	45	0	0	69.0	64.4	42	90	195	421
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	5,192	0	0	45	0	0	61.6	57.0	13	29	63	135

2022 With Project

ID	Arterial	From	To	2022 + Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	13,175	226	176	45	0	0	68.3	63.7	37	81	175	377
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	11,074	184	198	45	0	0	67.2	62.6	32	69	149	321
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	5,581	35	83	45	0	0	62.6	58.0	15	34	73	159
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	15,556	159	83	45	0	0	68.4	63.7	38	82	177	382
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	2,382	55	69	45	0	0	61.4	56.8	13	28	60	131
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	57,463	272	299	45	0	0	73.6	69.0	86	185	399	860
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	6,584	94	192	45	0	0	65.1	60.5	23	49	107	231
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	8,143	37	84	45	0	0	65.3	60.7	23	51	111	239
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 Ram	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 Ram	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	5,780	73	142	45	0	0	63.7	59.1	18	40	86	186
387	Perris Blvd	Krameria Ave	Harley Know Blvd	21,883	243	451	45	6	0	63.8	59.1	18	40	87	188
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	4,177	24	26	45	0	0	62.3	57.6	14	32	69	149
390	Ramona Expy	Webster Ave	Indian St	28,749	181	950	45	0	0	70.8	66.2	55	119	257	554
392	Ramona Expy	Indian St	Perris Blvd	28,556	242	606	45	0	0	70.8	66.2	55	119	258	556
393	Indian St	Ramona Expy	Morgan St	3,714	171	514	45	0	0	63.8	59.2	19	41	88	190
394	Perris Blvd	Harley Know Blvd	Ramona Expy	16,960	254	374	45	0	0	68.9	64.3	41	89	193	415
396	Perris Blvd	Ramona Expy	Rider St	22,996	256	125	45	0	0	69.9	65.2	48	103	223	481
397	Ramona Expy	Perris Blvd	Evans Rd	30,618	307	387	45	0	0	71.1	66.5	58	126	272	586
398	Evans Rd	Marbella Gate	Ramona Expy	13,815	163	0	45	6	0	61.8	57.1	13	29	64	139
399	Ramona Expy	Evans Rd	Rider St	20,674	75	272	55	6	0	65.7	61.1	25	55	118	255
400	Evans Rd	Ramona Expy	Rider St	13,656	30	7	45	0	0	67.3	62.7	32	70	151	326
401	Morgan St	Indian St	Perris Blvd	3,269	48	84	45	0	0	61.5	56.8	13	28	61	132
402	Morgan St	Perris Blvd	Silver Creek Industries	1,341	24	0	45	0	0	57.6	53.0	7	15	34	73
404	Morgan St	Morgan Park	Evans Rd	3,783	12	0	45	0	0	61.7	57.1	13	29	64	138
405	Morgan St	Evans Rd	Bradley Rd	7,517	7	15	45	0	0	64.7	60.1	21	47	101	218
406	Ironwood Ave	East of Thedore St	0	885	16	4	45	0	0	55.3	50.7	5	11	24	51
407	Rider St	Indian St	Perris Blvd	4,251	13	37	45	0	0	62.3	57.7	15	32	70	151
408	Rider St	Perris Blvd	Redlands Ave	8,165	0	1	45	0	0	64.9	60.3	22	48	105	226
409	Ironwood Ave	Nason St	Moreno Beach Dr	6,891	88	0	45	0	0	64.8	60.1	22	47	102	220
410	Rider St	Wilson Ave	Evans Rd	11,971	14	12	45	0	0	66.7	62.0	29	63	136	294
411	Rider St	Evans Rd	Ramona Expy	6,135	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	8,390	75	75	45	0	0	64.6	60.0	21	46	99	214
414	Placentia Ave	Perris Blvd	Redlands Ave	4,897	0	1	45	0	0	62.7	58.1	16	34	74	161
415	Perris Blvd	Placentia Ave	Orange Ave	31,260	343	190	45	0	0	71.2	66.6	59	127	274	591

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
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	5,770	107	83	45	0	0	63.5	58.9	18	39	84	181
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	5,735	71	112	45	0	0	63.6	59.0	18	39	85	183
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	8,910	73	59	45	0	0	64.8	60.2	22	47	103	222
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	9,853	71	106	45	0	0	65.5	60.9	24	53	115	248
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	28,072	153	306	45	6	0	65.0	60.4	22	49	105	227
425	Mid County Pkwy WB On-Ramp	West of Evan	0	3,461	15	12	45	0	0	61.3	56.7	12	27	59	128
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	2,372	12	14	45	0	0	59.5	54.9	9	21	45	98
427	Day St	south of Alessandro Blvd	0	2,304	38	106	45	0	0	59.8	55.1	10	22	47	102
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	6,974	13	12	45	0	0	64.1	59.5	19	42	92	198
429	Mid County Pkwy EB On-Ramp	East of Evan	0	2,242	12	13	45	0	0	59.3	54.7	9	20	44	95
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	41,722	214	344	45	0	0	72.2	67.6	68	148	319	688
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	6,440	21	15	45	0	0	63.9	59.3	19	41	89	193
434	Orange Ave	Wilson Ave	Evans Rd	5,622	0	12	45	0	0	63.3	58.7	17	37	81	175
435	Orange Ave	Evans Rd	Foothill Dr	2,966	0	12	35	0	0	57.5	52.9	7	15	33	72
436	Elsworth St	south of Cactus Ave	0	18,183	120	36	45	0	0	68.6	64.0	39	85	183	396
441	Nuevo Rd	Wilson Ave	Evans Rd	13,876	24	59	45	0	0	67.3	62.7	32	70	150	325
442	Evans Rd	Orange Ave	Nuevo Rd	6,696	3	7	45	0	0	64.1	59.4	19	42	91	197
443	Nuevo Rd	Evans Rd	Foothill Dr	10,753	26	48	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	3	0	45	0	0	38.9	34.3	0	0	1	4
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	2,620	12	0	45	0	0	60.1	55.5	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	9,204	62	0	45	0	0	66.0	61.4	26	57	123	265
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	31,423	66	298	45	0	0	71.3	66.7	60	130	280	603
500	Perris Blvd	North of Eucalyptus Ave	0	31,966	66	310	45	0	0	71.4	66.8	60	131	282	609

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	13,676	195	0	45	0	0	67.6	63.0	33	73	157	339

2022 Plus Project Case

ID	Freeway	From	Non-Project Noise Levels						Total Project Noise Levels					
					Distance from Centerline (ft)						Distance from Centerline (ft)			
			Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	85.4	80.8	525	1132	2439	5256	85.8	81.2	525	1132	2439	5256
2	SR-60	S Reservoir Rd to Ramona Ave	85.5	80.9	534	1150	2479	5342	85.9	81.3	534	1150	2479	5342
3	SR-60	Ramona Ave to Central Ave	85.3	80.7	518	1117	2406	5185	85.7	81.1	518	1117	2406	5185
4	SR-60	Central Ave to Mountain Ave	85.6	80.9	536	1155	2488	5361	85.9	81.3	536	1155	2488	5361
5	SR-60	Mountain Ave to Euclid Ave	85.5	80.8	527	1136	2448	5276	85.8	81.2	527	1136	2448	5276
6	SR-60	Euclid Ave to Grove Ave	85.8	81.2	558	1202	2590	5581	86.2	81.6	558	1202	2590	5581
7	SR-60	Grove Ave to Vineyard Ave	85.7	81.1	549	1184	2550	5495	86.1	81.5	549	1184	2550	5495
8	SR-60	Vineyard Ave to Archibald Ave	85.7	81.1	549	1184	2552	5498	86.1	81.5	549	1184	2552	5498
9	SR-60	Archibald Ave to Haven Ave	85.5	80.9	531	1144	2464	5310	85.9	81.3	531	1144	2464	5310
10	SR-60	Haven Ave to Miliken Ave	85.1	80.5	501	1081	2329	5018	85.7	81.1	501	1081	2329	5018
11	SR-60	Miliken Ave to SR-15	84.5	79.9	454	979	2109	4545	85.0	80.4	454	979	2109	4545
12	SR-60	I-15 to Etiwanda Ave	83.4	78.8	385	830	1790	3856	84.1	79.5	385	830	1790	3856
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village R	83.7	79.1	405	874	1884	4059	84.4	79.8	405	874	1884	4059
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	83.4	78.8	386	832	1793	3863	84.2	79.6	386	832	1793	3863
15	SR-60	Pedley Rd to Pyrite St	83.1	78.5	366	789	1700	3663	83.9	79.3	366	789	1700	3663
16	SR-60	Pyrite St to Valley Way	83.0	78.4	361	779	1679	3618	83.8	79.2	361	779	1679	3618
17	SR-60	Valley Way to Rubidoux Blvd	84.1	79.5	427	920	1982	4272	84.7	80.1	427	920	1982	4272
18	SR-60	Rubidoux Blvd to Market St	84.0	79.4	424	913	1968	4240	84.7	80.1	424	913	1968	4240
19	SR-60	Market St to Main St	84.7	80.1	471	1016	2189	4716	85.3	80.7	471	1016	2189	4716
20	SR-60	Main St to SR-91	85.3	80.7	514	1107	2386	5141	85.9	81.2	514	1107	2386	5141
21	SR-60	SR-91 to W Blaine St/3rd St	85.8	81.2	556	1197	2580	5560	86.5	81.9	556	1197	2580	5560
22	SR-60	W Blaine St/3rd St to University Ave	85.5	80.9	531	1145	2467	5316	86.3	81.7	531	1145	2467	5316
23	SR-60	University Ave to Martin Luther King Blvd	85.7	81.1	545	1175	2531	5454	86.5	81.8	545	1175	2531	5454
24	SR-60	Martin Luther King Blvd to Central Ave	86.5	81.9	622	1341	2889	6225	87.2	82.6	622	1341	2889	6225
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	86.2	81.6	592	1277	2752	5929	86.9	82.3	592	1277	2752	5929
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	86.0	81.4	574	1237	2665	5743	86.8	82.1	574	1237	2665	5743
27	SR-60	I-215 to Day St	83.8	79.1	407	877	1889	4071	85.1	80.5	407	877	1889	4071
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	83.8	79.2	410	885	1906	4107	85.2	80.5	410	885	1906	4107
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	83.2	78.5	371	799	1723	3712	84.7	80.1	371	799	1723	3712
30	SR-60	Heacock St to Perris Blvd	82.6	78.0	339	731	1576	3395	84.3	79.7	339	731	1576	3395
31	SR-60	Perris Blvd to Nason St	81.8	77.2	300	646	1393	3001	83.9	79.2	300	646	1393	3001
32	SR-60	Nason St to Moreno Beach Dr	81.3	76.7	277	598	1290	2779	83.5	78.9	277	598	1290	2779
33	SR-60	Moreno Beach Dr to Redlands Blvd	79.9	75.2	223	481	1038	2237	82.8	78.2	223	481	1038	2237
34	SR-60	Redlands Blvd to Theodore St	79.4	74.8	209	450	970	2091	82.6	78.0	209	450	970	2091
35	SR-60	Theodore St to Gilman Springs Rd	79.6	74.9	213	460	991	2136	80.7	76.1	213	460	991	2136
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	79.3	74.7	206	444	957	2063	80.1	75.5	206	444	957	2063
37	SR-60	Jack Rabbit Trail to I-10	79.2	74.6	201	433	934	2012	79.9	75.3	201	433	934	2012
75	SR-91	I-15 to McKinley St	85.5	80.9	531	1144	2466	5313	85.7	81.1	531	1144	2466	5313
76	SR-91	McKinley St to Pierce St	85.1	80.5	503	1084	2336	5033	85.4	80.8	503	1084	2336	5033
77	SR-91	Pierce St to Magnolia Ave	84.9	80.3	482	1039	2240	4827	85.2	80.5	482	1039	2240	4827
78	SR-91	Magnolia Ave to La Sierra Ave	85.2	80.5	504	1086	2340	5041	85.4	80.8	504	1086	2340	5041
79	SR-91	La Sierra Ave to Tyler St	84.8	80.1	473	1021	2199	4739	85.0	80.4	473	1021	2199	4739
80	SR-91	Tyler St to Van Buren Blvd	85.3	80.6	512	1104	2378	5125	85.5	80.9	512	1104	2378	5125

2022 Plus Project Case | **Non-Project Noise Levels** | **Total Project Noise Levels**

ID	Freeway	From	Non-Project Noise Levels						Total Project Noise Levels					
					Distance from Centerline (ft)						Distance from Centerline (ft)			
			Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
81	SR-91	Van Buren Blvd to Adam St	85.0	80.4	491	1059	2282	4917	85.3	80.7	491	1059	2282	4917
82	SR-91	Adam St to Madison St	84.7	80.1	470	1014	2185	4708	85.0	80.4	470	1014	2185	4708
83	SR-91	Madison St to Indiana Ave (off-ramp)	84.6	80.0	461	994	2143	4618	84.9	80.3	461	994	2143	4618
84	SR-91	Arlington Ave to Central Ave	84.0	79.4	421	908	1957	4216	84.3	79.7	421	908	1957	4216
85	SR-91	Central Ave to 14th St	84.6	80.0	462	996	2147	4627	84.9	80.3	462	996	2147	4627
86	SR-91	14th St to University Ave	84.2	79.6	436	940	2025	4364	84.5	79.9	436	940	2025	4364
87	SR-91	University Ave to Spruce St (off-ramp)	85.2	80.6	506	1090	2349	5060	85.4	80.8	506	1090	2349	5060
101	I-10	SR-60 to Beaumont Ave	83.8	79.2	408	880	1897	4089	84.0	79.4	408	880	1897	4089
102	I-10	Beaumont Ave to Pennsylvania Ave	83.9	79.3	414	892	1922	4142	84.1	79.4	414	892	1922	4142
103	I-10	Pennsylvania Ave to Highland Springs Ave	84.1	79.5	428	923	1990	4288	84.3	79.6	428	923	1990	4288
104	I-10	Highland Springs Ave to Sunset Ave	84.0	79.3	418	902	1944	4189	84.1	79.5	418	902	1944	4189
105	I-10	Sunset Ave to 22nd St	83.8	79.2	411	885	1908	4112	84.0	79.4	411	885	1908	4112
106	I-10	22nd St to S 8th St	83.8	79.1	406	876	1887	4066	83.9	79.3	406	876	1887	4066
107	I-10	S 8th St to S Hargrave St	83.7	79.1	405	873	1882	4055	83.9	79.3	405	873	1882	4055
108	I-10	S Hargrave St to Field Rd	83.4	78.8	384	829	1786	3849	83.6	79.0	384	829	1786	3849
109	I-10	Field Rd to Main St (Cabazon)	83.2	78.6	371	801	1726	3718	83.4	78.7	371	801	1726	3718
110	I-10	Main St (Cabazon) to Main St	82.7	78.1	346	746	1608	3464	82.9	78.3	346	746	1608	3464
111	I-10	Main St to Haugen-Lehmann Way	82.7	78.1	348	750	1616	3483	83.0	78.3	348	750	1616	3483
112	I-10	Haugen-Lehmann Way to SR-111	82.7	78.1	348	750	1616	3482	82.9	78.3	348	750	1616	3482
113	I-10	SR-111 to Tipton Rd	82.2	77.6	319	688	1482	3194	82.4	77.8	319	688	1482	3194
114	I-10	Tipton Rd to SR-62	82.2	77.6	319	688	1482	3193	82.4	77.8	319	688	1482	3193
129	SR-215	Scott Rd to Newport Rd	81.9	77.3	305	658	1417	3054	82.0	77.4	305	658	1417	3054
130	SR-215	Newport Rd to MacCall Blvd	81.4	76.7	281	606	1307	2816	81.5	76.9	281	606	1307	2816
131	SR-215	MacCall Blvd to Ethanac Rd	81.7	77.1	296	638	1375	2963	81.9	77.2	296	638	1375	2963
132	SR-215	Ethanac Rd to SR-74/Case	82.6	78.0	340	733	1580	3405	82.7	78.1	340	733	1580	3405
133	SR-215	SR-74/Case Rd to Redlands Blvd	83.4	78.7	383	825	1777	3830	83.5	78.9	383	825	1777	3830
134	SR-215	SR-60 to Columbia Ave	85.0	80.4	490	1057	2278	4908	85.1	80.5	490	1057	2278	4908
135	SR-215	Columbia Ave to Center St	84.3	79.6	438	945	2037	4389	84.4	79.8	438	945	2037	4389
136	SR-215	Center St to Iowa Ave/La Cadena Dr	84.2	79.6	436	940	2026	4366	84.3	79.7	436	940	2026	4366
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	84.2	79.6	434	936	2016	4345	84.3	79.7	434	936	2016	4345
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	84.3	79.7	445	958	2065	4450	84.5	79.8	445	958	2065	4450
139	SR-215	Mt Vernon Ave/Washington St to I-10	84.4	79.8	447	963	2076	4472	84.5	79.9	447	963	2076	4472
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	83.4	78.7	382	823	1773	3820	83.5	78.9	382	823	1773	3820
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	82.9	78.3	356	768	1654	3565	83.0	78.4	356	768	1654	3565
142	SR-215	Mill St to 2rd St	83.4	78.8	387	833	1796	3870	83.6	78.9	387	833	1796	3870
143	SR-215	2rd St to Baseline Rd	82.9	78.3	354	764	1647	3549	83.0	78.4	354	764	1647	3549
144	SR-215	Baseline Rd to Highland Ave/SR-210	83.2	78.5	370	798	1721	3708	83.3	78.6	370	798	1721	3708

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	8,104	152	259	45	0	0	65.5	60.9	24	53	115	248
2	Street A	Eucalyptus Ave	Street F	1,603	26	6	45	0	0	58.3	53.7	8	17	38	82
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	5,397	55	0	45	0	0	63.4	58.8	17	38	83	179
6	Street A	Street F	Street C	1,662	26	6	45	0	0	58.5	53.9	8	18	38	83
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	10,011	103	0	45	0	0	66.1	61.5	27	58	125	270
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	11,057	107	0	45	0	0	66.5	61.9	28	62	134	288
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	7,797	18	0	45	0	0	64.8	60.2	22	47	102	221
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	0	0	0	45	0	0	0.0	0.0	0	0	0	0
13	Redlands Blvd	State Route 60	Eucalyptus Ave	7,561	74	24	45	0	0	64.9	60.3	22	48	104	224
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	6,746	134	268	45	0	0	64.8	60.2	22	47	103	222
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	7,787	62	23	45	0	0	65.0	60.3	22	48	105	227
22	Street C	west of Street F	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0
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	0	0	0	45	0	0	0.0	0.0	0	0	0	0
25	Street C	Street H	Gilman Springs Rd	3,885	29	21	45	0	0	61.9	57.3	14	30	66	142
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	19,756	202	6	45	0	0	69.1	64.4	42	91	197	426
30	Gilman Springs Rd	Eucalyptus Ave	Street C	19,756	202	6	45	0	0	69.1	64.4	42	91	197	426
31	Gilman Springs Rd	south of Street C	0	47,110	457	12	45	0	0	72.8	68.2	75	163	352	759
32	Cactus Ave	west of Redlands Blvd	0	2,450	6	3	45	0	0	59.8	55.2	10	22	47	102
33	Alessandro Blvd	west of Redlands Blvd	0	5,901	41	3	45	0	0	63.7	59.1	18	40	87	187
35	Redlands Blvd	Ironwood Ave	State Route 60	16,892	72	109	55	0	0	70.7	66.1	54	118	254	548
36	Ironwood Ave	Redlands Blvd	Highland Blvd	6,759	64	0	35	0	0	61.3	56.7	13	28	60	130
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	10,278	56	130	45	0	0	66.1	61.5	27	58	125	271
38	Theodore St	State Route 60	Highland Blvd	9,317	73	42	45	0	0	65.7	61.1	25	55	118	255
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	18,133	100	85	55	0	0	71.0	66.4	57	124	267	577
43	Moreno Beach Dr	Alessandro Blvd	SR 60	20,631	30	84	45	0	0	69.0	64.4	42	91	196	422
46	Moreno Beach Dr	State Route 60	Ironwood Ave	23,886	217	66	45	0	0	69.9	65.2	48	103	223	481
47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	6,185	51	12	45	6	0	58.0	53.3	7	16	36	77
48	Alessandro Blvd	Lasselle St	Morrison St	22,030	123	419	45	6	0	63.4	58.8	17	38	83	179
50	Cactus Ave	Redlands Blvd	Street D	318	0	12	45	0	0	51.4	46.7	2	6	13	28

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	13,664	7	18	45	6	0	61.2	56.6	12	27	59	127
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	18,164	114	6	35	6	0	59.5	54.9	9	21	45	98
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	2,301	0	12	45	6	0	53.4	48.8	3	8	17	38
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	7,697	123	0	35	0	0	62.1	57.5	14	31	68	147
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	2,961	42	0	45	0	0	60.9	56.3	12	26	56	122
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	10,347	161	0	35	0	0	63.4	58.8	17	38	83	179
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	7,856	63	0	45	0	0	65.0	60.4	22	49	105	228
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	18,286	123	71	45	0	0	68.6	64.0	39	85	185	399
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	10,405	190	0	45	0	0	66.5	61.9	28	61	133	287
60	SR 60 WB Ramps	east of Redlands Blvd	0	4,806	72	29	45	0	0	63.1	58.4	16	36	78	169
61	SR 60 EB Ramps	west of Redlands Blvd	0	5,997	6	46	45	0	0	63.6	59.0	18	39	86	185
62	Fir Ave	Quincy Dr	Redlands Blvd	3,387	70	0	45	0	0	61.7	57.1	13	29	63	137
65	Alessandro Blvd	Nason St	Oliver St	10,763	47	31	45	0	0	66.3	61.6	27	59	128	277
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	9,364	30	25	45	0	0	65.6	61.0	25	54	116	251
67	Oliver St	Alessandro Blvd	Cactus Ave	1,422	0	0	35	0	0	54.2	49.6	4	9	20	43
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	19,959	44	36	45	0	0	68.9	64.3	41	89	192	414
69	Cactus Ave	Nason St	Oliver St	10,832	26	4	45	0	0	66.2	61.6	27	59	128	276
70	Cactus Ave	Oliver St	Moreno Beach Dr	11,410	33	0	45	6	0	60.5	55.9	11	24	52	114
71	Oliver St	Cactus Ave	John F Kennedy Dr	4,909	0	0	45	0	0	62.7	58.1	16	34	74	161
72	Oliver St	John F Kennedy Dr	Iris Ave	4,658	6	0	45	0	0	62.5	57.9	15	33	72	156
73	Iris Ave	Nason St	Oliver St	20,611	164	0	45	0	0	69.2	64.6	43	93	201	434
74	Heacock St	Manzanita Ave	Ironwood Ave	21,004	25	12	45	0	0	69.1	64.5	42	92	198	427
75	Ironwood Ave	Graham St	Heacock St	15,815	25	1	45	0	0	67.9	63.2	35	76	164	354
76	Ironwood Ave	Heacock St	Indian Ave	14,303	20	6	45	0	0	67.4	62.8	33	71	153	330
77	Heacock St	Ironwood Ave	Hemlock Ave	22,149	34	12	45	0	0	69.3	64.7	44	95	205	443
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	26,506	93	19	45	0	0	70.2	65.5	50	108	233	503
81	SR 60 WB Ramps	west of Heacock St	0	18,360	10	82	45	0	0	68.5	63.9	38	83	180	389
82	SR 60 WB Ramps	east of Heacock St	0	10,656	70	76	45	0	0	66.3	61.7	27	60	129	278
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	28,856	71	45	45	0	0	70.5	65.9	53	114	246	530
85	SR 60 WB Onramp	west of Perris Blvd	0	17,606	0	94	45	0	0	68.3	63.7	37	81	175	377
86	SR 60 WB Offramp	east of Perris Blvd	0	8,092	48	332	45	0	0	65.2	60.6	23	50	109	236
87	Eucalyptus Ave	Indian St	Perris Blvd	7,241	17	0	45	0	0	64.5	59.9	21	45	97	211
88	Eucalyptus Ave	Perris Blvd	Kitching St	6,731	5	12	45	0	0	64.1	59.5	19	43	92	199
95	W 6th St	I-10	N California Ave	12,674	193	670	45	0	0	67.5	62.9	33	72	156	336
96	N California Ave	W 6th St	E 8th St	1,204	0	59	45	0	0	56.9	52.3	6	14	30	66
97	E 6th St	N California Ave	Beaumont Ave	16,320	191	622	45	0	0	68.4	63.8	38	83	179	386
98	N California Ave	W 6th St	I-10	5,066	83	122	45	0	0	63.4	58.8	17	38	82	178
99	Beaumont Ave	E 6th St	E 8th St	26,210	149	161	45	0	0	70.2	65.6	50	108	234	505
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,151	12	39	45	0	0	64.4	59.8	20	44	96	208
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	45,466	278	244	45	0	0	72.6	68.0	73	157	339	730
102	I-215 SB Ramps	south of Alessandro Blvd	0	17,690	154	186	45	0	0	68.6	63.9	39	84	183	394
103	I-215 NB Ramps	north of Alessandro Blvd	0	13,854	48	142	45	0	0	67.3	62.7	32	70	152	327

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
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	37,045	178	150	45	0	0	71.6	67.0	63	136	294	633
105	I-215 SB Ramps	south of Alessandro Blvd	0	18,350	162	266	45	0	0	68.7	64.1	40	87	188	405
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	8,129	12	24	45	0	0	65.0	60.3	22	48	105	227
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	30,915	124	120	45	0	0	70.8	66.2	55	120	259	559
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	11,551	126	77	45	0	0	66.8	62.1	29	64	138	299
109	Day St	Cottonwood Ave	Alessandro Blvd	16,353	154	0	35	0	0	65.2	60.6	23	50	108	234
110	Alessandro Blvd	Day St	Elsworth St	36,457	233	300	45	0	0	71.6	67.0	63	136	293	631
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	10,219	36	0	35	0	0	62.9	58.3	16	35	76	165
112	Alessandro Blvd	Elsworth St	Frederick St	35,241	182	249	45	0	0	71.4	66.8	61	132	285	614
113	Elsworth St	Alessandro Blvd	Cactus Ave	14,216	66	100	45	0	0	67.5	62.9	33	72	155	334
114	Frederick St	Cottonwood Ave	Alessandro Blvd	19,231	48	71	45	0	0	68.7	64.1	40	87	188	405
115	Alessandro Blvd	Frederick St	Graham St	34,343	133	120	45	0	0	71.3	66.7	59	129	278	599
116	Frederick St	Alessandro Blvd	Cactus Ave	9,841	28	47	45	0	0	65.8	61.2	25	55	120	259
117	Graham St	Cottonwood Ave	Alessandro Blvd	11,983	29	12	45	0	0	66.7	62.1	29	63	137	295
118	Alessandro Blvd	Graham St	Heacock St	37,534	132	42	45	0	0	71.7	67.0	63	136	294	635
119	Graham St	Alessandro Blvd	Cactus Ave	18,682	89	115	45	0	0	68.7	64.1	40	86	186	401
120	Heacock St	Cottonwood Ave	Alessandro Blvd	17,162	57	14	45	0	0	68.3	63.6	37	81	174	376
121	Alessandro Blvd	Heacock St	Indian St	34,134	120	72	45	0	0	71.3	66.6	59	128	276	596
122	Heacock St	Alessandro Blvd	Cactus Ave	11,354	27	12	45	6	0	60.4	55.8	11	24	52	113
123	Indian St	Cottonwood Ave	Alessandro Blvd	15,615	59	47	45	0	0	67.9	63.2	35	76	164	354
124	Alessandro Blvd	Indian St	Perris Blvd	34,738	161	82	45	0	0	71.4	66.7	60	130	281	606
125	Indian St	Alessandro Blvd	Cactus Ave	14,697	50	24	45	6	0	61.6	57.0	13	29	62	135
126	Alessandro Blvd	Perris Blvd	Kitching St	29,117	137	51	45	0	0	70.6	66.0	53	116	250	539
127	Perris Blvd	Alessandro Blvd	Cactus Ave	33,499	249	318	45	6	0	65.3	60.7	23	51	110	238
128	Kitching St	Cottonwood Ave	Alessandro Blvd	11,977	32	12	45	0	0	66.7	62.1	29	63	137	295
129	Alessandro Blvd	Kitching St	Lasselle St	28,244	135	88	45	0	0	70.5	65.8	52	113	245	528
130	Kitching St	Alessandro Blvd	Cactus Ave	9,357	12	0	45	6	0	59.6	54.9	9	21	46	99
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	7,647	7	12	45	0	0	64.7	60.1	21	46	100	217
133	Lasselle St	Alessandro Blvd	Cactus Ave	11,853	0	95	45	0	0	66.6	61.9	29	62	134	290
134	Morrison St	Cottonwood Ave	Alessandro Blvd	7,058	26	0	45	0	0	64.4	59.8	20	44	96	208
135	Alessandro Blvd	Morrison St	Nason St	15,947	76	308	50	6	0	63.3	58.7	17	37	81	176
136	Nason St	Cottonwood Ave	Alessandro Blvd	24,058	235	0	45	0	0	69.9	65.3	48	104	225	485
137	Nason St	Alessandro Blvd	Cactus Ave	29,365	271	0	45	0	0	70.8	66.1	55	119	256	552
138	I-215 SB Ramps	north of Cactus Ave	0	15,904	436	484	45	0	0	68.7	64.1	40	86	186	402
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	21,620	257	377	45	0	0	69.5	64.9	45	98	212	458
140	I-215 SB Ramps	south of Cactus Ave	0	33,118	248	162	45	0	0	71.2	66.6	59	128	276	595
141	Cactus Ave	I-215 NB Ramps	Elsworth St	51,579	501	467	45	0	0	73.2	68.6	80	174	375	808
142	I-215 NB Ramps	south of Cactus Ave	0	15,456	239	272	45	0	0	68.2	63.6	37	80	172	372
143	Cactus Ave	Elsworth St	Frederick St	33,197	112	279	45	0	0	71.1	66.5	58	126	271	585
144	Cactus Ave	Frederick St	Graham St	39,275	175	223	45	0	0	71.9	67.3	65	141	305	658
145	Cactus Ave	Graham St	Heacock St	31,421	97	143	45	0	0	70.9	66.3	56	121	261	563
146	Riverside Dr	Cactus Ave	Meyer Dr	17,361	79	0	45	0	0	68.3	63.7	38	82	177	381

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
147	Cactus Ave	Heacock St	Indian St	20,964	16	51	45	0	0	69.1	64.4	42	91	197	425
148	Heacock St	Cactus Ave	John F Kennedy Dr	19,057	56	94	45	6	0	62.7	58.1	16	34	74	160
149	Cactus Ave	Indian St	Perris Blvd	17,481	11	31	45	0	0	68.3	63.6	37	81	174	376
150	Indian St	Cactus Ave	John F Kennedy Dr	12,978	40	12	45	6	0	61.0	56.4	12	26	57	124
151	Cactus Ave	Perris Blvd	Kitching St	18,039	12	0	45	0	0	68.4	63.8	38	82	178	384
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	32,585	235	347	45	6	0	65.2	60.5	23	50	108	234
153	Cactus Ave	Kitching St	Lasselle St	14,005	16	0	45	0	0	67.3	62.7	32	70	151	325
154	Kitching St	Cactus Ave	John F Kennedy Dr	10,162	11	0	35	6	0	56.8	52.2	6	13	30	64
155	Cactus Ave	Lasselle St	Morrison St	12,235	25	0	45	0	0	66.8	62.1	29	64	138	298
156	Lasselle St	Cactus Ave	John F Kennedy Dr	19,918	0	0	45	0	0	68.8	64.2	40	88	190	409
157	Cactus Ave	Morrison St	Nason St	17,586	77	0	45	0	0	68.4	63.8	38	82	178	384
158	E 6th St	Beaumont Ave	Pennsylvania Ave	27,016	240	694	45	0	0	70.5	65.8	52	113	244	527
159	Beaumont Ave	E 6th St	I-10	23,201	142	257	45	0	0	69.7	65.0	46	100	216	467
160	Kitching St	Gentian Ave	Iris Ave	7,796	8	12	45	0	0	64.8	60.1	22	47	102	220
161	Iris Ave	Perris Blvd	Kitching St	21,515	92	30	45	6	0	63.3	58.6	17	37	81	175
162	Iris Ave	Kitching St	Lasselle St	34,942	268	0	45	6	0	65.5	60.8	24	52	113	245
163	Kitching St	Iris Ave	Ivory Ave	23,183	187	0	45	6	0	63.7	59.1	18	40	86	187
164	Lasselle St	Gentian Ave	Iris Ave	19,446	3	0	45	0	0	68.7	64.1	40	86	187	403
165	Iris Ave	Lasselle St	Nason St	37,344	369	0	45	6	0	65.8	61.2	25	55	120	259
168	Krameria Ave	Perris Blvd	Lasselle St	6,786	25	0	45	6	0	58.2	53.6	8	17	37	80
169	Krameria Ave	Kitching St	Lasselle St	4,355	0	0	45	0	0	62.2	57.6	14	32	69	148
170	Kitching St	Krameria Ave	Lurin Ave	37,776	203	0	45	6	0	65.7	61.1	25	55	118	256
171	Lasselle St	Cahuilla Dr	Krameria Ave	24,987	89	0	45	6	0	63.9	59.3	19	41	89	192
172	Lasselle St	Krameria Ave	Arroyo Park Dr	15,259	85	12	45	6	0	61.8	57.2	14	30	65	140
173	Oleander Ave	Perris Blvd	Lasselle St	4,849	35	6	45	0	0	62.9	58.3	16	35	76	165
174	Oleander Ave	Lasselle St	Lake Perris Dr	1,691	3	0	45	0	0	58.2	53.5	7	17	37	79
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	16,272	118	117	45	0	0	68.1	63.5	37	79	171	370
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,192	9	13	45	0	0	62.1	57.5	14	31	68	146
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	18,800	125	111	45	0	0	68.8	64.1	40	87	188	406
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	3,603	40	102	45	0	0	61.8	57.2	13	30	64	139
181	Potrero Blvd	north of SR 60 WB Ramps	0	39,163	601	445	45	0	0	72.2	67.6	68	148	320	689
182	SR 60 WB Onramp	west of Potrero Blvd	0	13,318	260	240	45	0	0	67.6	63.0	34	73	159	343
183	SR 60 WB Offramp	east of Potrero Blvd	0	2,033	40	36	45	0	0	59.5	54.9	9	21	45	98
184	SR 60 EB Offramp	west of Potrero Blvd	0	12,864	244	232	45	0	0	67.5	62.9	33	72	155	334
185	SR 60 EB Onramp	east of Potrero Blvd	0	6,153	114	86	45	0	0	64.3	59.6	20	43	94	203
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	31,046	484	415	45	0	0	71.2	66.6	59	127	274	591
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	25,191	178	36	45	0	0	70.0	65.4	49	106	229	494
191	Gilman Springs Rd	Bridge St	Beaumont Ave	21,454	110	36	45	0	0	69.3	64.7	44	94	204	440
192	Bridge St	Gilman Springs Rd	Marvin Rd	7,249	71	74	45	0	0	64.7	60.1	21	47	101	218
194	Crescent Ave	West of Alessandro Rd	0	2,964	13	1	35	0	0	57.6	52.9	7	15	33	73
195	Crescent Ave	Alessandro Rd	Center St	7,596	37	1	45	0	0	64.8	60.1	22	47	102	220
196	Alessandro Rd	Crescent Ave	Sunset Dr	7,280	47	0	45	0	0	64.6	60.0	21	46	100	215

2035 No Project

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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	359	2	0	35	0	0	48.4	43.8	1	3	8	17
199	Sunset Dr	Alessandro Rd	Cameo Dr	1,138	14	0	35	0	0	53.7	49.1	4	8	18	40
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	8,080	63	0	45	0	0	65.1	60.5	23	50	107	232
205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	30,617	232	0	45	0	0	70.9	66.3	56	121	262	564
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	8,535	125	0	45	0	0	65.5	60.9	24	53	115	248
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	23,374	109	0	35	0	0	66.5	61.9	28	62	134	289
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	10,485	13	12	35	0	0	62.9	58.3	16	35	77	166
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	61,973	373	410	45	0	0	73.9	69.3	89	193	416	898
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	17,463	27	22	45	6	0	62.3	57.7	15	32	69	150
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	69,518	392	435	45	0	0	74.4	69.8	96	208	449	967
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,617	0	0	45	0	0	66.1	61.5	26	58	125	269
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	20,842	82	119	45	0	0	69.1	64.5	43	92	199	430
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	14,275	201	190	35	6	0	58.8	54.2	8	19	40	88
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	3,497	4	2	45	0	0	61.3	56.7	12	27	59	129
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	52,493	154	180	45	0	0	73.1	68.5	79	170	367	792
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	4,729	6	4	45	0	0	62.6	58.0	15	34	73	158
229	Century Ave	Alessandro Blvd	Claridge Dr	2,352	2	2	45	0	0	59.6	54.9	9	21	45	99
230	Century Ave	Trafalgar Ave	Alessandro Blvd	2,844	4	0	45	0	0	60.4	55.8	11	24	52	112
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	39,874	155	197	45	0	0	71.9	67.3	66	142	307	662
232	Chicago Ave	Alessandro Blvd	Central Ave	43,335	290	1,104	45	0	0	72.4	67.8	71	154	332	715
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	55,633	178	206	45	0	0	73.4	68.7	82	177	382	825
236	Victoria Ave	Central Ave	Arlington Ave	8,319	40	13	45	0	0	65.2	60.5	23	50	108	234
237	Arlington Ave	Victoria Ave	Alessandro Blvd	50,601	374	1,183	45	0	0	73.1	68.5	79	171	369	795
238	Victoria Ave	Arlington Ave	Maude St	12,437	24	0	45	0	0	66.8	62.2	30	65	140	302
239	Arlington Ave	Maude St	Victoria Ave	50,258	392	1,190	45	0	0	73.1	68.5	79	170	368	793
240	Durango Rd	Laramie Rd	Arlington Ave	3,377	28	34	45	0	0	61.4	56.7	13	28	60	130
241	Horace St	Arlington Ave	Victoria Ave	5,855	14	19	45	0	0	63.6	58.9	18	39	85	183
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	50,813	322	893	45	0	0	73.1	68.5	79	170	367	791
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	12,829	38	30	45	0	0	67.0	62.4	30	66	143	309
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	19,800	116	430	45	0	0	69.0	64.4	42	90	195	422
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,484	24	112	45	0	0	69.0	64.3	42	90	195	420
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	20,450	188	773	45	0	0	69.3	64.7	44	95	205	443
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	55,331	315	555	45	0	0	73.4	68.8	83	179	386	832
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	6,460	33	75	35	0	0	61.0	56.4	12	26	57	123
252	Central Ave	Chicago Ave	Canyon Crest Dr	31,957	268	1,053	45	0	0	71.2	66.6	59	127	274	592
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	25,516	107	140	45	0	0	70.0	65.4	49	106	228	493
256	Canyon Crest Dr	Central Ave	Country Club Dr	27,920	126	211	45	0	0	70.4	65.8	52	113	243	524
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	7,841	17	32	45	0	0	64.8	60.2	22	47	103	222
260	Central Ave	Canyon Crest Dr	I-215	32,274	263	1,054	45	0	0	71.2	66.6	59	128	276	595
261	Lochmoor Dr	Central Ave	Fair Isle Dr	5,580	39	82	35	6	0	54.5	49.8	4	9	21	45
262	Sycamore Canyon Blvd	Central Ave	College Blvd	17,076	101	146	35	0	0	65.3	60.6	23	51	110	237
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	24,242	227	852	45	0	0	70.0	65.4	49	106	230	495

2035 No Project

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264	I-215 SB Off-Ramps	I-215	Central Ave	4,388	44	0	45	0	0	62.5	57.9	15	33	72	156
265	Central Ave	I-215 SB Ramps	I-215 NB Ramps	23,149	221	603	45	0	0	69.8	65.2	47	102	221	477
266	I-215 SB On-Ramps	Central Ave	I-215	33,124	372	1,440	45	0	0	71.5	66.9	62	133	287	620
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	18,919	162	163	45	0	0	68.8	64.2	41	88	191	412
268	I-215 NB Off-Ramp	Watkins Dr	I-215	6,385	77	207	45	0	0	64.3	59.7	20	44	95	206
269	Martin Luther King Blvd	SR-91	Chicago Ave	37,112	162	396	45	0	0	71.7	67.0	63	136	294	634
270	Chicago Ave	University Ave	Martin Luther King Blvd	27,714	38	57	45	0	0	70.3	65.7	51	110	238	514
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	32,956	159	396	45	0	0	71.2	66.5	58	126	272	587
272	Chicago Ave	Martin Luther King Blvd	Central Ave	28,801	26	33	45	0	0	70.4	65.8	52	113	244	526
273	Iowa Ave	University Ave	Martin Luther King Blvd	18,309	53	39	45	0	0	68.5	63.9	39	84	182	392
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	43,114	208	429	45	0	0	72.3	67.7	70	151	325	702
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	17,031	74	64	45	0	0	68.3	63.6	37	81	174	376
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	36,659	169	423	45	0	0	71.6	67.0	62	135	292	629
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	32,114	92	125	45	0	0	71.0	66.3	57	123	265	571
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	9,348	22	46	45	0	0	65.6	61.0	25	53	116	250
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	14,437	82	214	45	0	0	67.6	63.0	34	73	158	340
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	35,522	150	436	45	0	0	71.5	66.8	61	132	285	615
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	12,970	32	92	45	0	0	67.0	62.4	31	67	144	311
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	15,856	132	336	45	0	0	68.1	63.5	36	79	170	368
283	SR-60 EB Off-Ramp	SR-60	Heacock St	22,444	24	24	45	0	0	69.4	64.7	44	96	207	446
284	SR-60 EB On-Ramp	Heacock St	SR-60	11,216	38	48	45	0	0	66.4	61.8	28	61	131	283
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	26,389	30	44	45	0	0	70.1	65.4	49	107	230	497
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	40,512	145	13	45	0	0	72.0	67.4	66	144	310	668
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	42,630	223	230	45	0	0	72.3	67.6	69	150	323	697
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	23,886	170	291	45	0	0	69.8	65.2	47	103	222	478
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	23,257	110	209	45	0	0	69.6	65.0	46	100	215	464
290	Perris Blvd	Sunnymead Blvd	Fir Ave	32,677	259	370	45	0	0	71.2	66.6	59	127	274	592
294	Via Del Lago	South of Iris Ave	0	791	0	0	45	0	0	54.8	50.2	4	10	22	47
301	John F. Kennedy Dr	Indian St	Perris Blvd	9,475	6	0	45	0	0	65.6	61.0	25	53	116	250
302	John F. Kennedy Dr	Perris Blvd	Kitching St	9,381	0	0	45	0	0	65.5	60.9	24	53	115	248
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	32,949	293	390	45	6	0	65.3	60.6	23	51	110	238
304	Iris Ave	Indian St	Perris Blvd	18,005	12	47	45	0	0	68.4	63.8	38	82	178	384
306	Perris Blvd	Iris Ave	Krameria Ave	36,732	330	369	45	6	0	65.7	61.1	25	55	118	255
307	Perris Blvd	Krameria Ave	Harley Know Blvd	33,143	293	345	45	6	0	65.3	60.7	23	51	110	238
324	Ramona Expy	Warren Rd	Sanderson Ave	18,451	83	272	45	0	0	68.6	64.0	39	85	185	398
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	74,205	1,161	3,996	45	0	0	75.2	70.6	109	236	508	1095
326	Ramona Expy	Sanderson Ave	State St	29,217	285	463	45	0	0	70.8	66.2	55	119	257	554
327	Sanderson Ave	Ramona Expy	Ramona Blvd	62,393	1,070	3,350	45	0	0	74.5	69.9	98	211	455	982
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	22,856	104	36	45	0	0	69.5	64.9	45	98	212	458
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	8,586	34	70	45	0	0	65.3	60.7	23	51	110	238

2035 No Project

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360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	17,534	67	18	45	0	0	68.4	63.7	38	82	177	383
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	20,284	238	362	45	0	0	69.3	64.6	43	94	203	439
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	5,668	58	82	45	0	0	63.7	59.1	18	40	86	186
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	17,636	61	12	45	0	0	68.4	63.8	38	82	178	383
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	5,841	59	27	45	0	0	63.8	59.2	18	40	87	189
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	61,123	382	343	45	0	0	73.9	69.2	89	191	413	890
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	11,286	114	118	45	0	0	66.6	62.0	29	63	136	294
367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	7,577	36	73	45	0	0	64.8	60.1	22	47	102	220
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	3,690	40	28	45	0	0	61.8	57.2	14	30	64	140
376	3rd St	Marvin Rd	Mid County Pkwy WB Ram	8,918	101	77	45	0	0	65.7	61.0	25	54	117	252
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	689	8	8	45	0	0	54.6	50.0	4	9	21	46
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ram	5,275	62	51	45	0	0	63.4	58.8	17	38	82	178
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	3,271	38	40	45	0	0	61.3	56.7	12	27	60	129
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	816	10	9	45	0	0	55.3	50.7	5	11	24	51
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	2,215	26	16	45	0	0	59.6	55.0	10	21	46	100
386	Harley Know Blvd	Indian St	Perris Blvd	11,834	180	271	45	0	0	67.0	62.4	31	67	145	312
387	Perris Blvd	Krameria Ave	Harley Know Blvd	37,652	320	642	45	6	0	65.9	61.2	26	56	120	260
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	4,568	22	28	45	0	0	62.6	57.9	15	33	72	157
390	Ramona Expy	Webster Ave	Indian St	37,336	529	1,163	45	0	0	72.0	67.4	67	144	312	672
392	Ramona Expy	Indian St	Perris Blvd	26,834	118	490	45	0	0	70.3	65.6	51	110	237	512
393	Indian St	Ramona Expy	Morgan St	19,766	512	790	45	0	0	69.7	65.0	46	100	216	466
394	Perris Blvd	Harley Know Blvd	Ramona Expy	42,432	409	494	45	0	0	72.4	67.8	70	152	329	709
396	Perris Blvd	Ramona Expy	Rider St	30,692	249	233	45	0	0	70.9	66.3	56	122	263	567
397	Ramona Expy	Perris Blvd	Evans Rd	24,008	89	307	45	0	0	69.7	65.1	47	101	219	473
398	Evans Rd	Marbella Gate	Ramona Expy	24,161	144	11	45	6	0	63.8	59.2	19	41	88	190
399	Ramona Expy	Evans Rd	Rider St	20,150	59	225	55	6	0	65.4	60.8	24	52	113	244
400	Evans Rd	Ramona Expy	Rider St	26,583	108	15	45	0	0	70.2	65.6	50	109	234	506
401	Morgan St	Indian St	Perris Blvd	661	35	71	45	0	0	56.5	51.9	6	13	28	61
402	Morgan St	Perris Blvd	Silver Creek Industries	743	24	0	45	0	0	55.4	50.8	5	11	24	52
404	Morgan St	Morgan Park	Evans Rd	3,186	12	0	45	0	0	61.0	56.3	12	26	57	122
405	Morgan St	Evans Rd	Bradley Rd	3,150	0	12	45	0	0	60.8	56.2	12	25	55	120
406	Ironwood Ave	East of Thedore St	0	5,194	32	24	45	0	0	63.2	58.5	17	37	79	172
407	Rider St	Indian St	Perris Blvd	10,154	83	75	45	0	0	66.1	61.5	27	58	126	271
408	Rider St	Perris Blvd	Redlands Ave	8,130	0	0	45	0	0	64.9	60.3	22	48	104	225
409	Ironwood Ave	Nason St	Moreno Beach Dr	7,013	54	0	45	0	0	64.5	59.9	21	45	98	211
410	Rider St	Wilson Ave	Evans Rd	11,717	0	12	45	0	0	66.5	61.9	28	62	133	287
411	Rider St	Evans Rd	Ramona Expy	6,125	0	24	45	0	0	63.7	59.1	18	40	86	186
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	16,293	243	383	45	0	0	68.4	63.8	38	83	179	386
414	Placentia Ave	Perris Blvd	Redlands Ave	12,253	38	130	45	0	0	66.8	62.2	30	64	139	301
415	Perris Blvd	Placentia Ave	Orange Ave	37,247	415	501	45	0	0	71.9	67.2	65	141	304	655

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	13,478	196	360	45	0	0	67.6	63.0	34	73	158	340
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	8,348	111	148	45	0	0	65.5	60.8	24	52	113	244
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	9,412	143	284	45	0	0	66.1	61.5	26	58	125	269
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	8,769	123	190	45	0	0	65.7	61.1	25	54	118	254
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	29,391	252	291	45	6	0	64.8	60.1	22	47	102	220
425	Mid County Pkwy WB On-Ramp	West of Evan	0	5,856	33	43	45	0	0	63.7	59.0	18	40	86	186
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	3,251	32	54	45	0	0	61.3	56.6	12	27	59	128
427	Day St	south of Alessandro Blvd	0	8,244	18	59	45	0	0	65.1	60.4	23	49	106	230
428	Mid County Pkwy EB Off-Ramp	West of Evan	0	5,813	33	49	45	0	0	63.6	59.0	18	39	86	185
429	Mid County Pkwy EB On-Ramp	East of Evan	0	3,703	39	65	45	0	0	61.9	57.2	14	30	65	140
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	43,575	269	235	45	0	0	72.4	67.8	71	153	329	710
431	Placentia Ave	Water Ave	Evans Rd	2,463	14	16	35	0	0	56.8	52.2	6	14	30	65
432	Placentia Ave	Evans Rd	El Nido Ave	947	4	6	35	0	0	52.6	48.0	3	7	15	34
433	Evans Rd	Rider St	Orange Ave	21,894	158	115	45	0	0	69.4	64.8	45	97	209	451
434	Orange Ave	Wilson Ave	Evans Rd	4,791	0	12	45	0	0	62.6	58.0	15	34	73	158
435	Orange Ave	Evans Rd	Foothill Dr	4,269	10	37	35	0	0	59.1	54.5	9	19	42	92
436	Elsworth St	south of Cactus Ave	0	40,942	415	36	45	0	0	72.2	67.6	69	149	321	692
441	Nuevo Rd	Wilson Ave	Evans Rd	13,853	24	59	45	0	0	67.3	62.7	32	69	150	324
442	Evans Rd	Orange Ave	Nuevo Rd	20,648	136	118	45	0	0	69.2	64.5	43	93	200	432
443	Nuevo Rd	Evans Rd	Foothill Dr	12,707	36	66	45	0	0	66.9	62.3	30	66	142	307
444	Evans Rd	Nuevo Rd	San Jacinto Ave	16,685	133	93	45	6	0	62.3	57.7	15	32	69	150
452	San Jacinto Ave	West of Evan Rd	0	2,388	12	12	45	0	0	59.8	55.1	10	21	47	102
453	Evans Rd	North of San Jancito Ave	0	15,097	123	84	45	0	0	67.8	63.2	35	76	164	353
454	San Jacinto Ave	East of Evan Rd	0	4,067	24	14	45	0	0	62.1	57.5	14	31	67	146
455	Evans Rd	South of San Jancito Ave	0	12,255	107	80	45	0	0	67.0	62.3	30	66	143	308
458	Nason St	South of Cactus Ave	0	15,807	214	0	45	0	0	68.2	63.6	37	80	172	372
464	Quincy	South of Eucalyptus	0	2,756	29	0	45	0	0	60.5	55.9	11	24	53	114
477	Ellis Ave	West of Evan Rd	0	4,677	34	34	45	0	0	62.7	58.1	16	34	74	161
478	Evans Rd	North of Ellis Ave	0	16,151	174	202	45	0	0	68.2	63.6	37	80	174	374
479	Oliver St	South of Irris Ave	0	2,620	12	0	45	0	0	60.1	55.5	10	23	50	108
480	Ellis Ave	Evans Rd	SR-215	10,732	107	94	45	0	0	66.4	61.8	28	61	131	284
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	2,704	26	52	45	0	0	60.5	55.9	11	24	52	114
482	Ellis Ave	East of SR-215	0	7,353	57	93	45	0	0	64.7	60.1	21	47	101	219
483	SR-215 SB On-ramp	Ellis Ave	SR-215	9,091	69	47	45	0	0	65.6	61.0	25	54	116	251
484	SR-215 NB On-ramp	Ellis Ave	SR-215	1,291	11	22	45	0	0	57.2	52.6	6	14	32	69
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	6,101	68	54	45	0	0	64.0	59.4	19	42	90	196
488	Nason St	North of Iris Ave	0	15,807	214	0	45	0	0	68.2	63.6	37	80	172	372
494	Evans Rd	North of Harley Knox Blvd	0	15,459	135	0	45	6	0	62.0	57.3	14	30	66	143
498	Morrison St	Alessandro Blvd	Cactus Ave	8,979	53	0	45	0	0	65.5	60.9	24	53	114	247
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	31,381	134	256	45	0	0	70.9	66.3	56	122	262	566
500	Perris Blvd	North of Eucalyptus Ave	0	31,734	137	268	45	0	0	71.0	66.3	57	122	264	570

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	1,790	4	0	35	6	0	49.3	44.7	2	4	9	20
503	Quincy	Alessandro Blvd	Cactus Ave	481	0	0	35	6	0	43.5	38.9	0	1	3	8
504	Krameria Ave	west of Perris Blvd	0	16,579	185	0	45	0	0	68.3	63.7	38	82	176	380
0	0	0	0	0	0	0	45	0	0	0.0	0.0	0	0	0	0

2035 Noise Levels - No Project

ID	Freeway	From	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	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	169,700	4,120	13,280	65	0	0	84.5	79.8	452	975	2100	4526
19	SR-60	Market St to Main St	197,960	5,110	15,580	65	0	0	85.2	80.5	503	1085	2338	5038
20	SR-60	Main St to SR-91	218,540	5,910	16,970	65	0	0	85.6	81.0	539	1162	2504	5394
21	SR-60	SR-91 to W Blaine St/3rd St	272,740	6,960	25,580	65	0	0	86.6	82.0	631	1361	2932	6317
22	SR-60	W Blaine St/3rd St to University Ave	258,130	6,600	23,680	65	0	0	86.4	81.8	607	1309	2821	6078
23	SR-60	University Ave to Martin Luther King Blvd	265,570	6,840	24,110	65	0	0	86.5	81.9	619	1334	2874	6192
24	SR-60	Martin Luther King Blvd to Central Ave	314,310	8,160	28,940	65	0	0	87.2	82.6	694	1495	3221	6941
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	299,110	7,760	27,270	65	0	0	87.0	82.4	670	1445	3114	6709
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	276,680	6,540	24,670	65	0	0	86.6	82.0	631	1361	2932	6318
27	SR-60	I-215 to Day St	152,140	3,790	17,880	65	0	0	84.2	79.6	437	943	2031	4377
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	157,510	3,790	19,010	65	0	0	84.4	79.8	448	966	2081	4485
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	140,910	3,250	16,570	65	0	0	83.9	79.3	413	891	1921	4139
30	SR-60	Heacock St to Perris Blvd	132,330	2,890	14,810	65	0	0	83.5	78.9	393	847	1825	3932
31	SR-60	Perris Blvd to Nason St	122,860	2,410	12,850	65	0	0	83.1	78.5	369	795	1713	3692
32	SR-60	Nason St to Moreno Beach Dr	118,340	2,180	11,700	65	0	0	82.9	78.3	356	768	1656	3568
33	SR-60	Moreno Beach Dr to Redlands Blvd	100,570	1,610	9,030	65	0	0	82.1	77.5	315	679	1463	3153
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

2035 Noise Levels - No Project

ID	Freeway	From	2035 No Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
			Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
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
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	127,820	2,840	6,740	65	0	0	83.1	78.4	365	787	1697	3656
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	164,650	5,160	12,470	65	0	0	84.4	79.8	451	971	2093	4510
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 - Non Project Traffic

ID	Arterial	From	To	2035 + Project			Speed (mph)	Barrier Red.	Grade Adj.			Distance from Centerline (ft)			
				Light Vehicles	Medium Trucks	Heavy Trucks & Buses				Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	Street A	State Route 60	Eucalyptus Ave	23,830	2,489	8,199	45	0	0	76.8	72.2	140	302	651	1404
2	Street A	Eucalyptus Ave	Street F	24,209	3,021	9,717	45	0	0	77.3	72.7	151	326	704	1517
3	Street E	west of Street A	0	9,289	1,163	3,671	45	0	0	73.0	68.4	78	169	364	784
4	Street E	north of Alessandro Blvd	0	5,008	415	79	45	0	0	65.9	61.3	26	56	121	261
5	Street E	Street D	Street A	14,515	802	79	45	0	0	69.6	65.0	46	100	215	464
6	Street A	Street F	Street C	9,838	1,082	3,148	45	0	0	72.6	68.0	73	157	340	732
7	Street A	south of Street C	0	3,520	374	886	45	0	0	67.2	62.5	31	68	147	317
8	Street D	Street E	Cactus Ave	15,406	1,151	0	45	0	0	70.5	65.9	53	114	247	533
9	John F Kennedy Dr	south of Cactus Ave	0	15,624	892	0	45	0	0	69.7	65.1	47	101	219	472
10	Redlands Blvd	Alessandro Blvd	Cactus Ave	4,557	121	0	45	0	0	63.1	58.5	17	36	79	171
11	Redlands Blvd	Dracaea Ave	Alessandro Blvd	4,426	71	0	45	0	0	62.7	58.1	16	34	74	161
12	Redlands Blvd	Eucalyptus Ave	Dracaea Ave	7,185	110	0	45	0	0	65.9	61.3	26	56	121	261
13	Redlands Blvd	State Route 60	Eucalyptus Ave	19,734	434	1,549	45	0	0	70.8	66.2	56	120	260	560
14	Eucalyptus Ave	east of Redlands Blvd	0	13,384	610	1,525	45	0	0	70.2	65.6	50	109	236	509
15	Eucalyptus Ave	west of Street A	0	10,187	526	1,332	45	0	0	69.6	64.9	46	99	213	460
18	Street B	east of Street A	0	22,597	2,586	8,635	45	0	0	76.7	72.0	136	294	634	1365
18a	Street B	west of Gilman Springs Rd	0	5,200	253	294	45	0	0	65.6	61.0	25	54	116	251
19	Street F	east of Street A	0	3,186	466	1,509	45	0	0	69.3	64.7	44	95	206	444
20	Street F	north of Street C	0	3,504	325	485	45	0	0	65.6	61.0	25	54	117	252
21	Street C	east of Street A	0	15,169	910	1,331	45	0	0	70.9	66.3	56	121	262	565
22	Street C	west of Street F	0	12,025	936	1,359	45	0	0	70.4	65.8	52	113	243	524
23	Street F	Street C	Street G	4,841	562	1,342	45	0	0	68.9	64.3	41	89	193	417
24	Street C	Street F	Street H	10,114	549	812	45	0	0	68.8	64.2	41	88	191	412
25	Street C	Street H	Gilman Springs Rd	18,436	1,194	2,878	45	0	0	72.6	68.0	73	158	341	736
26	Street H	Street C	Street G	7,135	744	1,911	45	0	0	70.3	65.7	51	111	240	518
27	Street G	east of Street H	0	3,984	450	1,126	45	0	0	68.1	63.5	36	79	170	368
28	Street G	Street F	Street H	3,682	369	855	45	0	0	67.0	62.4	31	67	145	312
29	Gilman Springs Rd	State Route 60	Eucalyptus Ave	42,426	1,187	2,530	45	0	0	74.1	69.5	91	198	426	919
30	Gilman Springs Rd	Eucalyptus Ave	Street C	48,555	1,264	2,447	45	0	0	74.5	69.9	97	211	454	979
31	Gilman Springs Rd	south of Street C	0	59,939	1,073	889	45	0	0	74.5	69.9	98	212	457	984
32	Cactus Ave	west of Redlands Blvd	0	6,584	246	0	45	0	0	64.9	60.3	22	48	104	224
33	Alessandro Blvd	west of Redlands Blvd	0	6,794	77	3	45	0	0	64.6	60.0	21	46	100	216
35	Redlands Blvd	Ironwood Ave	State Route 60	16,805	131	766	55	0	0	72.9	68.3	76	165	356	768
36	Ironwood Ave	Redlands Blvd	Highland Blvd	15,495	461	0	35	0	0	66.3	61.7	28	60	130	280
37	San Timoteo Canyon Rd	West Live Oak Canyon	0	10,934	193	778	45	0	0	69.2	64.6	43	93	202	435
38	Theodore St	State Route 60	Highland Blvd	14,109	462	46	45	0	0	68.7	64.1	40	86	186	401
42	Redlands Blvd	Ironwood Ave	San Timoteo Canyon Rd	18,667	423	736	55	0	0	72.9	68.3	77	165	357	770
43	Moreno Beach Dr	Alessandro Blvd	SR 60	22,714	74	226	45	0	0	69.7	65.0	46	100	216	467
46	Moreno Beach Dr	State Route 60	Ironwood Ave	28,831	304	127	45	0	0	70.9	66.3	56	122	263	568

47	Ironwood Ave	Moreno Beach Dr	Redlands Blvd	9,860	171	12	45	6	0	60.7	56.1	11	25	54	118
48	Alessandro Blvd	Lasselle St	Morrison St	26,761	180	556	45	6	0	64.6	59.9	21	45	99	213
50	Cactus Ave	Redlands Blvd	Street D	15,406	1,151	0	45	0	0	67.6	63.0	34	73	158	341
51	Moreno Beach Dr	John F Kennedy Dr	Cactus Ave	17,310	81	18	45	6	0	62.6	58.0	15	34	73	158
52	Moreno Beach Dr	John F Kennedy Dr	Oliver St	29,570	958	6	35	6	0	63.1	58.5	17	36	79	170
53	John F Kennedy Dr	Oliver St	Moreno Beach Dr	2,313	0	12	45	6	0	53.5	48.9	3	8	18	38
54	Locust Ave	Moreno Beach Dr	Smiley Blvd	13,828	401	0	35	0	0	65.7	61.1	25	54	117	253
55	Locust Ave	Moreno Beach Dr	Redlands Blvd	4,881	49	0	45	0	0	63.4	58.8	17	38	83	179
56	Moreno Beach Dr	Locust Ave	Ironwood Ave	18,016	450	0	35	0	0	66.7	62.1	29	63	137	295
57	Live Oak Canyon Rd	North of San Timoteo Canyon	0	7,708	241	0	45	0	0	65.5	60.9	24	53	114	247
58	SR 60 EB Ramps	west of Moreno Beach Dr	0	24,185	192	71	45	0	0	70.2	65.6	50	108	234	505
59	Eucalyptus Ave	Moreno Beach Dr	Quincy Dr	14,296	315	0	45	0	0	68.3	63.7	37	81	176	379
60	SR 60 WB Ramps	east of Redlands Blvd	0	5,992	136	228	45	0	0	65.1	60.4	23	49	107	230
61	SR 60 EB Ramps	west of Redlands Blvd	0	5,833	0	61	45	0	0	63.7	59.1	18	40	86	186
62	Fir Ave	Quincy Dr	Redlands Blvd	12,368	388	0	45	0	0	68.4	63.8	38	82	178	384
65	Alessandro Blvd	Nason St	Oliver St	13,263	121	161	45	0	0	67.6	63.0	34	73	158	342
66	Alessandro Blvd	Oliver St	Moreno Beach Dr	11,314	104	161	45	0	0	67.0	62.4	30	66	143	309
67	Oliver St	Alessandro Blvd	Cactus Ave	1,496	0	0	35	0	0	54.5	49.9	4	9	21	45
68	Moreno Beach Dr	Alessandro Blvd	Cactus Ave	25,506	164	36	45	0	0	70.3	65.7	51	111	240	519
69	Cactus Ave	Nason St	Oliver St	12,452	115	4	45	0	0	67.2	62.6	32	69	149	321
70	Cactus Ave	Oliver St	Moreno Beach Dr	15,332	201	0	45	6	0	62.4	57.8	15	32	71	153
71	Oliver St	Cactus Ave	John F Kennedy Dr	5,574	25	0	45	0	0	63.4	58.8	17	38	83	178
72	Oliver St	John F Kennedy Dr	Iris Ave	5,499	0	0	45	0	0	63.2	58.6	17	37	80	173
73	Iris Ave	Nason St	Oliver St	34,626	1,007	0	45	0	0	72.0	67.4	66	143	310	667
74	Heacock St	Manzanita Ave	Ironwood Ave	21,346	60	13	45	0	0	69.2	64.6	43	94	202	436
75	Ironwood Ave	Graham St	Heacock St	16,124	18	2	45	0	0	67.9	63.3	35	77	166	358
76	Ironwood Ave	Heacock St	Indian Ave	16,453	14	0	45	0	0	68.0	63.4	36	77	167	360
77	Heacock St	Ironwood Ave	Hemlock Ave	23,731	87	14	45	0	0	69.8	65.2	47	102	220	475
80	Heacock St	Hemlock Ave	SR 60 WB Ramps	27,939	129	18	45	0	0	70.4	65.8	52	112	243	523
81	SR 60 WB Ramps	west of Heacock St	0	18,644	24	94	45	0	0	68.6	64.0	39	85	184	397
82	SR 60 WB Ramps	east of Heacock St	0	8,506	134	154	45	0	0	66.2	61.6	27	59	127	275
83	Heacock St	SR 60 WB Ramps	SR 60 EB Ramps	29,813	107	107	45	0	0	70.7	66.1	55	118	255	551
85	SR 60 WB Onramp	west of Perris Blvd	0	17,772	24	94	45	0	0	68.4	63.8	38	82	178	383
86	SR 60 WB Offramp	east of Perris Blvd	0	5,918	32	888	45	0	0	67.2	62.6	31	68	147	318
87	Eucalyptus Ave	Indian St	Perris Blvd	7,574	19	0	45	0	0	64.7	60.1	21	47	101	219
88	Eucalyptus Ave	Perris Blvd	Kitching St	6,922	19	12	45	0	0	64.3	59.7	20	44	95	206
95	W 6th St	I-10	N California Ave	10,021	101	273	45	0	0	65.3	60.7	23	51	110	238
96	N California Ave	W 6th St	E 8th St	1,403	4	63	45	0	0	57.9	53.3	7	16	35	76
97	E 6th St	N California Ave	Beaumont Ave	17,923	160	345	45	0	0	67.8	63.2	35	75	163	351
98	N California Ave	W 6th St	I-10	2,565	15	24	45	0	0	59.3	54.7	9	20	44	95
99	Beaumont Ave	E 6th St	E 8th St	28,781	130	117	45	0	0	70.4	65.8	52	112	242	522
100	I-215 SB Ramps	north of Alessandro Blvd	0	7,479	18	65	45	0	0	64.8	60.1	22	47	102	220
101	Alessandro Blvd	Sycamore Canyon Blvd	I-215 SB Ramps	47,457	239	273	45	0	0	72.8	68.1	75	161	349	751
102	I-215 SB Ramps	south of Alessandro Blvd	0	17,642	118	118	45	0	0	68.2	63.6	37	80	174	375

103	I-215 NB Ramps	north of Alessandro Blvd	0	14,506	74	220	45	0	0	67.8	63.1	34	75	162	349
104	Alessandro Blvd	I-215 NB Ramps	Old 215 Frontage Rd	37,721	158	208	45	0	0	71.8	67.2	65	140	301	650
105	I-215 SB Ramps	south of Alessandro Blvd	0	18,384	70	142	45	0	0	68.2	63.6	37	80	172	371
106	Old 215 Frontage Rd	Eucalyptus Ave	Alessandro Blvd	10,137	27	24	45	0	0	66.2	61.6	27	59	127	274
107	Alessandro Blvd	Old 215 Frontage Rd	Day St	33,919	157	184	45	0	0	71.4	66.8	60	130	282	607
108	Old 215 Frontage Rd	Alessandro Blvd	Cactus Ave	15,129	114	77	45	0	0	67.7	63.1	34	74	161	347
109	Day St	Cottonwood Ave	Alessandro Blvd	22,690	173	0	35	0	0	66.8	62.2	30	65	140	303
110	Alessandro Blvd	Day St	Elsworth St	40,490	254	255	45	0	0	71.9	67.3	66	142	307	663
111	Elsworth St	Cottonwood Ave	Alessandro Blvd	12,473	59	0	35	0	0	64.0	59.4	19	42	91	197
112	Alessandro Blvd	Elsworth St	Frederick St	35,195	169	205	45	0	0	71.3	66.7	60	130	280	604
113	Elsworth St	Alessandro Blvd	Cactus Ave	15,656	71	111	45	0	0	68.0	63.4	36	78	168	362
114	Frederick St	Cottonwood Ave	Alessandro Blvd	21,440	59	131	45	0	0	69.4	64.7	44	95	206	445
115	Alessandro Blvd	Frederick St	Graham St	37,242	172	192	45	0	0	71.8	67.2	64	139	299	645
116	Frederick St	Alessandro Blvd	Cactus Ave	12,253	30	39	45	0	0	66.7	62.0	29	63	136	294
117	Graham St	Cottonwood Ave	Alessandro Blvd	14,140	36	12	45	0	0	67.6	63.0	33	73	157	339
118	Alessandro Blvd	Graham St	Heacock St	36,673	160	154	45	0	0	71.8	67.2	65	140	302	651
119	Graham St	Alessandro Blvd	Cactus Ave	20,391	77	86	45	0	0	68.9	64.3	41	89	192	414
120	Heacock St	Cottonwood Ave	Alessandro Blvd	17,760	63	87	45	0	0	68.5	63.9	39	84	182	392
121	Alessandro Blvd	Heacock St	Indian St	36,558	164	189	45	0	0	71.7	67.1	63	137	296	637
122	Heacock St	Alessandro Blvd	Cactus Ave	13,718	42	28	45	6	0	61.5	56.9	13	28	61	133
123	Indian St	Cottonwood Ave	Alessandro Blvd	18,245	82	47	45	0	0	68.7	64.1	40	87	188	405
124	Alessandro Blvd	Indian St	Perris Blvd	37,758	212	176	45	0	0	71.9	67.2	65	141	304	655
125	Indian St	Alessandro Blvd	Cactus Ave	17,742	71	24	45	6	0	62.6	58.0	15	34	73	158
126	Alessandro Blvd	Perris Blvd	Kitching St	32,329	186	174	45	0	0	71.2	66.6	59	128	275	594
127	Perris Blvd	Alessandro Blvd	Cactus Ave	38,964	224	916	45	6	0	66.8	62.1	29	64	139	299
128	Kitching St	Cottonwood Ave	Alessandro Blvd	13,780	39	12	45	0	0	67.4	62.8	33	71	154	332
129	Alessandro Blvd	Kitching St	Lasselle St	32,832	181	217	45	0	0	71.3	66.7	60	130	280	603
130	Kitching St	Alessandro Blvd	Cactus Ave	11,326	25	0	45	6	0	60.6	56.0	11	25	54	116
131	Lasselle St	Cottonwood Ave	Alessandro Blvd	9,154	12	12	45	0	0	65.7	61.0	25	54	117	253
133	Lasselle St	Alessandro Blvd	Cactus Ave	11,971	0	95	45	0	0	66.6	62.0	29	63	135	292
134	Morrison St	Cottonwood Ave	Alessandro Blvd	8,390	27	0	45	0	0	65.3	60.7	24	51	111	240
135	Alessandro Blvd	Morrison St	Nason St	19,129	143	438	50	6	0	64.4	59.8	20	44	96	208
136	Nason St	Cottonwood Ave	Alessandro Blvd	26,762	211	0	45	0	0	70.3	65.7	51	111	239	516
137	Nason St	Alessandro Blvd	Cactus Ave	33,288	233	0	45	0	0	71.2	66.6	59	128	276	595
138	I-215 SB Ramps	north of Cactus Ave	0	6,686	260	230	45	0	0	65.3	60.7	23	51	110	238
139	Cactus Ave	Meridian Pkwy	I-215 SB Ramps	25,704	236	258	45	0	0	69.8	65.2	47	102	220	475
140	I-215 SB Ramps	south of Cactus Ave	0	41,698	244	70	45	0	0	72.0	67.3	66	143	308	664
141	Cactus Ave	I-215 NB Ramps	Elsworth St	51,706	345	322	45	0	0	73.0	68.4	77	167	360	776
142	I-215 NB Ramps	south of Cactus Ave	0	18,707	172	155	45	0	0	68.3	63.7	37	81	175	378
143	Cactus Ave	Elsworth St	Frederick St	34,881	177	266	45	0	0	71.3	66.7	60	130	280	604
144	Cactus Ave	Frederick St	Graham St	43,009	252	209	45	0	0	72.3	67.6	69	150	323	696
145	Cactus Ave	Graham St	Heacock St	35,155	208	142	45	0	0	71.4	66.8	61	131	283	610
146	Riverside Dr	Cactus Ave	Meyer Dr	17,476	70	0	45	0	0	68.4	63.7	38	82	177	382
147	Cactus Ave	Heacock St	Indian St	21,149	88	54	45	0	0	69.2	64.6	43	94	203	437

148	Heacock St	Cactus Ave	John F Kennedy Dr	22,620	106	97	45	6	0	63.7	59.1	18	40	86	187
149	Cactus Ave	Indian St	Perris Blvd	18,228	81	42	45	0	0	68.6	64.0	39	86	185	399
150	Indian St	Cactus Ave	John F Kennedy Dr	16,227	59	12	45	6	0	62.3	57.6	15	32	69	150
151	Cactus Ave	Perris Blvd	Kitching St	18,366	85	0	45	0	0	68.6	64.0	39	86	185	399
152	Perris Blvd	Cactus Ave	John F Kennedy Dr	36,475	201	950	45	6	0	66.5	61.9	28	62	134	289
153	Cactus Ave	Kitching St	Lasselle St	15,253	94	0	45	0	0	68.0	63.3	35	77	167	359
154	Kitching St	Cactus Ave	John F Kennedy Dr	13,045	24	0	35	6	0	58.2	53.5	8	17	37	80
155	Cactus Ave	Lasselle St	Morrison St	17,107	152	0	45	0	0	68.8	64.1	40	87	189	407
156	Lasselle St	Cactus Ave	John F Kennedy Dr	22,778	35	0	45	0	0	69.6	65.0	46	99	214	462
157	Cactus Ave	Morrison St	Nason St	20,760	187	0	45	0	0	69.5	64.8	45	97	210	452
158	E 6th St	Beaumont Ave	Pennsylvania Ave	30,748	241	472	45	0	0	71.2	66.5	58	126	272	587
159	Beaumont Ave	E 6th St	I-10	27,348	164	265	45	0	0	70.6	65.9	53	115	248	535
160	Kitching St	Gentian Ave	Iris Ave	8,649	0	12	45	0	0	65.2	60.6	23	50	108	234
161	Iris Ave	Perris Blvd	Kitching St	25,108	359	30	45	6	0	64.4	59.8	20	45	97	209
162	Iris Ave	Kitching St	Lasselle St	46,274	894	0	45	6	0	67.3	62.7	32	70	152	327
163	Kitching St	Iris Ave	Ivory Ave	27,079	540	0	45	6	0	64.9	60.3	22	48	104	226
164	Lasselle St	Gentian Ave	Iris Ave	20,774	17	0	45	0	0	69.1	64.5	42	92	198	428
165	Iris Ave	Lasselle St	Nason St	54,064	1,187	0	45	6	0	68.2	63.5	37	79	172	370
168	Krameria Ave	Perris Blvd	Lasselle St	9,176	121	0	45	6	0	60.2	55.5	10	23	50	108
169	Krameria Ave	Kitching St	Lasselle St	4,393	0	0	45	0	0	62.3	57.6	14	32	69	149
170	Kitching St	Krameria Ave	Lurin Ave	43,706	453	0	45	6	0	66.7	62.1	29	63	137	296
171	Lasselle St	Cahuilla Dr	Krameria Ave	30,353	271	0	45	6	0	65.1	60.5	23	50	108	233
172	Lasselle St	Krameria Ave	Arroyo Park Dr	20,452	266	12	45	6	0	63.6	59.0	18	39	85	184
173	Oleander Ave	Perris Blvd	Lasselle St	6,078	24	12	45	0	0	63.8	59.2	19	41	88	190
174	Oleander Ave	Lasselle St	Lake Perris Dr	1,474	1	0	45	0	0	57.5	52.9	7	15	33	72
177	San Timoteo Canyon Rd	Alessandro Rd	Live Oak Canyon Rd	16,571	428	766	45	0	0	71.0	66.4	57	123	265	571
178	Live Oak Canyon Rd	San Timoteo Canyon Rd	I-10	4,984	28	51	45	0	0	63.3	58.6	17	37	81	174
179	San Timoteo Canyon Rd	Live Oak Canyon Rd	Redlands Blvd	19,653	450	799	45	0	0	71.0	66.4	57	123	266	574
180	San Timoteo Canyon Rd	Redlands Blvd	Woodhouse Rd	4,118	37	106	45	0	0	62.2	57.6	14	32	69	148
181	Potrero Blvd	north of SR 60 WB Ramps	0	45,938	617	450	45	0	0	73.0	68.4	77	167	361	779
182	SR 60 WB Onramp	west of Potrero Blvd	0	14,457	348	285	45	0	0	68.3	63.7	37	81	175	377
183	SR 60 WB Offramp	east of Potrero Blvd	0	1,404	24	24	45	0	0	57.8	53.2	7	16	35	75
184	SR 60 EB Offramp	west of Potrero Blvd	0	17,731	286	244	45	0	0	69.1	64.5	42	92	198	428
185	SR 60 EB Onramp	east of Potrero Blvd	0	4,165	71	47	45	0	0	62.4	57.7	15	32	70	152
186	Potrero Blvd	south of SR 60 EB Ramps	W 4th St	36,657	453	324	45	0	0	71.6	66.9	62	134	290	625
190	Gilman Springs Rd	Jack Rabbit Trail	Bridge St	34,249	679	836	45	0	0	72.3	67.7	70	151	326	703
191	Gilman Springs Rd	Bridge St	Beaumont Ave	27,071	538	584	45	0	0	71.3	66.7	59	128	277	598
192	Bridge St	Gilman Springs Rd	Marvin Rd	10,899	129	379	45	0	0	67.2	62.6	31	68	148	319
194	Crescent Ave	West of Alessandro Rd	0	3,578	65	0	35	0	0	58.7	54.1	8	18	40	87
195	Crescent Ave	Alessandro Rd	Center St	7,586	130	0	45	0	0	65.1	60.5	23	49	107	231
196	Alessandro Rd	Crescent Ave	Sunset Dr	6,982	208	0	45	0	0	65.1	60.4	23	49	106	230
198	Sunset Dr	Crown St	Alessandro Rd	423	4	0	35	0	0	49.5	44.9	2	4	9	21
199	Sunset Dr	Alessandro Rd	Cameo Dr	1,507	29	0	35	0	0	55.5	50.9	5	11	24	53
200	Alessandro Rd	Sunset Dr	San Timoteo Canyon Rd	7,908	241	0	45	0	0	65.6	61.0	25	54	116	250

205	Reche Canyon Rd	Keissel Rd	Reche Vista Dr	41,342	571	0	45	0	0	72.7	68.1	74	160	345	745
206	Reche Canyon Rd	Reche Vista Dr	High Country Dr	14,916	413	0	45	0	0	68.8	64.2	41	88	190	411
207	Reche Vista Dr	Heacock St	Reche Canyon Rd	28,069	159	0	35	0	0	67.6	63.0	33	73	157	339
215	Mission Grove Pkwy	Cannon Rd	Alessandro Blvd	12,882	25	25	35	0	0	64.1	59.5	19	42	92	198
216	Alessandro Blvd	Trautwein Rd	Vista Grande Dr	65,002	292	308	45	0	0	74.0	69.3	90	194	418	902
217	Mission Grove Pkwy	Alessandro Blvd	Northrop Dr	22,326	62	92	45	6	0	63.7	59.0	18	40	86	185
218	Alessandro Blvd	Canyon Crest Dr	Trautwein Rd	74,581	326	349	45	0	0	74.6	69.9	99	213	460	991
219	Trautwein Rd	Alessandro Blvd	Orange Terrace Pkwy	10,622	0	1	45	0	0	66.2	61.5	27	58	126	272
221	Canyon Crest Dr	Central Ave	Alessandro Blvd	23,639	84	108	45	0	0	69.6	65.0	46	99	214	461
223	Canyon Crest Dr	Alessandro Blvd	Sandtrack Rd	19,847	209	201	35	6	0	60.4	55.8	11	24	52	112
225	Via Vista Dr	Alessandro Blvd	Canyon Crest Dr	4,129	0	0	45	0	0	61.9	57.3	14	30	66	142
226	Alessandro Blvd	Century Ave	Canyon Crest Dr	54,626	69	93	45	0	0	73.1	68.5	79	170	367	791
227	Via Vista Dr	Alessandro Blvd	Canyon Hill Dr	5,130	0	0	45	0	0	62.9	58.2	16	35	76	164
229	Century Ave	Alessandro Blvd	Claridge Dr	2,690	0	0	45	0	0	60.0	55.4	10	23	49	106
230	Century Ave	Trafalgar Ave	Alessandro Blvd	3,080	0	0	45	0	0	60.7	56.1	11	25	54	118
231	Alessandro Blvd	Victoria Ave	Arlington Ave/Chicago Ave	41,086	142	171	45	0	0	72.0	67.4	66	144	310	669
232	Chicago Ave	Alessandro Blvd	Central Ave	42,281	331	1,150	45	0	0	72.4	67.8	71	154	332	716
233	Alessandro Blvd	Arlington Ave/Chicago Ave	Century Ave	56,648	93	120	45	0	0	73.3	68.7	81	175	377	814
236	Victoria Ave	Central Ave	Arlington Ave	9,638	50	27	45	0	0	66.0	61.4	26	57	123	265
237	Arlington Ave	Victoria Ave	Alessandro Blvd	52,056	390	1,279	45	0	0	73.3	68.7	81	176	379	817
238	Victoria Ave	Arlington Ave	Maude St	12,729	31	13	45	0	0	67.0	62.4	31	66	143	310
239	Arlington Ave	Maude St	Victoria Ave	52,752	396	1,260	45	0	0	73.4	68.7	82	177	383	825
240	Durango Rd	Laramie Rd	Arlington Ave	3,021	12	0	45	0	0	60.0	55.4	10	22	49	106
241	Horace St	Arlington Ave	Victoria Ave	6,124	0	0	45	0	0	63.4	58.8	17	38	83	179
242	Arlington Ave	Magnolia Ave	SR-91 WB On-Ramps	53,487	310	890	45	0	0	73.2	68.6	81	174	376	810
243	Riverside Dr	SR-91 WB Off-Ramps	Arlington Ave	13,422	32	23	45	0	0	67.1	62.5	31	68	146	316
244	SR-91 WB On-Ramps	Arlington Ave	SR-91	20,394	68	190	45	0	0	68.3	63.7	37	81	175	379
245	SR-91 EB On-Ramps	SR-91	Arlington Ave	20,744	2	82	45	0	0	68.9	64.3	41	89	192	414
246	Indiana Ave	Arlington Ave	SR-91 EB Off-Ramps	20,591	234	1,040	45	0	0	70.3	65.7	51	111	239	515
247	Arlington Ave	SR-91 WB On-Ramps	SR-91 EB On-Ramps	57,808	253	294	45	0	0	73.2	68.6	80	174	375	808
250	Country Club Dr	Chicago Ave	Canyon Crest Dr	10,006	77	193	35	0	0	63.5	58.9	18	39	84	181
252	Central Ave	Chicago Ave	Canyon Crest Dr	32,223	320	1,068	45	0	0	71.3	66.7	60	129	279	602
254	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	30,284	121	155	45	0	0	70.9	66.3	56	122	263	568
256	Canyon Crest Dr	Central Ave	Country Club Dr	33,422	163	323	45	0	0	71.4	66.8	61	131	283	611
258	El Cerrito Dr	Canyon Crest Dr	Central Ave	7,883	12	12	45	0	0	64.6	60.0	21	46	100	215
260	Central Ave	Canyon Crest Dr	I-215	33,127	326	1,081	45	0	0	71.5	66.8	61	132	285	614
261	Lochmoor Dr	Central Ave	Fair Isle Dr	9,050	77	193	35	6	0	57.1	52.5	6	14	31	68
262	Sycamore Canyon Blvd	Central Ave	College Blvd	21,571	144	237	35	0	0	66.6	61.9	29	62	134	290
263	Central Ave	Sycamore Canyon Blvd	I-215 SB Ramps	22,922	263	796	45	0	0	69.8	65.2	47	103	222	478
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	22,991	254	607	45	0	0	69.8	65.2	47	103	222	478
266	I-215 SB On-Ramps	Central Ave	I-215	22,820	398	1,368	45	0	0	70.6	66.0	54	116	251	542
267	Watkins Dr	I-215 NB On-Ramp	I-215 NB Off-Ramp	21,303	194	248	45	0	0	69.5	64.9	45	98	212	458
268	I-215 NB Off-Ramp	Watkins Dr	I-215	6,057	87	125	45	0	0	63.5	58.9	18	39	84	182

269	Martin Luther King Blvd	SR-91	Chicago Ave	37,658	169	442	45	0	0	71.8	67.1	64	138	299	644
270	Chicago Ave	University Ave	Martin Luther King Blvd	27,295	25	61	45	0	0	70.2	65.6	50	109	236	509
271	Martin Luther King Blvd	Chicago Ave	Iowa Ave	33,086	173	456	45	0	0	71.3	66.7	60	129	278	600
272	Chicago Ave	Martin Luther King Blvd	Central Ave	28,043	7	26	45	0	0	70.3	65.7	51	110	238	514
273	Iowa Ave	University Ave	Martin Luther King Blvd	19,583	52	54	45	0	0	68.9	64.2	41	89	191	413
274	Martin Luther King Blvd	Iowa Ave	Canyon Crest Dr	43,896	232	488	45	0	0	72.5	67.8	71	154	332	716
275	Canyon Crest Dr	Campus Dr	Martin Luther King Blvd	20,220	89	89	45	0	0	69.2	64.6	43	93	201	434
276	Martin Luther King Blvd	Canyon Crest Dr	I-215 SB Ramps	37,395	190	464	45	0	0	71.7	67.1	64	138	298	643
277	Canyon Crest Dr	Martin Luther King Blvd	Central Ave	36,158	96	130	45	0	0	71.6	67.0	63	135	292	630
278	I-215 SB Off-Ramp	I-215	Martin Luther King Blvd	14,230	48	70	45	0	0	67.9	63.2	35	76	164	354
279	Martin Luther King Blvd	I-215 SB Ramps	I-215 NB Ramps	13,842	93	272	45	0	0	67.7	63.1	34	74	161	347
280	I-215 SB On-Ramp	Martin Luther King Blvd	I-215	34,088	164	390	45	0	0	71.2	66.6	59	128	276	595
281	I-215 NB On-Ramp	I-215	Martin Luther King Blvd	11,754	0	24	45	0	0	66.2	61.5	27	58	126	272
282	I-215 NB Off-Ramp	Martin Luther King Blvd	I-215	15,882	186	520	45	0	0	69.3	64.7	44	95	204	441
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	13,668	76	116	45	0	0	67.6	63.0	33	73	157	339
285	Heacock St	SR-60 EB Ramps	Sunnymead Blvd	29,153	53	119	45	0	0	70.6	66.0	54	117	252	543
286	Perris Blvd	Hemlock Ave	SR-60 WB Ramps	44,584	162	16	45	0	0	72.5	67.9	72	156	336	725
287	Perris Blvd	SR-60 WB Ramps	Sunnymead Blvd	46,393	240	503	45	0	0	72.8	68.2	75	162	350	754
288	Sunnymead Blvd	SR-60 WB Off-Ramp	Perris Blvd	23,703	197	165	45	0	0	69.5	64.8	45	97	210	453
289	Sunnymead Blvd	Perris Blvd	SR-60 WB On-Ramp	26,195	129	458	45	0	0	70.4	65.8	52	112	242	521
290	Perris Blvd	Sunnymead Blvd	Fir Ave	35,246	247	973	45	0	0	72.5	67.8	71	154	333	718
294	Via Del Lago	South of Iris Ave	0	823	0	0	45	0	0	55.0	50.4	4	10	22	49
301	John F. Kennedy Dr	Indian St	Perris Blvd	9,487	17	0	45	0	0	65.7	61.0	25	54	117	252
302	John F. Kennedy Dr	Perris Blvd	Kitching St	9,994	14	0	45	0	0	65.9	61.3	26	56	122	263
303	Perris Blvd	John F. Kennedy Dr	Iris Ave	41,141	289	993	45	6	0	66.9	62.3	30	66	142	306
304	Iris Ave	Indian St	Perris Blvd	19,186	53	47	45	0	0	68.8	64.2	41	88	190	410
306	Perris Blvd	Iris Ave	Krameria Ave	47,402	509	971	45	6	0	67.2	62.6	32	69	149	322
307	Perris Blvd	Krameria Ave	Harley Know Blvd	42,353	501	947	45	6	0	66.8	62.2	30	65	140	301
324	Ramona Expy	Warren Rd	Sanderson Ave	16,246	90	279	45	0	0	68.3	63.6	37	81	174	376
325	Sanderson Ave	Gilman Springs Rd	Ramona Expy	70,897	857	2,159	45	0	0	73.9	69.3	90	193	417	900
326	Ramona Expy	Sanderson Ave	State St	19,258	141	218	45	0	0	68.6	64.0	39	85	185	399
327	Sanderson Ave	Ramona Expy	Ramona Blvd	67,433	840	1,948	45	0	0	73.7	69.1	86	186	401	864
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	708	0	0	45	0	0	54.1	49.5	4	9	19	42
358	Gilman Springs Rd	Bridge St	SR-79 SB Ramps	27,724	524	582	45	0	0	71.3	66.7	60	130	280	604
359	SR-79 SB Off-Ramp	SR-79	Gilman Springs Rd	5,566	6	10	45	0	0	62.8	58.2	16	35	76	164
360	Gilman Springs Rd	SR-79 SB Ramps	SR-79 NB Ramps	24,668	350	359	45	0	0	70.6	66.0	54	116	251	541
361	SR-79 SB On-Ramp	Gilman Springs Rd	SR-79	15,394	414	454	45	0	0	69.0	64.3	41	90	194	419
362	SR-79 NB On-Ramp	SR-79	Gilman Springs Rd	8,402	71	106	45	0	0	65.7	61.1	25	54	118	254
363	Gilman Springs Rd	SR-79 NB Ramps	Record Rd	25,646	237	103	45	0	0	70.6	66.0	53	115	249	537
364	SR-79 NB Off-Ramp	Gilman Springs Rd	SR-79	7,832	177	247	45	0	0	66.1	61.5	27	58	125	270
365	Alessandro Blvd	Sycamore Canyon Blvd	Vista Grande Dr	66,663	347	346	45	0	0	74.2	69.6	93	201	434	935
366	Sycamore Canyon Blvd	Eastridge Ave	Alessandro Blvd	10,006	118	120	45	0	0	66.3	61.6	27	59	128	277

367	Meridian Pkwy	Alessandro Blvd	Cactus Ave	8,590	36	36	45	0	0	64.9	60.3	22	48	104	225
375	Mid County Pkwy WB On-Ramp	Mid County Pkwy	3rd St	4,716	62	169	45	0	0	63.7	59.0	18	40	86	185
376	3rd St	Marvin Rd	Mid County Pkwy WB Ram	13,534	158	386	45	0	0	68.0	63.4	36	78	168	363
377	Mid County Pkwy WB Off-Ramp	Mid County Pkwy	3rd St	1,130	15	16	45	0	0	57.3	52.7	7	15	32	70
378	3rd St	Mid County Pkwy EB Ramps	Mid County Pkwy WB Ram	8,666	93	201	45	0	0	66.1	61.4	26	57	124	268
379	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	3rd St	5,212	46	172	45	0	0	63.9	59.3	19	41	89	192
380	Mid County Pkwy EB On-Ramp	3rd St	Mid County Pkwy	1,180	12	12	45	0	0	57.2	52.6	6	14	32	69
381	3rd St	Mid County Pkwy EB Ramps	MM Blvd	3,772	45	39	45	0	0	62.4	57.8	15	33	71	154
386	Harley Know Blvd	Indian St	Perris Blvd	12,077	220	257	45	0	0	67.1	62.5	31	67	146	315
387	Perris Blvd	Krameria Ave	Harley Know Blvd	51,486	515	1,144	45	6	0	67.6	63.0	34	73	158	340
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	4,874	24	26	45	0	0	62.8	58.2	16	35	75	162
390	Ramona Expy	Webster Ave	Indian St	40,557	445	1,076	45	0	0	72.1	67.5	67	146	315	679
392	Ramona Expy	Indian St	Perris Blvd	27,470	269	591	45	0	0	70.7	66.1	54	118	254	548
393	Indian St	Ramona Expy	Morgan St	22,629	487	718	45	0	0	69.8	65.2	47	102	221	477
394	Perris Blvd	Harley Know Blvd	Ramona Expy	54,407	725	910	45	0	0	73.9	69.3	89	192	414	893
396	Perris Blvd	Ramona Expy	Rider St	33,834	392	489	45	0	0	71.7	67.0	63	136	295	635
397	Ramona Expy	Perris Blvd	Evans Rd	26,889	105	310	45	0	0	70.4	65.8	52	112	241	521
398	Evans Rd	Marbella Gate	Ramona Expy	30,995	313	12	45	6	0	65.3	60.7	23	51	110	239
399	Ramona Expy	Evans Rd	Rider St	27,526	105	225	55	6	0	67.1	62.5	31	68	147	316
400	Evans Rd	Ramona Expy	Rider St	30,374	231	8	45	0	0	70.8	66.2	55	120	259	559
401	Morgan St	Indian St	Perris Blvd	802	35	71	45	0	0	57.1	52.5	6	14	31	67
402	Morgan St	Perris Blvd	Silver Creek Industries	872	24	0	45	0	0	56.1	51.5	5	12	27	58
404	Morgan St	Morgan Park	Evans Rd	3,256	12	0	45	0	0	61.1	56.5	12	26	58	125
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	3,493	21	28	45	0	0	61.7	57.1	13	29	63	137
407	Rider St	Indian St	Perris Blvd	10,183	59	60	45	0	0	66.0	61.4	26	57	123	265
408	Rider St	Perris Blvd	Redlands Ave	8,256	0	0	45	0	0	65.0	60.4	22	49	106	228
409	Ironwood Ave	Nason St	Moreno Beach Dr	7,753	62	0	45	0	0	65.1	60.4	23	49	106	230
410	Rider St	Wilson Ave	Evans Rd	11,776	0	12	45	0	0	66.5	61.9	28	62	134	289
411	Rider St	Evans Rd	Ramona Expy	6,149	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	19,980	188	199	45	0	0	68.4	63.8	38	82	178	384
414	Placentia Ave	Perris Blvd	Redlands Ave	13,877	24	63	45	0	0	66.9	62.3	30	65	141	304
415	Perris Blvd	Placentia Ave	Orange Ave	42,766	471	526	45	0	0	72.6	68.0	73	158	341	735
416	Mid County Pkwy WB On-Ramp	Mid County Pkwy	Perris Blvd	13,140	170	266	45	0	0	67.1	62.5	31	68	146	316
417	Mid County Pkwy WB Off-Ramp	Perris Blvd	Mid County Pkwy	5,793	59	68	45	0	0	63.4	58.8	17	38	83	179
419	Mid County Pkwy EB Off-Ramp	Mid County Pkwy	Perris Blvd	7,059	54	103	45	0	0	63.8	59.2	19	41	88	190
420	Mid County Pkwy EB On-Ramp	Perris Blvd	Mid County Pkwy	11,410	94	131	45	0	0	66.1	61.5	27	58	125	271
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	33,583	247	885	45	6	0	66.3	61.7	27	59	129	278
425	Mid County Pkwy WB On-Ramp	West of Evan	0	3,635	24	24	45	0	0	61.6	56.9	13	29	62	134
426	Mid County Pkwy WB Off-Ramp	East of Evan	0	3,653	13	41	45	0	0	61.3	56.7	12	27	60	129
427	Day St	south of Alessandro Blvd	0	15,606	86	59	45	0	0	68.5	63.8	38	83	180	388

428	Mid County Pkwy EB Off-Ramp	West of Evan	0	6,785	24	24	45	0	0	66.9	62.3	30	65	141	305
429	Mid County Pkwy EB On-Ramp	East of Evan	0	3,975	36	65	45	0	0	66.9	62.3	30	65	141	305
430	Alessandro Blvd	SR-215 NB Ramp	SR-215 SB Ramp	44,741	223	274	45	0	0	66.9	62.3	30	65	141	305
431	Placentia Ave	Water Ave	Evans Rd	3,098	12	15	35	0	0	66.9	62.3	30	65	141	305
432	Placentia Ave	Evans Rd	El Nido Ave	1,052	0	0	35	0	0	66.9	62.3	30	65	141	305
433	Evans Rd	Rider St	Orange Ave	26,811	258	93	45	0	0	66.9	62.3	30	65	141	305
434	Orange Ave	Wilson Ave	Evans Rd	4,853	0	12	45	0	0	62.7	58.1	16	34	74	160
435	Orange Ave	Evans Rd	Foothill Dr	6,021	13	36	35	0	0	66.9	62.3	30	65	141	305
436	Elsworth St	south of Cactus Ave	0	37,290	189	36	45	0	0	66.9	62.3	30	65	141	305
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	24,906	239	106	45	0	0	66.9	62.3	30	65	141	305
443	Nuevo Rd	Evans Rd	Foothill Dr	11,930	24	47	45	0	0	66.9	62.3	30	65	141	305
444	Evans Rd	Nuevo Rd	San Jacinto Ave	21,735	232	101	45	6	0	63.8	59.2	18	40	87	189
452	San Jacinto Ave	West of Evan Rd	0	3,257	12	0	45	0	0	66.9	62.3	30	65	141	305
453	Evans Rd	North of San Jancito Ave	0	20,505	226	86	45	0	0	69.6	65.0	46	99	213	461
454	San Jacinto Ave	East of Evan Rd	0	5,236	38	12	45	0	0	66.9	62.3	30	65	141	305
455	Evans Rd	South of San Jancito Ave	0	17,474	212	86	45	0	0	69.0	64.3	41	90	194	419
458	Nason St	South of Cactus Ave	0	96	10	0	45	0	0	66.9	62.3	30	65	141	305
464	Quincy	South of Eucalyptus	0	6,659	69	0	45	0	0	65.0	60.4	22	49	106	228
477	Ellis Ave	West of Evan Rd	0	6,139	29	45	45	0	0	66.9	62.3	30	65	141	305
478	Evans Rd	North of Ellis Ave	0	21,660	269	159	45	0	0	66.9	62.3	30	65	141	305
479	Oliver St	South of Irris Ave	0	2,644	12	0	45	0	0	60.2	55.6	10	23	50	109
480	Ellis Ave	Evans Rd	SR-215	14,885	156	72	45	0	0	66.9	62.3	30	65	141	305
481	SR-215 SB Off-ramp	SR-215	Ellis Ave	5,871	36	83	45	0	0	64.3	59.7	20	44	95	205
482	Ellis Ave	East of SR-215	0	11,571	69	95	45	0	0	67.0	62.4	31	67	145	312
483	SR-215 SB On-ramp	Ellis Ave	SR-215	11,607	102	24	45	0	0	66.9	62.3	30	65	141	305
484	SR-215 NB On-ramp	Ellis Ave	SR-215	909	12	12	45	0	0	66.9	62.3	30	65	141	305
485	SR-215 NB Off-ramp	SR-215	Ellis Ave	7,543	101	24	45	0	0	66.9	62.3	30	65	141	305
488	Nason St	North of Iris Ave	0	18,822	186	0	45	0	0	66.9	62.3	30	65	141	305
494	Evans Rd	North of Harley Knox Blvd	0	25,509	333	0	45	6	0	64.7	60.1	21	47	101	218
498	Morrison St	Alessandro Blvd	Cactus Ave	10,791	50	0	45	0	0	66.9	62.3	30	65	141	305
499	Perris Blvd	Eucalyptus Ave	Cottonwood Ave	35,246	118	853	45	0	0	66.9	62.3	30	65	141	305
500	Perris Blvd	North of Eucalyptus Ave	0	34,491	118	865	45	0	0	66.9	62.3	30	65	141	305
502	Quincy	Cottonwood Ave	Alessandro Blvd	2,007	0	0	35	6	0	66.9	62.3	30	65	141	305
503	Quincy	Alessandro Blvd	Cactus Ave	472	0	0	35	6	0	66.9	62.3	30	65	141	305
504	Krameria Ave	west of Perris Blvd	0	19,321	239	0	45	0	0	69.2	64.6	43	93	202	435

2035 Plus Project Case

ID	Freeway	From	Non-Project Noise Levels						Total Project Noise Levels					
					Distance from Centerline (ft)						Distance from Centerline (ft)			
			Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	SR-60	SR-71/S Garey Ave to S Reservoir Rd	85.9	81.3	568	1224	2638	5683	86.2	81.6	568	1224	2638	5683
2	SR-60	S Reservoir Rd to Ramona Ave	86.0	81.4	575	1238	2668	5750	86.3	81.7	575	1238	2668	5750
3	SR-60	Ramona Ave to Central Ave	85.9	81.2	561	1210	2607	5617	86.2	81.6	561	1210	2607	5617
4	SR-60	Central Ave to Mountain Ave	86.0	81.4	576	1242	2676	5765	86.3	81.7	576	1242	2676	5765
5	SR-60	Mountain Ave to Euclid Ave	86.0	81.4	572	1232	2655	5721	86.3	81.7	572	1232	2655	5721
6	SR-60	Euclid Ave to Grove Ave	86.2	81.6	589	1270	2737	5897	86.5	81.9	589	1270	2737	5897
7	SR-60	Grove Ave to Vineyard Ave	86.1	81.5	581	1251	2696	5810	86.4	81.8	581	1251	2696	5810
8	SR-60	Vineyard Ave to Archibald Ave	86.1	81.5	580	1250	2694	5805	86.4	81.8	580	1250	2694	5805
9	SR-60	Archibald Ave to Haven Ave	86.0	81.4	571	1230	2651	5712	86.3	81.7	571	1230	2651	5712
10	SR-60	Haven Ave to Miliken Ave	85.7	81.1	545	1175	2532	5456	86.0	81.4	545	1175	2532	5456
11	SR-60	Miliken Ave to SR-15	84.5	79.9	455	980	2112	4552	85.0	80.3	455	980	2112	4552
12	SR-60	I-15 to Etiwanda Ave	83.6	79.0	395	852	1836	3956	84.2	79.6	395	852	1836	3956
13	SR-60	Etiwanda Ave to Mission Blvd/Country Village R	83.7	79.1	403	869	1874	4037	84.3	79.7	403	869	1874	4037
14	SR-60	Mission Blvd/Country Village Rd to Pedley Rd	83.4	78.7	382	824	1775	3825	84.1	79.4	382	824	1775	3825
15	SR-60	Pedley Rd to Pyrite St	83.1	78.5	369	795	1714	3693	83.9	79.2	369	795	1714	3693
16	SR-60	Pyrite St to Valley Way	83.0	78.4	360	776	1673	3604	83.7	79.1	360	776	1673	3604
17	SR-60	Valley Way to Rubidoux Blvd	84.4	79.8	449	968	2086	4494	85.0	80.4	449	968	2086	4494
18	SR-60	Rubidoux Blvd to Market St	84.3	79.7	443	955	2057	4433	84.9	80.3	443	955	2057	4433
19	SR-60	Market St to Main St	85.0	80.4	494	1064	2293	4942	85.5	80.9	494	1064	2293	4942
20	SR-60	Main St to SR-91	85.5	80.9	529	1141	2458	5297	86.0	81.4	529	1141	2458	5297
21	SR-60	SR-91 to W Blaine St/3rd St	86.5	81.8	616	1327	2859	6161	87.1	82.5	616	1327	2859	6161
22	SR-60	W Blaine St/3rd St to University Ave	86.2	81.6	591	1273	2744	5913	86.9	82.3	591	1273	2744	5913
23	SR-60	University Ave to Martin Luther King Blvd	86.3	81.7	602	1299	2798	6029	87.0	82.4	602	1299	2798	6029
24	SR-60	Martin Luther King Blvd to Central Ave	87.1	82.5	680	1465	3156	6800	87.7	83.1	680	1465	3156	6800
25	SR-60	Central Ave to Fair Isle Dr/Box Springs Rd	86.9	82.3	656	1413	3045	6562	87.5	82.9	656	1413	3045	6562
26	SR-60	Fair Isle Dr/Box Springs Rd to I-215	86.4	81.8	612	1319	2843	6126	87.0	82.4	612	1319	2843	6126
27	SR-60	I-215 to Day St	84.0	79.3	418	902	1944	4189	85.2	80.6	418	902	1944	4189
28	SR-60	Day St to Pigeon Pass Rd/Frederick St	84.1	79.5	429	926	1995	4298	85.3	80.7	429	926	1995	4298
29	SR-60	Pigeon Pass Rd/Frederick St to Heacock St	83.6	78.9	394	849	1830	3943	84.9	80.3	394	849	1830	3943
30	SR-60	Heacock St to Perris Blvd	83.2	78.6	372	802	1729	3726	84.6	80.0	372	802	1729	3726
31	SR-60	Perris Blvd to Nason St	82.7	78.1	347	748	1611	3471	84.4	79.8	347	748	1611	3471
32	SR-60	Nason St to Moreno Beach Dr	82.5	77.9	335	723	1559	3359	84.2	79.6	335	723	1559	3359
33	SR-60	Moreno Beach Dr to Redlands Blvd	81.6	77.0	293	631	1360	2930	83.7	79.1	293	631	1360	2930
34	SR-60	Redlands Blvd to Theodore St	81.6	76.9	289	624	1345	2898	83.6	78.9	289	624	1345	2898
35	SR-60	Theodore St to Gilman Springs Rd	81.9	77.2	303	653	1408	3035	82.5	77.9	303	653	1408	3035
36	SR-60	Gilman Springs Rd to Jack Rabbit Trail	81.1	76.5	269	581	1252	2697	81.7	77.1	269	581	1252	2697
37	SR-60	Jack Rabbit Trail to I-10	81.2	76.6	274	591	1275	2747	81.8	77.2	274	591	1275	2747
75	SR-91	I-15 to McKinley St	86.0	81.3	570	1229	2649	5708	86.2	81.6	570	1229	2649	5708
76	SR-91	McKinley St to Pierce St	85.6	81.0	537	1158	2495	5377	85.8	81.2	537	1158	2495	5377
77	SR-91	Pierce St to Magnolia Ave	85.3	80.7	517	1114	2401	5174	85.6	81.0	517	1114	2401	5174
78	SR-91	Magnolia Ave to La Sierra Ave	85.5	80.9	533	1149	2475	5334	85.8	81.2	533	1149	2475	5334
79	SR-91	La Sierra Ave to Tyler St	85.1	80.5	501	1080	2328	5016	85.4	80.8	501	1080	2328	5016
80	SR-91	Tyler St to Van Buren Blvd	85.6	81.0	538	1160	2499	5386	85.8	81.2	538	1160	2499	5386

2035 Plus Project Case | **Non-Project Noise Levels** | **Total Project Noise Levels**

ID	Freeway	From	Non-Project Noise Levels						Total Project Noise Levels					
					Distance from Centerline (ft)						Distance from Centerline (ft)			
			Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL	Total @ 15m	CNEL @ 100ft	70 CNEL	65 CNEL	60 CNEL	55 CNEL
81	SR-91	Van Buren Blvd to Adam St	85.4	80.7	519	1119	2410	5194	85.6	81.0	519	1119	2410	5194
82	SR-91	Adam St to Madison St	85.1	80.5	502	1082	2332	5024	85.4	80.8	502	1082	2332	5024
83	SR-91	Madison St to Indiana Ave (off-ramp)	84.9	80.3	484	1044	2249	4846	85.2	80.6	484	1044	2249	4846
84	SR-91	Arlington Ave to Central Ave	84.4	79.8	449	968	2087	4497	84.7	80.1	449	968	2087	4497
85	SR-91	Central Ave to 14th St	85.0	80.4	495	1066	2298	4950	85.3	80.7	495	1066	2298	4950
86	SR-91	14th St to University Ave	84.7	80.1	469	1011	2179	4695	85.0	80.3	469	1011	2179	4695
87	SR-91	University Ave to Spruce St (off-ramp)	85.7	81.0	544	1172	2526	5442	85.9	81.2	544	1172	2526	5442
101	I-10	SR-60 to Beaumont Ave	85.1	80.5	503	1084	2336	5034	85.3	80.7	503	1084	2336	5034
102	I-10	Beaumont Ave to Pennsylvania Ave	85.2	80.6	507	1093	2356	5076	85.3	80.7	507	1093	2356	5076
103	I-10	Pennsylvania Ave to Highland Springs Ave	85.4	80.8	522	1124	2423	5220	85.5	80.9	522	1124	2423	5220
104	I-10	Highland Springs Ave to Sunset Ave	85.4	80.7	519	1119	2411	5195	85.5	80.9	519	1119	2411	5195
105	I-10	Sunset Ave to 22nd St	85.2	80.6	505	1088	2345	5054	85.3	80.7	505	1088	2345	5054
106	I-10	22nd St to S 8th St	85.1	80.5	501	1080	2327	5014	85.2	80.6	501	1080	2327	5014
107	I-10	S 8th St to S Hargrave St	85.2	80.6	506	1090	2350	5062	85.3	80.7	506	1090	2350	5062
108	I-10	S Hargrave St to Field Rd	85.0	80.4	494	1066	2296	4948	85.2	80.5	494	1066	2296	4948
109	I-10	Field Rd to Main St (Cabazon)	84.7	80.1	472	1017	2192	4724	84.9	80.2	472	1017	2192	4724
110	I-10	Main St (Cabazon) to Main St	84.7	80.1	471	1016	2189	4716	84.8	80.2	471	1016	2189	4716
111	I-10	Main St to Haugen-Lehmann Way	84.6	80.0	466	1004	2163	4660	84.8	80.2	466	1004	2163	4660
112	I-10	Haugen-Lehmann Way to SR-111	84.8	80.2	478	1031	2221	4785	84.9	80.3	478	1031	2221	4785
113	I-10	SR-111 to Tipton Rd	84.3	79.7	440	948	2044	4404	84.4	79.8	440	948	2044	4404
114	I-10	Tipton Rd to SR-62	84.3	79.7	440	949	2046	4408	84.4	79.8	440	949	2046	4408
129	SR-215	Scott Rd to Newport Rd	83.0	78.4	361	779	1679	3618	83.1	78.5	361	779	1679	3618
130	SR-215	Newport Rd to MacCall Blvd	82.5	77.9	336	724	1560	3362	82.6	78.0	336	724	1560	3362
131	SR-215	MacCall Blvd to Ethanac Rd	82.7	78.1	346	745	1607	3462	82.8	78.2	346	745	1607	3462
132	SR-215	Ethanac Rd to SR-74/Case	83.6	79.0	396	854	1841	3967	83.7	79.1	396	854	1841	3967
133	SR-215	SR-74/Case Rd to Redlands Blvd	84.4	79.8	447	963	2076	4474	84.4	79.8	447	963	2076	4474
134	SR-215	SR-60 to Columbia Ave	85.6	81.0	543	1170	2521	5432	85.8	81.1	543	1170	2521	5432
135	SR-215	Columbia Ave to Center St	84.6	79.9	460	991	2136	4603	84.7	80.1	460	991	2136	4603
136	SR-215	Center St to Iowa Ave/La Cadena Dr	85.0	80.4	489	1055	2274	4899	85.1	80.5	489	1055	2274	4899
137	SR-215	Iowa Ave/La Cadena Dr to Barton Rd	84.8	80.2	477	1029	2218	4779	84.9	80.3	477	1029	2218	4779
138	SR-215	Barton Rd to Mt Vernon Ave/Washington St	85.0	80.4	491	1059	2282	4916	85.1	80.5	491	1059	2282	4916
139	SR-215	Mt Vernon Ave/Washington St to I-10	85.2	80.6	505	1088	2345	5053	85.3	80.7	505	1088	2345	5053
140	SR-215	I-10 to Auto Plaza Dr/Orange Show Rd	84.6	80.0	465	1003	2162	4659	84.8	80.1	465	1003	2162	4659
141	SR-215	Auto Plaza Dr/Orange Show Rd to Mill St	84.1	79.5	431	929	2002	4313	84.3	79.6	431	929	2002	4313
142	SR-215	Mill St to 2rd St	85.7	81.1	549	1184	2552	5498	85.8	81.2	549	1184	2552	5498
143	SR-215	2rd St to Baseline Rd	84.3	79.7	440	948	2043	4403	84.4	79.8	440	948	2043	4403
144	SR-215	Baseline Rd to Highland Ave/SR-210	84.6	80.0	464	1000	2156	4646	84.7	80.1	464	1000	2156	4646

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

Prepared For
Highland Fairview Properties
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Table of Contents

1.0 Introduction 1
2.0 Noise Source Characteristics 3
2.1 Compressor Station Operation 3
2.2 SDG&E Compressor Station Blow-Downs 5
2.3 SCG Blow-Downs 9
3.0 Noise Impacts 11
3.1 Noise Impact Criteria 11
3.1.1 City of Moreno Valley General Plan 11
3.1.2 City of Moreno Valley Noise Ordinance 12
3.1.3 Thresholds of Significance 13
3.2 SDG&E Compressor Station Operational Noise Impacts 13
3.3 Blow-Down Noise Impacts 14
3.3.1 SDG&E Blow-Down Impacts 14
3.3.2 SCG Blow-Down Impacts 14
4.0 Mitigation 15

List of Tables

Table 1 Estimated Worst Case Compressor Station Noise Levels 5
Table 2 Distance To Lmax Contours For SDG&E Compressor Station Blow-Down Events ... 7
Table 3 Distance To Lmax Contours For SCG Blow-Down Events 9
Table 4 Moreno Valley Interior Noise Standards 11
Table 5 Noise Level Limits to Prevent Hearing Loss 12
Table 6 Maximum Sound Levels for Source Land Uses 13
Table 7 Distance To Mitigated Lmax Contours For SCG Blow-Down Events 15

List of Exhibits

Exhibit 1 Natural Gas Facility Locations 2
Exhibit 2 SDG&E Compressor Station Operation CNEL Noise Contours 4
Exhibit 3 SDG&E Compressor Station Operation Leq Noise Contours 6
Exhibit 4 SDG&E Blow-Down Event Lmax Noise Contours 8
Exhibit 5 SCG Blow-Down Event Lmax Noise Contours 10
Exhibit 6 Mitigated SCG Blow-Down Event Lmax Noise Levels 16

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.

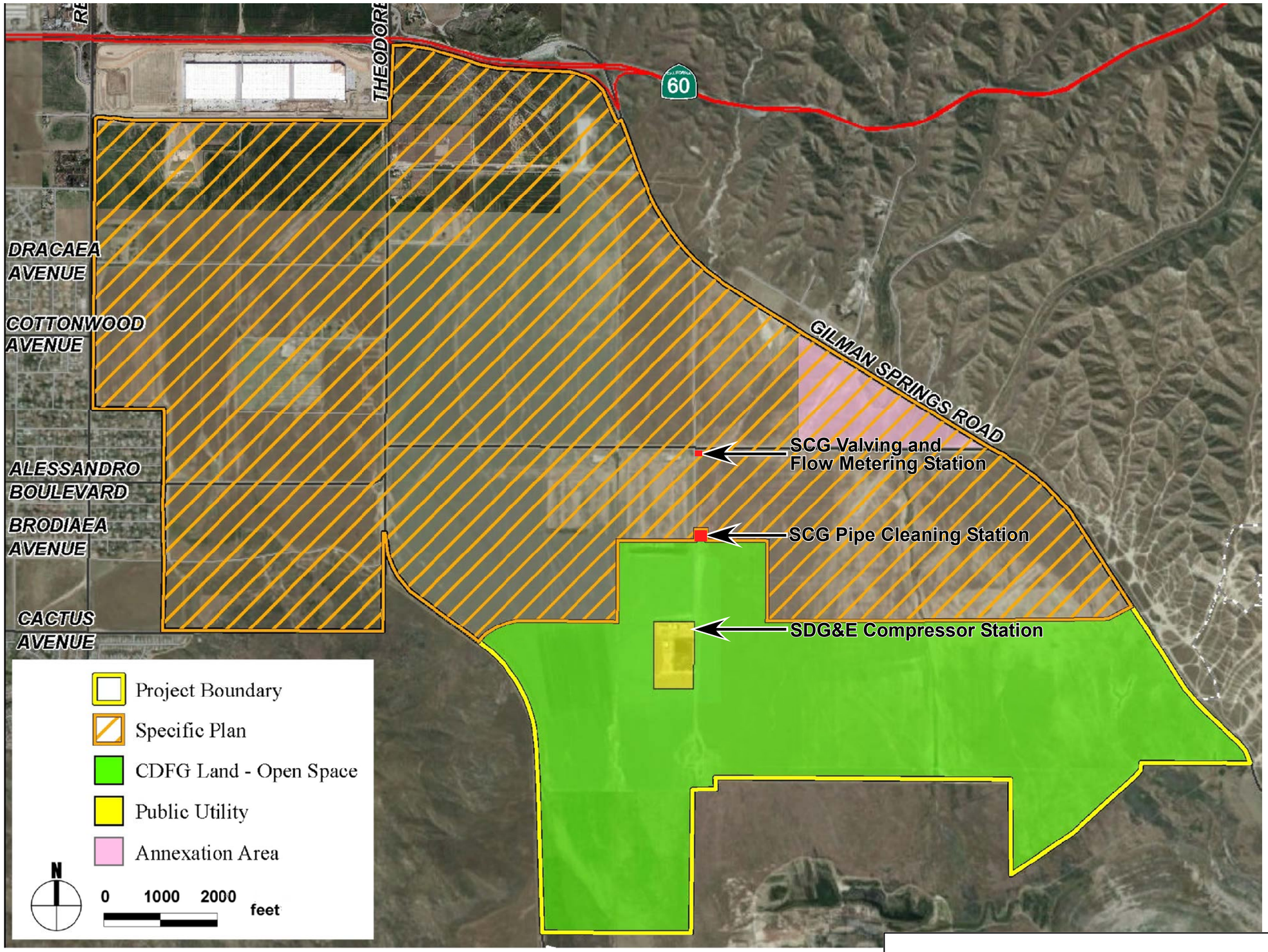

Exhibit 1

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.)

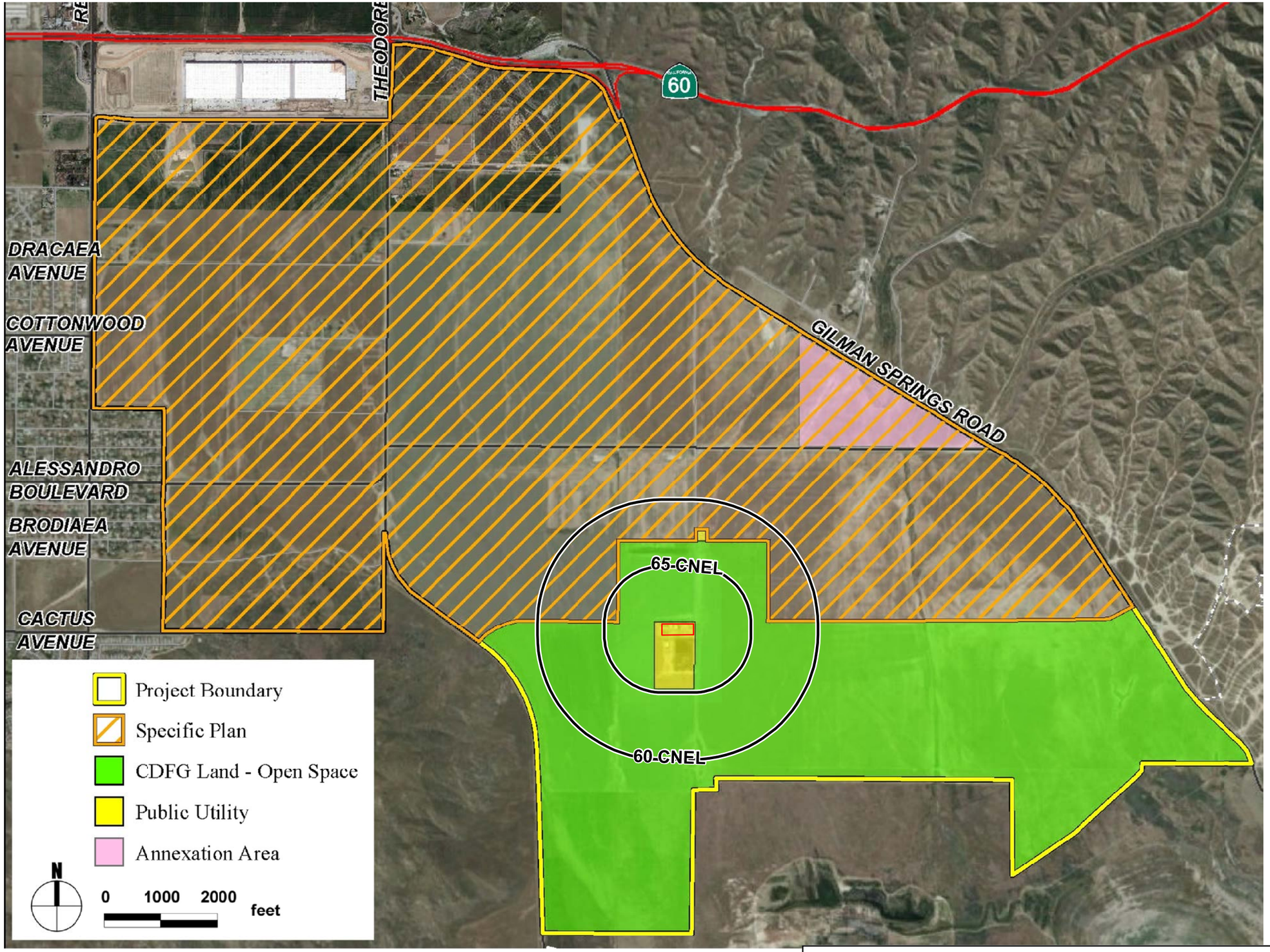

Exhibit 2

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.

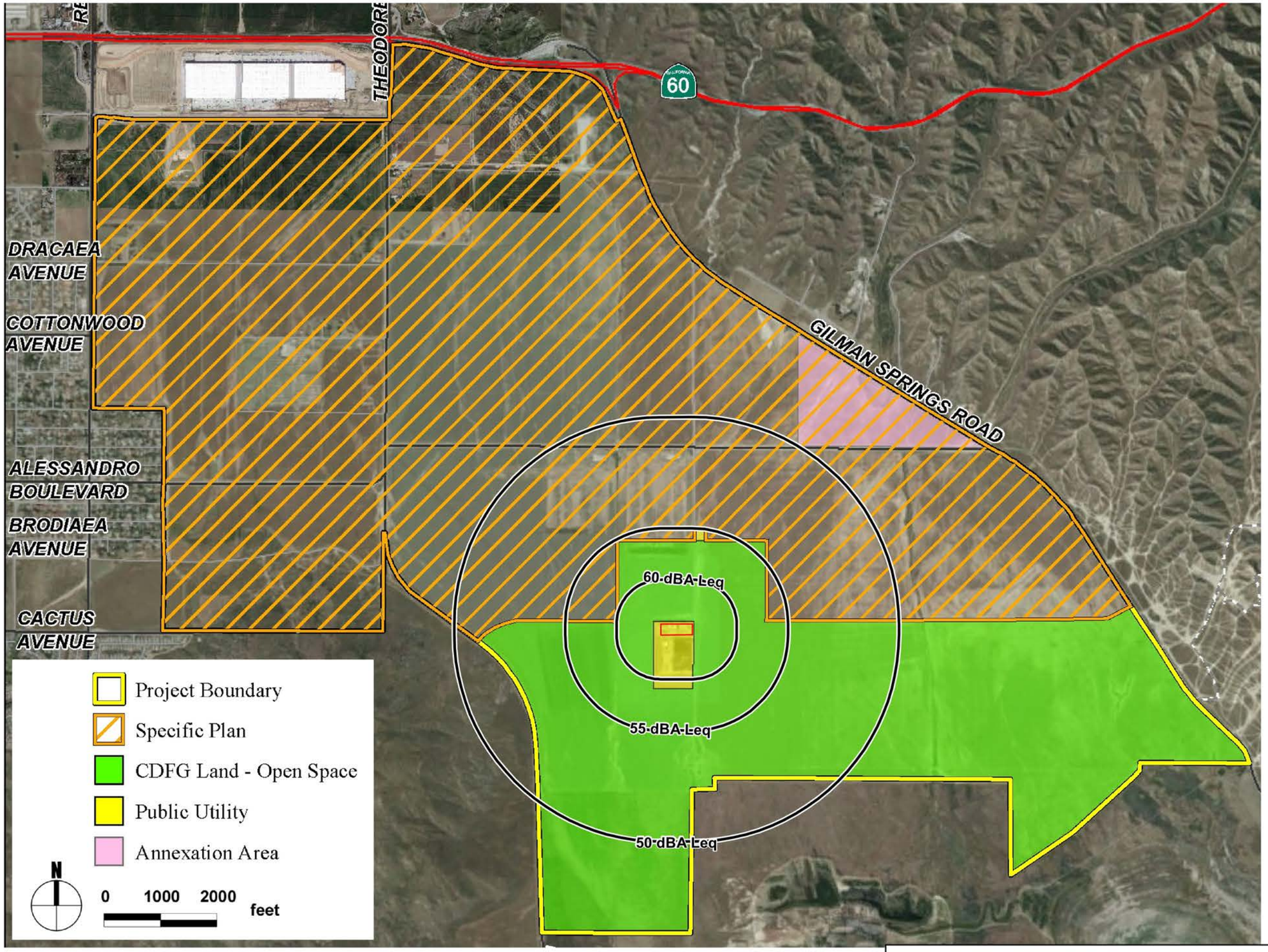

Exhibit 3

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.

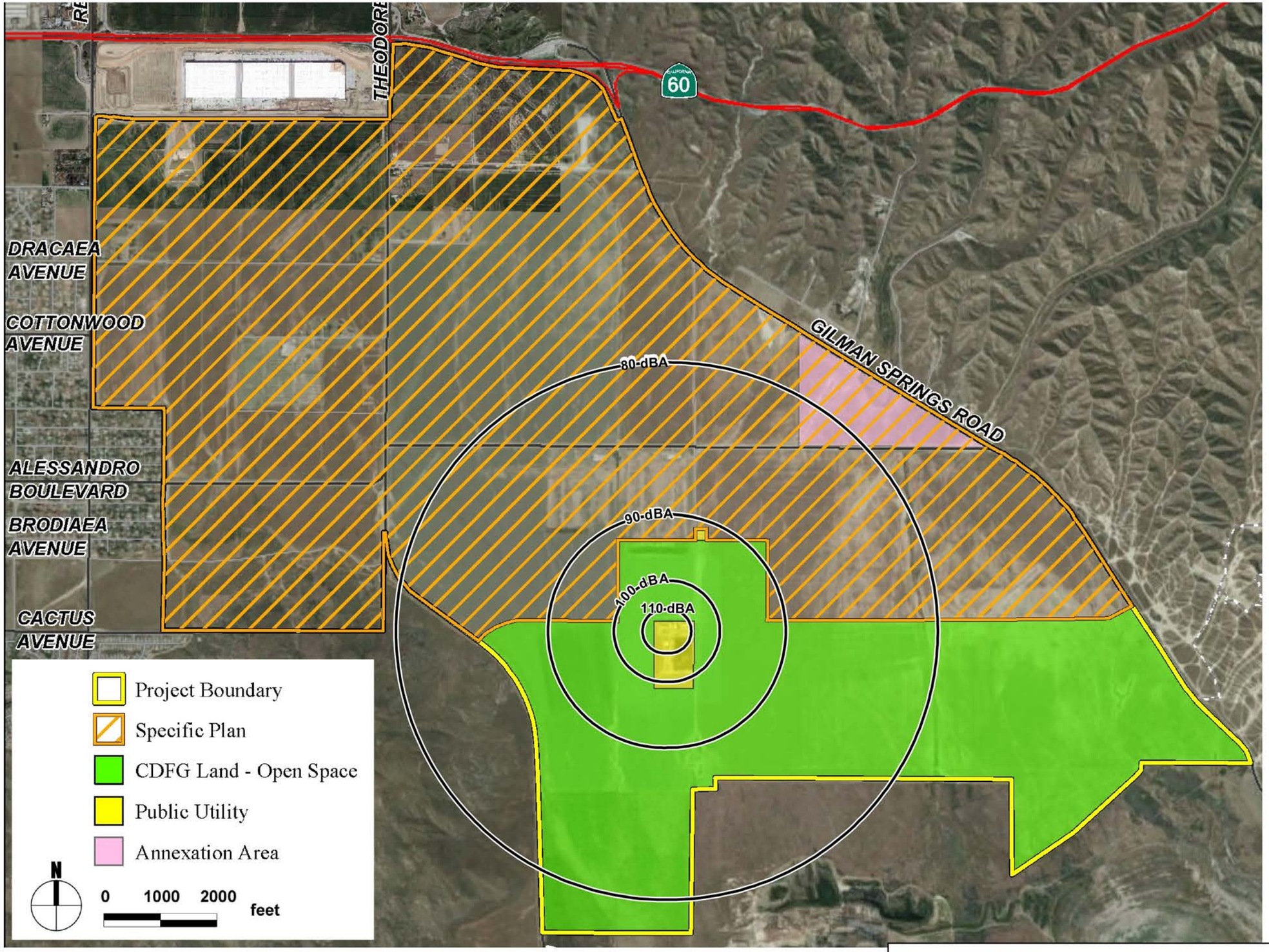

Exhibit 4

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

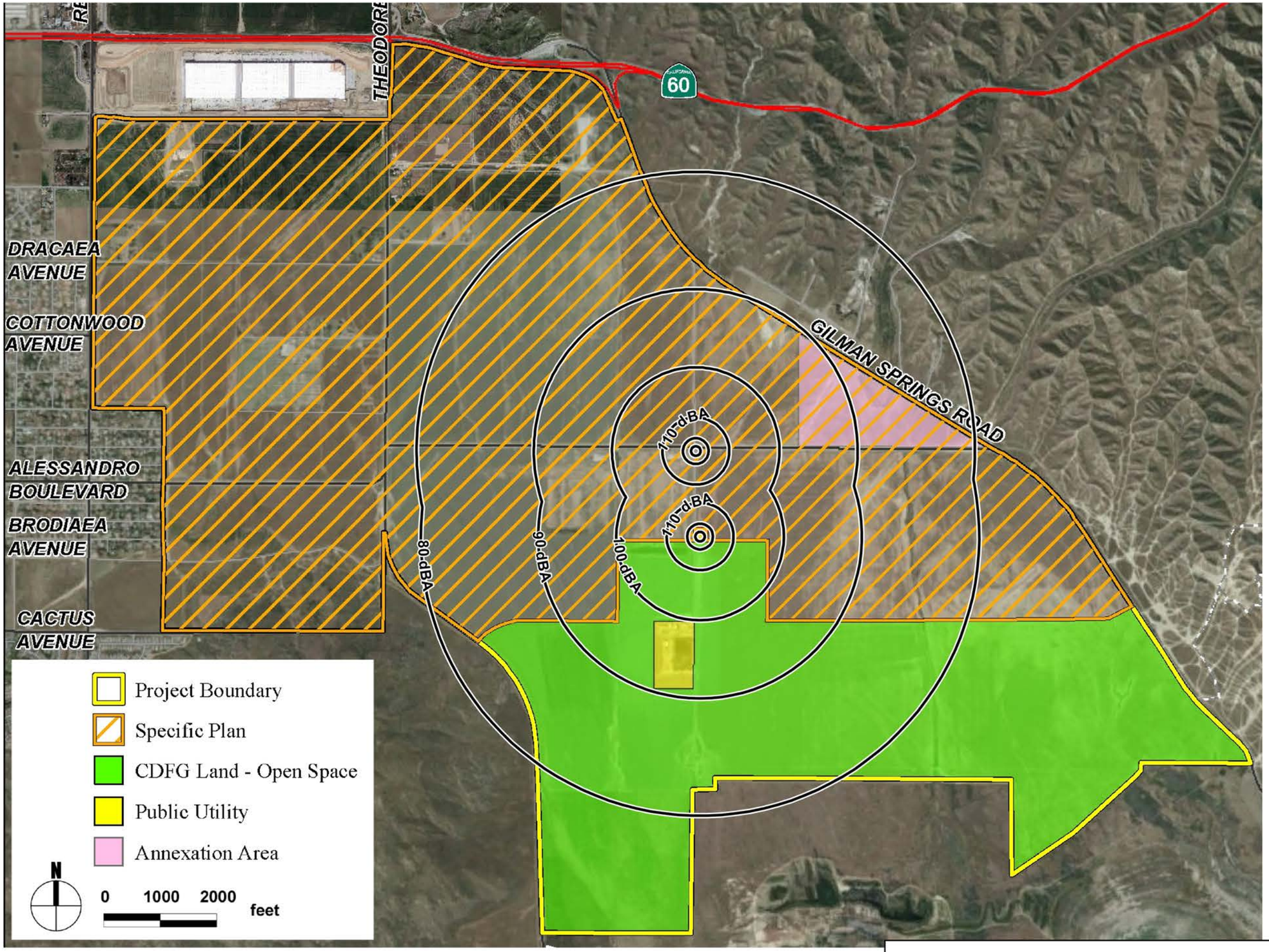

Exhibit 5

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.

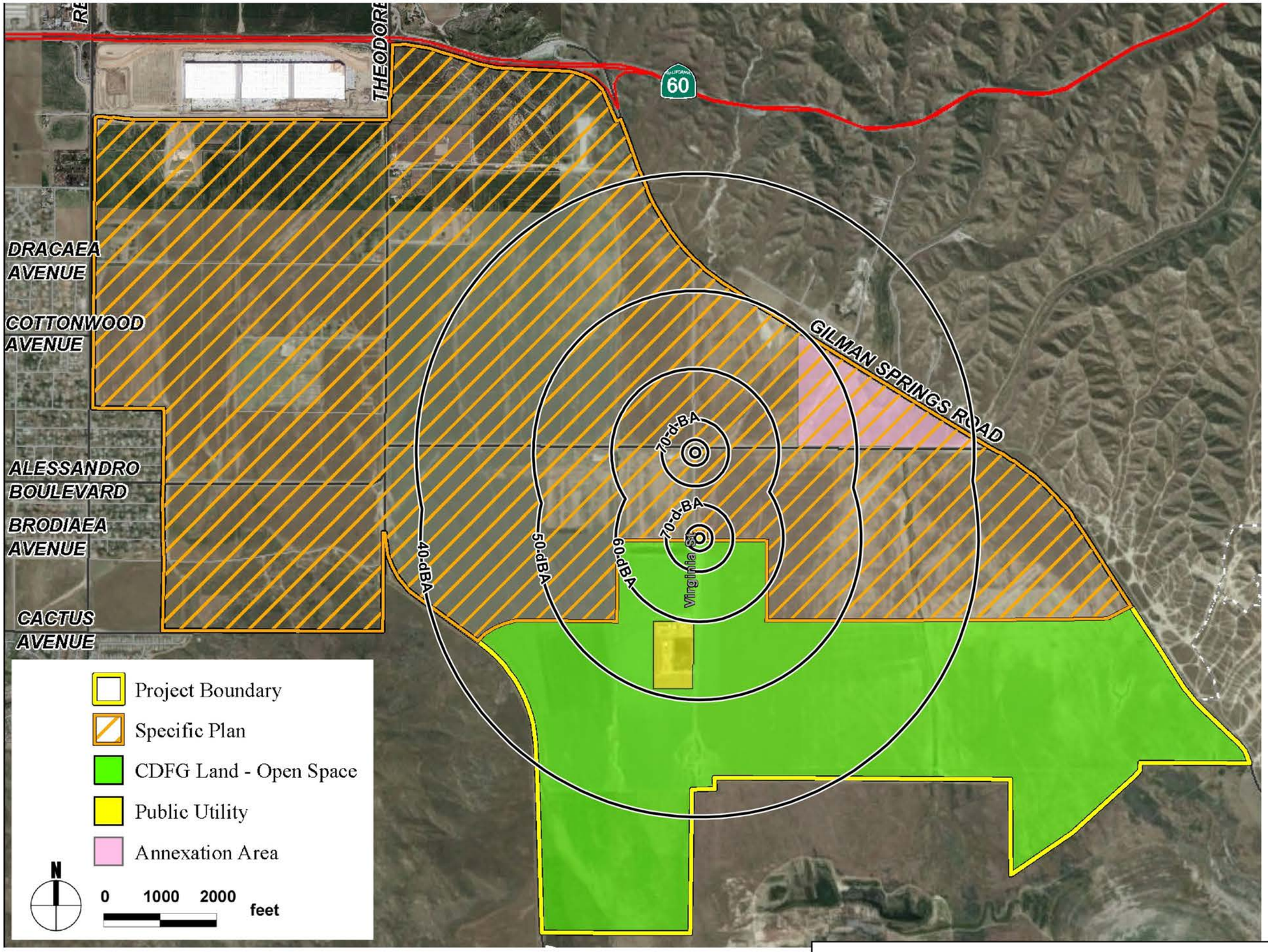

Exhibit 6

Mitigated Lmax Levels for SCG Blow-Down

Mestre Greve Associates
Division of Landrum & Brown

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

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Table of Contents

1.0 Introduction 1
2.0 Noise Source Characteristics 3
2.1 Compressor Station Operation 3
2.2 SDG&E Compressor Station Blow-Downs 5
2.3 SCG Blow-Downs 9
3.0 Noise Impacts 11
3.1 Noise Impact Criteria 11
3.1.1 City of Moreno Valley General Plan 11
3.1.2 City of Moreno Valley Noise Ordinance 12
3.1.3 Thresholds of Significance 14
3.2 SDG&E Compressor Station Operational Noise Impacts 14
3.3 Blow-Down Noise Impacts 15
3.3.1 SDG&E Blow-Down Impacts 15
3.3.2 SCG Blow-Down Impacts 15
4.0 Mitigation 16

List of Tables

Table 1 Estimated Worst Case Compressor Station Noise Levels 5
Table 2 Distance To Lmax Contours For SDG&E Compressor Station Blow-Down Events ... 7
Table 3 Distance To Lmax Contours For SCG Blow-Down Events 9
Table 4 Moreno Valley Interior Noise Standards 11
Table 5 Noise Level Limits to Prevent Hearing Loss 12
Table 6 Maximum Sound Levels for Source Land Uses 14
Table 7 Distance To Mitigated Lmax Contours For SCG Blow-Down Events 16

List of Exhibits

Exhibit 1 Natural Gas Facility Locations 2
Exhibit 2 SDG&E Compressor Station Operation CNEL Noise Contours 4
Exhibit 3 SDG&E Compressor Station Operation Leq Noise Contours 6
Exhibit 4 SDG&E Blow-Down Event Lmax Noise Contours 8
Exhibit 5 SCG Blow-Down Event Lmax Noise Contours 10
Exhibit 6 Mitigated SCG Blow-Down Event Lmax Noise Levels 17

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*

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 ***SDG&E Compressor Station Operation CNEL Noise Contours***

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 ***SDG&E Compressor Station Operation Leq Noise Contours***

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 ***SDG&E Blow-Down Event Lmax Noise Contours***

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 ***SCG Blow-Down Event Lmax Noise Contours***

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
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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 SCG Blow-Down Event Lmax Noise Levels***