Appendix D

Noise and Vibration Assessment

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Noise and Vibration Assessment

MoVal 2040

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Appendix A: Noise Data

LIST OF ABBREVIATED TERMS

AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ADT	Average daily traffic
dBA	A-weighted decibel
CBC	California Building Code
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CALGreen	California Green Building Standards Code
CEMU	Center Mixed Use
CAP	Climate Action Plan
CNEL	Community Equivalent Noise Level
COMU	Corridor Mixed-Use
L_{dn}	Day-night noise level
db	Decibel
EIR	Environmental Impact Report
L_{eq}	Equivalent noise level
FHWA	Federal Highway Administration
FRA	Federal Railroad Administration
FTA	Federal Transit Administration
GPU	General Plan Update
GHG	Greenhouse gas
HVAC	Heating, ventilation, and air conditioning
Hz	Hertz
HUD	Housing and Urban Development
in/sec	Inches per second
IPA	Inland Port Airport
I-215	Interstate 215
MARB	March Air Reserve Base
L_{max}	Maximum noise level
µPa	micro-pascals
L_{min}	Minimum noise level
PPV	Peak particle velocity
PUC	Public Utilities Code
RHNA	Regional Housing Needs Allocation
RMS	root mean square
SJBL	San Jacinto Branch Line
L_{pw}	Sound power level
SR 60	State Route 60
VdB	Vibration velocity level

1.0 INTRODUCTION

This report documents the results of a Noise and Vibration Assessment completed for the MoVal 2040 Project: The Moreno Valley 2024 General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan ("Project" or "proposed Project"). The purpose of this Noise and Vibration Assessment is to evaluate the potential construction and operational noise and vibration levels associated with the Project and determine the level of impact the Project would have on the environment, in support of the Revised Program Draft Environmental Impact Report (Revised Program Draft EIR).

1.1 Project Location

The City of Moreno Valley (City) is located within the northwestern portion of Riverside County in the southern Inland Empire portion of the state of California. Moreno Valley is located approximately 63 miles east of downtown Los Angeles, 49 miles east of the city of Irvine, and 43 miles west of the city of Palm Springs. State Route 60 (SR 60), which runs in an east and west direction through the northern portion of Moreno Valley (east and west direction), and Interstate 215 (I-215), which runs in proximity to the westerly City limits (north and south direction), serve to connect the City to other communities throughout the southern California region. The City is accessible via public transportation by rail, through Metrolink located approximately one-half mile west of the City limits, and the City is accessible via aircraft at the Inland Port Airport located at the March Air Reserve Base (MARB), which is situated south and west of the City limits.

Moreno Valley is a diverse and growing community of approximately 207,000 people. It has a relatively young and dynamic majority Latino population. The City has seen significant employment growth in recent years, having created 20,000 new jobs locally since 2013. The City is currently home to approximately 4,500 businesses, including many Fortune 500 and international companies such as Amazon, Proctor & Gamble, Skechers USA, and Karma Automotive. Other important institutions established in the City include the Riverside University Health System Medical Center, a public teaching hospital, the Kaiser Permanente Hospital, and Moreno Valley College.

1.2 Project Description

Consistent with Section 15168 of the California Environmental Quality Act (CEQA) Guidelines, this Noise and Vibration Assessment provides a programmatic analysis of the environmental impacts associated with implementation of the goals, policies, actions, and projected buildout of the following three planning documents, collectively referred to as MoVal 2040:

- 2024 General Plan Update (GPU),
- Municipal Code and Zoning (including Zoning Atlas) Amendments, and
- Climate Action Plan (CAP)

As described in CEQA Guidelines Section 15168, program-level environmental review documents are appropriate when a project consists of a series of actions related to the issuance of rules, regulations, and other planning criteria. The Project, which is the subject of this EIR, consists of long-term plans that will be implemented as policy documents guiding future development activities and City of Moreno Valley (City) actions.

California Government Code Section 65300 et seq. mandates that all counties and incorporated cities prepare a general plan that establishes policies and standards for future development, housing affordability, and resource protection. State law encourages cities to keep general plans current through periodic updates. The project includes an update to the 2006 General Plan that would guide future land use decisions in Moreno Valley, provide a long-term vision for the City, and provide policies and implementing actions that would allow the City to achieve this vision over the life of the General Plan. The General Plan would be the primary policy document guiding growth and development within the city through the planning horizon year of 2040. Together with the Zoning Ordinance and related sections of the Municipal Code, the 2024 GPU would serve as the basis for planning-related decisions made by City staff, the Moreno Valley Planning Commission, and the Moreno Valley City Council.

The project includes preparation of a CAP. The CAP is a community-wide strategy for reducing greenhouse gas (GHG) emissions for the purpose of adapting to the effects of climate change. Preparation of the CAP includes establishing the City's GHG reduction targets, as well as specific strategies and implementing actions to achieve these targets.

2.0 FUNDAMENTALS OF NOISE AND VIBRATION

2.1 Fundamentals of Noise

Acoustics is the science of sound. Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a medium (e.g., air) to human (or animal) ear. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard and are called sound. The number of pressure variations per second is called the frequency of sound and is expressed as cycles per second, or hertz (Hz).[1]

Noise is defined as loud, unexpected, or annoying sound.[2] The fundamental model consists of a noise source, a receptor, and the propagation path between the two. The loudness of the noise source, obstructions, or atmospheric factors affecting the propagation path, determine the perceived sound level and noise characteristics at the receptor. Acoustics deal primarily with the propagation and control of sound.[3] A typical noise environment consists of ambient noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this ambient noise is the sound from individual local sources. These sources can vary from an occasional aircraft or train passing by to continuous noise from traffic on a major highway. Perceptions of sound and noise are highly subjective from person to person.

Measuring sound directly in terms of pressure would require a large range of numbers. To avoid this, the decibel (dB) scale was devised. The dB scale uses the hearing threshold of 20 micro-pascals (μPa) as a point of reference, defined as 0 dB.[4] Other sound pressures are then compared to this reference pressure, and the logarithm is taken to keep the numbers in a practical range. The dB scale allows a million-fold increase in pressure to be expressed as 120 dB, and changes in levels correspond closely to human perception of relative loudness.

In technical terms, sound levels are described as either a “sound power level” or a “sound pressure level,” which while often confused, are two distinct characteristics of sound. Both share the same unit of measure, the dB. However, sound power, expressed as L_{pw}, is the energy converted into sound by the source. The L_{pw} is used to estimate how far a noise will travel and to predict the sound levels at various distances from the source. As sound energy travels through the air, it creates a sound wave that exerts pressure on receivers such as an ear drum or microphone and is the sound pressure level. Noise measurement instruments only measure sound pressure, and noise level limits used in standards are generally sound pressure levels.

The dB scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Several rating scales have been developed to analyze the adverse effect of community noise on people. Because environmental noise fluctuates over time, these scales consider that the effect of noise on people is largely dependent on the total acoustical energy content of the noise, as well as the time of day when the noise occurs.[5] The equivalent noise level (L_{eq}) represents the equivalent continuous sound pressure level over the measurement period, while the day-night noise level (L_{dn}) and Community Equivalent Noise Level (CNEL) are measures of sound energy during a 24-hour period, with dB weighted sound levels from 7:00 p.m. to 7:00 a.m. Most commonly, environmental sounds are

1 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.
2 Harris, Cyril M., Noise Control in Buildings: A Practical Guide for Architects and Engineers, 1994.
3 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.
4 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.
5 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.

described in terms of L_{eq} that has the same acoustical energy as the summation of all the time-varying events. Each is applicable to this analysis and defined in **Table 1: Definitions of Acoustical Terms.**

Table 1: Definitions of Acoustical Terms

Term	Definitions
Decibel (dB)	A unit describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure. The reference pressure for air is 20.
Sound Pressure Level	Sound pressure is the sound force per unit area, usually expressed in μPa (or 20 micronewtons per square meter), where 1 pascal is the pressure resulting from a force of 1 newton exerted over an area of 1 square meter. The sound pressure level is expressed in dB as 20 times the logarithm to the base 10 of the ratio between the pressures exerted by the sound to a reference sound pressure (e.g. 20 μPa). Sound pressure level is the quantity that is directly measured by a sound level meter.
Frequency (Hz)	The number of complete pressure fluctuations per second above and below atmospheric pressure. Normal human hearing is between 20 Hz and 20,000 Hz. Infrasonic sound are below 20 Hz and ultrasonic sounds are above 20,000 Hz.
A-Weighted Sound Level (dBA)	The sound pressure level in dB as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise.
Equivalent Noise Level (L_{eq})	The average acoustic energy content of noise for a stated period of time. Thus, the L_{eq} of a time-varying noise and that of a steady noise are the same if they deliver the same acoustic energy to the ear during exposure. For evaluating community impacts, this rating scale does not vary, regardless of whether the noise occurs during the day or the night.
Maximum Noise Level (L_{max}) Minimum Noise Level (L_{min})	The maximum and minimum dBA during the measurement period.
Exceeded Noise Levels (L_{01}, L_{10}, L_{50}, L_{90})	The dBA values that are exceeded 1%, 10%, 50%, and 90% of the time during the measurement period.
Day-Night Noise Level (L_{dn})	A 24-hour average L_{eq} with a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity at nighttime. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.4 dBA L_{dn}.
Community Noise Equivalent Level (CNEL)	A 24-hour average L_{eq} with a 5-dBA weighting during the hours of 7:00 a.m. to 10:00 a.m. and a 10-dBA weighting added to noise during the hours of 10:00 p.m. to 7:00 a.m. to account for noise sensitivity in the evening and nighttime, respectively. The logarithmic effect of these additions is that a 60 dBA 24-hour L_{eq} would result in a measurement of 66.7 dBA CNEL.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Intrusive	That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends on its amplitude, duration, frequency, and time of occurrence and tonal or informational content as well as the prevailing ambient noise level.

Source: California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013.

The A-weighted decibel (dBA) sound level scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Because sound levels can vary markedly over a short period of time, a method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, environmental sounds are described in terms of an average level that has the same acoustical energy as the summation of all the time-varying events.

The perceived loudness of sounds is dependent on many factors, including sound pressure level and frequency content.[6] However, within the usual range of environmental noise levels, perception of loudness is relatively predictable and can be approximated by dBA values. There is a strong correlation between dBA and the way the human ear perceives sound. For this reason, the dBA has become the standard tool of environmental noise assessment. All noise levels reported in this document are in terms of dBA, but are expressed as dB, unless otherwise noted.

The dB scale is logarithmic, not linear, and therefore sound levels cannot be added or subtracted through ordinary arithmetic. Two sound levels 10 dB apart differ in acoustic energy by a factor of 10.[7] When the standard logarithmic dB is A-weighted, an increase of 10 dBA is generally perceived as a doubling in loudness. For example, a 70-dBA sound is half as loud as an 80-dBA sound and twice as loud as a 60-dBA sound. When two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dBA higher than one source under the same conditions.[8] Under the dB scale, three sources of equal loudness together would produce an increase of approximately 5 dBA.[9]

The scientific instrument used to measure noise is the sound level meter. Sound level meters can accurately measure environmental noise levels to within about plus or minus 1 dBA.[10] Various computer models are used to predict environmental noise levels from sources, such as roadways and airports. The accuracy of the predicted models depends on the distance between the receptor and the noise source.

Sound spreads (propagates) uniformly outward in a spherical pattern, and the sound level decreases (attenuates) at a rate of approximately 6 dB for each doubling of distance from a stationary or point source. Sound from a line source, such as a highway, propagates outward in a cylindrical pattern. Sound levels attenuate at a rate of approximately 3 dB for each doubling of distance from a line source, such as a roadway, depending on ground surface characteristics.[11] No excess attenuation is assumed for hard surfaces like a parking lot or a body of water. Soft surfaces, such as soft dirt or grass, can absorb sound, so an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed when soft ground conditions exist between the source and receptor locations.[12] For line sources, an overall attenuation rate of 3 dB per doubling of distance is assumed in this report.

The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site (such as parking lots or smooth bodies of water) receives no additional ground attenuation, and the changes in noise levels with distance (drop-off rate) are simply the geometric spreading of the source. A soft site (such as soft dirt, grass, or scattered bushes and trees) receives an additional ground attenuation value of 1.5 dBA per doubling of distance. Thus, a point source over a soft site would attenuate at 7.5 dBA per doubling of distance.

Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall

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6 Harris, Cyril M., Noise Control in Buildings: A Practical Guide for Architects and Engineers, 1994.
7 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.
8 FHWA, *Noise Fundamentals,* 2017, https://www.fhwa.dot.gov/environMent/noise/regulations_and_guidance/polguide/polguide02.cfm, accessed January 2025.
9 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.
10 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.
11 California Department of Transportation, Technical Noise Supplement to the Traffic Noise Analysis Protocol, September 2013.
12 Federal Highway Administration, *FHWA Traffic Noise Model User's Guide*, January 1998.

or berm can reduce noise levels by 5 to 15 dBA.[13] Typical residential structures provide an approximately 24 dBA exterior-to-interior attenuation factor.[14]

The human response to environmental noise is subjective and varies considerably from individual to individual. Noise in the community has often been cited as a health problem, not in terms of actual physiological damage, such as hearing impairment, but in terms of inhibiting general well-being and contributing to undue stress and annoyance. The health effects of noise in the community arise from interference with human activities, including sleep, speech, recreation, and tasks that demand concentration or coordination. Hearing loss can occur at the highest noise intensity levels.

Physical damage to human hearing begins at prolonged exposure to noise levels higher than 85 dBA. Exposure to high noise levels affects our entire system. Prolonged noise exposure in excess of 75 dBA increases body tensions, while prolonged exposure to noise above 90 dBA could result in permanent cell damage. When the noise level reaches 120 dBA, the threshold of feeling, a tickling sensation occurs in the human ear. As the noise level reaches 140 dBA, the threshold of pain, the tickling sensation is replaced by the feeling of pain in the ear. A sound level of 190 dBA will rupture the eardrum and permanently damage the inner ear.

Regarding increases in dBA, the following relationships should be noted:[15]

- Except in carefully controlled laboratory experiments, a 1.0-dBA change cannot be perceived by humans.
- Outside the laboratory, a 3.0-dBA change is considered a just-perceivable difference.
- A minimum 5.0-dBA change is required before any noticeable change in community response would be expected. A 5.0-dBA increase is typically considered substantial.
- A 10-dBA change is subjectively heard as an approximate doubling in loudness and would almost certainly cause an adverse change in community response.

2.2 Fundamentals of Vibration

Sources of ground-borne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made causes (explosions, machinery, traffic, trains, construction equipment, etc.). Vibration sources may be continuous (e.g., factory machinery) or transient (e.g., explosions or heavy equipment used during construction). Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero.[16] Several different methods are typically used to quantify vibration amplitude. One is vibration decibels (VdB) (the vibration velocity level in decibel scale). Other methods are the peak particle velocity (PPV) and the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous positive or negative peak of the vibration wave and expressed in terms of inches-per-second (in/sec). The RMS velocity is defined as the average of the squared amplitude of the signal and is expressed in terms of VdB.[17] The PPV and RMS vibration velocity amplitudes are used to evaluate human response to vibration.

Table 2: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent

[13] Federal Highway Administration, Highway Traffic and Construction Noise - Problem and Response, April 2006.
[14] U.S. Environmental Protection Agency, Protective Noise Levels (EPA 550/9-79-100), November 1979.
[15] Compiled from California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, and FHWA, *Noise Fundamentals,* 2017.
[16] Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992.
[17] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

Vibrations displays the reactions of people and the effects on buildings produced by continuous vibration levels. The human annoyance levels shown in the table should be interpreted with care since vibration may be found to be annoying at much lower levels than those listed, depending on the level of activity or the sensitivity of the individual. To sensitive individuals, vibrations approaching the threshold of perception can be annoying. Low-level vibrations frequently cause irritating secondary vibration, such as a slight rattling of windows, doors, or stacked dishes. The rattling sound can give rise to exaggerated vibration complaints, even though there is very little risk of actual structural damage. In high noise environments, which are more prevalent where ground-borne vibration approaches perceptible levels, this rattling phenomenon may also be produced by loud airborne environmental noise causing induced vibration in exterior doors and windows. For the purposes of this analysis, a PPV descriptor with units of in/sec was used to evaluate construction-generated vibration for building damage and human complaints.

Table 2: Human Reaction and Damage to Buildings for Continuous or Frequent Intermittent Vibrations

Maximum PPV (in/sec)	Caltrans Vibration Annoyance Potential Criteria	Caltrans Vibration Damage Potential Threshold Criteria	FTA Vibration Damage Criteria
0.008	--	Extremely fragile historic buildings, ruins, ancient monuments	--
0.08	Readily Perceptible	--	--
0.1	Begins to Annoy	Fragile buildings	--
0.12	--	--	Buildings extremely susceptible to vibration damage
0.2	Annoying	--	Non-engineered timber and masonry buildings
0.25	--	Historic and some old buildings	--
0.3	--	Older residential structures	Engineered concrete and masonry
0.4	Unpleasant	--	--
0.5	--	New residential structures, Modern industrial/commercial buildings	Reinforced-concrete, steel or timber (no plaster)

Source: California Department of Transportation, *Transportation and Construction Vibration Guidance Manual*, 2020; Federal Transit Administration, *Transit Noise and Vibration Assessment Manual*, 2018.

Ground vibration can be a concern for nearby residents along a transit system route or maintenance facility, causing buildings to shake and rumbling sounds to be heard. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible.[18] Common sources for ground-borne vibration are planes, trains, and construction activities such as earth-moving, which requires the use of heavy-duty earth moving equipment.

The way in which vibration is transmitted through the earth is called propagation. As vibration waves propagate from a source, the energy is spread over an ever-increasing area such that the energy level striking a given point is reduced with the distance from the energy source. This geometric spreading loss is inversely proportional to the square of the distance. Wave energy is also reduced with distance as a result of material damping in the form of internal friction, soil layering, and void spaces. The amount of attenuation provided by material damping varies with soil type and condition as well as the frequency of the wave.

Ground-borne noise specifically refers to the rumbling noise emanating from the motion of building

[18] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

room surfaces due to the vibration of floors and walls; it is perceptible only inside buildings.[19] The relationship between ground-borne vibration and ground-borne noise depends on the frequency content of the vibration and the acoustical absorption characteristics of the receiving room. For typical buildings, ground-borne vibration that causes low frequency noise (i.e., the vibration spectrum peak is less than 30 Hz) results in a ground-borne noise level that is approximately 50 decibels lower than the velocity level. For ground-borne vibration that causes mid-frequency noise (i.e., the vibration spectrum peak is between 30 and 60 Hz), the ground-borne noise level will be approximately 35 dB lower than the velocity level. For ground-borne vibration that cause high-frequency noise (i.e., the vibration spectrum peak is greater than 60 Hz), the ground-borne noise level will be approximately 20 dB lower than the velocity level.[20]

[19] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[20] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

3.0 EXISTING CONDITIONS

The City (Planning Area) is currently impacted by various noise sources. Transportation noise sources, including airport noise, railroad operations, and traffic along I-215, SR 60, Alessandro Boulevard, and Perris Boulevard, are the most common and prominent existing sources of noise in the Planning Area. Other noticeable existing sources of noise within the Planning Area include parking lot and mechanical equipment noise (e.g., heating, ventilation, and air conditioning [HVAC] units), noise from existing commercial, industrial, and residential uses, and other urban-related activities (e.g., idling cars/trucks, pedestrians, car radios and music playing, dogs barking, construction, and property maintenance, etc.).

3.1 Noise-Sensitive Receptors

Noise-sensitive receptors are associated with land uses wherein quiet environments are necessary for enjoyment, public health, and safety. Noise-sensitive receptors include residential (single and multiple dwelling unit development and similar uses); transient lodging (which are sensitive at night including hotels, motels, and similar uses); facilities for long-term medical care; daycare facilities; private or public educational facilities; libraries; churches; and other places of public gathering. Exterior use areas may additionally be considered a noise-sensitive receptor where frequent human use for prolonged periods (at least an hour) may reasonably occur. Common examples of exterior use areas include residential backyards, multiple dwelling unit communal areas, patios, picnic areas, recreation areas, playgrounds, active sports areas, and parks. See **Figure 1: Existing Noise Sensitive Receptors.**

3.2 Vibration-Sensitive Receptors

As with airborne sound, annoyance with vibrational energy is a subjective measure, depending on the level of activity and the sensitivity of the individual. Ground vibration can be a concern in instances where buildings shake, and substantial rumblings occur. However, it is unusual for vibration from typical urban sources such as buses and heavy trucks to be perceptible. The federal government has established standards for the human response and the effects on buildings resulting from continuous vibration in terms of PPV, as shown in **Table 2**.

3.3 Ambient Noise Measurements

To quantify existing ambient noise levels in the Planning Area, Kimley-Horn conducted ten short-term (15-minute) measurements on Thursday, August 8, 2024; see **Appendix A: Noise Data** for additional details regarding how the ambient noise measurements were taken. The noise measurements sites were selected to be representative of the existing noise exposure within the Planning Area. The 15-minute daytime measurements were taken between 9:15 a.m. and 3:16 p.m. The average noise levels measured at each location are listed in **Table 3: Existing Noise Measurement Locations and Measurements** and shown in **Figure 2: Noise Measurement Locations**.

Table 3: Existing Noise Measurement Locations and Measurements

Site	Location	Measurement Period	Duration	Daytime Average L_{eq} (dBA)
ST-1	Old 215 Frontage Road, facing west towards SR-215	9:15 a.m.- 9:30 a.m.	15 minutes	67.3
ST-2	Gateway Drive and Memorial Way	10:00 a.m. - 10:15 a.m.	15 minutes	54.3
ST-3	Olive wood Plaza Drive, facing northeast towards SR 60	11:37 a.m. – 11:42 a.m.	15 minutes	60.3
ST-4	Quebrada Court	11:16 a.m. – 11:31 a.m.	15 minutes	52.7
ST-5	Gateway Park	11:41 a.m. - 11:56 a.m.	15 minutes	54.7
ST-6	Twilight Way and Locust Avenue	12:22 p.m. -12:37 p.m.	15 minutes	56.3
ST-7	Canterbury Downs Way and Dracaea Avenue	1:16 p.m. – 1:31 p.m.	15 minutes	52.9
ST-8	Brodiaea Ave, facing east towards Neason Street	1:48 p.m. -2:03 p.m.	15 minutes	50.0
ST-9	Lynx Avenue and Krameria Ave	2:26 p.m. – 2:41 p.m.	15 minutes	62.0
ST-10	Moreno Valley City Hall	3:01 p.m. – 3:16 p.m.	15 minutes	54.3

Source: Noise measurements taken by Kimley-Horn and Associates, Inc., August 8, 2024. See Appendix A: Noise Data.

3.4 Traffic Noise

Traffic noise is one of the most prominent sources of noise in the Planning Area and is primarily attributed to vehicles traveling along I-215, SR 60, Alessandro Boulevard, and Perris Boulevard. The existing ambient traffic noise levels along 386 segments in the Planning Area were quantified using the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108) and existing average daily traffic (ADT) volumes; (see Appendix A).

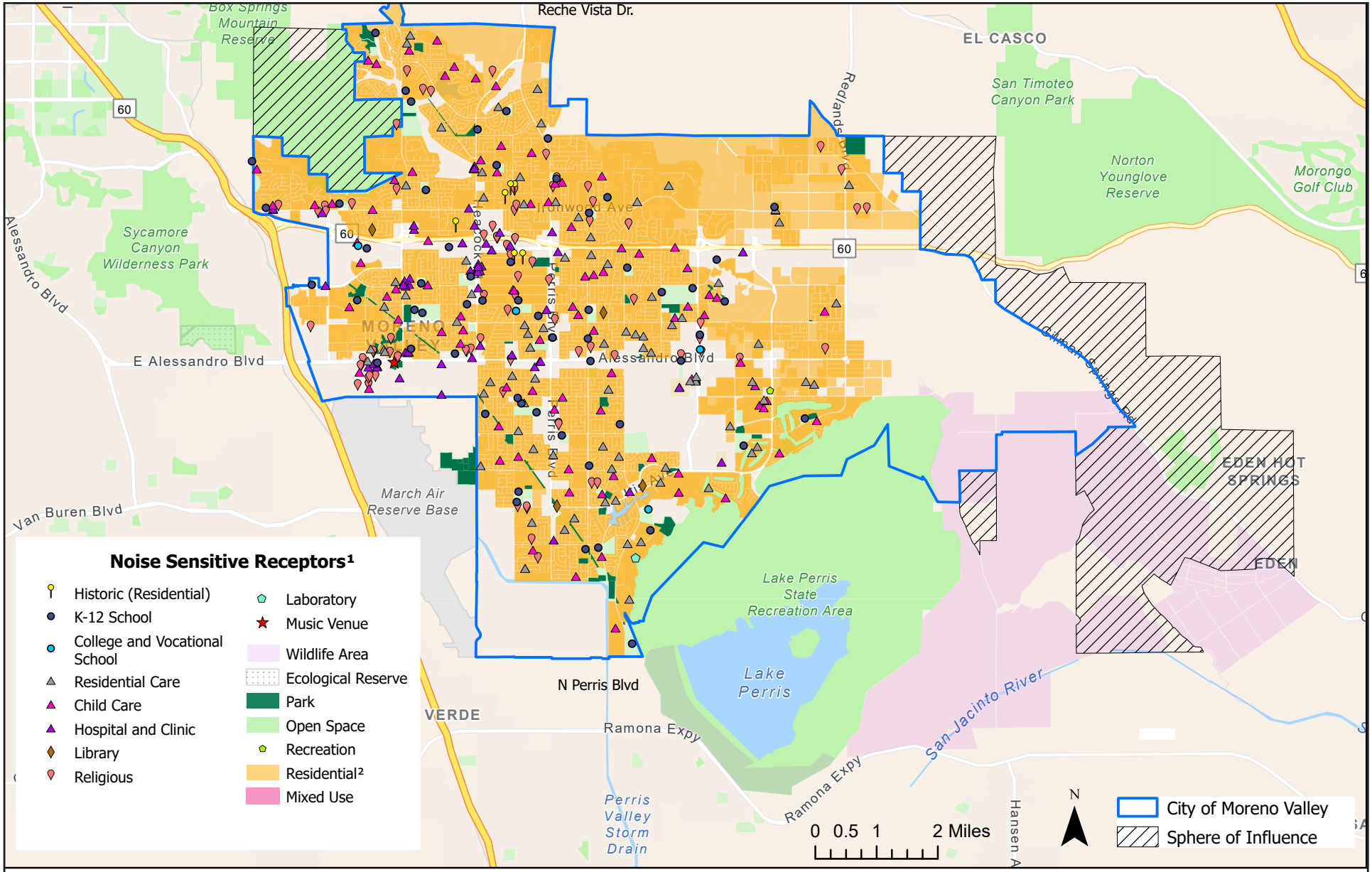
The noise prediction model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, truck percentages, and environmental site conditions. The average daily noise levels along roadway segments within the Planning Area are presented in **Figure 3: Existing Traffic Noise Contours.**

3.5 March Air Reserve Base Noise Contours

The March Air Reserve Base (MARB) is a joint-use civilian and military facility located immediately adjacent to the southwestern boundary of the Planning Area. The MARB is bordered by the City to the east/northeast, City of Riverside to the northwest, the City of Perris to the south, and unincorporated Riverside County to the west. Aircraft overflights, takeoffs, and landings at the MARB contribute to the ambient noise environment. The MARB Airport Influence Area (AIA) extends into the Planning Area. Specifically, the MARB Compatibility Zones A, B1, B2, C1, D, and E extend into the City and are shown in **Figure 4: MARB Compatibility Zone Map.**

Land uses in the immediate vicinity of MARB and within the Planning Area generally consist of commercial and industrial uses to the north, open space and residential uses to the northeast, and commercial, industrial, residential, and open space uses to the east. The MARB noise contours are shown in **Figure 5: MARB Noise Contours**. The noise contours for the compatibility zones are shown in **Figure 6: MARB Airport Influence Area Noise Contours**.

Compatibility Zone A is within the 70 and 75 CNEL contour, Zone B1is within the 65 CNEL contour, Zone B2 is within the 60 CNEL contour, and Zone C1 is within or near the 60 CNEL contour. Compatibility Zone D and Zone E are not located within a noise contour.



¹ South Coast Air Quality Management District (SCAQMD), CEQA Air Quality Handbook, 1993
² Residential and Mixed Used zones per City of Moreno Valley General Plan 2006 Zoning Map

FIGURE 1: EXISTING NOISE SENSITIVE RECEPTORS MAP

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Kimley»Horn

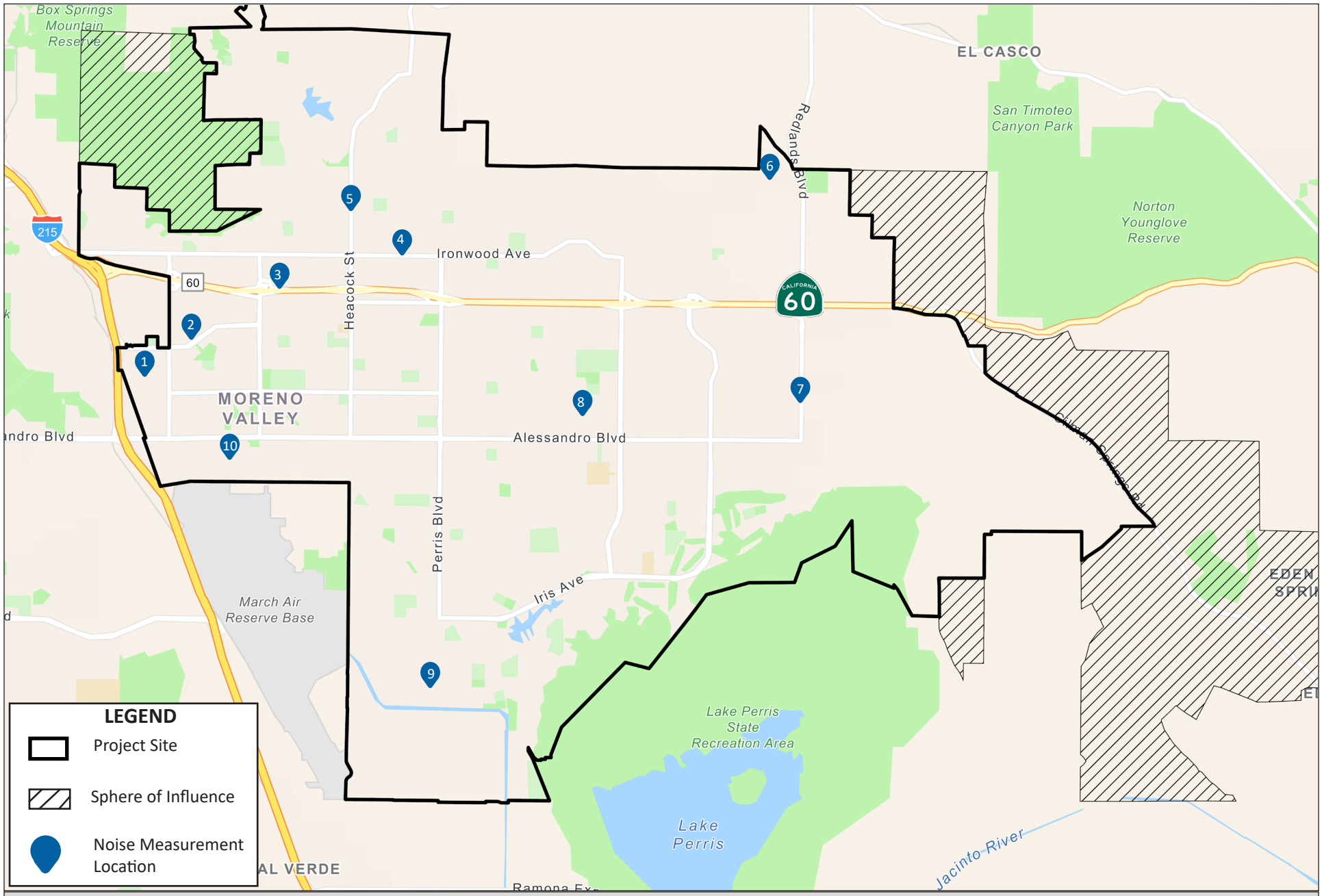
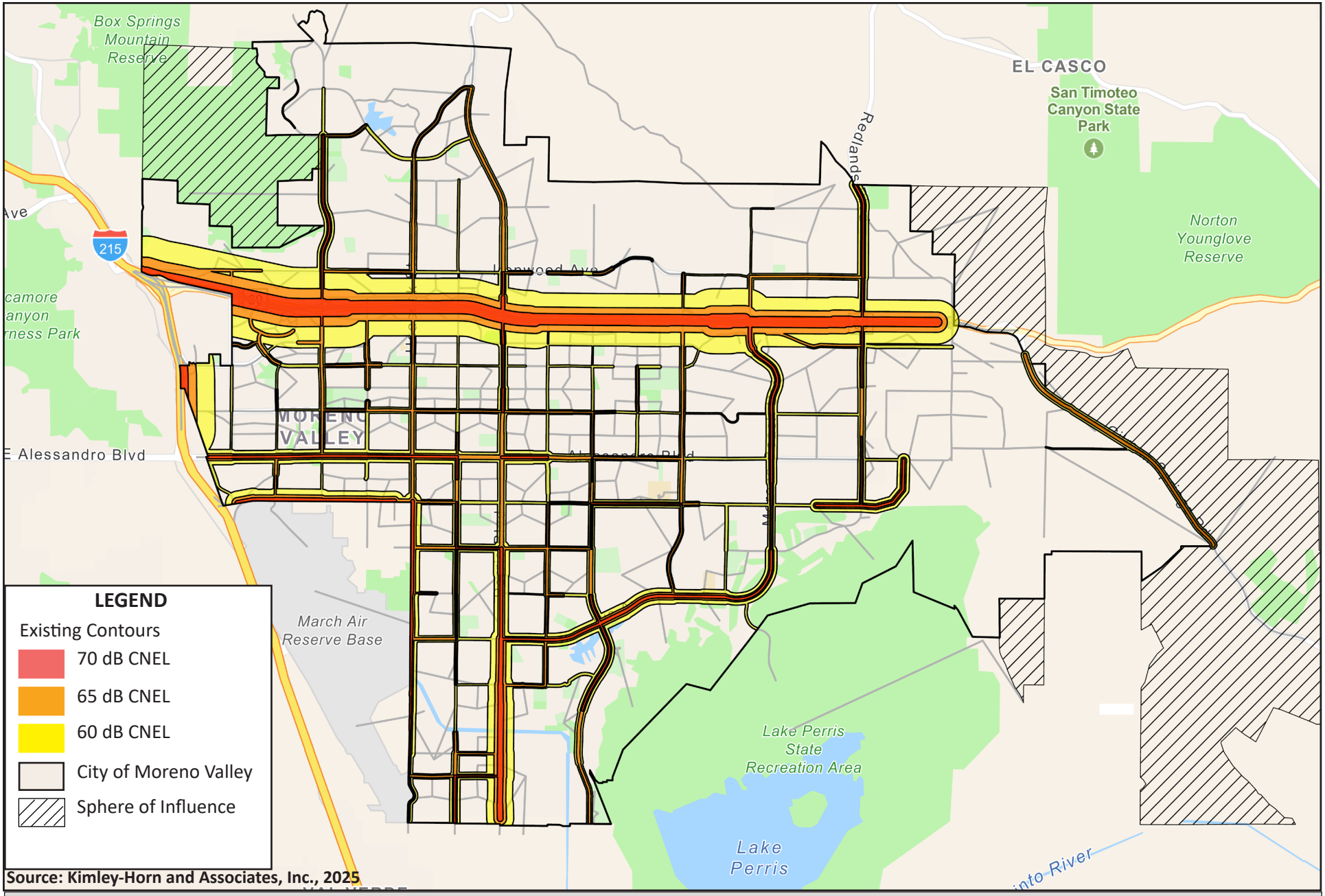


FIGURE 2: NOISE MEASUREMENT LOCATIONS

MoVal 2040 Revised Draft Program EIR

NOT TO SCALE

Kimley»Horn



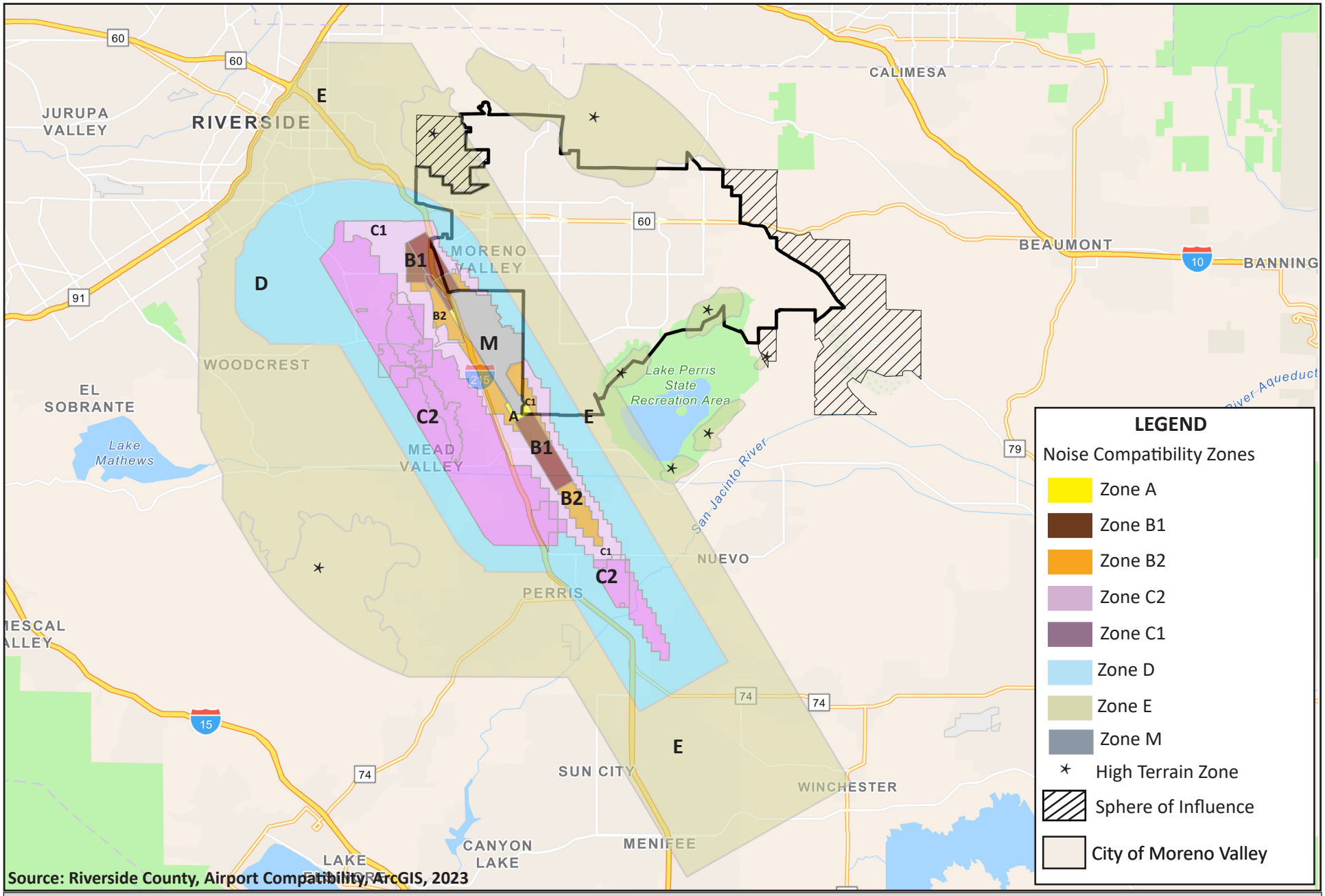
Source: Kimley-Horn and Associates, Inc., 2025

FIGURE 3: EXISTING TRAFFIC NOISE CONTOURS

MoVal 2040 Revised Draft Program EIR

NOT TO SCALE

Kimley»Horn



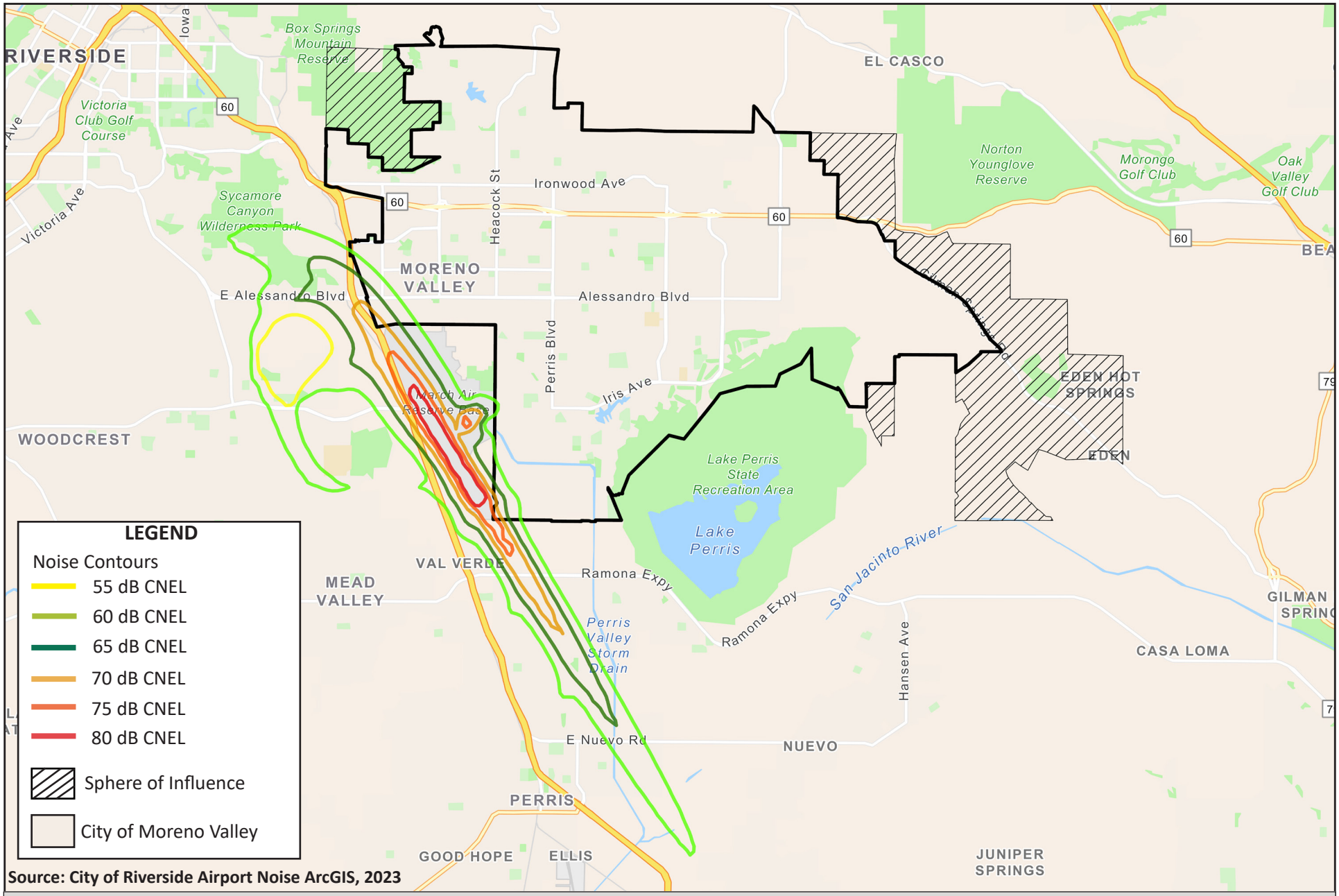
Source: Riverside County, Airport Compatibility, ArcGIS, 2023

FIGURE 4: MARCH AIR RESERVE BASE COMPATIBILITY ZONE MAP

MoVal 2040 Revised Draft Program EIR

NOT TO SCALE

Kimley»Horn



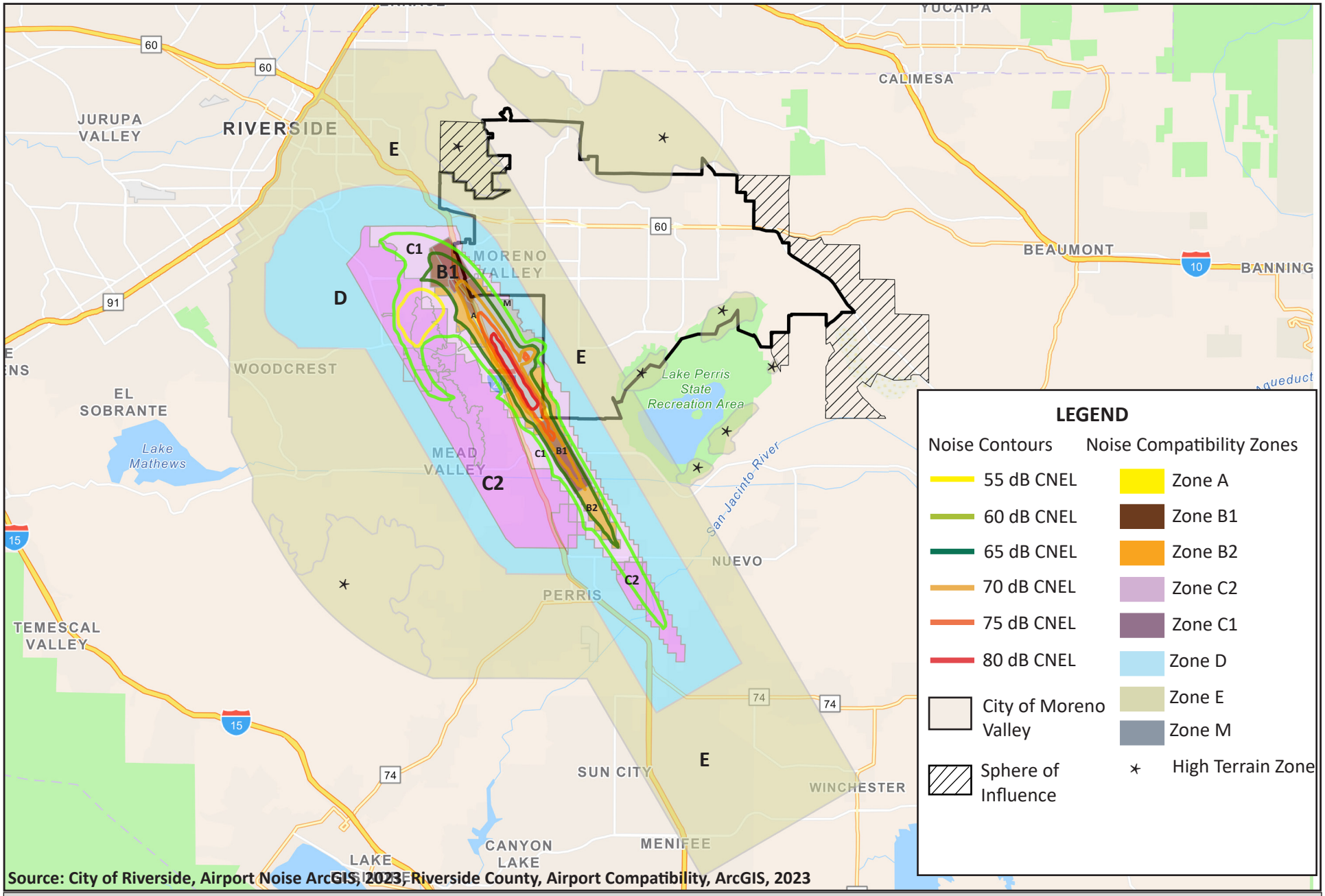
Source: City of Riverside Airport Noise ArcGIS, 2023

FIGURE 5: MARCH AIR RESERVE BASE NOISE CONTOURS

MoVal 2040 Revised Draft Program EIR

NOT TO SCALE

Kimley»Horn



Source: City of Riverside, Airport Noise ArcGIS, 2023; Riverside County, Airport Compatibility, ArcGIS, 2023

FIGURE 6: MARCH AIR RESERVE BASE INFLUENCE AREA NOISE CONTOURS

MoVal 2040 Revised Draft Program EIR

NOT TO SCALE

Kimley»Horn

3.6 Railroad Noise

Railroad use produces noise that may disrupt receptors in proximity to railroad tracks. Railroad noise is dependent on several factors: the number of operations per day, the times these operations occur, the numbers of engines and railcars, the average speed, the type of rail (i.e., continuous or bolted), and the presence of "at-grade" crossings that require the engineer to sound a warning horn. An at-grade crossing is where a highway and railroad cross and raises the noise produced by the engines by approximately 10 dBA. Ten times as many operations could occur if a horn were not sounded to achieve the same 10 dBA increase. Trains are required by the Federal Railroad Administration (FRA) to sound a warning horn at one-quarter mile from all at-grade crossings. The warning horn would have a maximum noise level of 110 dBA at 100 feet.

The San Jacinto Branch Line (SJBL) follows the I-215 corridor and borders the western edge of the City. The SJBL begins at the BNSF mainline in the City of Perris and ends in the City of San Jacinto. A commuter passenger line (Metrolink) and freight train line travel along the SJBL.

The Metrolink 91/Perris Valley Line is a commuter rail line that stops at the Moreno Valley/March Field Station, located between Eucalyptus Avenue and Cactus Avenue on the western border of the City. The 91/Perris Valley Line has 11 daytime (i.e., 7 a.m. to 10 p.m.) and three nighttime (i.e.,10 p.m. to 7 a.m.) operations that pass through the Moreno Valley/March Field Station.[21] The Federal Transit Administration (FTA) Noise Impact Assessment spreadsheet incorporates the procedures for a General Noise Assessment contained in Section 4.4 of the FTA's guidance manual and allows the user to estimate noise levels from transit sources.[22] Utilizing the FTA Noise Impact Assessment spreadsheet model, the 91/Perris Valley Line would generate noise levels of approximately 62 dBA at 50 feet.

Two freight trains pass along the SJBL daily.[23] Assuming that an equal number of operations would occur during the daytime and nighttime, the noise level from total operations on the SJBL would be approximately 71 dBA at 50 feet.

3.7 Stationary Noise

Stationary noise sources are generally restricted within the immediate area of the noise source. The most prominent stationary noise is associated with industrial land uses, located primarily within the southwestern portion (adjacent to the MARB and I-215) and eastern portion (north of the San Jacinto Wildlife Preserve) of the City. Industrial uses may generate noise from mechanical equipment (e.g., HVAC systems), loading docks, trucks braking and backing-up, and generators, etc. The sound of industrial processes may be readily audible at exterior residential locations in areas where residential land uses abut industrial land uses. Other stationary noise within the Planning Area is associated with commercial, public, and outdoor institutional uses. While these latter stationary noise sources are readily audible at proximate residential locations, they represent the existing setting and are short in duration.

3.8 Vibration

The primary existing vibration sources in the Planning Area are truck traffic and rail operations. Perceptible vibration levels can be caused by heavy trucks hitting discontinuities in the pavement

[21] Metrolink, 91/Perris Valley, https://metrolinktrains.com/schedules/?type=line&lineName=91+Line, accessed January 2025.
[22] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.
[23] Riverside County Transportation Commission, Perris Valley Line Commuter Rail, March 2010.

from gaps and potholes. However, under normal conditions with well-maintained asphalt, vibration levels are usually not perceptible beyond the road right-of-way. The screening distance for vibration from freight train operations is 600 feet from the centerline. Rail operations in the SJBL consist of two daily freight trains. A pass-by event from a 25-car train at 20 miles per hour would last less than one minute; therefore, train pass-bys would have the potential to generate perceptible vibration levels at receptors within 600 feet of the railroad track for a few seconds, twice a day. According to vibration measurements taken at the Perris Valley Line just north of the SJBL, vibration levels did not exceed the FTA thresholds for annoyance for residential uses for receptors beyond 100 feet from the tracks.[24]

Industrial operations can generate varying degrees of groundborne vibration from the use of heavy-duty equipment. As stated above, industrial uses are primarily located to the southwestern and eastern portion of the City. The vibration from industrial operations generally remains within the immediate vicinity and quickly dissipates into the surrounding soil.

[24] Riverside County Transportation Commission, Perris Valley Line Commuter Rail, March 2010.

4.0 APPLICABLE REGULATORY REQUIREMENTS

To limit population exposure to physically or psychologically damaging, as well as intrusive, noise levels, the Federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise.

4.1 Federal

Noise

The FTA provides financial, safety, and technical assistance to local public transit systems, including buses, subways, light rail, commuter rail, trolleys and ferries. The FTA's Transit Noise and Vibration Impact Assessment Manual indicates that 80 dBA L_{eq} is a reasonable criterion for assessing construction noise levels at residential uses.[25]

The U.S. Department of Housing and Urban Development (HUD) sets the maximum exterior standard for residential units developed with HUD funding at 65 dBA L_{dn}. While HUD does not specify acceptable interior noise levels, standard construction of residential dwellings constructed under Title 24 standards typically provide in excess of 20 dBA of attenuation with the windows closed. Based on this premise, the interior L_{dn} should not exceed 45 dBA.

Vibration

The FTA also provides criteria for acceptable levels of groundborne vibration for various types of buildings (presented in **Table 2**) and for land uses near railroads (shown in **Table 4: FTA Ground-borne Vibration and Noise Standards for Land Uses Near Railroads**).

[25] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

Table 4: FTA Ground-borne Vibration and Noise Standards for Land Uses Near Railroads

Land Use Category	Groundborne Vibration Impact Levels (VdB)			Groundborne Noise Impact Levels (dBA)		
	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]	Frequent Events[1]	Occasional Events[2]	Infrequent Events[3]
Category 1: Buildings where low ambient vibration is essential for interior operations (research & manufacturing facilities with special vibration constraints)	65	65	65	N/A	N/A	N/A
Category 2: Residences and buildings where people normally sleep (hotels, hospitals, residences, and other sleeping facilities)	72	75	80	35	38	43
Category 3: Institutional land uses with primarily daytime use (schools, churches, libraries, other institutions, and quiet offices)	75	78	83	40	43	48

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, 2018.
VdB = vibration decibel, dBA = weighted decibel, N/A = not applicable
1. Frequent Events are defined as more than 70 vibration events per day. Most rapid transit projects fall into this category.
2. Occasional Events are defined as 30 to 70 vibration events per day. Most commuter trunk links fall into this category.
3. Infrequent Events are defined as fewer than 30 vibration events per day. This category includes most commuter rail systems.

The screening distance from the right-of-way for Category 1 land uses, such as vibration sensitive buildings, is 600 feet. The screening distance for Category 2 land uses, such as residences and buildings where people would normally sleep, is 200 feet. The screening distance for Category 3 land uses, such as institutional land uses with primarily daytime uses, is 120 feet.

4.2 State

General Plan Guidelines

Government Code Section 65302(f) requires that every city and county prepare a noise element as a mandatory component of its required general plan. It may include general community noise guidelines developed by the California Department of Health Services and specific planning guidelines for noise/land use compatibility developed by the local jurisdiction.[26] The State guidelines also recommend that the local jurisdiction consider adopting a local noise control ordinance. The California Department of Health Services developed guidelines for community noise acceptability for use by local agencies. Selected relevant levels are as follows:

- CNEL below 60 dBA – normally acceptable for low-density residential use
- CNEL of 55 dBA to 70 dBA – conditionally acceptable for low-density residential use
- CNEL below 65 dBA – normally acceptable for high-density residential use
- CNEL of 60 to 70 dBA – conditionally acceptable for high-density residential use, transient lodging, churches, and educational and medical facilities

[26] State of California Governor's Office of Planning and Research, General Plan Guidelines, Appendix D: Noise Element Guidelines, 2017, page 374.

- CNEL below 70 dBA – normally acceptable for playgrounds and neighborhood parks

"Normally acceptable" is defined as satisfactory for the specified land use, assuming that normal conventional construction is used in buildings. "Conditionally acceptable" may require some additional noise attenuation or special study. Under most of these land use categories, overlapping ranges of acceptability and conditionally acceptable are presented, leaving some ambiguity in areas where noise levels fall within the overlapping range.

California Building Code

California Building Code (CBC), Title 24, Part 2, Volume 1, Chapter 12, Section 1206.4, requires that the interior noise level associated with exterior noise sources shall not exceed 45 dB in any habitable room. The noise metric is evaluated as L_{dn} or CNEL, consistent with the noise element of the local general plan.

CCR, Title 24, Building Standards Administrative Code, Part 11, California Green Building Standards Code (CALGreen) regulates interior noise standards resulting from exterior noise sources for non-residential structures. CALGreen noise standards are applied to new or renovation construction projects in California. Proposed projects may use either the prescriptive method (Section 5.507.4.1) or the performance method (Section 5.507.4.2) to show compliance. Under the prescriptive method, a project must demonstrate a composite sound transmission class rating of at least 50. Under the performance method, a project must demonstrate that interior noise levels do not exceed 50 dBA L_{eq} in occupied areas during any hour of operation.

Aircraft Noise Standards

Public Utilities Code (PUC) Section 21676(b) requires that prior to the amendment of a general plan or specific plan, or the adoption or approval of a zoning ordinance or building regulation within the AIA established by the Airport Land Use Commission (ALUC), the local agency shall first refer the proposed action to the ALUC. If the ALUC determines that the proposed action is inconsistent with the Airport Land Use Compatibility Plan (ALUCP), the referring agency shall be notified. Consistency with the ALUCP is based on consistency with noise and safety standards. The local agency may, after a public hearing, overrule the ALUC by a two-thirds vote of its governing body if it makes specific findings that the proposed action is consistent with the purposes stated in PUC Section 21670.

Industrial Siting Standards

AB 98: Design and Build Standards for Logistics Uses

AB 98, signed into law by Governor Newson on September 28, 2024, adds various design and build standards to new or expanded "logistics uses" (a building where cargo, goods, or products are moved or stored for distribution, and heavy-duty trucks are primarily involved in the transport of these cargo, goods, or products). The bill exempts uses that serve retail customers for onsite purchases and buildings primarily served by rail. The bill's design and build standards depend on whether a new or expanded logistics use is within 900 feet of a sensitive receptor, whether a zone change is required, and whether the logistics use is within the "warehouse concentration region" (the Counties of Riverside and San Bernardino and the Cities of Chino, Colton, Fontana, Jurupa Valley, Moreno Valley, Ontario, Perris, Rancho Cucamonga, Redlands, Rialto, Riverside, and San Bernardino).

These standards include buffering, screening, and siting standards, and depending on the site's

location and building location may also require additional medium- and heavy-duty truck charging or charging readiness beyond CALGreen requirements, electric forklifts, photovoltaic energy generation and battery storage, etc.

4.3 Riverside County Airport Land Use Commission

The Riverside County ALUCP was adopted in 2004 and provides general guidelines applicable to all airports under Riverside County ALUC jurisdiction.[27] The MARB/Inland Port Airport (IPA) ALUCP was adopted in 2014 and provides guidelines specific to the MARB.[28] Land uses within the MARB/IPA's AIA are required to comply with the following the MARB/IPA ALUCP standards:

- The normally acceptable noise level for new residential uses in the vicinity of the MARB is 65 dBA CNEL.
- The development of new residential uses, except for single-family dwellings, within the MARB's 60 dB CNEL noise contour is prohibited.
- The maximum acceptable, aircraft-related, interior noise level for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses is 40 dBA CNEL. For office uses, the maximum acceptable interior standard is 45 dBA CNEL, the same as the countywide criterion.
- An acoustical study is required for any proposed development where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB).

Furthermore, future developments under the following circumstances must show evidence to the Riverside County ALUC that the design plans would comply with the above criteria under the following circumstances:

- Mobile homes situated within an airport's 55 dB CNEL contour. A typical mobile home has an average exterior-to-interior noise level reduction of approximately 15 dB with windows closed.
- Single- or multi-family residence situated within an airport's 60 dB CNEL contour. Standard building construction is presumed to provide adequate sound attenuation where the noise level reduction is approximately 20 dB or less.
- Hotel, motel, hospital, nursing home, church, meeting hall, office building, mortuary, school, library, or museum situated within an airport's 65 dB CNEL contour.

4.4 City of Moreno Valley

City of Moreno Valley Municipal Code

The City regulates noise through the Municipal Code under Title 8: Buildings and Construction, Chapter 8.14: General and Title 11: Peace, Morals and Safety, Chapter 11.80: Noise Regulation.

[27] Riverside County Airport Land Use Commission, Riverside County Airport Land Use Compatibility Plan Policy Document, October 2004.

[28] Riverside County Airport Land Use Commission, March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, November 2014.

Operational Noise

Section 11.80.030 (Prohibited Acts) states that continuous noise should not exceed the standards outlined in **Table 5: Maximum Sound Levels for Source Land Uses** when measured at 200 feet from the source property line if the sound occurs on private owned property or from the source property line if the sound occurs on publicly owned property. Continuous noise must additionally follow the standards outlined in **Table 6: Maximum Continuous Sound Levels.**

Table 5: Maximum Sound Levels for Source Land Uses

Residential (dBA)		Commercial (dBA)	
Daytime	Nighttime	Daytime	Nighttime
60	55	65	60

Source: City of Moreno Valley Municipal Code, Title 11: Peace, Morals, and Safety, Chapter 11.80: Noise Regulation, Section 11.80.030: Prohibited Acts.

Table 6: Maximum Continuous Sound Levels

Continuous Duration per Day (hours)	Sound Level Limit [dBA L_{eq}]
8	90
6	92
4	95
3	97
2	100
1.5	102
1	105
0.5	110
0.25	115

Source: City of Moreno Valley Municipal Code, Title 11.80: Noise Regulation, Section 11.80.030: Prohibited Acts

Section 11.80.030 (Prohibited Acts) defines standards for impulsive sound in **Table 7: Maximum Impulsive Sound Levels**.

Table 7: Maximum Impulsive Sound Levels

Repetitions per 24-hour Period	Sound Level Limit [dBA L_{eq}]
1	145
10	135
100	125

Source: Moreno Valley Municipal Code, Title 11: Peace, Morals, and Safety, Chapter 11.80: Noise Regulation, Section 11.80.030: Prohibited Acts.

Construction Noise

Section 8.14.040 (Miscellaneous Standards and Regulation) states that construction within the City is restricted to the hours of 7:00 a.m. to 7:00 p.m. from Monday through Friday and 8:00 a.m. to 4:00 p.m. on Saturdays. Construction is prohibited on federal holidays and Sundays.

Section 11.80.030 (Prohibited Acts) prohibits the operation of gasoline motor-driven tools and construction equipment between the hours of 8:00 p.m. to 7:00 a.m. the following day, such that the sound creates a noise disturbance across a residential property line. A noise disturbance is defined as any sound that disturbs a reasonable person of normal sensitivities, exceeds the sound level limits set forth in the Municipal Code, or is plainly audible (as measured at a distance of 200 feet from the property line if the sound occurs on privately owned property, or from the property line if the

sound occurs on public right-of way, public space, or other publicly owned property). Emergency work by public service utilities or for other work approved by the City manager or designee is exempt from the Municipal Code.

Airport Noise

Section 9.07.060 (Airport Land Use Compatibility Plan) minimizes noise associated with airport operations by reinforcing the PUC and Riverside ALCUP regulations.

Vibration

The Municipal Code does not quantify vibration level limits; however, **Section 9.10.170 (Performance Standards-Vibration)** states that vibration that is felt at or beyond the property line is prohibited.

5.0 METHODOLOGIES FOR DETERMINING IMPACTS

5.1 Traffic Noise

Traffic noise is directly related to the traffic volume, speed, and mix of vehicles. Existing and future traffic volumes and truck percentages for each roadway segment in the Planning Area were obtained from traffic data provided by Kimley-Horn (January 2025) and speed data is based on the posted speed limits. The FHWA-RD-77-108 model was used to calculate the noise level at 50 feet from the roadway centerline and the distances to noise contours along each roadway. Noise impacts were determined by comparing the change in noise levels between the existing condition and buildout of the Project to the significance criterion listed below.

Long-term traffic noise would constitute a significant noise impact if the Project would:

- Increase noise levels by 5 dB or more where the "no project" noise level is less than 60 CNEL;
- Increase noise levels 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.

5.2 Railroad Noise

As stated under Section 3.6 the railroad noise was modeled using the FTA Noise Impact Assessment spreadsheet.[29] The railroad noise was evaluated against the thresholds in **Table 4.**

5.3 Stationary Noise

The Planning Area includes residential, commercial, industrial, and mixed-use land uses. Various land uses contain on-site stationary noise sources, including rooftop HVAC equipment; mechanical equipment; emergency electrical generators; parking lot activities; loading dock operations; and recreation activities. Since the exact location and nature of future stationary noise sources is not known at this time, the future noise level from stationary sources was analyzed qualitatively by assessing potential types of stationary sources.

5.4 Construction Noise

Construction noise levels were based on typical noise levels generated by construction equipment published by the FTA and the FHWA. Construction noise is assessed in dBA L_{eq}. This unit is appropriate because L_{eq} can be used to describe noise level from operation of each piece of equipment separately, and levels can be combined to represent the noise level from all equipment operating during a given period.

Reference noise levels are used to estimate construction equipment noise based on a standard noise attenuation rate of 6 dB per doubling of distance (line-of-sight method of sound attenuation for point sources of noise). Since the exact location and nature of future development is not known at this time, the future noise level from construction was analyzed qualitatively.

5.5 Vibration

Ground-borne vibration levels associated with construction activities for the Project were evaluated

[29] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

utilizing FTA published ground-borne vibration levels associated with construction equipment. Since the City currently does not have a quantified significance threshold to assess vibration impacts, potential ground-borne vibration impacts related to building/structure damage and human annoyance were evaluated considering the FTA criterion of 0.02 in/sec for buildings and California Department of Transportation (Caltrans) criterion of 0.04 in/sec for human annoyance (shown in **Table 2**). Vibration impacts due to railroad operations were evaluated using the FTA criteria shown in **Table 4**. Vibration impacts due to stationary sources were addressed qualitatively. Since the exact location and nature of future development is not known at this time, the future ground-borne vibration from construction, railroad tracks, and stationary sources were conservatively analyzed.

5.6 Basis for Determining Significance

CEQA Guidelines Appendix G contains analysis guidelines related to noise impacts. The City has determined to use these guidelines as thresholds of significance for this analysis. A project would create a significant environmental impact if it would:

- Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- Generate excessive ground-borne vibration or ground-borne noise levels; and
- For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

6.0 IMPACT ANALYSIS

6.1 Threshold 1: Increase in Ambient Noise

Would the project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or applicable?

General Plan

The 2024 GPU includes a Noise Element that builds upon the adopted 2006 General Plan policies, identifies noise sources, limits community exposure to excessive noise levels, and strives to ensure that proposed land uses are compatible with the predicted future noise environment. The following proposed City Noise Element goals, policies, and actions are applicable to future development projects associated with the proposed Project:

Goal N-1: **Design for a pleasant, healthy sound environment conducive to living and working.**

Policies

N.1-1: Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, the railroad, and within areas of aircraft overflight.

N.1-2: Guide the location and design of transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses.

N.1-3: Apply the community noise compatibility standards (Table N-1; shown in **Table 8: Land Use Community Noise Compatibility**) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the March Air Reserve Base/Inland Port Airport Land Use Compatibility (ALUC) Plan in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ALUC Plan.

N.1-4: Require a noise study and/or mitigation measures if applicable for all projects that would expose people to noise levels greater than the "normally acceptable" standard and for any other projects that are likely to generate noise in excess of these standards.

N.1-5: Noise impacts should be controlled at the noise source where feasible, as opposed to at receptor end with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources.

N.1-6: Require noise buffering, dampening, or active cancellation, on rooftop or other outdoor mechanical equipment located near residences, parks, and other noise sensitive land uses.

N.1-7: Developers shall reduce the noise impacts on new development through appropriate means (e.g. double-paned or soundproof windows, setbacks, berming, and screening). Noise attenuation methods should avoid the use of visible sound walls where possible.

Actions

N.1-A: Continue to review proposed projects for conformance with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, including consideration of the Compatibility Zone Factors shown in Table MA-1 and the Basic Compatibility Criteria shown in Table MA-2, as may be amended.

N.1-B: Require dedication of an aviation easement as a condition of development approval for projects within the noise and safety compatibility zones identified by the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as may be amended. The intention of this action is to alert interested individuals, including property buyers and developers, to the proximity of aircraft operations and related noise and safety compatibility protections.

N.1-C: Study the feasibility of using alternative pavement materials such as rubberized asphalt pavements on roadways to reduce noise generation. Update City standards as appropriate.

Goal N-2 **Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.**

Policies

N.2-1: Use the development review process to proactively identify and address potential noise compatibility issues.

N.2-2: Continue to work with community members and business owners to address noise complaints and ensure voluntary resolution of issues through the enforcement of Municipal Code provisions.

N.2-3: Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, and sound attenuation devices.

N.2-4: Collaborate with the March Joint Powers Authority, March Inland Port Airport Authority, Riverside County Airport Land Use Commission, and other responsible agencies to formulate and apply strategies to address noise and safety compatibility protection from airport operations.

N.2-5: Encourage residential development heavily impacted by aircraft-related noise to transition to uses that are more compatible.

Actions

N.2-A: Continue to maintain performance standards in the Municipal Code to ensure that noise generated by proposed projects is compatible with surrounding land uses.

N.2-B: Update the Municipal Code to establish controls on outdoor noise in public places, such as outdoor dining terraces in commercial mixed use areas, public plazas, or parks. Controls may include limits on noise levels or hours of operation

Table 8: Land Use Community Noise Compatibility

Land Use Category	Community Noise Equivalent Level (CNEL)			
	Normally Acceptable[1]	Conditionally Acceptable[2]	Normally Unacceptable[3]	Clearly Unacceptable[4]
Residential - Low Density Single Family, Duplex, Mobile Homes	50 - 65	65 - 70	70 - 75	75 - 85
Residential - Multiple Family	50 - 65	65 - 70	70 - 75	75 - 85
Transient Lodging - Motels, Hotels	50 - 65	65 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	-	70 - 80	80 - 85
Auditoriums, Concert Halls, Amphitheaters	-	50 - 70	70 - 85	-
Sports Arena, Outdoor Spectator Sports	-	50 - 75	75 - 85	-
Playgrounds, Neighborhood Parks	50 - 70	70 - 75	75 - 85	-
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	-	75 - 80	80 - 85
Office Buildings, Businesses, Commercial, and Professional	50 - 70	70 - 77	77 - 85	-
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	75 - 80	80 - 85	-

Source: City of Moreno Valley, *MoVal 2040 General Plan, Chapter 7: Noise, Table N-1: Community Noise Compatibility Matrix*, 2021.

1. Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements
2. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
3. New construction or development should generally be discouraged. If new construction does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
4. New construction or development generally should not be undertaken.

Traffic Noise

Long-term traffic noise that affects sensitive land uses would be considered substantial and constitute a significant noise impact if the 2024 GPU would:

- Increase noise levels by 5 dB or more where the “no project” noise level is less than 60 CNEL;
- Increase noise levels 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 noise analysis is based on the baseline year (2024) and future year (2040) traffic volume data. The analysis includes 405 roadway segments located within the Planning Area. The change in noise level was calculated for all 405 roadway segments, including I-215 and SR 60, for buildout of the 2024 GPU. Noise impacts were determined by comparing the change in noise levels between the existing condition and buildout of the 2024 GPU to the criteria listed above.

Based on the impact criteria above, 2024 GPU buildout would result in a significant noise increase over existing traffic noise levels at noise sensitive receptors adjacent to 198 of the analyzed roadway segments and at noise sensitive receptors adjacent to 5 of the analyzed freeway segments. The impacted segments are summarized in **Table 9: Roadway Segments with Potentially Significant Traffic Noise Increases** and **Table 10: Freeway Segments with Potentially Significant Traffic Noise Increases**. The noise level changes along all routes are included in Appendix A.

As indicated in **Table 9** and **Table 10**, existing traffic noise levels along roadway segments with the potential for significant increase in noise range between 38.6 CNEL and 83.6 CNEL calculated at 50 feet from the roadway center, with the highest noise levels occurring along I-215 between SR 60 and Eastridge Avenue.

The 2024 GPU contains policies to minimize the potential noise sources and impacts generated by vehicular traffic on existing roadways. Policies include considering the compatibility of proposed land uses with the noise environment, requiring mitigation where sensitive uses are to be placed along transportation routes to ensure that noise levels are minimized, encouraging the proper site planning and architecture to reduce noise impacts, and employing noise mitigation practices when designing future streets and highways.

Table 9: Roadway Segments with Potentially Significant Traffic Noise Increases

Roadway	Segment	Existing ADT Volumes	Existing CNEL (dBA at 50 feet)	Future Buildout ADT Volumes	Buildout CNEL (dBA at 50 feet)	Increase in CNEL (dBA at 50 feet)
Alessandro Blvd	Old 215 Frontage Rd to Day St	24,358	74.2	50,322	78.0	3.8
Alessandro Blvd	Day St to Elsworth St	21,471	73.1	46,534	77.1	4.0
Alessandro Blvd	Elsworth St to Courage St	25,098	73.9	46,296	77.1	3.2
Alessandro Blvd	Courage St to Frederick St	23,834	73.3	44,354	76.6	3.3
Alessandro Blvd	Frederick St to Graham St	28,099	73.5	42,360	75.3	1.8
Alessandro Blvd	Graham St to Heacock St	24,439	72.8	40,538	74.8	2.0
Alessandro Blvd	Heacock St to Indian St	31,227	73.5	43,435	75.0	1.6
Alessandro Blvd	Indian St to Perris Blvd	19,834	71.4	40,941	74.8	3.4
Alessandro Blvd	Perris Blvd to Flaming Arrow Dr	26,472	73.5	45,197	76.2	2.7
Alessandro Blvd	Flaming Arrow Dr to Kitching St	24,299	73.1	48,325	76.5	3.4
Alessandro Blvd	Kitching St to Chara St	12,285	69.7	46,639	75.9	6.3
Alessandro Blvd	Chara St to Lasselle St	12,285	69.7	44,923	75.8	6.1
Alessandro Blvd	Lasselle St to Darwin Dr	6,414	66.8	44,770	75.7	8.9
Alessandro Blvd	Darwin Dr to Morrison St	6,414	66.5	44,075	75.3	8.8
Alessandro Blvd	Morrison St to Country Squire Dr	7,981	67.0	40,728	75.0	8.0
Alessandro Blvd	Country Squire Dr to Nason St	7,981	67.4	32,634	74.4	7.0
Alessandro Blvd	Nason St to Marian Rd	4,456	63.3	15,841	69.8	6.6

Table 9: Roadway Segments with Potentially Significant Traffic Noise Increases

Roadway	Segment	Existing ADT Volumes	Existing CNEL (dBA at 50 feet)	Future Buildout ADT Volumes	Buildout CNEL (dBA at 50 feet)	Increase in CNEL (dBA at 50 feet)
Alessandro Blvd	Marian Dr to Moreno Beach Dr	3,808	63.0	14,560	70.1	7.1
Alessandro Blvd	Moreno Beach Dr to Walnut Ct	2,159	57.6	6,312	65.1	7.6
Alessandro Blvd	Walnut Ct to Redlands Blvd	1,203	55.3	4,525	64.7	9.4
Alessandro Blvd	World Logistics Center Pkwy to Virginia St	1,320	59.0	11,114	72.0	13.0
Alessandro Blvd	Virginia St to Gilman Springs Rd	1,320	58.6	6,133	67.7	9.1
Box Springs Rd	West of Douglas Ct	12,762	68.8	19,366	70.5	1.6
Box Springs Rd	Douglas Ct to Clark St	12,762	68.8	19,366	70.5	1.6
Box Springs Rd	Clark St to Pine Cone Ln	12,762	67.7	19,366	69.3	1.6
Box Springs Rd	Pine Cone Ln to Day St	16,961	68.4	25,894	70.3	1.9
Cactus Ave	Gilbert St to Heacock St	9,765	71.0	41,981	75.6	4.6
Cactus Ave	Heacock St to Unity Ct	11,245	66.9	24,263	70.2	3.3
Cactus Ave	Unity Ct to Indian St	11,245	66.9	21,952	69.6	2.7
Cactus Ave	Indian St to Philo St	8,108	64.9	19,199	68.8	3.9
Cactus Ave	Philo St to Perris Blvd	7,157	64.3	19,399	68.8	4.5
Cactus Ave	Perris Blvd to Agave St	8,442	63.8	16,667	67.0	3.2
Cactus Ave	Agave St to Kitching St	7,137	62.8	14,836	66.3	3.6
Cactus Ave	Lasselle St to Nason St	20,154	69.9	27,183	71.5	1.6
Cactus Ave	Nason St to Wildmill Ln	11,036	66.9	33,343	72.0	5.1
Cactus Ave	Windmill Ln to Oliver St	3,738	62.5	16,011	69.6	7.2
Cactus Ave	Oliver St to Moreno Beach Dr	4,153	63.3	20,509	70.9	7.6
Cactus Ave	Moreno Beach Dr to Quincy St	4,674	63.3	21,443	70.9	7.6
Cottonwood Ave	Edgemont St to Day St	713	52.3	2,172	59.3	7.0
Cottonwood Ave	Elsworth St to Pan Am Blvd	4,089	59.7	3,730	64.9	5.2
Cottonwood Ave	Fredrick St to Dunhill Dr	11,915	65.2	10,867	69.1	3.9
Cottonwood Ave	Dunhill Dr to Graham St	11,915	65.2	10,400	68.8	3.6
Cottonwood Ave	Lasselle St to Burney Pass Dr	8,068	64.0	16,106	67.2	3.3
Cottonwood Ave	Burney Pass Dr to Morrison St	5,246	62.2	14,329	67.8	5.7
Cottonwood Ave	Nason St to Oliver St	2,241	58.8	6,381	69.1	10.3
Cottonwood Ave	Oliver St to Moreno Beach Dr	2,241	58.8	5,355	68.3	9.5
Cottonwood Ave	Moreno Beach Dr to Redlands Blvd	3,161	62.9	11,148	70.8	7.9
Day St	Box Springs Rd to SR-60	17,945	67.7	19,911	74.0	6.3
Day St	SR-60 to Ramp	27,427	70.6	28,585	75.2	4.6
Dracaea Ave	Kitching St to Pepperbush Dr	1,570	53.8	1,992	77.0	23.2
Dracaea Ave	Pepperbush Dr to Lasselle St	816	50.6	576	62.6	12.1
Elsworth St	Eucalyptus Ave to Dracaea Ave	3,525	60.8	5,914	64.5	3.8
Elsworth St	Ella Ave to Bay Ave	3,820	59.8	6,182	71.0	11.2
Elsworth St	Bay Ave to Alessandro Blvd	3,820	59.8	6,117	67.3	7.5
Elsworth St	Business Center Dr to Goldencrest Dr	6,286	65.6	11,443	68.2	2.6
Elsworth St	Goldencrest Dr to Cactus Ave	6,286	66.0	11,443	68.0	2.0
Eucalyptus Ave	Carnaby St to Elsworth St	12,735	67.4	13,854	69.7	2.3
Eucalyptus Ave	Elsworth St to Frederick St	6,757	64.5	11,923	69.2	4.7
Eucalyptus Ave	Frederick St to Kochi Dr	9,346	65.1	23,988	69.6	4.4
Eucalyptus Ave	Kochi Dr to Graham St	11,132	65.8	20,903	69.6	3.8
Eucalyptus Ave	Sunbird Dr to Running Deer Rd	5,172	62.6	22,360	66.3	3.7
Eucalyptus Ave	Running Deer Rd to Heacock St	5,172	62.6	17,234	65.9	3.2

Table 9: Roadway Segments with Potentially Significant Traffic Noise Increases

Roadway	Segment	Existing ADT Volumes	Existing CNEL (dBA at 50 feet)	Future Buildout ADT Volumes	Buildout CNEL (dBA at 50 feet)	Increase in CNEL (dBA at 50 feet)
Eucalyptus Ave	Liberty Ln to Indian St	7,561	62.6	15,254	66.4	3.9
Eucalyptus Ave	Indian St to Perris Blvd	4,375	60.0	13,193	66.2	6.3
Eucalyptus Ave	Perris Blvd to Foreman Ave	5,015	60.7	17,314	67.2	6.6
Eucalyptus Ave	Foreman Ave to Kitching St	173	49.2	15,884	67.1	18.0
Eucalyptus Ave	Kitching St to Raenette Way	5,513	61.5	19,398	65.1	3.6
Eucalyptus Ave	Raenette Way to Lasselle St	4,611	60.7	18,817	63.8	3.1
Eucalyptus Ave	Barbazon Dr to Morrison St	3,616	59.7	8,686	65.5	5.8
Eucalyptus Ave	Cheyenne St to Nason St	28	38.6	12,014	60.3	21.7
Eucalyptus Ave	Auto Mall Pkwy to Auto Mall Dr	126	47.9	104	61.6	13.7
Eucalyptus Ave	B St to Redlands Blvd	11,994	66.0	1,978	73.2	7.2
Eucalyptus Ave	Redlands Blvd to World Logistics Cir Pkwy	2,419	64.7	1,954	69.7	5.0
Frederick St	Alessandro Blvd to Brodiaea Ave	2,317	60.0	4,227	67.0	6.9
Frederick St	Brodiaea Ave to Cactus Ave	2,495	61.5	3,325	67.6	6.1
Gentian Ave	Canyonstone Dr to Indian St	557	55.5	7,113	65.5	10.0
Gentian Ave	Perris Blvd to Patricia St	1,647	57.4	9,918	69.0	11.6
Gentian Ave	Patricia Ln to Kitching St	1,647	57.4	11,158	66.1	8.7
Gentian Ave	Kitching St to Casa Grarde St	10,187	66.1	19,402	78.3	12.3
Gentian Ave	Casa Grarde St to Lasselle St	7,365	64.0	10,911	78.5	14.6
Gilman Springs Rd	SR 60 to Eucalyptus Ave	9,732	69.7	28,876	72.9	3.1
Gilman Springs Rd	South of Alessandro Blvd	9,732	68.7	21,541	71.0	2.3
Graham St	Sunnymead Blvd to Old Valley Dr	9,732	67.1	25,830	71.4	4.3
Graham St	Old Valley Dr to Eucalyptus Ave	12,458	67.7	27,781	71.4	3.7
Graham St	Eucalptus Ave to Dracaea Ave	13,555	67.7	29,192	71.2	3.6
Graham St	Dracaea Ave to Sunline Dr	1,704	57.6	29,133	70.4	12.8
Graham St	Sunline Dr to Cottonwood Ave	12,027	67.2	27,766	71.1	3.8
Graham St	Cottonwood Ave to Bay Ave	6,726	64.7	22,726	71.1	6.5
Graham St	Bay Ave to Alessandro Blvd	6,726	64.7	27,237	70.3	5.6
Graham St	Brodiaea Ave to Cactus Ave	1,373	58.5	20,071	68.3	9.8
Heacock St	Perris Blvd to Sunnymead Ranch Pkwy	5,440	65.7	7,859	68.2	2.5
Heacock St	Manzanita Ave to Badger Springs Trail	16,009	68.1	15,628	69.8	1.7
Heacock St	Badger Springs Trail to Sunbow St	16,009	68.1	18,846	69.8	1.7
Heacock St	Myers Ave to Eucalyptus Ave	13,944	66.3	10,783	68.3	1.9
Heacock St	Cottonwood Ave to Alessandro Blvd	22,588	69.3	16,890	74.6	5.3
Heacock St	Alessandro Blvd to Cactus Ave	17,064	68.9	15,470	74.4	5.6
Heacock St	Iris Ave to San Michele Rd	11,763	72.5	31,209	74.5	2.0
Hidden Springs Dr	Pigeon Pass Rd to Country Crest Dr	61	38.9	68	57.8	18.9
Hidden Springs Dr	Country Crest Dr to Mountain View Rd	4,013	57.7	4,180	68.4	10.8
Hidden Springs Dr	Mountain View Rd to Pigeon Pass Rd	3,938	57.6	4,053	68.5	10.9
Highland Blvd	Redlands Blvd to Juniper Ave	218	52.2	2,971	61.5	9.3

Table 9: Roadway Segments with Potentially Significant Traffic Noise Increases

Roadway	Segment	Existing ADT Volumes	Existing CNEL (dBA at 50 feet)	Future Buildout ADT Volumes	Buildout CNEL (dBA at 50 feet)	Increase in CNEL (dBA at 50 feet)
Highland Blvd	Juniper Ave to Ironwood Ave	117	49.8	2,916	59.1	9.4
Indian St	Dracaea Ave to Cottonwood Ave	7,215	61.4	7,284	66.3	4.9
Indian St	Cottonwood Ave to Bay Ave	8,255	64.4	7,240	71.3	6.9
Indian St	Bay Ave to Alessandro Blvd	10,189	65.1	12,227	70.7	5.6
Indian St	John F Kennedy Dr to Gentian Ave	9,418	68.9	12,622	73.2	4.3
Indian St	Gentian Ave to Iris Ave	6,982	68.5	14,735	72.4	3.9
Indian St	Iris Ave to Krameria Ave	3,174	63.7	15,045	71.6	7.9
Indian St	South of Krameria Ave	1,464	62.2	14,148	75.9	13.7
Indian St	North of San Michele Rd	4,450	67.2	15,827	73.7	6.5
Indian St	San Michele Rd to Nandina Ave	6,313	69.9	30,218	75.5	5.6
Iris Ave	Indian St to Emma Ln	3,345	63.3	10,665	74.8	11.4
Iris Ave	Emma Ln to Perris Blvd	3,345	63.7	10,665	76.8	13.0
Iris Ave	Perris Blvd to Kitching St	18,723	72.4	28,968	77.8	5.4
Iris Ave	Kitching St to Lasselle St	19,094	73.3	35,690	77.6	4.3
Iris Ave	Lasselle St to Mesa Verde Dr	34,844	74.9	57,447	77.1	2.3
Iris Ave	Mesa Verde Dr to Nason St	30,595	74.5	52,979	77.2	2.7
Iris Ave	Nason St to Turnberry St	22,944	73.4	44,009	76.7	3.3
Ironwood Ave	Heritage Dr to Pigeon Pass Rd	8,451	64.8	14,458	68.6	3.8
Ironwood Ave	Indian St to Harclare Dr	6,229	61.7	10,070	66.9	5.2
Ironwood Ave	Harclare Dr to Perris Blvd	6,229	61.7	10,720	67.6	5.9
Ironwood Ave	Perris Blvd to Franklin St	10,642	66.0	13,840	67.6	1.6
Ironwood Ave	Franklin St to Kitching St	463	52.4	16,221	67.6	15.2
Ironwood Ave	Lasselle St to Steeplechase Dr	10,231	65.7	9,379	67.8	2.0
Ironwood Ave	Steeplechase Dr to Nason St	5,744	62.3	11,121	68.0	5.7
Ironwood Ave	Redlands Blvd to Highland Blvd	364	53.8	1,267	70.0	16.2
Kitching St	Cottonwood Ave to Bay Ave	7,175	62.5	10,708	68.7	6.2
Kitching St	Bay Ave to Alessandro Blvd	7,119	62.6	8,948	67.7	5.1
Kitching St	Alessandro Blvd to Brodiaea Ave	12,958	65.6	22,404	69.3	3.7
Kitching St	Brodiaea Ave to Cactus Ave	10,330	64.0	19,697	69.5	5.4
Kitching St	Cactus Ave to Delphinium Ave	10,259	65.1	23,400	70.4	5.3
Kitching St	Delphinium Ave to John F Kennedy Dr	10,259	65.1	24,208	69.3	4.3
Kitching St	John F Kennedy Dr to Gentian Ave	14,481	68.2	23,601	73.0	4.9
Krameria Ave	Indian St to Tarano Ln	3,486	60.3	5,080	71.9	11.6
Krameria Ave	Tarano Ln to Perris Blvd	3,486	60.4	7,881	71.9	11.5
Lake Vista Rd	Sunnymead Ranch Pkwy to Lake Summit Dr	2,067	55.1	3,576	68.0	12.9
Lasselle St	Fir Ave to Eucalyptus Ave	2,432	58.3	2,452	67.9	9.6
Lasselle St	Eucalyptus Ave to Dracaea Ave	4,959	62.5	16,811	68.3	5.8
Lasselle St	Dracaea Ave to Cottonwood Ave	5,096	62.6	16,772	68.4	5.8
Lasselle St	Cottonwood Ave to Bay Ave	10,110	65.3	19,711	69.1	3.8
Lasselle St	Bay Ave to Alessandro Blvd	10,110	65.3	20,524	69.9	4.6
Lasselle St	Alessandro Blvd to Brodiaea Ave	16,672	68.3	19,368	70.1	1.8
Lasselle St	Brodiaea Ave to Cactus Ave	15,702	68.0	23,110	71.1	3.1
Lasselle St	Cactus Ave to John F Kennedy Dr	15,916	68.2	22,994	70.1	1.9
Lasselle St	John F Kennedy Dr to Margaret Ave	20,375	69.9	25,562	71.9	2.1
Lasselle St	Margaret Ave to Gentian Ave	20,375	69.9	20,248	72.9	3.0

Table 9: Roadway Segments with Potentially Significant Traffic Noise Increases

Roadway	Segment	Existing ADT Volumes	Existing CNEL (dBA at 50 feet)	Future Buildout ADT Volumes	Buildout CNEL (dBA at 50 feet)	Increase in CNEL (dBA at 50 feet)
Manzanita Ave	Davis St to Indian St	702	53.6	759	69.9	16.3
Manzanita Ave	Indian St to Perris Blvd	1,267	57.1	680	70.3	13.2
Moreno Beach Dr	Locust Ave to Juniper Ave	2,741	59.3	3,362	69.6	10.3
Moreno Beach Dr	Juniper Ave to Ironwood Ave	2,707	59.2	3,230	77.2	17.9
Moreno Beach Dr	Ironwood Ave to SR 60	9,296	68.3	13,533	77.2	8.9
Moreno Beach Dr	SR 60 to Eucalyptus Ave	23,045	74.8	41,697	76.6	1.8
Moreno Beach Dr	Trail Ridge Way to Auto Mall Dr	14,133	72.6	38,680	76.9	4.2
Moreno Beach Dr	Auto Mall Dr to Cottonwood Ave	13,827	72.5	36,941	76.8	4.2
Moreno Beach Dr	Cottonwood Ave to Bay Ave	12,522	72.3	42,094	76.4	4.1
Moreno Beach Dr	Bay Ave to Alessandro Blvd	12,522	72.3	40,643	74.7	2.5
Moreno Beach Dr	Brodiaea Ave to Cactus Ave	12,051	70.1	41,521	76.9	6.8
Morrison St	Fir Ave to Eucalyptus Ave	842	54.1	1,881	66.5	12.5
Morrison St	Eucalyptus Ave to Dracaea Ave	9,204	65.1	12,012	66.9	1.8
Morrison St	Cottonwood Ave to Bay Ave	5,500	63.1	13,856	77.9	14.8
Morrison St	Bay Ave to Alessandro Blvd	5,497	63.0	14,094	78.4	15.4
Nandina Ave	Indian St to Perris Blvd	4,377	69.5	4,241	71.5	2.0
Nason St	Ironwood Ave to SR-60	9,429	65.6	13,979	70.6	5.1
Nason St	Fir Ave to Eucalyptus Ave	14,956	68.1	24,411	70.3	2.2
Nason St	Dracaea Ave to Cottonwood Ave	14,196	67.8	24,758	71.2	3.3
Old 215 Frontage Rd	Dracaea Ave to Cottonwood Ave	4,322	61.3	4,627	64.8	3.5
Old 215 Frontage Rd	Alessandro Blvd to Cactus Ave	5,332	62.6	464	69.4	6.9
Old Lake Dr	Pigeon Pass Rd to Sunnymead Ranch Pkwy	10,703	65.2	11,737	69.0	3.9
Oliver St	Cactus Ave to Rockwood Ave	5,424	64.3	16,353	68.2	3.8
Oliver St	Rockwood Ave to John F Kennedy Dr	5,424	64.3	15,572	68.3	3.9
Oliver St	John F Kennedy Dr to Iris Ave	3,007	61.2	14,390	69.9	8.7
Perris Blvd	North of Sunnymead Ranch Pkwy	10,136	68.0	11,691	69.8	1.7
Perris Blvd	Manzanita Ave to Jaclyn Ave	12,764	68.7	17,510	70.8	2.1
Perris Blvd	Jaclyn Ave to Kalmia Ave	14,701	69.2	17,753	73.4	4.2
Perris Blvd	Kalmia Ave to Ironwood Ave	17,955	69.9	22,737	75.9	6.0
Perris Blvd	Cactus Ave to Delphinium Ave	24,086	70.5	25,035	75.7	5.2
Perris Blvd	Delphinium Ave to John F Kennedy Dr	24,086	70.5	27,548	74.3	3.8
Perris Blvd	John F Kennedy Dr to Filaree Ave	35,488	74.5	45,840	74.6	0.1
Perris Blvd	Gentian Ave to Santiago Dr	28,981	73.9	33,494	77.4	3.5
Perris Blvd	Santiago Dr to Iris Ave	28,981	73.9	37,151	78.5	4.6
Perris Blvd	Iris Ave to Krameria Ave	40,944	76.3	51,656	78.7	2.3
Pigeon Pass Rd	Hidden Springs Dr to Lawless Rd	1,167	56.2	1,257	62.1	5.9
Pigeon Pass Rd	Lawless Rd to Sunnymead Ranch Pkwy	1,167	56.2	1,257	70.9	14.7
Pigeon Pass Rd	Sunnymead Ranch Pkwy to Old Lake Dr	5,893	63.3	4,341	71.5	8.2
Pigeon Pass Rd	Harland Dr to Ironwood Ave	21,213	71.5	24,531	73.9	2.4
Pigeon Pass Rd	Ironwood Ave to Hemlock Ave	27,538	70.5	30,596	73.3	2.8
Redlands Blvd	Ironwood Ave to SR 60	14,836	70.8	21,775	72.6	1.8

Table 9: Roadway Segments with Potentially Significant Traffic Noise Increases

Roadway	Segment	Existing ADT Volumes	Existing CNEL (dBA at 50 feet)	Future Buildout ADT Volumes	Buildout CNEL (dBA at 50 feet)	Increase in CNEL (dBA at 50 feet)
Redlands Blvd	SR 60 to Eucalyptus Ave	12,308	70.8	24,701	73.1	2.3
San Michele Rd	Heacock St to Indian St	122	46.4	8,567	69.5	23.1
San Michele Rd	Indian St to Perris Blvd	5,297	65.9	6,039	67.4	1.5
Sunnymead Ranch Pkwy	Pigeon Pass Rd to Lake Vista Rd	486	52.3	2,350	64.9	12.6
Sunnymead Ranch Pkwy	Lake Vista Rd to Old Lake Dr	2,318	59.3	5,450	65.4	6.1
Sunnymead Ranch Pkwy	Old Lake Dr to Heacock St	7,450	64.8	7,639	69.3	4.5
Theodore St	Ironwood Ave to SR 60	436	54.8	3,783	66.8	12.0
Town Cir	Centerpoint Dr to Heritage Way	6,374	61.2	6,057	69.0	7.8
Towngate Blvd	Eucalyptus Ave to Heritage Way	5,590	62.2	6,901	69.3	7.1
Via Del Lago	Iris Ave to Alta Calle	5,131	62.7	15,001	88.3	25.6
Via Del Lago	South of Alta Calle	297	49.9	2,290	86.3	36.3

See Appendix A for traffic noise level changes along all studied routes.

Table 10: Freeway Segments with Potentially Significant Traffic Noise Increases

Roadway	Segment	Existing ADT Volumes	Existing CNEL (dBA at 50 feet)	Future Buildout ADT Volumes	Buildout CNEL (dBA at 50 feet)	Increase in CNEL (dBA at 50 feet)
SR 60	Heacock St to Perris Blvd	104,638	82.8	126,695	85.5	2.8
SR 60	Perris Blvd to Nason St	85,489	82.2	112,163	83.9	1.7
SR 60	Moreno Beach Dr to Redlands Blvd	72,123	81.8	94,973	85.0	3.2
SR 60	Redlands Blvd to World Logistics Cir Pkwy	63,183	81.1	94,057	85.4	4.3
I-215	SR 60 to Eastridge Ave	113,294	83.6	162,330	85.4	1.8

See Appendix A for traffic noise level changes along all studied routes.

The GPU Noise Element includes measures to reduce vehicle noise. Policy N.1-1 of the GPU seeks to protect existing uses from exposure to excessive noise adjacent to freeways and major roads, and Action N.1-B calls for the City to study the feasibility of using alternative pavement materials, such as rubberized asphalt pavements on roadways to reduce noise generation. The City is currently using rubberized asphalt pavement in some locations within the Planning Area. These measures would help minimize the increase in future ambient traffic noise described above. However, the increase in ambient noise levels adjacent to the roadway segments listed above would likely remain at levels that would expose existing noise-sensitive receptors to a significant increase in ambient noise levels, and impacts would be significant.

Land Use Compatibility

Future vehicle traffic noise contours are shown in **Figure 7: Future Traffic Noise Contours**. A significant impact would occur if implementation of the 2024 GPU resulted in an exposure of people to current or future motor vehicle traffic noise levels that exceed significance standards established above or land compatibility noise standards established in **Table 9**. The 2024 GPU primarily focuses on future development and redevelopment within proposed Concept Areas. Noise-sensitive uses developed within the Concept Areas near higher-volume roadways could experience noise levels in

excess of the noise standards. See **Figure 8: 2040 Project Noise Sensitive Receptors.** The following is a discussion of the land use noise compatibility in each of the Concept Areas based on the noise level at 50 feet from the surrounding roadway center.

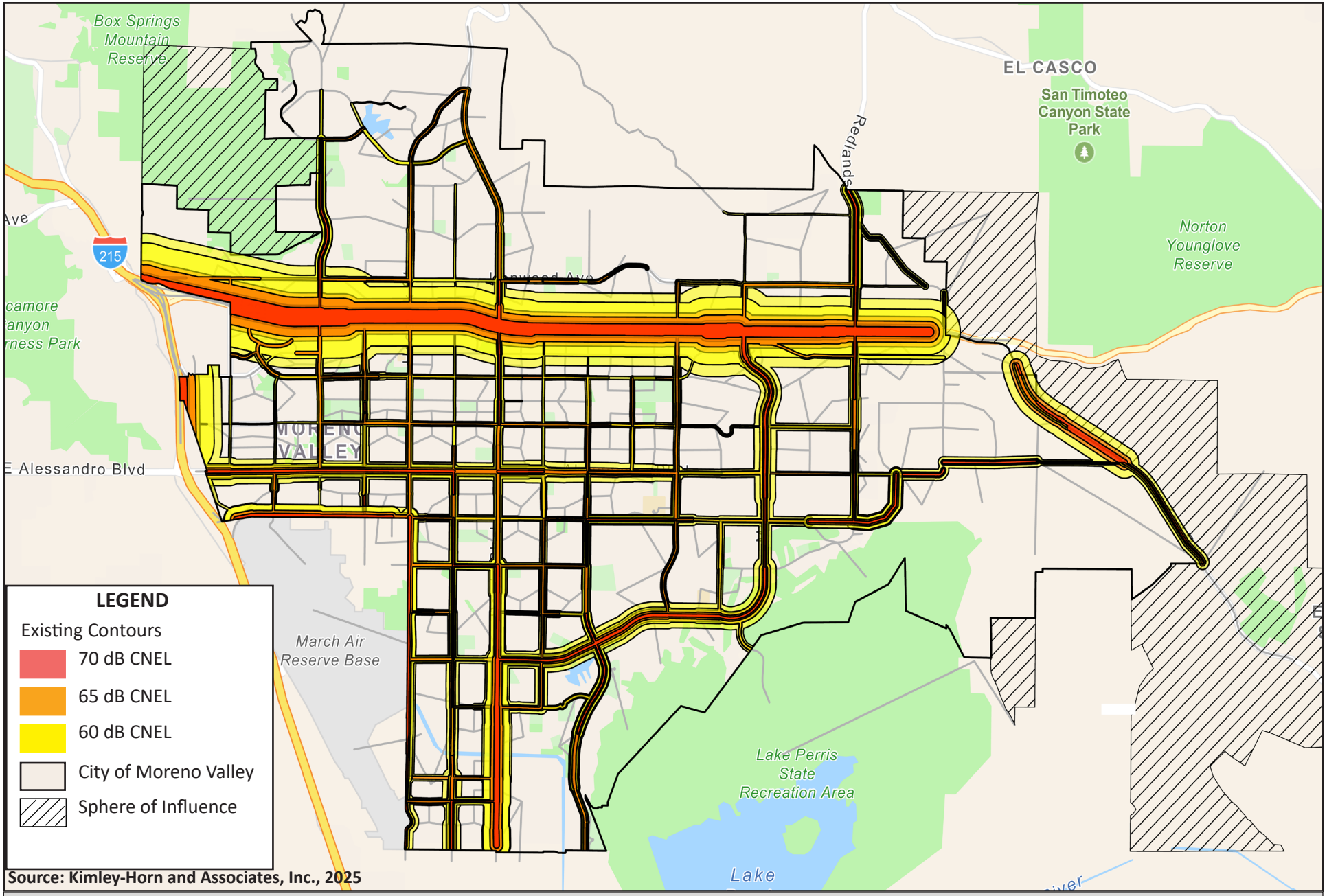
Downtown Center. The Downtown Center Concept Area would be located in the central portion of the City, bordered by Cottonwood Avenue to the north, Iris Avenue to the south, Lasselle Street to the west, and Oliver Street to the east. The Downtown Center designation would allow for a mix of business, entertainment, residential, cultural, and civic uses primarily within the Aquabella Specific Plan Area. The Downtown Center also encompasses the two major medical centers in the Planning Area. Future vehicle traffic noise levels at the Downtown Center area would range from 60 to 80 CNEL. Noise sensitive uses located closest to Iris Avenue could be exposed to noise levels over 75 CNEL, however noise levels would not exceed 80 CNEL. Noise compatibility impacts at the commercial uses within the Downtown Center Concept Area would be less than significant; however, impacts at proposed residential uses adjacent to impacted roadways would be potentially significant.

Community Centers. Two Community Center Concept Areas are proposed in the western portion of the City at the existing Moreno Valley Mall and The District shopping centers. The Moreno Valley Mall is generally bounded by SR 60 to the north, Towngate Boulevard to the south, Frederick Street to the east, and Day Street to the west. The District Community Center is generally bounded by Ironwood Avenue to the north, Hemlock Avenue and SR 60 to the south, Indian Street to the east, and Heacock Street to the west. The Center Mixed Use (CEMU) designation would allow for pedestrian-oriented places with a mix of uses including retail, dining, entertainment, offices, lodging, recreational and cultural facilities along with higher-density residential uses. Residential and lodging uses are “normally acceptable” with noise levels up to 65 CNEL and “conditionally acceptable” with noise levels up to 70 CNEL.

Future vehicle traffic noise levels at the Moreno Valley Mall Concept Area and The District Concept Area would range from 60 to 75 CNEL. However, the noise level at noise sensitive uses located near SR 60 could exceed 85 CNEL. Noise compatibility impacts at residential uses adjacent to impacted roadways within the Moreno Valley Mall Concept Area and The District Concept Area would be potentially significant.

The 2024 GPU would change the land use designation of the parcels adjacent to The District Concept Area to Business Park/Light Industrial. Future vehicle traffic noise levels in this area would range from 60 to 70 CNEL. Noise compatibility impacts at the Business Park/Light Industrial parcels would be less than significant.

Community Corridors. Community Corridors Concept Areas are proposed along existing major transit corridors of Sunnymead Boulevard, Alessandro Boulevard, Perris Boulevard, Heacock Street, Indian Street, and Perris Boulevard. The Corridor Mixed-Use (COMU) designation would promote a mix of residential, commercial, and professional office uses. Residential uses are “normally acceptable” with noise levels up to 65 CNEL and “conditionally acceptable” with noise levels up to 70 CNEL. Office buildings, business commercial, and professional uses are “normally acceptable” with noise levels up to 70 CNEL and “conditionally acceptable” with noise levels up to between 75 and 80 CNEL.



Source: Kimley-Horn and Associates, Inc., 2025

FIGURE 7: FUTURE TRAFFIC NOISE CONTOURS

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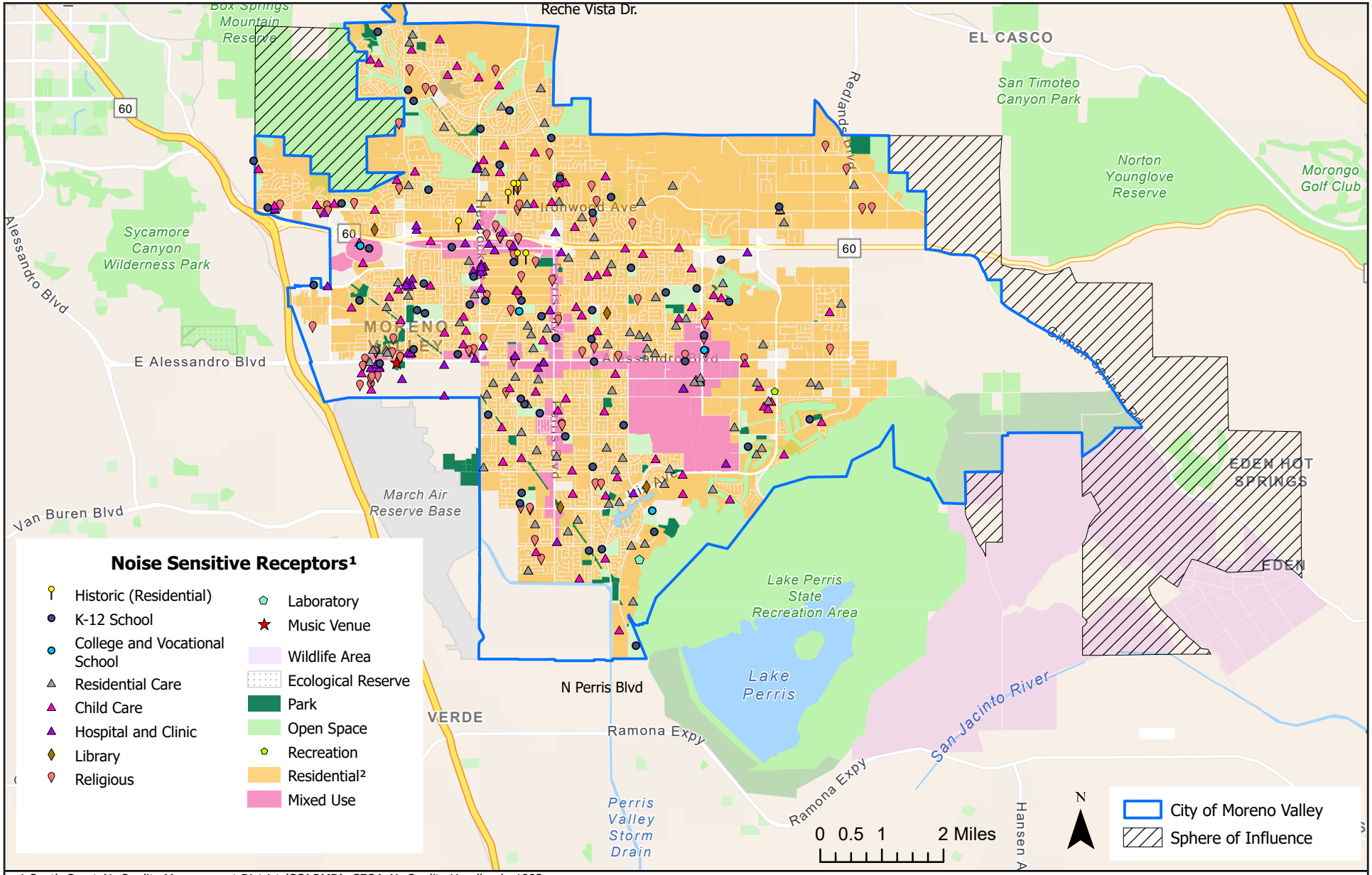
NOT TO SCALE

Kimley»Horn



¹ South Coast Air Quality Management District (SCAQMD), CEQA Air Quality Handbook, 1993
² Residential and Mixed Used zones per City of Moreno Valley General Plan 2040 Zoning Map, https://moval.gov/cdd/pdfs/2040GP-Update/Zoning.pdf. Accessed October 2024.

FIGURE 8: 2040 PROJECT NOISE SENSITIVE RECEPTORS MAP

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Kimley»Horn

Future vehicle traffic noise levels adjacent to major transit corridors within the Community Corridors Concept Areas would range from 60 to over 75 CNEL. Noise compatibility impacts at the commercial and professional uses within the Community Corridors Concept Area would be less than significant, however, impacts at proposed residential uses located adjacent to transit corridors would be potentially significant.

Highway Office/Commercial. The Highway Office/Commercial Concept Area is proposed in the northeastern portion of the city, north of SR 60, south of Ironwood Avenue, west of World Logistics Parkway, and east of Moreno Beach Drive. The Highway Office/Commercial Concept Area envisions the creation of an inviting gateway of retail, commercial, office, and other uses (e.g., employment campus; educational campus). Office buildings, business commercial, and professional uses are "normally acceptable" with noise levels up to 70 CNEL and "conditionally acceptable" with noise levels up to between 75 and 80 CNEL.

Future vehicle traffic noise levels adjacent to roadways in this area would mostly range from 55 to 75 CNEL. Noise sensitive uses located closest to SR 60 could be exposed to noise levels over 85 CNEL. Noise compatibility impacts at the Highway Office/Commercial Concept Area would be potentially significant.

Business Flex. A Business Flex Concept Area is proposed in the western portion of the city, south of SR 60, generally along Alessandro Boulevard, and adjacent to the MARB. The Business Flex concept allows a range of light industrial and commercial businesses consistent with ALUCP regulations. The Business Flex Concept Area would provide for business activities involving production, distribution, or repair with supporting office and commercial space. Industrial and manufacturing uses are "normally acceptable" with noise levels up to 75 CNEL and "conditionally acceptable" with noise levels up to 80 CNEL.

Future vehicle traffic noise levels adjacent to roadways in this area would range from 60 to 80 CNEL. Noise compatibility impacts at the industrial and commercial uses within the Business Flex Concept Area would be potentially significant.

Residential Density Changes. The 2024 GPU includes targeted residential density changes to provide zoning for higher density housing to meet State obligations under the Regional Housing Needs Allocation (RHNA) that were implemented through the adoption of the 2021-2029 Housing Element in 2021. The residential density change areas are located in the following four general areas:

- Between Sunnymead Boulevard, Cottonwood Avenue, Heacock Street, and Perris Boulevard. Future vehicle traffic noise levels in this area would range from less than 60 CNEL to 80 CNEL. Noise compatibility impacts at proposed residential uses located adjacent roadways would be potentially significant.
- South of Ironwood Avenue and north of SR 60 along Moreno Beach Drive. Future vehicle traffic noise levels in this area would range from less than 60 CNEL to 75 CNEL and may exceed 75 CNEL at areas closest to SR 60. Noise compatibility impacts at proposed residential uses located adjacent to roadways would be potentially significant.
- The area between Moreno Beach Drive, Eucalyptus Avenue, Quincy Street, and Cottonwood Avenue. Future vehicle traffic noise levels in this area would range from less than 60 CNEL to 75 CNEL. Noise compatibility impacts at proposed residential uses located adjacent to roadways would be potentially significant.

- Southwest of the intersection of Krameria Avenue and Perris Boulevard. Future vehicle traffic noise levels in this area would range from 65 CNEL to 80 CNEL. Noise compatibility impacts at proposed residential uses adjacent to Perris Boulevard would be potentially significant.

2024 GPU Policies N.1-1. N.1-2, N.1-3, N.1-4. N.1-7, and N.2-1 strive to reduce transportation-related noise and require developers to reduce noise impacts on new development through appropriate means including double-paned or soundproof windows, setbacks, berming, and screening. Future discretionary proposals within the Planning Area would be required to conduct site-specific exterior noise analyses to demonstrate that the proposed development would not place sensitive receptors in location where the exterior existing or future noise levels would exceed the land use compatibility standards. Additionally, future development located in areas where exterior noise levels exceed the land use compatibility standards as defined in the 2024 GPU Noise Element, would require site-specific interior noise analyses demonstrating compliance with the interior noise standards of Title 24 and the 2024 GPU. These requirements for site-specific noise analyses would be implemented through submission of a Title 24 Compliance Report to demonstrate interior noise levels of 45 CNEL. Through implementation of this regulatory framework, exterior and interior traffic noise impacts associated with new development would be less than significant.

Railroad Noise

The Planning Area boundary is located approximately 200 feet from the SJBL railroad tracks, which is located further than the screening distances for the FTA defined Category 2 and Category 3 land uses. The I-215 is parallel to and lies between the railroad tracks and the Planning Area in most locations. Rail noise increases proximate to the I-215 would be masked by the freeway noise and shielded by structures. The actual noise level in all cases could be reduced due to the presence of intervening topography and structures. Furthermore, the City has limited authority to regulate railroad operations and the resulting noise. Future development under implementation of the 2024 GPU is not anticipated to result in increases or changes to existing rail activity, and impacts related to rail noise would be less than significant.

Stationary Noise

A significant impact would occur if implementation of the 2024 GPU resulted in the exposure of people to noise levels that exceed property line limits established in the Municipal Code. Title 11, Peace, Morals and Safety, Chapter 11.80, Noise Regulation. Stationary sources of noise include activities associated with a given land use. For example, noise sources from commercial land uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses. Operational stationary noise sources from residential, industrial, commercial, and school land uses vary in duration and noise level. Operational noise associated with future development facilitated by the 2024 GPU is likely to occur from stationary sources, such as HVAC units, tankless water heaters, generators, lawn maintenance equipment, and swimming pool pumps.

Industrial uses are largely concentrated in the southwest area of the City, adjacent to the MARB and I-215. Additionally, logistics uses have been approved at the World Logistics Center site at the eastern edge of the City. Noise sources from commercial and industrial uses would include mechanical equipment, generators, trucks, forklifts, and back-up beepers. Mechanical equipment

(e.g., HVAC equipment) typically generates noise levels of approximately 52 dBA at 50 feet.[30] Cargo forklifts generate noise levels of approximately 85 dBA at 3 feet.[31] Back-up beepers generated by medium and heavy-duty trucks reversing into loading docks would produce a typical volume of 97 dBA at one meter (3.28 feet) from the source.[32] Noise-sensitive residential land uses could be exposed to excess noise associated with the operation of commercial and industrial uses when the land uses abut.

The type of land uses proposed under the 2024 GPU would be similar to the land uses that currently exist in the Planning Area. Although the 2024 GPU would introduce five new land use designations, the allowed uses would be similar to what currently exists within the Planning Area. The 2024 GPU would primarily focus future development and redevelopment within the proposed Concept Areas that consist of clusters of vacant and underutilized land within the City limit that would increase density along existing corridors. Noise levels within the Planning Area are currently dominated by vehicle traffic on freeways and heavily traveled area roadways, and would continue to be the primary source of noise under buildout of the 2024 GPU. Therefore, future noise levels from stationary sources throughout the Planning Area would not be expected to increase the hourly or daily average sound level with respect to current conditions. While noise-sensitive residential land uses would be exposed to noise associated with the operation of commercial and industrial uses, future development would be required to show compliance with the Noise Regulation of the Municipal Code. The City regulates specific noise level limits allowable between land uses including limits on hours of operation for various noise-generating activities, guidance for measuring potential noise violations, and violation procedures. Additionally, 2024 GPU Policy N.2-2 and Actions N.2-A and N.2-B state that the City will continue to work with the community to address noise complaints through enforcement of Municipal Code provisions, and to update the Municipal Code to establish controls on outdoor noise in public places. Enforcement of the Noise Regulation of the Municipal Code and 2024 GPU policies and actions would ensure that future development would not result in a substantial permanent increase in ambient noise levels, and impacts would be less than significant.

Construction Noise

Future development implemented under the 2024 GPU could result in a temporary ambient noise increase due to construction activities. Due to the developed nature of the Planning Area, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be located in proximity to construction activities.

Noise impacts occur largely due to the physical modification of land and structures within the City. The 2024 GPU does not include physical alterations to the City. Instead, the 2024 GPU reflects zoning and land use updates resulting from the 2021-2029 Housing Element, which addresses the City's RHNA growth allocation of 13,627 housing units.

Implementation of the 2024 GPU could result in various development projects being constructed simultaneously and over the duration of buildout of the 2024 GPU. Due to the developed nature of the City, there is a high likelihood that construction activities would take place adjacent to existing structures and that sensitive receptors would be close to construction activities. Future development would involve construction activities that would generate on-site noise from heavy

[30] Elliott H. Berger, Rick Neitzel, and Cynthia A. Kladden, *Noise Navigator Sound Level Database with Over 1700 Measurement Values*, July 6, 2010.
[31] Noise Testing Workplace Noise Consultants, Warehouse & Forklift Workplace Noise Levels, November 2014.
[32] Environmental Health Perspectives, Vehicle Motion Alarms, January 2011.

construction equipment and off-site noise from heavy haul trucks and construction worker commutes. Construction activities associated with future housing development facilitated by the 2024 GPU is anticipated to occur in incremental phases over time based on market demand and economic and planning considerations. As a result, construction-related noise would not be concentrated in any one area of the City.

Construction activities typically involve the following construction sequences: (1) site preparation and/or demolition; (2) grading and utilities construction; (3) building construction; (4) paving; and (5) architectural coatings. Typical construction equipment would include backhoes, excavators, graders, loaders, compactors, cranes, trucks, pavers, pneumatic tools, generator sets, and air compressors. Typical noise levels generated by construction equipment at 25, 50, and 100 feet are shown in **Table 11: Typical Construction Equipment Noise Levels**. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 11: Typical Construction Equipment Noise Levels

Equipment	Typical Noise Level (dBA) at 25 feet from Source	Typical Noise Level (dBA) at 50 feet from Source	Typical Noise Level (dBA) at 100 feet from Source
Air Compressor	86	80	74
Backhoe	86	80	74
Compactor	88	82	76
Concrete Mixer	91	85	79
Concrete Pump	88	82	76
Concrete Vibrator	82	76	70
Crane, Mobile	89	83	77
Dozer	91	85	79
Generator	88	82	76
Grader	91	85	79
Impact Wrench	91	85	79
Jack Hammer	94	88	82
Loader	86	80	74
Paver	91	85	79
Pneumatic Tool	91	85	79
Pump	83	77	71
Roller	91	85	79
Saw	82	76	70
Scraper	91	85	79
Shovel	88	82	76
Truck	90	84	78

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual*, September 2018.

Because specific project-level information for future development is inherently not available at this time, it is not possible nor appropriate to quantify the construction noise impacts at specific sensitive receptors. In most cases, construction of individual developments associated with implementation of the 2024 GPU would temporarily increase the ambient noise environment in the

vicinity of existing and future noise-sensitive receptors. The nearest sensitive uses (e.g., residential uses) could be located within approximately 25 feet of construction activities associated with the implementation of the 2024 GPU. Intermittent construction equipment could reach or exceed 94 dBA (shown in **Table 11**). Because of the high degree of variability in construction noise, exposure to such sound level incursions could be brief, and the maximum noise levels at adjacent uses would lessen as the noisiest piece of construction equipment moved farther away, reduced the necessary power setting, and/or changed the interaction with the work piece.

Construction noise impacts would be restricted through enforcement of the Section 8.14.040 of the Municipal Code, which states that construction within the City is restricted to the hours of 7:00 a.m. to 7:00 p.m. from Monday through Friday and 8:00 a.m. to 4:00 p.m. on Saturdays. The City's allowable construction hours acknowledges that construction activity is a normal function of typical urban and suburban activities during daytime hours. GPU Policy N.2-3 would also require the enforcement of the regulations in the Municipal Code to reduce potential construction noise impacts. However, construction activities associated with any individual development may occur near noise-sensitive receptors. Depending on the project type, equipment list, time of day, phasing, and overall construction durations, noise disturbances may occur for prolonged periods of time or during the more sensitive nighttime hours. Therefore, construction noise impacts would be considered potentially significant.

6.2 Threshold: Vibration

Would the project generate excessive ground-borne vibration or ground-borne noise levels?

Construction

Future development under the 2024 GPU would involve construction activities that would generate on-site noise from heavy equipment, power tools, generators, and other vibration sources. Construction activities could result in groundborne vibration impacts at noise sensitive receptors within the City depending on the site location, duration of construction activities, and equipment used at the construction site. Groundborne vibration would primarily impact vibration sensitive land uses located adjacent to or within the vicinity of individual development sites. The types of construction vibration impacts include human annoyance and building damage.

Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. For example, for a building that is constructed with reinforced concrete with no plaster, the FTA guidelines show that a vibration level of up to 0.20 in/sec is considered safe and would not result in any construction vibration damage. The effect on buildings located near a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). Furthermore, groundborne vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance.

Table 12: Typical Vibration Levels for Construction Equipment identifies anticipated vibration velocity levels for standard types of construction equipment at 25 and 50 feet from the source. As shown in **Table 12**, vibration velocities from typical heavy construction equipment operations that

would potentially be used during construction of future development under implementation of the 2024 GPU range from 0.003 to 0.644 in/sec PPV at 25 feet from the source of activity.

Table 12: Typical Vibration Levels for Construction Equipment

Equipment	PPV at 25 feet (in/sec)	PVV at 50 feet (in/sec)
Large bulldozer	0.089	0.031
Loaded Trucks	0.076	0.027
Small Bulldozer	0.003	0.001
Jackhammer	0.035	0.012
Pile Driver	0.644	0.228
Vibratory hammer	0.035	0.012

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Manual, Table 12-2,* September 2018.

1. Calculated using the following formula: PPV *equip* = PPV*ref* x $(25/D)^{1.5}$ where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance, PPV (ref) = the reference vibration level in in/sec, and D = the distance from the equipment to the receiver.

Because specific project-level information is inherently not available, it is not possible nor appropriate to quantify the construction vibration impacts at specific sensitive receptors. Construction of future developments would generate temporary vibrations from the use of heavy-duty construction equipment. The nearest sensitive uses (e.g., residential uses) could be located within approximately 25 feet of future construction activities. As previously noted, construction equipment could generate vibration velocities at 25 feet that exceed the FTA building damage threshold of 0.2 in/sec and the Caltrans' human annoyance threshold of 0.4 in/sec. Therefore, construction vibration impacts would be considered potentially significant.

Railroad

As discussed above, the SJBL closely follows the I-215 corridor, bordering the western edge of the city. Both the Metrolink commuter tail and freight trains travel along the corridor. Caltrans notes that train vibration levels are dependent on the speed, load, track condition, and amount of ballast used to support the track. Caltrans prepared a train groundborne vibration contour from recorded train vibration levels. The 0.2 in/sec and 0.08 in/sec vibration contour would extend to 7.5 feet and 25 feet from the rails, respectively. No Category 1 land uses would be constructed within 600 feet of the railroad tracks. For Category 2 land uses such as residences and buildings where people would normally sleep, the screening distance is 200 feet. The screening distance for Category 3 land uses such as institutional land uses within primarily daytime uses, is 120 feet. Since the Planning Area boundaries are located more than 200 feet away from the SJBL, and future development under implementation of the 2024 GPU would not involve railroads, the vibrational impacts associated with future railroad activity would be less than significant.

Stationary Sources

Industrial manufacturing operations occasionally utilize heavy equipment that have the potential to generate ground-borne vibration levels in their immediate proximity. The residual vibrations from industrial machinery are typically of such low amplitude that they quickly dissipate into the surrounding soil and are rarely perceivable at the surrounding land uses. While the level of this vibration is indeterminate, it would not be expected to exceed that of railroad operations. Railroad operations are shown to create vibration levels under the most stringent Caltrans threshold levels at

25 feet from the rails. Any piece of heavy vibration-causing equipment would be situated further than this distance from any sensitive land uses. Furthermore, residential and commercial uses do not typically generate vibration. Therefore, the vibration impact from stationary sources would be less than significant.

6.3 Threshold 3: Airports

Would the project expose people residing or working in the project area to excessive aircraft noise levels?

Portions of the Planning Area are located within the Airport Compatibility Zones A, B1, B2, C1, D, and E. The MARB noise contours in relation to the Planning Area are shown in **Figure 5.** Compatibility Zone A is within the 70 and 75 CNEL contour, Zone B1 is within the 65 CNEL contour, Zone B2 is within the 60 CNEL contour, and Zone C1 is within or near the 60 CNEL contour. Compatibility Zone D and Zone E are not located within a noise contour.

The MARB/IPA ALCUP defines the maximum acceptable exterior noise level for new residential land uses as 65 dBA and the maximum interior noise level for noise-sensitive land uses (residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, etc.) as 40 dBA and 45 CNEL for office uses. The MARB/IPA ALUCP requires that an acoustical study be complete for new noise-sensitive land uses that are located within the MARB's 60 CNEL contour. In addition, the MARB/IPA ALUCP prohibits the development of new residential uses, except for single-family residences, within the MARB's 60 CNEL noise contour.

The 70 and 75 CNEL noise contours cross into the City in Compatibility Zone A. The existing and proposed land us is Open Space. The 65 CNEL noise contour crosses into the City in two locations identified as Compatibility Zone B1: the southwestern corner of the City west of Indian Street and south of San Michele Road, and the western edge of the City near the intersection of Old 215 Frontage Road and Alessandro Boulevard. The proposed land use designations in these areas are Business Park/Light Industrial, Business Flex, Commercial, and Open Space. No residential land uses are located in areas where the MARB noise levels exceed 65 CNEL. The 60 CNEL contour crosses into the western portion of the City in locations identified as Compatibility Zone C1. The proposed designations in these areas include those identified above for Compatibility Zone B1 as well as R3 Residential.

The land use restrictions for each of the compatibility zones provides limitations to development to minimize potential hazards including noise exposure. Development within the Air Installation Compatible Use Zone is subject to development standards and restrictions as set forth in Municipal Code Section 9.07.060. Future development that would be located within the City's special zone and/or within the ALUC Compatibility Zones would be required to adhere to all special regulations, including Municipal Code development standards and specific land use regulations regarding aircraft noise. GPU Policies N.1-3, N.2-4, and N.2-5 and Action N.1-A also reinforce the standards contained in the ALUCP. Therefore, adherence with the noise requirements of the ALUCP, the Municipal Code, and associated FAA requirements would ensure that future development would not expose people to excessive aircraft noise levels, and impacts would be less than significant.

7.0 CUMULATIVE ANALYSIS

The analysis of vehicle traffic noise provided above is cumulative in nature because the analysis considers noise impacts associated with buildout of the entirety of the Planning Area and the traffic assumptions used in the analysis include cumulative traffic associated with regional growth. Cumulatively, there would be a substantial amount of additional new future development and associated travel demand within the Planning Area and in the surrounding region. The residences and other sensitive land uses located along most of the Planning Area roadways are currently affected by the existing traffic noise, and cumulative growth would result in a significant increase in ambient noise and would potentially result in noise levels that exceed the City's compatibility standards. Therefore, noise impacts associated with ambient noise increases and land use compatibility would be cumulatively considerable and would remain significant and unavoidable.

Stationary source noise, construction noise, and vibration are generally localized impacts that do not have regional or cumulative considerations. Noise sources associated with past, present, and future development in the region include construction equipment, landscape and building maintenance activities, mechanical equipment, solid waste collection, parking lots, commercial, office, and industrial activities, and residential, school, and recreation activities and events. Noise sources that are adjacent to one another could combine to increase cumulative noise levels. However, stationary noise sources within the Planning Area would not generally combine with noise sources outside the Planning Area to create a cumulative increase in stationary noise. Through enforcement of the Municipal Code, cumulative noise and vibration impacts associated with stationary sources would be less than significant. However, noise and vibration impacts associated with construction activities would be potentially cumulatively significant.

8.0 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

8.1 Threshold 1: Increase in Ambient Noise

Traffic Noise

Increase in Ambient Noise

The increase in ambient noise levels along 198 roadway segments listed in **Table 9** could expose existing noise-sensitive receptors to a significant increase in ambient noise levels, and impacts would be potentially significant.

Land Use Compatibility

Future development proposals within the Planning Area would be required to conduct site-specific noise analyses to demonstrate that the proposed development would not place sensitive receptors in locations where the existing or future noise levels would exceed the land use compatibility standards. Noise impacts associated with future development would be less than significant.

Railroad Noise

Since development would not occur within the railroad noise screening distance and railroad noise levels would not exceed 60 CNEL within the Planning Area, impacts would be less than significant.

Stationary Noise

Through enforcement of the Noise Regulation of the Municipal Code and GPU policies and actions, impacts associated with stationary sources of noise would be less than significant.

Construction Noise

Construction activities associated with any individual development may occur near noise-sensitive receptors and noise disturbances may occur. Therefore, construction noise impacts would be considered potentially significant.

8.2 Threshold 2: Vibration

Construction

Construction details, locations, and equipment for future project-level developments under the Project are not known at this time but may cause vibration impacts. Therefore, construction vibration impacts would be considered potentially significant.

Railroad

Future development under implementation of the Project would not occur within the railroad vibration screening distance. Vibration impacts would be less than significant.

Stationary Sources

Since vibration associated with stationary sources would be localized to the immediate vicinity, vibration impacts due to stationary source would be less than significant.

8.3 Threshold 3: Airports

Adherence with the noise requirements of the ALUCP, Municipal Code, and associated FAA requirements would ensure that future development would not expose people to excessive aircraft noise levels. Noise impacts associated with airports would be less than significant.

9.0 MITIGATION

9.1 Threshold 1: Increase in Ambient Noise

Traffic Noise

Impacts associated with the increase in traffic volumes would be significant without mitigation. For existing noise sensitive land uses, possible noise reduction measures would include retrofitting older structures with acoustically rated windows and doors featuring higher Sound Transmission Class ratings, which is a measure of exterior noise reduction performance. However, there is no mechanism in place for implementing such a retrofit program. In the event that existing uses are demolished and redeveloped, new homes would be required to provide sufficient sound insulation to meet City and CBC interior noise standards. Because it would be speculative to assume that all existing homes along impacted roadways would be redeveloped and the significant noise impacts would be to existing homes and other noise-sensitive uses in an already urbanized area, there is no feasible mitigation. Therefore, impacts to existing sensitive land uses would remain significant and unavoidable.

Railroad Noise

Impacts would be less than significant. No mitigation is required.

Stationary Noise

Impacts would be less than significant. No mitigation is required.

Construction Noise

Impacts related to construction noise would be significant and the following mitigation shall be applied to future development:

NOI-1: The Director of Community Development or his or her designee shall require applicants to demonstrate whether the project has the potential to exceed noise standards contained in Sections 8.14.040 and 11.80.030 of the Municipal Code. If a project may exceed standards or is located adjacent to noise-sensitive receptors, the City shall require the applicant to prepare a Noise Analysis that estimates construction noise and identifies noise reduction measures that would ensure compliance with Municipal Code standards. Construction plans submitted to the City shall identify applicable measures on demolition, grading, and construction plans submitted to the City. Noise reduction measures can include, but are not limited to, the following:

1. Demolition, construction, site preparation, and related activities that would generate noise perceptible at the property line of the subject property are limited to the hours between 7:00 a.m. to 7:00 p.m. from Monday through Friday excluding holidays and from 8:00 a.m. to 4:00 p.m. on Saturdays. The building inspector may issue an exception to this limitation on hours in cases of urgent necessity where the public health and safety will not be substantially impaired.

2. Idling times for noise-generating equipment used in demolition, construction,

site preparation, and related activities shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes.

3. Demolition, construction, site preparation, and related activities within 70 feet from the edge of properties with existing, occupied noise-sensitive uses shall incorporate all feasible strategies to reduce noise exposure for noise-sensitive uses, including:

    a. Provide written notice to all known occupied noise-sensitive uses within 400 feet of the edge of the project site boundary at least 2 weeks prior to the start of each construction phase of the construction schedule;

    b. Ensure that construction equipment is properly maintained and equipped with noise control components, such as mufflers, in accordance with manufacturers' specifications;

    c. Re-route construction equipment away from adjacent noise-sensitive uses;

    d. Locate noisy construction equipment away from surrounding noise sensitive uses;

    e. Use sound aprons or temporary noise enclosures around noise-generating equipment;

    f. Position storage of waste materials, earth, and other supplies in a manner that will function as a noise barrier for surrounding noise-sensitive uses;

    g. Use the quietest practical type of equipment;

    h. Use electric powered equipment instead of diesel or gasoline engine powered equipment; Use shrouding or shielding and intake and exhaust silencers/mufflers; and

    i. Other effective and feasible strategies to reduce construction noise exposure for surrounding noise-sensitive uses.

4. For construction of buildings that require the installation of piles, an alternative to installation of piles by hammering shall be used. This could include the use of augured holes for cast-in-place piles, installation through vibration or hydraulic insertion, or another low-noise technique.

9.2 Threshold 2: Vibration

Construction

Impacts related to construction vibration would be significant and the following mitigation shall be applied to future development:

NOI-2: Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures, such as historical resources, 100

feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry no plaster); or a vibratory roller within 25 feet of any structure, the project applicant shall prepare a noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 inches per second [in/sec] peak particle velocity [PPV] for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving and static rollers as opposed to vibratory rollers shall be used. If necessary, construction vibration monitoring shall be conducted to ensure vibration thresholds are not exceeded.

Railroad

Impacts would be less than significant. No mitigation is required.

Stationary Sources

Impacts would be less than significant. No mitigation is required.

9.3 Threshold 3: Airports

Impacts would be less than significant. No mitigation is required.

10.0 SIGNIFICANCE OF IMPACTS AFTER MITIGATION

10.1 Threshold 1: Increase in Ambient Noise

Traffic Noise

Impacts to existing sensitive land uses located in areas that would experience a significant increase in ambient noise levels exceeding the applicable land use and noise compatibility level would be significant and unavoidable at this program level of review.

Railroad Noise

Impacts would be less than significant. No mitigation is required.

Stationary Noise

Impacts would be less than significant. No mitigation is required.

Construction Noise

Mitigation Measure NOI-1 would reduce construction noise exposure. However, for construction sites that are adjacent to noise-sensitive uses, there still could be a substantial temporary increase in noise levels that could lead to adverse noise-related impacts. Therefore, impacts would remain significant and unavoidable.

10.2 Threshold 2: Vibration

Construction

Mitigation Measure NOI-2 would reduce construction-related vibration impacts to a level less than significant.

Railroad

Impacts would be less than significant. No mitigation is required.

Stationary Sources

Impacts would be less than significant. No mitigation is required.

10.3 Threshold 3: Airports

Impacts would be less than significant. No mitigation is required.

11.0 REFERENCES

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5. Federal Highway Administration, Highway Traffic and Construction Noise - Problem and Response, April 2006.

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7. Federal Interagency Committee on Noise, Federal Agency Review of Selected Airport Noise Analysis Issues, August 1992.

8. Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.

9. Harris, Cyril M., Noise Control in Buildings: A Practical Guide for Architects and Engineers, 1994.

10. Metrolink, 91/Perris Valley, https://metrolinktrains.com/schedules/?type=line&lineName=91+Line, accessed January 2025.

11. Noise Testing Workplace Noise Consultants, Warehouse & Forklift Workplace Noise Levels, November 2014.

12. Riverside County Airport Land Use Commission, March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan, November 2014.

13. Riverside County Airport Land Use Commission, Riverside County Airport Land Use Compatibility Plan Policy Document, October 2004.

14. Riverside County Transportation Commission, Perris Valley Line Commuter Rail, March 2010.

15. State of California Governor's Office of Planning and Research, General Plan Guidelines, Appendix D: Noise Element Guidelines, 2017, page 374.

16. U.S. Environmental Protection Agency, Protective Noise Levels (EPA 550/9-79-100), November 1979.

Appendix A

NOISE DATA

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	1	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	9:15am
Location:	Old 215 Frontage Road, facing west towards SR-215		
Noise Sources:	Traffic, birds, idling truck nearby, chicken		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
67.3	48.9	78.2	103.4

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	75
Wind (mph):	1
Sky:	Clear
Bar. Pressure:	29.91
Humidity:	52%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.009.s	Computer's File Name	LxTse_0005586-20240808 101512-LxT_Data.009.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 10:15:12	Duration	0:15:00.0		
End Time	2024-08-08 10:30:12	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2019-10-29 12:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	67.3 dB		
LAE	96.8 dB	SEA	--- dB
EA	537.0 µPa²h		
LZ_{peak}	103.4 dB	2024-08-08 10:15:47	
LAS_{max}	78.2 dB	2024-08-08 10:28:17	
LAS_{min}	48.9 dB	2024-08-08 10:20:45	
LA_{eq}	67.3 dB		
LC_{eq}	74.0 dB	LC_{eq} - LA_{eq}	6.7 dB
LAI_{eq}	69.0 dB	LAI_{eq} - LA_{eq}	1.7 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	67.3 dB	67.3 dB	0.0 dB

	L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
	67.3 dB	67.3 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	67.3 dB		74.0 dB		--- dB	
$L_{S(max)}$	78.2 dB	2024-08-08 10:28:17	--- dB	None	--- dB	None
$L_{S(min)}$	48.9 dB	2024-08-08 10:20:45	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	103.4 dB	2024-08-08 10:15:47

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	16	0:00:43.6

Statistics

LAS 5.0	73.2 dB
LAS 10.0	71.6 dB
LAS 33.3	67.0 dB
LAS 50.0	63.4 dB
LAS 66.6	59.7 dB
LAS 90.0	52.9 dB

Summary

File Name on Meter	LxT_Data.009.s
File Name on PC	LxTse_0005586-20240808 101512-LxT_Data.009.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 10:15:12
Stop	2024-08-08 10:30:12
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2019-10-29 12:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamplifier	Direct
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	122.2 dB

	A	C	Z
Under Range Peak	78.4	75.4	**80.4** dB
Under Range Limit	**14.3**	12.8	17.1 dB
Noise Floor	5.2	3.7	8.0 dB

	First	Second	Third
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	67.3 dB	
LAE	96.8 dB	
EA	537.032 µPa²h	
LZpk (max)	2024-08-08 10:15:47	103.4 dB
LASmax	2024-08-08 10:28:17	78.2 dB
LASmin	2024-08-08 10:20:45	48.9 dB
SEA	-99.9 dB	

	Exceedance Counts	Duration
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	LDN	LDay 07:00-22:00	LNight 22:00-07:00	LDEN	LDay 07:00-19:00	LEvening 19:00-22:00	LNight 22:00-07:00	
	67.3	67.3	-99.9	67.3	67.3	-99.9	-99.9	dB

LCeq	74.0 dB	
LAeq	67.3 dB	
LCeq - LAeq	6.7 dB	
LAIeq	69.0 dB	
LAeq	67.3 dB	
LAIeq - LAeq	1.7 dB	

	A		C		Z	
	dB	Time Stamp	dB	Time Stamp	dB	Time Stamp
Leq	67.3		74.0			
Ls(max)	78.2	2024/08/08 10:28:17				
Ls(min)	48.9	2024/08/08 10:20:45				
Lpk(max)					103.4	2024/08/08 10:15:47

Overload Count	0
Overload Duration	0.0 s
OBA Overload Count	16
OBA Overload Duration	43.6 s

Ln Percentiles

LA 5.00	73.2 dB
LA 10.00	71.6 dB
LA 33.30	67.0 dB
LA 50.00	63.4 dB
LA 66.60	59.7 dB
LA 90.00	52.9 dB

Calibration History

Preamp	Date	dB re 1V/Pa	mV/Pa	6.3	8.0	10.0
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	12500	16000	20000
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.03	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	2	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	10:00am
Location:	Gateway Drive and Memorial Way		
Noise Sources:	Traffic, carwash, crow, honk, helicopter		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
54.3	47.2	49.7	91.8

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	78
Wind (mph):	<5
Sky:	Clear
Bar. Pressure:	29.91
Humidity:	45%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.011.s	Computer's File Name	LxTse_0005586-20240808 110349-LxT_Data.011.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 11:03:49	Duration	0:15:00.0		
End Time	2024-08-08 11:18:49	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-08-05 16:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	54.3 dB		
LAE	83.8 dB	SEA	--- dB
EA	26.9 µPa²h		
LZ_{peak}	91.8 dB	2024-08-08 11:09:50	
LAS_{max}	69.7 dB	2024-08-08 11:09:49	
LAS_{min}	47.0 dB	2024-08-08 11:06:17	
LA_{eq}	54.3 dB		
LC_{eq}	66.9 dB	LC_{eq} - LA_{eq}	12.6 dB
LAI_{eq}	55.5 dB	LAI_{eq} - LA_{eq}	1.2 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	54.3 dB	54.3 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
54.3 dB	54.3 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	54.3 dB		66.9 dB		--- dB	
$L_{S(max)}$	69.7 dB	2024-08-08 11:09:49	--- dB	None	--- dB	None
$L_{S(min)}$	47.0 dB	2024-08-08 11:06:17	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	91.8 dB	2024-08-08 11:09:50

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	56.7 dB
LAS 10.0	54.3 dB
LAS 33.3	52.5 dB
LAS 50.0	51.6 dB
LAS 66.6	50.8 dB
LAS 90.0	49.1 dB

Summary

File Name on Meter	LxT_Data011.s
File Name on PC	LxTse_0005586-20240808 110349-LxT_Data011.ldbin
Serial Number	0005586
Model	SoundExpert™ LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 11:03:49
Stop	2024-08-08 11:18:49
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-08-05 16:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Low		
OBA Bandwidth	1/1 and 1/3		
OBA Frequency Weighting	Z Weighting		
OBA Max Spectrum	Bin Max		
Overload	122.7 dB		
	A	**C**	**Z**
Under Range Peak	79.2	76.2	**91.2** dB
Under Range Limit	**25.3**	26.0	31.8 dB
Noise Floor	16.2	16.9	22.6 dB
	Fisst	**Second**	**Third**
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W Town & Country Rd, 700	714.939.1030

Results

LAeq	54.3 dB	
LAE	83.8 dB	
EA	26.915 µPa²h	
LZpk (max)	2024-08-08 11:09:50	91.8 dB
LA5max	2024-08-08 11:09:49	69.7 dB
LA5min	2024-08-08 11:06:17	47.0 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	54.3	54.3	-99.9	54.3	54.3	-99.9	-99.9	dB

LCeq	66.9	dB
LAeq	54.3	dB
LCeq - LAeq	12.6	dB
LAIeq	55.5	dB
LAeq	54.3	dB
LAIeq - LAeq	1.2	dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	54.3		68.9			
Ls(max)	69.7	2024/08/08 11:09:49				
Ls(min)	47.0	2024/08/08 11:06:17				
Lpk(max)					91.8	2024/08/08 11:09:50

Overload Count	0	
Overload Duration	0.0	s
OBA Overload Count	0	
OBA Overload Duration	0.0	s

Ln Percentiles

LA 5.00	56.7	dB
LA 10.00	54.3	dB
LA 33.30	52.5	dB
LA 50.00	51.6	dB
LA 66.60	50.8	dB
LA 90.00	49.1	dB

Calibration History

Preamp	**Date**	**dB re 1V/Pa**	**mV/Pa**	**6.3**	**8.0**	**10.0**
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.40	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	45.4
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.68
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	13.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	14.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	13.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	14.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	11.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	11.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	14.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	1.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.57	32.28	28.03	33.44	16.75	29.63	11.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	11.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	3	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	10:37 AM
Location:	Olive Wood Plaza Drive, facing northeast towards CA-60		
Noise Sources:	traffic, speaking, truck, gingle of chain		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
60.3	54.1	68.8	93.3

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	82
Wind (mph):	<5
Sky:	Clear
Bar. Pressure:	29.9
Humidity:	39%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.012.s	Computer's File Name	LxTse_0005586-20240808 113720-LxT_Data.012.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 11:37:20	Duration	0:15:42.5		
End Time	2024-08-08 11:53:18	Run Time	0:15:25.7	Pause Time	0:00:16.8
Pre-Calibration	2024-08-05 16:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	60.3 dB		
LAE	90.0 dB	SEA	--- dB
EA	110.2 µPa²h		
LZ_{peak}	93.3 dB	2024-08-08 11:44:24	
LAS_{max}	68.8 dB	2024-08-08 11:45:02	
LAS_{min}	54.1 dB	2024-08-08 11:39:25	
LA_{eq}	60.3 dB		
LC_{eq}	71.2 dB	LC_{eq} - LA_{eq}	10.9 dB
LAI_{eq}	61.8 dB	LAI_{eq} - LA_{eq}	1.5 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	60.3 dB	60.3 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
60.3 dB	60.3 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	60.3 dB		71.2 dB		--- dB	
$LS_{(max)}$	68.8 dB	2024-08-08 11:45:02	--- dB	None	--- dB	None
$LS_{(min)}$	54.1 dB	2024-08-08 11:39:25	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	93.3 dB	2024-08-08 11:44:24

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	1	0:00:02.0

Statistics

LAS 5.0	63.9 dB
LAS 10.0	62.5 dB
LAS 33.3	60.5 dB
LAS 50.0	59.5 dB
LAS 66.6	58.5 dB
LAS 90.0	56.8 dB

Summary

File Name on Meter	LxT_Data.012.s
File Name on PC	LxTse_0005586-20240808 113720-LxT_Data.012.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 11:37:20
Stop	2024-08-08 11:53:18
Duration	00:15:42.5
Run Time	00:15:25.7
Pause	00:00:16.8
Pre-Calibration	2024-08-05 16:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Low		
OBA Bandwidth	1/1 and 1/3		
OBA Frequency Weighting	Z Weighting		
OBA Max Spectrum	Bin Max		
Overload	122.7 dB		
	A	**C**	**Z**
Under Range Peak	79.2	76.2	**81.2** dB
Under Range Limit	**25.3**	26.0	31.8 dB
Noise Floor	16.2	16.9	22.6 dB

	First	**Second**	**Third**
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	60.3 dB	
LAE	90.0 dB	
EA	110.212 µPa²h	
LZpk (max)	2024-08-08 11:44:24	93.3 dB
LASmax	2024-08-08 11:45:02	68.8 dB
LASmin	2024-08-08 11:39:25	54.1 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	60.3	60.3	-99.9	60.3	60.3	-99.9	-99.9	dB

LCeq	71.2 dB	
LAeq	60.3 dB	
LCeq - LAeq	10.9 dB	
LAIeq	61.8 dB	
LAeq	60.3 dB	
LAIeq - LAeq	1.5 dB	

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	60.3		71.2			
Ls(max)	68.8	2024/08/08 11:45:02				
Ls(min)	54.1	2024/08/08 11:39:25				
Lpk(max)					93.3	2024/08/08 11:44:24

Overload Count	0
Overload Duration	0.0 s
OBA Overload Count	1
OBA Overload Duration	2.0 s

Ln Percentiles

LA 5.00	63.9 dB
LA 10.00	62.5 dB
LA 33.30	60.5 dB
LA 50.00	59.5 dB
LA 66.60	58.5 dB
LA 90.00	56.8 dB

Calibration History

Preamp	**Date**	**dB re 1V/Pa**	**mV/Pa**	**6.3**	**8.0**	**10.0**
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	4	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	11:41 AM
Location:	Gateway Park, along Heacock Street		
Noise Sources:	Birds, traffic, idling car, chatting		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
54.7	44.9	66.1	93.3

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	86
Wind (mph):	<5
Sky:	Clear
Bar. Pressure:	29.89
Humidity:	34%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.016.s	Computer's File Name	LxTse_0005586-20240808 124046-LxT_Data.016.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 12:40:46	Duration	0:15:00.0		
End Time	2024-08-08 12:55:46	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-08-05 16:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	54.7 dB		
LAE	84.2 dB	SEA	--- dB
EA	29.5 µPa²h		
LZ_{peak}	93.3 dB	2024-08-08 12:50:27	
LAS_{max}	66.1 dB	2024-08-08 12:49:59	
LAS_{min}	44.9 dB	2024-08-08 12:46:49	
LA_{eq}	54.7 dB		
LC_{eq}	68.2 dB	LC_{eq} - LA_{eq}	13.5 dB
LAI_{eq}	55.7 dB	LAI_{eq} - LA_{eq}	1.0 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	54.7 dB	54.7 dB	0.0 dB

	L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
	54.7 dB	54.7 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	54.7 dB		68.2 dB		--- dB	
$L_{S(max)}$	66.1 dB	2024-08-08 12:49:59	--- dB	None	--- dB	None
$L_{S(min)}$	44.9 dB	2024-08-08 12:46:49	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	93.3 dB	2024-08-08 12:50:27

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	1	0:00:02.1

Statistics

LAS 5.0	59.6 dB
LAS 10.0	57.9 dB
LAS 33.3	54.3 dB
LAS 50.0	52.5 dB
LAS 66.6	50.8 dB
LAS 90.0	48.3 dB

Summary

File Name on Meter	LxT_Data.016.s
File Name on PC	LxTse_0005586-20240808 124046-LxT_Data.016.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 12:40:46
Stop	2024-08-08 12:55:46
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-08-05 16:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Low		
OBA Bandwidth	1/1 and 1/3		
OBA Frequency Weighting	Z Weighting		
OBA Max Spectrum	Bin Max		
Overload	122.7 dB		
	A	**C**	**Z**
Under Range Peak	79.2	76.2	**81.2** dB
Under Range Limit	**25.3**	26.0	31.8 dB
Noise Floor	16.2	16.9	22.6 dB

	First	**Second**	**Third**
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	54.7 dB	
LAE	84.2 dB	
EA	29.512 µPa²h	
LZpk (max)	2024-08-08 12:50:27	93.3 dB
LASmax	2024-08-08 12:49:59	66.1 dB
LASmin	2024-08-08 12:46:49	44.9 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	54.7	54.7	-99.9	54.7	54.7	-99.9	-99.9	dB

LCeq	68.2 dB
LAeq	54.7 dB
LCeq - LAeq	13.5 dB
LAIeq	55.7 dB
LAeq	54.7 dB
LAIeq - LAeq	1.0 dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	54.7		68.2			
LS(max)	66.1	2024/08/08 12:49:59				
LS(min)	44.9	2024/08/08 12:46:49				
Lpk(max)					93.3	2024/08/08 12:50:27

Overload Count	0
Overload Duration	0.0 s
OBA Overload Count	1
OBA Overload Duration	2.1 s

Ln Percentiles

LA 5.00	59.6 dB
LA 10.00	57.9 dB
LA 33.30	54.3 dB
LA 50.00	52.5 dB
LA 66.60	50.8 dB
LA 90.00	48.3 dB

Calibration History

Preamp	**Date**	**dB re 1V/Pa**	**mV/Pa**	**6.3**	**8.0**	**10.0**
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	5	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	11:16 AM
Location:	Quebrada Court		
Noise Sources:	Plane, cars, light traffic		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
52.7	39.0	70.1	96.6

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	85
Wind (mph):	<5
Sky:	Clear
Bar. Pressure:	29.9
Humidity:	36%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.015.s	Computer's File Name	LxTse_0005586-20240808 121551-LxT_Data.015.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 12:15:51	Duration	0:15:00.0		
End Time	2024-08-08 12:30:51	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-08-05 16:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	52.7 dB		
LAE	82.2 dB	SEA	--- dB
EA	18.6 µPa²h		
LZ_{peak}	96.6 dB	2024-08-08 12:23:42	
LAS_{max}	70.1 dB	2024-08-08 12:23:43	
LAS_{min}	39.0 dB	2024-08-08 12:16:50	
LA_{eq}	52.7 dB		
LC_{eq}	71.3 dB	LC_{eq} - LA_{eq}	18.6 dB
LAI_{eq}	54.1 dB	LAI_{eq} - LA_{eq}	1.4 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	52.7 dB	52.7 dB	0.0 dB

	L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
	52.7 dB	52.7 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	52.7 dB		71.3 dB		--- dB	
$L_{S(max)}$	70.1 dB	2024-08-08 12:23:43	--- dB	None	--- dB	None
$L_{S(min)}$	39.0 dB	2024-08-08 12:16:50	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	96.6 dB	2024-08-08 12:23:42

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	3	0:00:17.9

Statistics

LAS 5.0	55.8 dB
LAS 10.0	52.2 dB
LAS 33.3	45.2 dB
LAS 50.0	44.0 dB
LAS 66.6	43.1 dB
LAS 90.0	41.4 dB

Summary

File Name on Meter	LxT_Data.015.s
File Name on PC	LxTse_0005586-20240808 121551-LxT_Data.015.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 12:15:51
Stop	2024-08-08 12:30:51
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-08-05 16:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamplifier	PRMLxT1L
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	122.7 dB

	A	C	Z
Under Range Peak	79.2	76.2	**81.2** dB
Under Range Limit	**25.3**	26.0	31.8 dB
Noise Floor	16.2	16.9	22.6 dB

	First	Second	Third
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	52.7 dB	
LAE	82.2 dB	
EA	18.621 µPa²h	
LZpk (max)	2024-08-08 12:23:42	96.6 dB
LASmax	2024-08-08 12:23:43	70.1 dB
LASmin	2024-08-08 12:16:50	39.0 dB
SEA	-99.9 dB	

	Exceedance Counts	Duration
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	52.7	52.7	-99.9	52.7	52.7	-99.9	-99.9	dB

LCeq	71.3 dB
LAeq	52.7 dB
LCeq - LAeq	18.6 dB
LAIeq	54.1 dB
LAeq	52.7 dB
LAIeq - LAeq	1.4 dB

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	52.7		71.3			
Ls(max)	70.1	2024/08/08 12:23:43				
Ls(min)	39.0	2024/08/08 12:16:50				
Lpk(max)					96.6	2024/08/08 12:23:42

Overload Count	0
Overload Duration	0.0 s
OBA Overload Count	3
OBA Overload Duration	17.9 s

Ln Percentiles

LA 5.00	55.8 dB
LA 10.00	52.2 dB
LA 33.30	45.2 dB
LA 50.00	44.0 dB
LA 66.60	43.1 dB
LA 90.00	41.4 dB

Calibration History

Preamp	**Date**	**dB re 1V/Pa**	**mV/Pa**	**6.3**	**8.0**	**10.0**
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	6	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	12:22 PM
Location:	Twilight Way and Locust Avenue		
Noise Sources:	Landscaping, traffic, birds		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
56.3	35.2	77.4	99.6

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	87
Wind (mph):	<5
Sky:	Clear
Bar. Pressure:	29.88
Humidity:	23%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.017.s	Computer's File Name	LxTse_0005586-20240808 132108-LxT_Data.017.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 13:21:08	Duration	0:15:00.0		
End Time	2024-08-08 13:36:08	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-08-05 16:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	56.3 dB		
LAE	85.8 dB	SEA	--- dB
EA	42.7 µPa²h		
LZ_{peak}	99.6 dB	2024-08-08 13:29:32	
LAS_{max}	77.4 dB	2024-08-08 13:29:32	
LAS_{min}	35.2 dB	2024-08-08 13:32:28	
LA_{eq}	56.3 dB		
LC_{eq}	67.1 dB	LC_{eq} - LA_{eq}	10.8 dB
LAI_{eq}	58.3 dB	LAI_{eq} - LA_{eq}	2.0 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	56.3 dB	56.3 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
56.3 dB	56.3 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	56.3 dB		67.1 dB		--- dB	
$L_{S(max)}$	77.4 dB	2024-08-08 13:29:32	--- dB	None	--- dB	None
$L_{S(min)}$	35.2 dB	2024-08-08 13:32:28	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	99.6 dB	2024-08-08 13:29:32

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	5	0:00:14.7

Statistics

LAS 5.0	61.7 dB
LAS 10.0	55.3 dB
LAS 33.3	46.5 dB
LAS 50.0	43.5 dB
LAS 66.6	41.4 dB
LAS 90.0	37.6 dB

Summary

File Name on Meter	LxT_Data.017.s
File Name on PC	LxTse_0005586-20240808 132108-LxT_Data.017.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 13:21:08
Stop	2024-08-08 13:36:08
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-08-05 16:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Low		
OBA Bandwidth	1/1 and 1/3		
OBA Frequency Weighting	Z Weighting		
OBA Max Spectrum	Bin Max		
Overload	122.7 dB		
	A	**C**	**Z**
Under Range Peak	79.2	76.2	**81.2** dB
Under Range Limit	**25.3**	26.0	31.8 dB
Noise Floor	16.2	16.9	22.6 dB

	First	**Second**	**Third**
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	56.3 dB	
LAE	85.8 dB	
EA	42.658 µPa²h	
LZpk (max)	2024-08-08 13:29:32	99.6 dB
LASmax	2024-08-08 13:29:32	77.4 dB
LASmin	2024-08-08 13:32:28	35.2 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	56.3	56.3	-99.9	56.3	56.3	-99.9	-99.9	dB

LCeq	67.1 dB	
LAeq	56.3 dB	
LCeq - LAeq	10.8 dB	
LAIeq	58.3 dB	
LAeq	56.3 dB	
LAIeq - LAeq	2.0 dB	

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	56.3		67.1			
Ls(max)	77.4	2024/08/08 13:29:32				
Ls(min)	35.2	2024/08/08 13:32:28				
Lpk(max)					99.6	2024/08/08 13:29:32

Overload Count	0	
Overload Duration	0.0	s
OBA Overload Count	5	
OBA Overload Duration	14.7	s

Ln Percentiles

LA 5.00	61.7 dB
LA 10.00	55.3 dB
LA 33.30	46.5 dB
LA 50.00	43.5 dB
LA 66.60	41.4 dB
LA 90.00	37.6 dB

Calibration History

Preamp	**Date**	**dB re 1V/Pa**	**mV/Pa**	**6.3**	**8.0**	**10.0**
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	7	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	1:16 PM
Location:	Canterbury Downs Way and Dracaea Ave		
Noise Sources:	Traffic		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
52.9	34.8	68.2	85.7

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	91
Wind (mph):	7
Sky:	Clear
Bar. Pressure:	29.87
Humidity:	22%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.018.s	Computer's File Name	LxTse_0005586-20240808 141609-LxT_Data.018.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 14:16:09	Duration	0:15:00.0		
End Time	2024-08-08 14:31:09	Run Time	0:02:33.6	Pause Time	0:12:26.4
Pre-Calibration	2019-10-29 12:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	52.9 dB		
LAE	74.8 dB	SEA	--- dB
EA	3.3 µPa²h		
LZ_{peak}	85.7 dB	2024-08-08 14:17:08	
LAS_{max}	68.2 dB	2024-08-08 14:17:09	
LAS_{min}	34.8 dB	2024-08-08 14:16:38	
LA_{eq}	52.9 dB		
LC_{eq}	60.6 dB	LC_{eq} - LA_{eq}	7.7 dB
LAI_{eq}	55.5 dB	LAI_{eq} - LA_{eq}	2.6 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	52.9 dB	52.9 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
52.9 dB	52.9 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	52.9 dB		60.6 dB		--- dB	
$LS_{(max)}$	68.2 dB	2024-08-08 14:17:09	--- dB	None	--- dB	None
$LS_{(min)}$	34.8 dB	2024-08-08 14:16:38	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	85.7 dB	2024-08-08 14:17:08

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	0	0:00:00.0

Statistics

LAS 5.0	58.6 dB
LAS 10.0	55.3 dB
LAS 33.3	45.7 dB
LAS 50.0	42.1 dB
LAS 66.6	39.9 dB
LAS 90.0	36.7 dB

Summary

File Name on Meter	LxT_Data.018.s
File Name on PC	LxTse_0005586-20240808 141609-LxT_Data.018.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 14:16:09
Stop	2024-08-08 14:31:09
Duration	00:15:00.0
Run Time	00:02:33.6
Pause	00:12:26.4
Pre-Calibration	2019-10-29 12:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting
Peak Weight	Z Weighting
Detector	Slow
Preamplifier	Direct
Microphone Correction	Off
Integration Method	Linear
OBA Range	Low
OBA Bandwidth	1/1 and 1/3
OBA Frequency Weighting	Z Weighting
OBA Max Spectrum	Bin Max
Overload	122.2 dB

	A	C	Z
Under Range Peak	78.4	75.4	**80.4** dB
Under Range Limit	**14.3**	12.8	17.1 dB
Noise Floor	5.2	3.7	8.0 dB

	First	Second	Third
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	52.9 dB	
LAE	74.8 dB	
EA	3.328 µPa²h	
LZpk (max)	2024-08-08 14:17:08	85.7 dB
LASmax	2024-08-08 14:17:09	68.2 dB
LASmin	2024-08-08 14:16:38	34.8 dB
SEA	-99.9 dB	

	Exceedance Counts	Duration
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	52.9	52.9	-99.9	52.9	52.9	-99.9	-99.9	dB

LCeq	60.6 dB	
LAeq	52.9 dB	
LCeq - LAeq	7.7 dB	
LAIeq	55.5 dB	
LAeq	52.9 dB	
LAIeq - LAeq	2.6 dB	

	A		C		Z	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	52.9		60.6			
LS(max)	68.2	2024/08/08 14:17:09				
LS(min)	34.8	2024/08/08 14:16:38				
Lpk(max)					85.7	2024/08/08 14:17:08

Overload Count	0
Overload Duration	0.0 s
OBA Overload Count	0
OBA Overload Duration	0.0 s

In Percentiles

LA 5.00	58.6 dB
LA 10.00	55.3 dB
LA 33.30	45.7 dB
LA 50.00	42.1 dB
LA 66.60	39.9 dB
LA 90.00	36.7 dB

Calibration History

Preamp	Date	dB re 1V/Pa	mV/Pa	6.3	8.0	10.0
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	12.5	16.0	20.0	25.0	31.5	40.0	50.0	63.0	80.0	100	125	160	200	250	315	400	500	630	800	1000	1250	1600	2000	2500	3150	4000	5000	6300	8000	10000	12500	16000	20000
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	8	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	1:48 PM
Location:	Brodiaea Ave near Nason St		
Noise Sources:	Traffic, birds, nearby residences, airplane, people talking in background		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
50.0	42.1	70.1	98.0

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	93
Wind (mph):	8
Sky:	Clear
Bar. Pressure:	29.85
Humidity:	21%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.020.s	Computer's File Name	LxTse_0005586-20240808 145200-LxT_Data.020.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 14:52:00	Duration	0:15:00.0		
End Time	2024-08-08 15:07:00	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-08-05 16:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	50.0 dB		
LAE	79.5 dB	SEA	--- dB
EA	10.0 µPa²h		
LZ_{peak}	98.0 dB	2024-08-08 15:01:57	
LAS_{max}	70.1 dB	2024-08-08 14:58:33	
LAS_{min}	42.1 dB	2024-08-08 14:52:00	
LA_{eq}	50.0 dB		
LC_{eq}	63.0 dB	LC_{eq} - LA_{eq}	13.0 dB
LAI_{eq}	52.0 dB	LAI_{eq} - LA_{eq}	2.0 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	50.0 dB	50.0 dB	0.0 dB

L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
50.0 dB	50.0 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	50.0 dB		63.0 dB		--- dB	
$L_{S(max)}$	70.1 dB	2024-08-08 14:58:33	--- dB	None	--- dB	None
$L_{S(min)}$	42.1 dB	2024-08-08 14:52:00	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	98.0 dB	2024-08-08 15:01:57

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	9	0:00:31.3

Statistics

LAS 5.0	53.4 dB
LAS 10.0	48.9 dB
LAS 33.3	45.8 dB
LAS 50.0	45.0 dB
LAS 66.6	44.5 dB
LAS 90.0	43.7 dB

Summary

File Name on Meter	LxT_Data.020.s
File Name on PC	LxTse_0005586-20240808 145200-LxT_Data.020.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 14:52:00
Stop	2024-08-08 15:07:00
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-08-05 16:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Low		
OBA Bandwidth	1/1 and 1/3		
OBA Frequency Weighting	Z Weighting		
OBA Max Spectrum	Bin Max		
Overload	122.7 dB		
	A	**C**	**Z**
Under Range Peak	79.2	76.2	**81.2** dB
Under Range Limit	**25.3**	26.0	31.8 dB
Noise Floor	16.2	16.9	22.6 dB

	First	**Second**	**Third**
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	50.0 dB	
LAE	79.5 dB	
EA	10.000 µPa²h	
LZpk (max)	2024-08-08 15:01:57	98.0 dB
LASmax	2024-08-08 14:58:33	70.1 dB
LASmin	2024-08-08 14:52:00	42.1 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	50.0	50.0	-99.9	50.0	50.0	-99.9	-99.9	dB

LCeq	63.0 dB
LAeq	50.0 dB
LCeq - LAeq	13.0 dB
LAIeq	52.0 dB
LAeq	50.0 dB
LAIeq - LAeq	2.0 dB

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	50.0		63.0			
Ls(max)	70.1	2024/08/08 14:58:33				
Ls(min)	42.1	2024/08/08 14:52:00				
Lpk(max)					98.0	2024/08/08 15:01:57

Overload Count	0
Overload Duration	0.0 s
OBA Overload Count	9
OBA Overload Duration	31.3 s

Ln Percentiles

LA 5.00	53.4 dB
LA 10.00	48.9 dB
LA 33.30	45.8 dB
LA 50.00	45.0 dB
LA 66.60	44.5 dB
LA 90.00	43.7 dB

Calibration History

Preamp	**Date**	**dB re 1V/Pa**	**mV/Pa**	**6.3**	**8.0**	**10.0**
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	9	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	2:26 PM
Location:	Lynx Avenue and Krameria Ave		
Noise Sources:	traffic, airplane, music		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
62.0	42.6	76.7	102.6

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	93
Wind (mph):	<5
Sky:	Clear
Bar. Pressure:	29.98
Humidity:	29%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.021.s	Computer's File Name	LxTse_0005586-20240808 152602-LxT_Data.021.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 15:26:02	Duration	0:15:00.0		
End Time	2024-08-08 15:41:02	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-08-05 16:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	62.0 dB		
LAE	91.5 dB	SEA	--- dB
EA	158.5 µPa²h		
LZ_{peak}	102.6 dB	2024-08-08 15:34:37	
LAS_{max}	76.7 dB	2024-08-08 15:34:37	
LAS_{min}	42.6 dB	2024-08-08 15:31:03	
LA_{eq}	62.0 dB		
LC_{eq}	72.5 dB	LC_{eq} - LA_{eq}	10.5 dB
LAI_{eq}	63.7 dB	LAI_{eq} - LA_{eq}	1.7 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	62.0 dB	62.0 dB	0.0 dB

	L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
	62.0 dB	62.0 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	62.0 dB		72.5 dB		--- dB	
$L_{S(max)}$	76.7 dB	2024-08-08 15:34:37	--- dB	None	--- dB	None
$L_{S(min)}$	42.6 dB	2024-08-08 15:31:03	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	102.6 dB	2024-08-08 15:34:37

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	17	0:00:51.7

Statistics

LAS 5.0	67.8 dB
LAS 10.0	65.9 dB
LAS 33.3	61.5 dB
LAS 50.0	58.5 dB
LAS 66.6	54.3 dB
LAS 90.0	48.4 dB

Summary

File Name on Meter	LxT_Data.021.s
File Name on PC	LxTse_0005586-20240808 152602-LxT_Data.021.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 15:26:02
Stop	2024-08-08 15:41:02
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-08-05 16:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Low		
OBA Bandwidth	1/1 and 1/3		
OBA Frequency Weighting	Z Weighting		
OBA Max Spectrum	Bin Max		
Overload	122.7 dB		
	A	**C**	**Z**
Under Range Peak	79.2	76.2	**81.2** dB
Under Range Limit	**25.3**	26.0	31.8 dB
Noise Floor	16.2	16.9	22.6 dB

	First	**Second**	**Third**
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	62.0 dB	
LAE	91.5 dB	
EA	158.489 µPa²h	
LZpk (max)	2024-08-08 15:34:37	102.6 dB
LASmax	2024-08-08 15:34:37	76.7 dB
LASmin	2024-08-08 15:31:03	42.6 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	62.0	62.0	-99.9	62.0	62.0	-99.9	-99.9	dB

LCeq	72.5 dB	
LAeq	62.0 dB	
LCeq - LAeq	10.5 dB	
LAIeq	63.7 dB	
LAeq	62.0 dB	
LAIeq - LAeq	1.7 dB	

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	62.0		72.5			
Ls(max)	76.7	2024/08/08 15:34:37				
Ls(min)	42.6	2024/08/08 15:31:03				
Lpk(max)					102.6	2024/08/08 15:34:37

Overload Count	0	
Overload Duration	0.0	s
OBA Overload Count	17	
OBA Overload Duration	51.7	s

In Percentiles

LA 5.00	67.8 dB
LA 10.00	65.9 dB
LA 33.30	61.5 dB
LA 50.00	58.5 dB
LA 66.60	54.3 dB
LA 90.00	48.4 dB

Calibration History

Preamp	**Date**	**dB re 1V/Pa**	**mV/Pa**	**6.3**	**8.0**	**10.0**
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

Preamp	**12.5**	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

Noise Measurement Field Data

Project:	MoVal EIR	**Job Number:**	094274010
Site No.:	10	**Date:**	8/8/2024
Analyst:	Kennedy Caudle and Daniel Karz	**Time:**	3:01 PM
Location:	Moreno Valley City Hall		
Noise Sources:	Traffic, people walking and talking, airplane		
Comments:			

Results (dBA):

Leq:	Lmin:	Lmax:	Peak:
54.3	47.7	66.9	100.9

Equipment	
Sound Level Meter:	LD SoundExpert LxT
Calibrator:	CAL200
Response Time:	Slow
Weighting:	A
Microphone Height:	5 feet

Weather	
Temp. (degrees F):	95
Wind (mph):	9
Sky:	Clear
Bar. Pressure:	29.82
Humidity:	23%

Photo:

Kimley»Horn

Measurement Report

Report Summary

Meter's File Name	LxT_Data.022.s	Computer's File Name	LxTse_0005586-20240808 160057-LxT_Data.022.ldbin
Meter	LxT SE 0005586	Firmware	2.404
User		Location	
Job Description			
Note			

Start Time	2024-08-08 16:00:57	Duration	0:15:00.0		
End Time	2024-08-08 16:15:57	Run Time	0:15:00.0	Pause Time	0:00:00.0
Pre-Calibration	2024-08-05 16:18:45	Post-Calibration	None	Calibration Deviation	---

Results

Overall Metrics

LA_{eq}	54.3 dB		
LAE	83.8 dB	SEA	--- dB
EA	26.9 µPa²h		
LZ_{peak}	100.9 dB	2024-08-08 16:12:27	
LAS_{max}	66.9 dB	2024-08-08 16:14:28	
LAS_{min}	47.7 dB	2024-08-08 16:07:00	
LA_{eq}	54.3 dB		
LC_{eq}	68.8 dB	LC_{eq} - LA_{eq}	14.5 dB
LAI_{eq}	56.4 dB	LAI_{eq} - LA_{eq}	2.1 dB

Exceedances	Count	Duration
LAS > 85.0 dB	0	0:00:00.0
LAS > 115.0 dB	0	0:00:00.0
LZpk > 135.0 dB	0	0:00:00.0
LZpk > 137.0 dB	0	0:00:00.0
LZpk > 140.0 dB	0	0:00:00.0

Community Noise	L_{DN}	L_{Day}	L_{Night}
	54.3 dB	54.3 dB	0.0 dB

	L_{DEN}	L_{Day}	L_{Eve}	L_{Night}
	54.3 dB	54.3 dB	--- dB	--- dB

Any Data	A		C		Z	
	Level	Time Stamp	Level	Time Stamp	Level	Time Stamp
L_{eq}	54.3 dB		68.8 dB		--- dB	
$L_{S(max)}$	66.9 dB	2024-08-08 16:14:28	--- dB	None	--- dB	None
$L_{S(min)}$	47.7 dB	2024-08-08 16:07:00	--- dB	None	--- dB	None
$L_{Peak(max)}$	--- dB	None	--- dB	None	100.9 dB	2024-08-08 16:12:27

Overloads	Count	Duration	OBA Count	OBA Duration
	0	0:00:00.0	7	0:00:17.4

Statistics

LAS 5.0	58.6 dB
LAS 10.0	57.4 dB
LAS 33.3	53.4 dB
LAS 50.0	52.0 dB
LAS 66.6	51.0 dB
LAS 90.0	49.5 dB

Summary

File Name on Meter	LxT_Data.022.s
File Name on PC	LxTse_0005586-20240808 160057-LxT_Data.022.ldbin
Serial Number	0005586
Model	SoundExpert® LxT
Firmware Version	2.404
User	
Location	
Job Description	
Note	

Measurement

Description	
Start	2024-08-08 16:00:57
Stop	2024-08-08 16:15:57
Duration	00:15:00.0
Run Time	00:15:00.0
Pause	00:00:00.0
Pre-Calibration	2024-08-05 16:18:45
Post-Calibration	None
Calibration Deviation	---

Overall Settings

RMS Weight	A Weighting		
Peak Weight	Z Weighting		
Detector	Slow		
Preamplifier	PRMLxT1L		
Microphone Correction	Off		
Integration Method	Linear		
OBA Range	Low		
OBA Bandwidth	1/1 and 1/3		
OBA Frequency Weighting	Z Weighting		
OBA Max Spectrum	Bin Max		
Overload	122.7 dB		
	A	**C**	**Z**
Under Range Peak	79.2	76.2	**81.2** dB
Under Range Limit	**25.3**	26.0	31.8 dB
Noise Floor	16.2	16.9	22.6 dB

	First	**Second**	**Third**
Instrument Identification	Kimley-Horn & Associates, Inc.	1100 W.Town & Country Rd, 700	714.939.1030

Results

LAeq	54.3 dB	
LAE	83.8 dB	
EA	26.915 µPa²h	
LZpk (max)	2024-08-08 16:12:27	100.9 dB
LASmax	2024-08-08 16:14:28	66.9 dB
LASmin	2024-08-08 16:07:00	47.7 dB
SEA	-99.9 dB	

	Exceedance Counts	**Duration**
LAS > 85.0 dB	0	0.0 s
LAS > 115.0 dB	0	0.0 s
LZpk > 135.0 dB	0	0.0 s
LZpk > 137.0 dB	0	0.0 s
LZpk > 140.0 dB	0	0.0 s

Community Noise	**LDN**	**LDay 07:00-22:00**	**LNight 22:00-07:00**	**LDEN**	**LDay 07:00-19:00**	**LEvening 19:00-22:00**	**LNight 22:00-07:00**	
	54.3	54.3	-99.9	54.3	54.3	-99.9	-99.9	dB

LCeq	68.8 dB	
LAeq	54.3 dB	
LCeq - LAeq	14.5 dB	
LAIeq	56.4 dB	
LAeq	54.3 dB	
LAIeq - LAeq	2.1 dB	

	A		**C**		**Z**	
	dB	**Time Stamp**	**dB**	**Time Stamp**	**dB**	**Time Stamp**
Leq	54.3		68.8			
Ls(max)	66.9	2024/08/08 16:14:28				
Ls(min)	47.7	2024/08/08 16:07:00				
Lpk(max)					100.9	2024/08/08 16:12:27

Overload Count	0	
Overload Duration	0.0	s
OBA Overload Count	7	
OBA Overload Duration	17.4	s

Ln Percentiles

LA 5.00	58.6 dB
LA 10.00	57.4 dB
LA 33.30	53.4 dB
LA 50.00	52.0 dB
LA 66.60	51.0 dB
LA 90.00	49.5 dB

Calibration History

Preamp	**Date**	**dB re 1V/Pa**	**mV/Pa**	**6.3**	**8.0**	**10.0**
Direct	2019-10-29 12:18:45	-28.39	38.05	2.58	5.73	0.93
PRMLxT1L	2024-08-05 16:18:45	-28.91	35.86	68.08	57.49	67.50
PRMLxT1L	2024-08-05 16:18:28	-28.91	35.87	68.90	72.78	68.95
PRMLxT1L	2024-08-05 16:18:11	-28.92	35.80	70.22	64.50	54.87
PRMLxT1L	2024-08-05 16:17:54	-28.93	35.78	67.47	49.74	64.35
PRMLxT1L	2024-08-05 16:17:38	-28.95	35.67	53.45	63.34	62.34
PRMLxT1L	2024-07-26 09:30:09	-28.78	36.41	48.42	46.62	50.01
PRMLxT1L	2024-07-17 23:11:00	-28.67	36.84	34.12	46.56	42.13
PRMLxT1L	2024-07-17 11:18:05	-28.95	35.69	12.99	25.71	113.18
PRMLxT1L	2024-07-17 09:09:13	-26.38	48.00	14.06	13.09	4.54
PRMLxT1L	2024-07-08 15:29:21	-28.95	35.69	73.66	70.83	62.97
PRMLxT1L	2024-07-08 15:29:06	-28.94	35.71	65.54	66.12	57.67

	12.5	**16.0**	**20.0**	**25.0**	**31.5**	**40.0**	**50.0**	**63.0**	**80.0**	**100**	**125**	**160**	**200**	**250**	**315**	**400**	**500**	**630**	**800**	**1000**	**1250**	**1600**	**2000**	**2500**	**3150**	**4000**	**5000**	**6300**	**8000**	**10000**	**12500**	**16000**	**20000**
Direct	0.50	3.86	9.51	0.44	-3.11	1.43	6.00	2.05	-3.57	7.95	14.24	0.02	5.29	13.46	6.91	5.51	6.87	6.62	5.46	4.67	7.03	8.87	9.88	11.23	13.40	11.42	40.36	23.45	16.13	16.83	19.76	18.96	19.66
PRMLxT1L	63.39	60.60	61.20	56.53	57.52	58.54	48.09	48.64	49.80	44.71	49.50	46.51	53.81	46.71	43.61	37.95	34.52	21.71	29.14	113.98	49.15	18.39	66.10	19.12	58.88	19.79	27.94	21.33	22.72	24.17	25.60	27.52	30.28
PRMLxT1L	68.59	61.77	56.12	54.54	56.54	56.34	47.56	46.08	43.36	39.59	50.70	43.70	41.11	37.68	35.05	33.33	26.68	18.36	30.01	114.00	49.09	19.04	66.12	20.08	58.90	19.98	27.99	21.11	22.43	24.10	25.50	27.86	30.55
PRMLxT1L	64.72	58.49	57.89	53.67	54.67	51.37	48.75	46.25	50.45	40.33	47.58	38.94	42.92	37.39	33.20	30.07	27.80	18.33	29.39	113.99	49.10	19.07	66.12	19.10	58.90	19.93	27.98	21.21	22.48	23.83	25.48	27.82	30.59
PRMLxT1L	56.23	61.53	60.12	56.04	59.23	55.19	47.91	45.05	49.45	51.76	47.31	44.04	41.90	38.02	35.03	33.09	27.91	19.20	29.00	114.01	49.06	19.17	66.16	19.85	58.92	20.12	27.73	21.36	22.35	24.05	25.62	27.99	30.74
PRMLxT1L	60.68	61.53	52.37	48.10	61.87	55.25	50.73	48.07	52.28	44.63	51.43	44.86	45.37	41.97	51.45	45.03	40.51	33.09	31.13	113.80	48.84	19.70	65.98	20.00	58.70	19.65	27.51	21.06	22.35	23.68	25.45	27.64	30.39
PRMLxT1L	41.51	51.18	50.39	48.22	48.07	48.02	48.45	47.10	37.67	32.56	43.31	33.39	30.61	28.65	30.45	32.85	31.76	23.67	29.69	113.88	48.98	18.87	66.83	19.03	57.53	18.75	26.46	20.70	22.53	23.71	25.29	27.62	30.64
PRMLxT1L	38.88	42.42	46.75	32.82	53.81	52.17	54.45	55.50	51.51	51.04	59.97	45.38	38.69	44.24	40.01	40.13	36.21	28.31	29.75	114.27	49.28	18.13	64.98	18.36	55.34	19.36	23.82	18.75	19.49	19.41	19.56	19.78	20.00
PRMLxT1L	47.99	8.25	54.02	3.36	29.29	12.95	6.14	26.51	3.88	8.24	14.33	16.09	20.00	15.14	11.22	12.65	11.02	10.73	12.97	14.03	13.54	13.51	14.77	15.64	16.05	17.61	18.98	20.26	21.81	23.10	24.31	26.75	30.29
PRMLxT1L	8.38	8.98	3.61	12.85	1.47	6.79	5.07	9.57	-3.93	0.82	4.77	3.46	3.76	-1.30	-3.69	5.37	-1.42	3.85	-0.08	-2.51	-3.49	-2.16	-2.59	-2.53	-2.71	-1.62	-0.53	-0.07	0.52	2.22	2.30	3.68	4.00
PRMLxT1L	70.94	73.73	63.17	57.09	64.12	60.34	57.62	57.02	56.00	48.82	51.89	43.75	36.64	34.67	32.28	28.03	33.44	16.75	29.63	113.98	49.05	19.48	66.12	19.79	58.87	19.57	28.00	20.86	22.73	23.95	25.89	27.81	30.32
PRMLxT1L	68.00	68.72	59.04	61.64	65.27	61.64	57.89	53.51	53.54	49.08	52.74	50.30	49.16	43.74	40.97	38.01	31.76	23.46	29.87	113.89	49.01	24.93	66.06	19.61	58.78	19.64	27.59	21.63	22.48	24.14	25.58	27.91	30.37

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Moreno Valley General Plan
Project Number:
Scenario: Existing
Ldn/CNEL: CNEL

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

								Vehicle Mix		Distance from Centerline of Roadway				
				Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour			
#	Roadway	Segment	Lanes	Width	Volume	(mph)	Factor	Trucks	Trucks	50 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	ALESSANDRO BLVD	OLD 215 FRONTAGE ROAD TO DAY ST	6	20	24,358	50	0.5	1.7%	1.0%	74.2	95	205	442	953
2	ALESSANDRO BLVD	DAY ST TO ELSWORTH ST	6	15	21,471	50	0.5	1.8%	1.0%	73.1	81	174	374	807
3	ALESSANDRO BLVD	ELSWORTH ST TO COURAGE ST	6	18	25,098	50	0.5	1.5%	0.8%	73.9	90	195	420	905
4	ALESSANDRO BLVD	COURAGE ST TO FREDERICK ST	6	15	23,834	50	0.5	1.5%	0.9%	73.3	83	179	387	833
5	ALESSANDRO BLVD	FREDRICK ST TO GRAHAM ST	6	18	28,099	45	0.5	1.8%	1.0%	73.5	86	185	399	859
6	ALESSANDRO BLVD	GRAHAM ST TO HEACOCK ST	6	18	24,439	45	0.5	1.7%	1.0%	72.8	77	166	358	772
7	ALESSANDRO BLVD	HEACOCK ST TO INDIAN ST	6	18	31,227	45	0.5	1.2%	0.7%	73.5	85	183	394	850
8	ALESSANDRO BLVD	INDIAN ST TO PERRIS BLVD	6	18	19,834	45	0.5	1.2%	0.7%	71.4	-	134	289	622
9	ALESSANDRO BLVD	PERRIS BLVD TO FLAMING ARROW DR	6	18	26,472	50	0.5	0.9%	0.5%	73.5	86	185	399	859
10	ALESSANDRO BLVD	FLAMING ARROW DR TO KITCHING ST	6	18	24,299	50	0.5	0.8%	0.4%	73.1	80	172	371	799
11	ALESSANDRO BLVD	KITCHING ST TO CHARA ST	6	13	12,285	50	0.5	0.9%	0.5%	69.7	-	102	221	475
12	ALESSANDRO BLVD	CHARA ST TO LASSELLE ST	6	13	12,285	50	0.5	0.9%	0.5%	69.7	-	102	221	475
13	ALESSANDRO BLVD	LASSELLE ST TO DARWIN DR	6	13	6,414	50	0.5	0.9%	0.5%	66.8	-	66	143	308
14	ALESSANDRO BLVD	DARWIN DR TO MORRISON ST	6	9	6,414	50	0.5	0.9%	0.5%	66.5	-	63	135	291
15	ALESSANDRO BLVD	MORRISON ST TO COUNTRY SQUIRE DR	6	10	7,981	50	0.5	0.4%	0.2%	67.0	-	68	146	314
16	ALESSANDRO BLVD	COUNTRY SQUIRE DR TO NASON ST	6	14	7,981	50	0.5	0.4%	0.2%	67.4	-	72	155	333
17	ALESSANDRO BLVD	NASON ST TO MARIAN RD	4	0	4,456	50	0.5	0.9%	0.5%	63.3	-	-	82	177
18	ALESSANDRO BLVD	MARIAN DR TO MORENO BEACH DR	4	15	3,808	50	0.5	0.9%	0.5%	63.0	-	-	80	172
19	ALESSANDRO BLVD	MORENO BEACH DR TO WALNUT CT	4	0	2,159	40	0.5	0.9%	0.5%	57.6	-	-	-	74
20	ALESSANDRO BLVD	WALNUT CT TO REDLANDS BLVD	4	0	1,203	40	0.5	1.0%	0.6%	55.3	-	-	-	52
21	ALESSANDRO BLVD	REDLANDS TO WORLD LOGISTICS CENTER PKWY	4	0	5,146	40	0.5	2.0%	1.2%	62.6	-	-	75	161
22	ALESSANDRO BLVD	WORLD LOGISTICS CENTER PKWY TO VIRGINIA ST	4	0	1,320	50	0.5	2.1%	1.2%	59.0	-	-	-	92
23	ALESSANDRO BLVD	VIRGINIA ST TO GILMAN SPRINGS RD	2	0	1,320	50	0.5	2.1%	1.2%	58.6	-	-	40	87
24	BOX SPRINGS ROAD	WEST OF DOUGLAS CT	4	11	12,762	50	0.5	1.6%	0.9%	68.8	-	90	193	417
25	BOX SPRINGS ROAD	DOUGLAS CT TO CLARK ST	4	11	12,762	50	0.5	1.6%	0.9%	68.8	-	90	193	417
26	BOX SPRINGS ROAD	CLARK ST TO PINE CONE LN	4	11	12,762	45	0.5	1.6%	0.9%	67.7	-	76	163	352
27	BOX SPRINGS ROAD	PINE CONE LN TO DAY ST	4	11	16,961	45	0.5	1.0%	0.6%	68.4	-	84	180	389
28	CACTUS AVE	WEST OF COMMERCE CENTER DR	6	11	40,711	50	0.5	4.3%	2.5%	77.2	151	324	699	1,505
29	CACTUS AVE	COMMERCE CENTER DR TO ELSWORTH ST	5	11	40,711	50	0.5	4.3%	2.5%	76.3	131	283	609	1,313
30	CACTUS AVE	ELSWORTH TO NEWHOPE ST	6	11	36,353	50	0.5	4.4%	2.5%	76.7	141	303	652	1,405
31	CACTUS AVE	NEWHOPE ST TO FREDRICK ST	6	11	36,353	50	0.5	4.4%	2.5%	76.7	141	303	652	1,405
32	CACTUS AVE	FREDRICK ST TO GRAHAM ST	6	11	34,207	45	0.5	4.4%	2.5%	75.5	117	252	543	1,169
33	CACTUS AVE	GRAHAM ST TO GILBERT ST	6	11	36,347	45	0.5	4.4%	2.5%	75.8	122	262	565	1,218
34	CACTUS AVE	GILBERT ST TO HEACOCK ST	6	11	9,765	45	0.5	6.1%	3.5%	71.0	-	126	271	584
35	CACTUS AVE	HEACOCK ST TO UNITY CT	4	11	11,245	45	0.5	1.3%	0.8%	66.9	-	67	144	310

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	CNEL at 50 Feet	Distance from Centerline of Roadway Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
36	CACTUS AVE	UNITY CT TO INDIAN ST	4	11	11,245	45	0.5	1.3%	0.8%	66.9	-	67	144	310
37	CACTUS AVE	INDIAN ST TO PHILO ST	4	11	8,108	45	0.5	0.8%	0.5%	64.9	-	-	106	228
38	CACTUS AVE	PHILO ST TO PERRIS BLVD	4	11	7,157	45	0.5	0.8%	0.5%	64.3	-	-	97	209
39	CACTUS AVE	PERRIS BLVD TO AGAVE ST	4	11	8,442	40	0.5	0.8%	0.5%	63.8	-	-	90	193
40	CACTUS AVE	AGAVE ST TO KITCHING ST	4	11	7,137	40	0.5	0.6%	0.3%	62.8	-	-	76	165
41	CACTUS AVE	KITCHING ST TO REDWING DR	2	11	10,163	40	0.5	0.6%	0.4%	63.7	-	41	88	190
42	CACTUS AVE	REDWING DR TO LASSELLE ST	2	11	10,163	40	0.5	0.6%	0.4%	63.7	-	41	88	190
43	CACTUS AVE	LASSELLE ST TO NASON ST	4	11	20,154	50	0.5	0.7%	0.4%	69.9	50	107	230	495
44	CACTUS AVE	NASON ST TO WILDMILL LN	4	0	11,036	50	0.5	0.7%	0.4%	66.9	-	67	145	312
45	CACTUS AVE	WINDMILL LN TO OLIVER ST	4	10	3,738	50	0.5	0.6%	0.3%	62.5	-	-	73	157
46	CACTUS AVE	OLIVER ST TO MORENO BEACH DR	4	11	4,153	50	0.5	0.9%	0.5%	63.3	-	-	82	178
47	CACTUS AVE	MORENO BEACH DR TO QUINCY ST	4	0	4,674	50	0.5	0.8%	0.5%	63.3	-	-	83	180
48	CACTUS AVE	QUINCY ST TO JOHN F KENNEDY DR	4	0	17,954	50	0.5	6.4%	3.7%	72.8	77	166	359	773
49	CACTUS AVE	EAST OF JOHN F KENNEDY DR	4	0	17,954	50	0.5	6.4%	3.7%	72.8	77	166	359	773
50	CORPORATE CENTRE PL	CANYON SPRINGS PKWY TO CAMPUS PKWY	6	12	8,549	35	0.5	1.9%	1.1%	65.4	-	-	114	246
51	CORPORATE CENTRE PL	CAMPUS PKWY TO VALLEY SPRINGS PKWY	6	12	10,426	35	0.5	2.4%	1.4%	66.8	-	66	141	304
52	COTTONWOOD AVE	OLD 215 FRONTAGE RD TO EDGEMONT ST	2	0	2,472	40	0.5	1.1%	0.6%	58.0	-	-	37	80
53	COTTONWOOD AVE	EDGEMONT ST TO DAY ST	2	0	713	40	0.5	0.9%	0.5%	52.3	-	-	-	33
54	COTTONWOOD AVE	DAY ST TO ELSWORTH ST	2	12	2,304	40	0.5	0.9%	0.5%	57.6	-	-	-	75
55	COTTONWOOD AVE	ELSWORTH ST TO PAN AM BLVD	2	13	4,089	40	0.5	0.6%	0.3%	59.7	-	-	48	102
56	COTTONWOOD AVE	PAN AM BLVD TO FREDRICK ST	2	13	4,089	40	0.5	0.6%	0.3%	59.7	-	-	48	102
57	COTTONWOOD AVE	FREDRICK ST TO DUNHILL DR	4	12	11,915	40	0.5	0.7%	0.4%	65.2	-	52	111	240
58	COTTONWOOD AVE	DUNHILL DR TO GRAHAM ST	4	12	11,915	40	0.5	0.7%	0.4%	65.2	-	52	111	240
59	COTTONWOOD AVE	GRAHAM ST TO RUNDELL DR	4	13	16,869	45	0.5	1.0%	0.6%	68.4	-	85	182	393
60	COTTONWOOD AVE	RUNDELL DR TO HEACOCK ST	4	13	16,799	45	0.5	0.9%	0.5%	68.2	-	82	176	379
61	COTTONWOOD AVE	HEACOCK ST TO CHESHIRE DR	2	12	14,229	45	0.5	0.9%	0.5%	66.8	-	66	142	305
62	COTTONWOOD AVE	CHESHIRE DR TO INDIAN ST	2	13	14,229	45	0.5	0.9%	0.5%	66.8	-	66	142	306
63	COTTONWOOD AVE	INDIAN ST TO SEARSON DR	2	12	13,132	45	0.5	0.7%	0.4%	66.3	-	61	131	282
64	COTTONWOOD AVE	SEARSON DR TO PERRIS BLVD	2	12	13,132	45	0.5	0.7%	0.4%	66.3	-	61	131	282
65	COTTONWOOD AVE	PERRIS BLVD TO CRAPE MYRTLE DR	2	0	15,079	45	0.5	0.8%	0.5%	66.8	-	66	143	308
66	COTTONWOOD AVE	CRAPE MYRTLE DR TO KITCHING ST	4	12	11,044	45	0.5	0.7%	0.4%	66.1	-	59	128	275
67	COTTONWOOD AVE	KITCHING ST TO BANEBERRY ST	4	12	12,546	45	0.5	0.6%	0.3%	66.6	-	64	137	296
68	COTTONWOOD AVE	BANEBERRY ST TO LASSELLE ST	3	5	11,933	45	0.5	0.6%	0.3%	65.8	-	56	122	262
69	COTTONWOOD AVE	LASSELLE ST TO BURNEY PASS DR	3	0	8,068	45	0.5	0.6%	0.3%	64.0	-	43	92	198
70	COTTONWOOD AVE	BURNEY PASS DR TO MORRISON ST	3	0	5,246	45	0.5	0.6%	0.4%	62.2	-	-	70	150
71	COTTONWOOD AVE	MORRISON ST TO LETTERMAN ST	3	13	5,246	45	0.5	0.6%	0.4%	62.5	-	-	73	157
72	COTTONWOOD AVE	LETTERMAN ST TO NASON ST	3	8	3,746	45	0.5	0.6%	0.3%	60.8	-	-	56	122
73	COTTONWOOD AVE	NASON ST TO OLIVER ST	2	0	2,241	45	0.5	1.0%	0.6%	58.8	-	-	42	90
74	COTTONWOOD AVE	OLIVER ST TO MORENO BEACH DR	2	0	2,241	45	0.5	1.0%	0.6%	58.8	-	-	42	90
75	COTTONWOOD AVE	MORENO BEACH DR TO REDLANDS BLVD	2	15	3,161	55	0.5	1.2%	0.7%	62.9	-	-	78	167
76	DAY ST	BOX SPRINGS RD TO SR-60	4	14	17,945	40	0.5	1.3%	0.7%	67.7	-	76	164	353
77	DAY ST	SR-60 TO RAMP	4	14	27,427	40	0.5	2.3%	1.3%	70.6	55	118	255	550
78	DAY ST	SR-60 RAMP TO CANYON SPRINGS PKWY	6	10	36,995	40	0.5	2.9%	1.7%	73.7	88	190	408	880
79	DAY ST	CANYON SPRINGS PKWY TO CAMPUS PKWY	7	15	28,446	40	0.5	3.1%	1.8%	75.2	111	239	515	1,109
80	DAY ST	CAMPUS PKWY TO GATEWAY DR	6	9	11,338	40	0.5	1.0%	0.6%	66.6	-	64	137	296
81	DAY ST	GATEWAY DR TO EUCALYPTUS AVE	6	13	9,293	40	0.5	1.6%	0.9%	66.8	-	66	142	305
82	DAY ST	EUCALYPTUS AVE TO DRACAEA AVE	2	11	6,401	40	0.5	1.1%	0.6%	62.3	-	-	71	154
83	DAY ST	DRACAEA AVE TO COTTONWOOD AVE	2	11	7,075	40	0.5	1.1%	0.6%	62.7	-	-	75	162

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	CNEL at 50 Feet	Distance from Centerline of Roadway Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
84	DAY ST	COTTONWOOD AVE TO BRILL RD	2	0	5,574	35	0.5	1.0%	0.6%	60.0	-	-	50	108
85	DAY ST	BRILL RD TO BAY AVE	2	0	5,574	35	0.5	1.0%	0.6%	60.0	-	-	50	108
86	DAY ST	BAY AVE TO ALESSANDRO BLVD	2	0	5,574	35	0.5	1.0%	0.6%	60.0	-	-	50	108
87	DRACAEA AVE	HEACOCK ST TO INDIAN ST	2	0	818	35	0.5	0.9%	0.5%	51.5	-	-	-	-
88	DRACAEA AVE	INDIAN ST TO MORENO WAY	2	0	2,082	35	0.5	0.7%	0.4%	55.2	-	-	-	52
89	DRACAEA AVE	MORENO WAY TO PERRIS BLVD	2	0	2,082	35	0.5	0.7%	0.4%	55.2	-	-	-	52
90	DRACAEA AVE	PERRIS BLVD TO PATRICIA LN	2	0	1,850	35	0.5	0.5%	0.3%	54.5	-	-	-	47
91	DRACAEA AVE	PATRICIA LN TO KITCHING ST	2	0	1,850	35	0.5	0.5%	0.3%	54.5	-	-	-	47
92	DRACAEA AVE	KITCHING ST TO PEPPERBUSH DR	2	0	1,570	35	0.5	0.5%	0.3%	53.8	-	-	-	42
93	DRACAEA AVE	PEPPERBUSH DR TO LASSELLE ST	2	0	816	35	0.5	0.3%	0.2%	50.6	-	-	-	-
94	E ALESSANDRO BLVD	I-215 TO OLD 215 FRONTAGE	6	12	28,884	50	0.5	2.1%	1.2%	74.4	98	210	453	977
95	ELSWORTH ST	EUCALYPTUS AVE TO DRACAEA AVE	2	12	3,525	40	0.5	2.1%	1.2%	60.8	-	-	56	121
96	ELSWORTH ST	DRACAEA AVE TO FRINGE ST	2	12	7,587	40	0.5	1.3%	0.7%	63.2	-	38	82	177
97	ELSWORTH ST	FRINGE ST TO COTTONWOOD AVE	2	0	7,587	40	0.5	1.3%	0.7%	63.1	-	37	80	173
98	ELSWORTH ST	COTTONWOOD AVE TO ELLA AVE	2	0	3,820	35	0.5	2.1%	1.2%	59.8	-	-	49	105
99	ELSWORTH ST	ELLA AVE TO BAY AVE	2	0	3,820	35	0.5	2.1%	1.2%	59.8	-	-	49	105
100	ELSWORTH ST	BAY AVE TO ALESSANDRO BLVD	2	0	3,820	35	0.5	2.1%	1.2%	59.8	-	-	49	105
101	ELSWORTH ST	ALESSANDRO BLVD TO BUSINESS CENTER DR	3	12	14,328	45	0.5	2.5%	1.4%	68.6	-	87	188	404
102	ELSWORTH ST	BUSINESS CENTER DR TO GOLDENCREST DR	3	12	6,286	45	0.5	3.2%	1.8%	65.6	-	54	117	253
103	ELSWORTH ST	GOLDENCREST DR TO CACTUS AVE	4	12	6,286	45	0.5	3.2%	1.8%	66.0	-	58	125	269
104	EUCALYPTUS AVE	TOWNGATE BLVD TO CARNABY ST	4	0	12,735	45	0.5	1.3%	0.7%	67.0	-	68	147	317
105	EUCALYPTUS AVE	CARNABY ST TO ELSWORTH ST	4	12	12,735	45	0.5	1.3%	0.7%	67.4	-	73	156	337
106	EUCALYPTUS AVE	ELSWORTH ST TO FREDERICK ST	4	12	6,757	45	0.5	1.1%	0.7%	64.5	-	-	100	215
107	EUCALYPTUS AVE	FREDERICK ST TO KOCHI DR	4	0	9,346	45	0.5	0.8%	0.5%	65.1	-	51	110	237
108	EUCALYPTUS AVE	KOCHI DR TO GRAHAM ST	4	0	11,132	45	0.5	0.7%	0.4%	65.8	-	56	122	262
109	EUCALYPTUS AVE	GRAHAM ST TO SUNBIRD DR	4	11	13,975	45	0.5	1.1%	0.6%	67.5	-	74	159	343
110	EUCALYPTUS AVE	SUNBIRD DR TO RUNNING DEER RD	4	10	5,172	45	0.5	0.6%	0.3%	62.6	-	-	75	161
111	EUCALYPTUS AVE	RUNNING DEER RD TO HEACOCK ST	4	10	5,172	45	0.5	0.6%	0.3%	62.6	-	-	75	161
112	EUCALYPTUS AVE	HEACOCK ST TO LIBERTY LN	4	0	7,561	40	0.5	0.6%	0.3%	62.6	-	-	74	160
113	EUCALYPTUS AVE	LIBERTY LN TO INDIAN ST	4	0	7,561	40	0.5	0.6%	0.3%	62.6	-	-	74	160
114	EUCALYPTUS AVE	INDIAN ST TO PERRIS BLVD	4	0	4,375	40	0.5	0.4%	0.2%	60.0	-	-	50	107
115	EUCALYPTUS AVE	PERRIS BLVD TO FOREMAN AVE	4	0	5,015	40	0.5	0.5%	0.3%	60.7	-	-	56	120
116	EUCALYPTUS AVE	FOREMAN AVE TO KITCHING ST	4	11	173	40	0.5	3.1%	1.8%	49.2	-	-	-	-
117	EUCALYPTUS AVE	KITCHING ST TO RAENETTE WAY	4	12	5,513	40	0.5	0.5%	0.3%	61.5	-	-	63	135
118	EUCALYPTUS AVE	RAENETTE WAY TO LASSELLE ST	4	12	4,611	40	0.5	0.4%	0.3%	60.7	-	-	55	119
119	EUCALYPTUS AVE	LASSELLE ST TO BARBAZON DR	4	11	7,020	40	0.5	0.6%	0.4%	62.7	-	-	76	163
120	EUCALYPTUS AVE	BARBAZON DR TO MORRISON ST	4	11	3,616	40	0.5	0.5%	0.3%	59.7	-	-	-	102
121	EUCALYPTUS AVE	MORRISON ST TO CHEYENNE ST	4	11	9,512	40	0.5	0.9%	0.5%	64.4	-	-	98	210
122	EUCALYPTUS AVE	CHEYENNE ST TO NASON ST	4	11	28	40	0.5	0.6%	0.3%	38.6	-	-	-	-
123	EUCALYPTUS AVE	NASON ST TO SUMMERWINDS DR	4	0	9,387	30	0.5	1.5%	0.9%	62.5	-	-	73	157
124	EUCALYPTUS AVE	SUMMERWINDS DR TO FIR AVE	4	0	6,248	30	0.5	1.5%	0.9%	60.7	-	-	56	120
125	EUCALYPTUS AVE	FIR AVE TO FELDSPAR AVE	4	14	9,829	30	0.5	2.2%	1.2%	64.1	-	-	93	201
126	EUCALYPTUS AVE	FELDSPAR AVE TO MORENO BEACH PLAZA RD	4	13	9,829	30	0.5	2.2%	1.2%	64.0	-	-	93	200
127	EUCALYPTUS AVE	MORENO BEACH PLAZA RD TO AUTO MALL PKWY	4	12	9,829	30	0.5	2.2%	1.2%	64.0	-	-	92	198
128	EUCALYPTUS AVE	AUTO MALL PKWY TO AUTO MALL DR	4	13	126	30	0.5	5.3%	3.0%	47.9	-	-	-	-
129	EUCALYPTUS AVE	AUTO MALL DR TO B ST	4	13	9,890	30	0.5	6.1%	3.5%	67.4	-	72	155	334
130	EUCALYPTUS AVE	B ST TO REDLANDS BLVD	3	13	11,994	45	0.5	0.6%	0.3%	66.0	-	58	125	270
131	EUCALYPTUS AVE	REDLANDS BLVD TO WORLD LOGISTICS CIR PKWY	4	16	2,419	45	0.5	8.5%	4.9%	64.7	-	-	103	222

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	CNEL at 50 Feet	Distance from Centerline of Roadway Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
132	FREDERICK ST	SUNNYMEAD BLVD TO CENTERPOINT DR	6	20	28,619	40	0.5	1.4%	0.8%	72.3	71	154	331	714
133	FREDERICK ST	CENTERPOINT DR TO BRABHAM ST	6	12	21,457	40	0.5	1.4%	0.8%	70.1	-	110	236	509
134	FREDERICK ST	BRABHAM ST TO TOWNGATE BLVD	6	12	21,457	40	0.5	1.4%	0.8%	70.1	-	110	236	509
135	FREDERICK ST	TOWNGATE BLVD TO EUCALYPTUS AVE	4	12	21,645	40	0.5	1.7%	1.0%	69.0	-	92	198	426
136	FREDERICK ST	EUCALYPTUS AVE TO DRACAEA AVE	4	15	19,438	40	0.5	1.9%	1.1%	68.8	-	89	193	415
137	FREDERICK ST	DRACAEA AVE TO COTTONWOD AVE	4	13	19,080	40	0.5	1.9%	1.1%	68.6	-	87	188	405
138	FREDERICK ST	COTTONWOOD AVE TO BAY AVE	4	19	13,089	40	0.5	2.3%	1.3%	67.7	-	75	162	350
139	FREDERICK ST	BAY AVE TO ALESSANDRO BLVD	4	14	13,089	40	0.5	2.3%	1.3%	67.4	-	73	157	337
140	FREDERICK ST	ALESSANDRO BLVD TO BRODIAEA AVE	4	8	2,317	40	0.5	2.7%	1.6%	60.0	-	-	50	108
141	FREDERICK ST	BRODIAEA AVE TO CACTUS AVE	4	13	2,495	40	0.5	4.0%	2.3%	61.5	-	-	63	136
142	GATEWAY DR	DAY ST TO MEMORIAL WAY	4	13	11,284	40	0.5	1.3%	0.8%	65.8	-	56	121	261
143	GENTIAN AVE	HEACOCK ST TO CANYONSTONE DR	2	0	7,278	45	0.5	1.1%	0.6%	63.9	-	42	91	197
144	GENTIAN AVE	CANYONSTONE DR TO INDIAN ST	4	10	557	45	0.5	3.3%	1.9%	55.5	-	-	-	54
145	GENTIAN AVE	PERRIS BLVD TO PATRICIA ST	2	0	1,647	45	0.5	0.9%	0.5%	57.4	-	-	33	72
146	GENTIAN AVE	PATRICIA LN TO KITCHING ST	2	0	1,647	45	0.5	0.9%	0.5%	57.4	-	-	33	72
147	GENTIAN AVE	KITCHING ST TO CASA GRARDE ST	4	12	10,187	45	0.5	0.9%	0.5%	66.1	-	59	127	273
148	GENTIAN AVE	CASA GRARDE ST TO LASSELLE ST	4	12	7,365	45	0.5	0.4%	0.2%	64.0	-	-	92	198
149	GILMAN SPRINGS RD	SR-60 TO EUCALYPTUS AVE	6	0	9,732	55	0.5	2.2%	1.3%	69.7	-	104	223	481
150	GILMAN SPRINGS RD	EUCALYPTUS AVE TO ALESSANDRO BLVD	6	0	9,732	55	0.5	2.2%	1.3%	69.7	-	104	223	481
151	GILMAN SPRINGS RD	SOUTH OF ALESSANDRO BLVD	4	0	9,732	55	0.5	2.2%	1.3%	68.7	-	89	191	412
152	GRAHAM ST	SUNNYMEAD BLVD TO OLD VALLEY DR	4	11	9,732	45	0.5	2.2%	1.3%	67.1	-	69	148	319
153	GRAHAM ST	OLD VALLEY DR TO EUCALYPTUS AVE	4	11	12,458	45	0.5	1.7%	1.0%	67.7	-	75	162	349
154	GRAHAM ST	EUCALYPTUS AVE TO DRACAEA AVE	4	11	13,555	45	0.5	1.3%	0.8%	67.7	-	75	162	349
155	GRAHAM ST	DRACAEA AVE TO SUNLINE DR	4	11	1,704	45	0.5	0.4%	0.2%	57.6	-	-	-	75
156	GRAHAM ST	SUNLINE DR TO COTTONWOOD AVE	4	11	12,027	45	0.5	1.4%	0.8%	67.2	-	70	152	327
157	GRAHAM ST	COTTONWOOD AVE TO BAY AVE	4	11	6,726	45	0.5	1.3%	0.8%	64.7	-	-	102	220
158	GRAHAM ST	BAY AVE TO ALESSANDRO BLVD	4	11	6,726	45	0.5	1.3%	0.8%	64.7	-	-	102	220
159	GRAHAM ST	ALESSANDRO BLVD TO BRODIAEA AVE	4	11	6,726	45	0.5	1.3%	0.8%	64.7	-	-	102	220
160	GRAHAM ST	BRODIAEA AVE TO CACTUS AVE	4	11	1,373	45	0.5	2.1%	1.2%	58.5	-	-	-	86
161	HEACOCK ST	PERRIS BLVD TO SUNNYMEAD RANCH PKWY	3	11	5,440	55	0.5	1.5%	0.9%	65.7	-	55	119	257
162	HEACOCK ST	SUNNYMEAD RANCH PKWY TO MANZANITA AVE	4	13	13,466	45	0.5	1.1%	0.6%	67.5	-	73	157	338
163	HEACOCK ST	MANZANITA AVE TO BADGER SPRINGS TRAIL	4	13	16,009	45	0.5	1.0%	0.6%	68.1	-	81	174	374
164	HEACOCK ST	BADGER SPRINGS TRAIL TO SANDBOW ST	4	13	16,009	45	0.5	1.0%	0.6%	68.1	-	81	174	374
165	HEACOCK ST	SANDBOW ST TO GREGORY LN	4	13	21,142	45	0.5	0.9%	0.5%	69.2	-	96	207	445
166	HEACOCK ST	GREGORY LN TO KERNWOOD DR	4	13	21,142	45	0.5	0.9%	0.5%	69.2	-	96	207	445
167	HEACOCK ST	KERNWOOD DR TO IRONWOOD AVE	4	13	20,731	45	0.5	0.9%	0.5%	69.2	-	95	205	441
168	HEACOCK ST	IRONWOOD AVE TO HEMLOCK AVE	4	12	19,386	35	0.5	0.9%	0.5%	66.1	-	60	128	277
169	HEACOCK ST	HEMLOCK AVE TO SUNNYMEAD BLVD	4	12	25,547	35	0.5	1.4%	0.8%	68.0	-	80	171	369
170	HEACOCK ST	SUNNYMEAD BLVD TO WEBSTER AVE	4	13	25,547	35	0.5	1.4%	0.8%	68.1	-	80	173	372
171	HEACOCK ST	WEBSTER AVE TO FIR AVE	4	13	17,624	35	0.5	1.9%	1.1%	67.0	-	68	147	318
172	HEACOCK ST	FIR AVE TO MYERS AVE	4	13	17,624	35	0.5	1.9%	1.1%	67.0	-	68	147	318
173	HEACOCK ST	MYERS AVE TO EUCALYPTUS AVE	4	13	13,944	35	0.5	2.2%	1.3%	66.3	-	61	132	285
174	HEACOCK ST	EUCALYPTUS AVE TO DRACAEA AVE	4	11	21,634	40	0.5	1.7%	1.0%	68.9	-	91	197	424
175	HEACOCK ST	DRACAEA AVE TO FAWN ST	4	11	18,263	40	0.5	2.0%	1.1%	68.4	-	85	182	392
176	HEACOCK ST	FAWN ST TO COTTONWOOD AVE	4	11	18,263	40	0.5	2.0%	1.1%	68.4	-	85	182	392
177	HEACOCK ST	COTTONWOOD AVE TO ALESSANDRO BLVD	4	11	22,588	40	0.5	1.9%	1.1%	69.3	-	96	207	447
178	HEACOCK ST	ALESSANDRO BLVD TO CACTUS AVE	4	13	17,064	40	0.5	2.7%	1.5%	68.9	-	91	195	420
179	HEACOCK ST	CACTUS AVE TO DELPHINIUM AVE	4	13	33,116	50	0.5	4.9%	2.8%	75.2	111	240	516	1,112

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	Distance from Centerline of Roadway CNEL at 50 Feet	Distance to Contour 70 CNEL	Distance to Contour 65 CNEL	Distance to Contour 60 CNEL	Distance to Contour 55 CNEL
180	HEACOCK ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	4	13	29,750	50	0.5	5.4%	3.1%	75.0	108	232	500	1,078
181	HEACOCK ST	JOHN F KENNEDY DR TO GENTIAN AVE	4	13	18,993	50	0.5	7.8%	4.5%	74.1	94	202	435	937
182	HEACOCK ST	GENTIAN AVE TO IRIS AVE	4	13	14,476	50	0.5	10.3%	5.9%	73.8	89	193	415	894
183	HEACOCK ST	IRIS AVE TO SAN MICHELE RD	4	13	11,763	50	0.5	9.1%	5.2%	72.5	73	158	340	732
184	HEACOCK ST	SAN MICHELE RD TO NANDINA AVE	2	13	7,612	50	0.5	9.0%	5.2%	69.9	49	106	228	492
185	HEACOCK ST	NANDINA AVE TO HARLEY KNOX BLVD	4	0	7,612	50	0.5	9.0%	5.2%	70.1	51	110	237	510
186	HEMLOCK AVE	PIGEON PASS RD TO GRAHAM ST	4	0	11,684	35	0.5	1.9%	1.1%	64.8	-	48	104	224
187	HEMLOCK AVE	GRAHAM ST TO HEACOCK ST	2	0	9,378	35	0.5	1.5%	0.8%	62.9	-	36	78	169
188	HEMLOCK AVE	HEACOCK ST TO INDIAN ST	4	11	2,536	30	0.5	2.1%	1.2%	58.0	-	-	-	79
189	HEMLOCK AVE	INDIAN ST TO PERRIS BLVD	2	0	4,812	30	0.5	1.3%	0.7%	58.7	-	-	41	89
190	HIDDEN SPRINGS DR	PIGEON PASS RD TO COUNTRY CREST DR	2	0	61	35	0.5	0.1%	0.1%	38.9	-	-	-	-
191	HIDDEN SPRINGS DR	COUNTRY CREST DR TO MOUNTAIN VIEW RD	2	0	4,013	35	0.5	0.4%	0.2%	57.7	-	-	35	75
192	HIDDEN SPRINGS DR	MOUNTAIN VIEW RD TO PIGEON PASS RD	2	0	3,938	35	0.5	0.4%	0.2%	57.6	-	-	35	75
193	HIGHLAND BLVD	REDLANDS BLVD TO JUNIPER AVE	2	0	218	55	0.5	2.8%	1.6%	52.2	-	-	-	33
194	HIGHLAND BLVD	JUNIPER AVE TO IRONWOOD AVE	2	0	117	55	0.5	3.2%	1.8%	49.8	-	-	-	-
195	INDIAN ST	MANZANITA AVE TO IRONWOOD AVE	4	10	4,718	40	0.5	0.7%	0.4%	61.1	-	-	59	127
196	INDIAN ST	IRONWOOD AVE TO SR-60	2	0	4,685	35	0.5	0.6%	0.4%	58.8	-	-	41	89
197	INDIAN ST	SR-60 TO SUNNYMEAD BLVD	4	4	7,065	35	0.5	0.9%	0.5%	61.4	-	-	62	133
198	INDIAN ST	SUNNYMEAD BLVD TO FIR AVE	2	0	7,111	35	0.5	1.1%	0.6%	61.2	-	-	60	129
199	INDIAN ST	FIR AVE TO MYERS AVE	2	0	5,683	35	0.5	1.3%	0.8%	60.6	-	-	55	118
200	INDIAN ST	MYERS AVE TO EUCALYPTUS AVE	2	0	5,683	35	0.5	1.3%	0.8%	60.6	-	-	55	118
201	INDIAN ST	EUCALYPTUS AVE TO ATWOOD AVE	2	0	7,312	35	0.5	1.1%	0.7%	61.4	-	-	62	134
202	INDIAN ST	ATWOOD AVE TO DRACAEA AVE	2	0	7,312	35	0.5	1.1%	0.7%	61.4	-	-	62	134
203	INDIAN ST	DRACAEA AVE TO COTTONWOOD AVE	2	0	7,215	35	0.5	1.2%	0.7%	61.4	-	-	62	134
204	INDIAN ST	COTTONWOOD AVE TO BAY AVE	4	11	8,255	40	0.5	1.4%	0.8%	64.4	-	-	98	211
205	INDIAN ST	BAY AVE TO ALESSANDRO BLVD	4	11	10,189	40	0.5	1.3%	0.7%	65.1	-	51	110	237
206	INDIAN ST	ALESSANDRO BLVD TO BRODIAEA AVE	4	11	23,823	45	0.5	1.8%	1.1%	70.6	55	118	255	549
207	INDIAN ST	BRODIAEA AVE TO CACTUS AVE	4	11	19,018	45	0.5	2.0%	1.2%	69.8	-	104	225	485
208	INDIAN ST	CACTUS AVE TO DELPHINIUM AVE	4	12	19,060	45	0.5	2.2%	1.3%	70.1	50	109	234	504
209	INDIAN ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	4	11	20,550	45	0.5	2.1%	1.2%	70.2	52	112	240	518
210	INDIAN ST	JOHN F KENNEDY DR TO GENTIAN AVE	2	11	9,418	50	0.5	4.7%	2.7%	68.9	42	91	197	424
211	INDIAN ST	GENTIAN AVE TO IRIS AVE	2	11	6,982	50	0.5	6.4%	3.7%	68.5	40	85	183	395
212	INDIAN ST	IRIS AVE TO KRAMERIA AVE	2	11	3,174	50	0.5	3.7%	2.2%	63.7	-	41	88	189
213	INDIAN ST	SOUTH OF KRAMERIA AVE	2	12	1,464	50	0.5	7.6%	4.4%	62.2	-	-	70	151
214	INDIAN ST	NORTH OF SAN MICHELE RD	2	12	4,450	40	0.5	13.4%	7.7%	67.2	-	70	152	327
215	INDIAN ST	SAN MICHELE RD TO NANDINA AVE	4	13	6,313	50	0.5	9.4%	5.4%	69.9	-	106	229	493
216	INDIAN ST	NANDINA AVE TO GROVE VIEW RD	4	13	10,930	50	0.5	7.9%	4.6%	71.8	65	141	304	654
217	INDIAN ST	GROVE VIEW RD TO E OLEANDER AVE	4	13	10,930	50	0.5	7.9%	4.6%	71.8	65	141	304	654
218	IRIS AVE	HEACOCK ST TO INDIAN ST	4	14	2,514	45	0.5	23.9%	13.8%	68.5	-	85	184	396
219	IRIS AVE	INDIAN ST TO EMMA LN	3	13	3,345	45	0.5	3.9%	2.2%	63.3	-	-	83	179
220	IRIS AVE	EMM A LN TO PERRIS BLVD	4	13	3,345	45	0.5	3.9%	2.2%	63.7	-	-	89	191
221	IRIS AVE	PERRIS BLVD TO KITCHING ST	4	11	18,723	50	0.5	4.4%	2.5%	72.4	72	155	335	721
222	IRIS AVE	KITCHING ST TO LASSELLE ST	4	11	19,094	55	0.5	4.3%	2.5%	73.3	83	179	386	832
223	IRIS AVE	LASSELLE ST TO MESA VERDE DR	4	11	34,844	55	0.5	2.5%	1.5%	74.9	106	227	490	1,056
224	IRIS AVE	MESA VERDE DR TO NASON ST	4	11	30,595	55	0.5	2.8%	1.6%	74.5	99	213	460	991
225	IRIS AVE	NASON ST TO TURNBERRY ST	4	11	22,944	55	0.5	3.1%	1.8%	73.4	84	181	391	842
226	IRIS AVE	TURNBERRY ST TO OLIVER ST	5	11	22,944	55	0.5	3.1%	1.8%	74.0	92	198	427	921
227	IRIS AVE	OLIVER ST TO VIA DEL LAGO	5	11	14,484	55	0.5	4.4%	2.5%	72.7	76	164	353	760

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	Distance from Centerline of Roadway CNEL at 50 Feet	Distance to Contour 70 CNEL	Distance to Contour 65 CNEL	Distance to Contour 60 CNEL	Distance to Contour 55 CNEL
228	IRONWOOD AVE	DAY ST TO ATHENS DR	4	0	13,777	45	0.5	1.1%	0.6%	67.1	-	69	149	321
229	IRONWOOD AVE	ATHENS DR TO HERITAGE DR	4	11	13,777	45	0.5	1.1%	0.6%	67.5	-	73	157	339
230	IRONWOOD AVE	HERITAGE DR TO PIGEON PASS RD	4	11	8,451	45	0.5	0.5%	0.3%	64.8	-	-	104	224
231	IRONWOOD AVE	PIGEON PASS RD TO DREAM ST	4	11	16,679	45	0.5	0.7%	0.4%	67.9	-	78	168	363
232	IRONWOOD AVE	DREAM ST TO GRAHAM ST	4	11	16,679	45	0.5	0.7%	0.4%	67.9	-	78	168	363
233	IRONWOOD AVE	GRAHAM ST TO HEACOCK ST	4	11	11,342	45	0.5	0.7%	0.4%	66.2	-	60	129	278
234	IRONWOOD AVE	HEACOCK ST TO DAVIS ST	4	11	8,605	40	0.5	0.4%	0.2%	63.3	-	-	83	178
235	IRONWOOD AVE	DAVIS ST TO INDIAN ST	4	11	8,503	40	0.5	0.4%	0.2%	63.3	-	-	82	178
236	IRONWOOD AVE	INDIAN ST TO HARCLARE DR	4	11	6,229	40	0.5	0.3%	0.2%	61.7	-	-	65	141
237	IRONWOOD AVE	HARCLARE DR TO PERRIS BLVD	4	11	6,229	40	0.5	0.3%	0.2%	61.7	-	-	65	141
238	IRONWOOD AVE	PERRIS BLVD TO FRANKLIN ST	4	11	10,642	45	0.5	0.7%	0.4%	66.0	-	58	126	271
239	IRONWOOD AVE	FRANKLIN ST TO KITCHING ST	4	11	463	45	0.5	0.8%	0.5%	52.4	-	-	-	-
240	IRONWOOD AVE	KITCHING ST TO TUSCOLA ST	4	11	10,606	45	0.5	0.7%	0.4%	65.9	-	57	123	266
241	IRONWOOD AVE	TUSCOLA ST TO CHAMPLAIN ST	4	11	10,606	45	0.5	0.7%	0.4%	65.9	-	57	123	266
242	IRONWOOD AVE	CHAMPLAIN ST TO LASSELLE ST	4	9	6,379	45	0.5	1.8%	1.0%	64.8	-	-	104	224
243	IRONWOOD AVE	LASSELLE ST TO STEEPLECHASE DR	4	11	10,231	45	0.5	0.7%	0.4%	65.7	-	56	121	260
244	IRONWOOD AVE	STEEPLECHASE DR TO NASON ST	2	0	5,744	45	0.5	0.5%	0.3%	62.3	-	33	71	153
245	IRONWOOD AVE	NASON ST TO MORENO BEACH DR	4	0	794	55	0.5	4.5%	2.6%	59.2	-	-	44	96
246	IRONWOOD AVE	MORENO BEACH DR TO REDLANDS BLVD	4	0	9,915	55	0.5	1.3%	0.7%	68.1	-	80	173	372
247	IRONWOOD AVE	REDLANDS BLVD TO HIGHLAND BLVD	2	0	364	55	0.5	1.9%	1.1%	53.8	-	-	-	42
248	JOHN F KENNEDY DR	HEACOCK TO INDIAN ST	4	12	14,803	45	0.5	2.3%	1.3%	69.0	-	92	199	429
249	JOHN F KENNEDY DR	INDIAN ST TO PERRIS BLVD	4	11	25,267	45	0.5	1.0%	0.6%	70.1	51	109	235	506
250	JOHN F KENNEDY DR	PERRIS BLVD TO KITCHING ST	4	13	16,213	45	0.5	0.9%	0.5%	68.1	-	80	173	372
251	JOHN F KENNEDY DR	KITCHING ST TO LASSELLE ST	4	12	12,428	45	0.5	0.6%	0.4%	66.6	-	64	138	296
252	KITCHING ST	SR-60 TO FIR AVE	2	0	9,483	40	0.5	0.7%	0.4%	63.3	-	39	84	180
253	KITCHING ST	FIR AVE TO EUCALYPTUS AVE	2	0	7,409	40	0.5	0.6%	0.3%	62.1	-	-	69	148
254	KITCHING ST	EUCALYPTUS AVE TO DRACAEA AVE	4	0	7,017	40	0.5	0.5%	0.3%	62.2	-	-	70	150
255	KITCHING ST	DRACAEA AVE TO COTTONWOOD AVE	4	0	7,235	40	0.5	0.5%	0.3%	62.3	-	-	71	152
256	KITCHING ST	COTTONWOOD AVE TO BAY AVE	4	0	7,175	40	0.5	0.7%	0.4%	62.5	-	-	73	158
257	KITCHING ST	BAY AVE TO ALESSANDRO BLVD	4	0	7,119	40	0.5	0.7%	0.4%	62.6	-	-	74	160
258	KITCHING ST	ALESSANDRO BLVD TO BRODIAEA AVE	5	11	12,958	40	0.5	0.4%	0.2%	65.6	-	-	119	255
259	KITCHING ST	BRODIAEA AVE TO CACTUS AVE	4	11	10,330	40	0.5	0.4%	0.2%	64.0	-	-	93	200
260	KITCHING ST	CACTUS AVE TO DELPHINIUM AVE	4	0	10,259	45	0.5	0.4%	0.3%	65.1	-	51	109	235
261	KITCHING ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	4	0	10,259	45	0.5	0.4%	0.3%	65.1	-	51	109	235
262	KITCHING ST	JOHN F KENNEDY DR TO GENTIAN AVE	4	0	14,481	50	0.5	0.7%	0.4%	68.2	-	81	175	377
263	KITCHING ST	GENTIAN AVE TO IRIS AVE	4	11	5,826	50	0.5	1.3%	0.8%	65.2	-	51	110	238
264	KITCHING ST	SOUTH OF IRIS AVE	4	11	11,102	50	0.5	0.9%	0.5%	67.5	-	73	158	340
265	KRAMERIA AVE	INDIAN ST TO TARANO LN	2	10	3,486	45	0.5	0.6%	0.4%	60.3	-	-	53	114
266	KRAMERIA AVE	TARANO LN TO PERRIS BLVD	2	11	3,486	45	0.5	0.6%	0.4%	60.4	-	-	53	114
267	KRAMERIA AVE	PERRIS BLVD TO SADDLEBROOK LN	4	11	11,503	45	0.5	1.5%	0.9%	67.2	-	70	150	323
268	KRAMERIA AVE	SADDLEBROOK LN TO KITCHING ST	4	11	10,522	45	0.5	1.3%	0.8%	66.6	-	64	137	295
269	KRAMERIA AVE	KITCHING ST TO LASSELLE ST	4	11	5,882	45	0.5	1.0%	0.6%	63.7	-	-	88	190
270	LAKE VISTA RD	SUNNYMEAD RANCH PKWY TO LAKE SUMMIT DR	2	0	2,067	35	0.5	0.6%	0.3%	55.1	-	-	-	51
271	LASSELLE ST	FIR AVE TO EUCALYPTUS AVE	2	0	2,432	45	0.5	0.3%	0.2%	58.3	-	-	38	83
272	LASSELLE ST	EUCALYPTUS AVE TO DRACAEA AVE	4	11	4,959	45	0.5	0.6%	0.4%	62.5	-	-	74	159
273	LASSELLE ST	DRAVAEA AVE TO COTTONWOOD AVE	4	11	5,096	45	0.5	0.6%	0.3%	62.6	-	-	74	160
274	LASSELLE ST	COTTONWOOD AVE TO BAY AVE	4	0	10,110	45	0.5	0.6%	0.4%	65.3	-	52	113	243
275	LASSELLE ST	BAY AVE TO ALESSANDRO BLVD	4	0	10,110	45	0.5	0.6%	0.4%	65.3	-	52	113	243

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	CNEL at 50 Feet	Distance from Centerline of Roadway Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
276	LASSELLE ST	ALESSANDRO BLVD TO BRODIAEA AVE	2	13	16,672	50	0.5	0.5%	0.3%	68.3	39	83	179	386
277	LASSELLE ST	BRODIAEA AVE TO CACTUS AVE	2	11	15,702	50	0.5	0.5%	0.3%	68.0	-	79	171	369
278	LASSELLE ST	CACTUS AVE TO JOHN F KENNEDY DR	2	10	15,916	50	0.5	0.6%	0.4%	68.2	38	82	176	378
279	LASSELLE ST	JOHN F KENNEDY DR TO MARGARET AVE	4	11	20,375	50	0.5	0.6%	0.3%	69.9	-	105	227	489
280	LASSELLE ST	MARGARET AVE TO GENTIAN AVE	4	11	20,375	50	0.5	0.6%	0.3%	69.9	-	105	227	489
281	LASSELLE ST	GENTIAN AVE TO IRIS AVE	4	15	27,740	50	0.5	0.5%	0.3%	71.3	61	131	283	610
282	LASSELLE ST	IRIS AVE TO KRAMERIA AVE	4	14	30,266	50	0.5	0.5%	0.3%	71.6	64	137	296	637
283	LASSELLE ST	KRAMERIA AVE TO VIA XAVIER	4	12	28,930	50	0.5	0.5%	0.3%	71.3	61	132	285	613
284	LASSELLE ST	VIA XAVIER TO CREMELLO WAY	4	12	20,838	50	0.5	0.5%	0.3%	69.9	-	106	229	493
285	LASSELLE ST	CREMELLO WAY TO E OLEANDER AVE	4	11	23,671	40	0.5	0.5%	0.3%	67.9	-	77	167	360
286	LOCUST AVE	WEST OF MORENO BEACH DR	2	0	1,956	40	0.5	1.0%	0.6%	56.9	-	-	-	67
287	LOCUST AVE	MORENO BEACH DR TO CARRIE LN	3	0	1,956	45	0.5	1.0%	0.6%	58.3	-	-	39	83
288	LOCUST AVE	CARRIE LN TO QUINCY ST	2	0	1,161	45	0.5	0.9%	0.5%	55.8	-	-	-	56
289	LOCUST AVE	QUINCY ST TO REDLANDS BLVD	2	0	1,161	45	0.5	0.9%	0.5%	55.8	-	-	-	56
290	MANZANITA AVE	HEACOCK ST TO DAVIS ST	4	15	702	45	0.5	0.2%	0.1%	53.6	-	-	-	-
291	MANZANITA AVE	DAVIS ST TO INDIAN ST	4	15	702	45	0.5	0.2%	0.1%	53.6	-	-	-	-
292	MANZANITA AVE	INDIAN ST TO PERRIS BLVD	2	15	1,267	45	0.5	1.6%	0.9%	57.1	-	-	-	69
293	MEMORIAL WAY	TOWN CIR TO GATEWAY DR	4	12	15,797	45	0.5	2.2%	1.3%	69.2	-	95	206	443
294	MEMORIAL WAY	GATEWAY DR TO EUCALYPTUS AVE	4	12	17,841	45	0.5	1.8%	1.0%	69.3	-	97	210	451
295	MORENO BEACH DR	LOCUST AVE TO JUNIPER AVE	4	0	2,741	40	0.5	1.4%	0.8%	59.3	-	-	45	97
296	MORENO BEACH DR	JUNIPER AVE TO IRONWOOD AVE	4	0	2,707	40	0.5	1.5%	0.8%	59.2	-	-	45	96
297	MORENO BEACH DR	IRONWOOD AVE TO SR-60	4	10	9,296	55	0.5	1.5%	0.9%	68.3	-	83	180	387
298	MORENO BEACH DR	SR-60 TO EYCALYPTUS AVE	6	10	23,045	55	0.5	3.1%	1.8%	74.8	105	226	488	1,051
299	MORENO BEACH DR	EUCALYPTUS AVE TO TRAIL RIDGE WAY	6	12	24,067	55	0.5	2.8%	1.6%	75.0	108	232	500	1,078
300	MORENO BEACH DR	TRAIL RIDGE WAY TO AUTO MALL DR	6	12	14,133	55	0.5	2.7%	1.6%	72.6	75	162	348	750
301	MORENO BEACH DR	AUTO MALL DR TO COTTONWOOD AVE	6	12	13,827	55	0.5	2.7%	1.6%	72.5	74	159	342	737
302	MORENO BEACH DR	COTTONWOOD AVE TO BAY AVE	6	12	12,522	55	0.5	3.0%	1.7%	72.3	71	153	329	708
303	MORENO BEACH DR	BAY AVE TO ALESSANDRO BLVD	6	12	12,522	55	0.5	3.0%	1.7%	72.3	71	153	329	708
304	MORENO BEACH DR	ALESSANDRO BLVD TO BRODIAEA AVE	6	8	12,051	55	0.5	3.0%	1.7%	71.8	65	141	304	655
305	MORENO BEACH DR	BRODIAEA AVE TO CACTUS AVE	3	8	12,051	55	0.5	3.0%	1.7%	70.1	51	109	235	506
306	MORENO BEACH DR	CACTUS AVE TO JOHN F KENNEDY DR	3	12	8,930	55	0.5	3.7%	2.1%	69.3	45	97	209	451
307	MORENO BEACH DR	JOHN F KENNEDY DR TO VIA DEL LAGO	3	12	19,074	55	0.5	3.5%	2.0%	72.5	73	158	340	731
308	MORRISON ST	FIR AVE TO EUCALYPTUS AVE	4	0	842	45	0.5	0.3%	0.2%	54.1	-	-	-	-
309	MORRISON ST	EUCALYPTUS AVE TO DRACAEA AVE	4	0	9,204	45	0.5	0.8%	0.5%	65.1	-	51	109	236
310	MORRISON ST	DRACAEA AVE TO COTTONWOOD AVE	4	0	8,779	45	0.5	0.8%	0.5%	64.9	-	49	106	229
311	MORRISON ST	COTTONWOOD AVE TO BAY AVE	4	0	5,500	45	0.5	1.0%	0.6%	63.1	-	-	80	172
312	MORRISON ST	BAY AVE TO ALESSANDRO BLVD	4	0	5,497	45	0.5	1.0%	0.6%	63.0	-	-	80	172
313	N PERRIS BLVD	NANDINA AVE TO GROVE VIEW RD	6	10	45,789	50	0.5	4.2%	2.4%	77.5	159	342	737	1,588
314	N PERRIS BLVD	SOUTH OF GROVE VIEW RD	6	10	47,952	50	0.5	4.7%	2.7%	78.0	171	368	793	1,709
315	NANDINA AVE	HEACOCK ST TO INDIAN ST	2	0	6,806	45	0.5	5.8%	3.4%	67.1	-	69	148	318
316	NANDINA AVE	INDIAN ST TO PERRIS BLVD	2	12	4,377	45	0.5	20.1%	11.6%	69.5	46	100	215	463
317	NASON ST	IRONWOOD AVE TO SR-60	4	4	9,429	45	0.5	1.1%	0.6%	65.6	-	55	118	254
318	NASON ST	SR-60 TO FIR AVE	4	12	19,958	45	0.5	1.5%	0.9%	69.6	-	101	218	470
319	NASON ST	FIR AVE TO EUCALYPTUS AVE	4	15	14,956	45	0.5	1.1%	0.7%	68.1	-	80	173	373
320	NASON ST	EUCALYPTUS AVE TO DRACAEA AVE	4	15	14,927	45	0.5	1.5%	0.9%	68.4	-	85	182	393
321	NASON ST	DRACAEA AVE TO COTTONWOOD AVE	3	15	14,196	45	0.5	1.5%	0.9%	67.8	-	77	166	357
322	NASON ST	COTTONWOOD AVE TO ALESSANDRO BLVD	2	15	15,132	45	0.5	1.4%	0.8%	67.6	-	75	162	349
323	NASON ST	ALESSANDRO BLVD TO CACTUS AVE	4	15	18,293	45	0.5	1.3%	0.8%	69.2	-	95	204	440

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	CNEL at 50 Feet	Distance from Centerline of Roadway Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
324	NASON ST	CACTUS AVE TO IRIS AVE	4	13	7,843	45	0.5	1.6%	0.9%	65.6	-	55	119	256
325	OLD 215 FRONTAGE RD	DRACAEA AVE TO COTTONWOOD AVE	4	20	4,322	35	0.5	1.9%	1.1%	61.3	-	-	61	132
326	OLD 215 FRONTAGE RD	COTTONWOOD TO BAY AVE	4	20	3,270	35	0.5	2.1%	1.2%	60.2	-	-	-	111
327	OLD 215 FRONTAGE RD	BAY AVE TO ALESSANDRO BLVD	4	15	3,270	50	0.5	2.1%	1.2%	63.4	-	-	85	182
328	OLD 215 FRONTAGE RD	ALESSANDRO BLVD TO CACTUS AVE	2	10	5,332	35	0.5	3.5%	2.0%	62.6	-	-	74	160
329	OLD LAKE DR	PIGEON PASS RD TO SUNNYMEAD RANCH PKWY	4	11	10,703	40	0.5	1.1%	0.6%	65.2	-	51	111	239
330	OLIVER ST	CACTUS AVE TO ROCKWOOD AVE	4	12	5,424	50	0.5	0.8%	0.4%	64.3	-	-	97	210
331	OLIVER ST	ROCKWOOD AVE TO JOHN F KENNEDY DR	4	12	5,424	50	0.5	0.8%	0.4%	64.3	-	-	97	210
332	OLIVER ST	JOHN F KENNEDY DR TO IRIS AVE	3	0	3,007	50	0.5	0.9%	0.5%	61.2	-	-	60	130
333	PERRIS BLVD	NORTH OF SUNNYMEAD RANCH PKWY	4	12	10,136	50	0.5	1.8%	1.1%	68.0	-	80	172	370
334	PERRIS BLVD	SUNNYMEAD RANCH PKWY TO MANZANITA AVE	4	12	13,701	50	0.5	1.5%	0.8%	69.0	-	93	199	430
335	PERRIS BLVD	MANZANITA AVE TO JACLYN AVE	4	12	12,764	50	0.5	1.4%	0.8%	68.7	-	88	189	408
336	PERRIS BLVD	JACLYN AVE TO KALMIA AVE	4	12	14,701	50	0.5	1.3%	0.7%	69.2	-	95	204	439
337	PERRIS BLVD	KALMIA AVE TO IRONWOOD AVE	4	12	17,955	50	0.5	1.1%	0.7%	69.9	-	106	228	492
338	PERRIS BLVD	IRONWOOD AVE TO HEMLOCK AVE	6	12	25,471	45	0.5	1.0%	0.6%	71.6	64	139	299	644
339	PERRIS BLVD	HEMLOCK AVE TO SR-60	7	12	38,614	45	0.5	1.2%	0.7%	75.2	112	241	519	1,117
340	PERRIS BLVD	SR-60 TO FIR AVE	6	12	35,922	40	0.5	1.4%	0.8%	72.3	72	155	333	717
341	PERRIS BLVD	FIR AVE TO MYERS AVE	4	12	33,632	40	0.5	1.4%	0.8%	70.5	54	116	251	540
342	PERRIS BLVD	MYERS AVE TO EUCALYPTUS AVE	4	12	33,632	40	0.5	1.4%	0.8%	70.5	54	116	251	540
343	PERRIS BLVD	EUCALYPTUS AVE TO DRACAEA AVE	4	12	31,784	40	0.5	1.4%	0.8%	70.3	52	113	243	524
344	PERRIS BLVD	DRACAEA AVE TO COTTONWOOD AVE	6	12	31,492	40	0.5	1.4%	0.8%	71.8	65	141	304	655
345	PERRIS BLVD	COTTONWOOD AVE TO BAY AVE	6	12	21,319	40	0.5	1.4%	0.8%	70.1	-	110	237	510
346	PERRIS BLVD	BAY AVE TO ALESSANDRO BLVD	6	12	25,745	40	0.5	1.3%	0.8%	70.8	-	122	262	565
347	PERRIS BLVD	ALESSANDRO BLVD TO BRODIAEA AVE	6	12	26,153	40	0.5	1.1%	0.7%	70.7	-	119	257	554
348	PERRIS BLVD	BRODIAEA AVE TO CACTUS AVE	6	12	22,785	40	0.5	1.2%	0.7%	70.2	-	111	239	515
349	PERRIS BLVD	CACTUS AVE TO DELPHINIUM AVE	6	12	24,086	40	0.5	1.3%	0.7%	70.5	-	116	249	537
350	PERRIS BLVD	DELPHINIUM AVE TO JOHN F KENNEDY DR	6	12	24,086	40	0.5	1.3%	0.7%	70.5	-	116	249	537
351	PERRIS BLVD	JOHN F KENNEDY DR TO FILAREE AVE	6	12	35,488	50	0.5	1.2%	0.7%	74.5	100	214	462	995
352	PERRIS BLVD	FILAREE AVE TO GENTIAN AVE	6	12	29,093	50	0.5	1.5%	0.9%	73.9	91	195	420	906
353	PERRIS BLVD	GENTIAN AVE TO SANTIAGO DR	6	12	28,981	50	0.5	1.5%	0.9%	73.9	91	195	421	907
354	PERRIS BLVD	SANTIAGO DR TO IRIS AVE	6	12	28,981	50	0.5	1.5%	0.9%	73.9	91	195	421	907
355	PERRIS BLVD	IRIS AVE TO KRAMERIA AVE	6	12	40,944	50	0.5	2.8%	1.6%	76.3	132	285	614	1,324
356	PERRIS BLVD	KRAMERIA AVE TO SUBURBAN LN	6	12	41,365	50	0.5	4.5%	2.6%	77.5	157	338	729	1,570
357	PERRIS BLVD	SUBURBAN LN TO SAN MICHELE RD	6	12	47,382	50	0.5	4.1%	2.4%	77.8	166	358	771	1,661
358	PERRIS BLVD	SAN MICHELE RD TO NANDINA AVE	6	12	45,502	50	0.5	5.0%	2.9%	78.1	174	375	808	1,740
359	PIGEON PASS RD	NORTH OF HIDDEN SPRINGS DR	4	0	1,141	55	0.5	0.6%	0.3%	58.0	-	-	-	80
360	PIGEON PASS RD	HIDDEN SPRINGS DR TO LAWLESS RD	4	12	1,167	45	0.5	0.5%	0.3%	56.2	-	-	-	60
361	PIGEON PASS RD	LAWLESS RD TO SUNNYMEAD RANCH PKWY	4	12	1,167	45	0.5	0.5%	0.3%	56.2	-	-	-	60
362	PIGEON PASS RD	SUNNYMEAD RANCH PKWY TO OLD LAKE DR	4	11	5,893	45	0.5	0.7%	0.4%	63.3	-	-	83	179
363	PIGEON PASS RD	OLD LAKE DR TO COUGAR CANYON RD	4	12	18,479	55	0.5	1.0%	0.6%	70.9	58	124	268	577
364	PIGEON PASS RD	COUGAR CANYON RD TO HARLAND DR	4	12	18,530	55	0.5	1.0%	0.6%	70.9	58	124	268	577
365	PIGEON PASS RD	HARLAND DR TO IRONWOOD AVE	4	12	21,213	55	0.5	0.9%	0.5%	71.5	63	136	292	630
366	PIGEON PASS RD	IRONWOOD AVE TO HEMLOCK AVE	4	13	27,538	45	0.5	1.0%	0.6%	70.5	54	117	252	543
367	REDLANDS BLVD	NORTH OF LOCUST AVE	4	0	22,995	55	0.5	1.9%	1.1%	72.2	70	152	327	705
368	REDLANDS BLVD	LOCUST AVE TO IRONWOOD AVE	4	0	21,288	55	0.5	2.0%	1.1%	71.9	67	145	313	674
369	REDLANDS BLVD	IRONWOOD AVE TO SR-60	4	6	14,836	55	0.5	2.2%	1.3%	70.8	56	121	261	562
370	REDLANDS BLVD	SR-60 TO EUCALYPTUS AVE	4	4	12,308	55	0.5	3.7%	2.1%	70.8	57	122	263	566
371	REDLANDS BLVD	EUCALYPTUS AVE TO DRACAEA AVE	4	0	12,308	55	0.5	3.7%	2.1%	70.7	56	120	258	556

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium Trucks	Vehicle Mix Heavy Trucks	CNEL at 50 Feet	Distance from Centerline of Roadway Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
372	REDLANDS BLVD	DRACAEA AVE TO COTTONWOOD AVE	4	16	10,153	55	0.5	2.9%	1.7%	70.0	-	107	232	499
373	REDLANDS BLVD	COTTONWOOD AVE TO BAY AVE	4	8	9,587	55	0.5	3.0%	1.8%	69.5	-	99	214	461
374	REDLANDS BLVD	BAY AVE TO ALESSANDRO BLVD	4	0	9,587	55	0.5	3.0%	1.8%	69.2	44	96	206	444
375	REDLANDS BLVD	ALESSANDRO TO CACTUS AVE	4	6	13,861	50	0.5	2.8%	1.6%	69.9	49	106	228	490
376	SAN MICHELE RD	HEACOCK ST TO INDIAN ST	4	13	122	45	0.5	0.5%	0.3%	46.4	-	-	-	-
377	SAN MICHELE RD	INDIAN ST TO PERRIS BLVD	3	13	5,297	45	0.5	4.8%	2.8%	65.9	-	57	123	264
378	SUNNYMEAD BLVD	FREDERICK ST TO GRAHAM ST	4	15	16,187	40	0.5	2.0%	1.2%	68.1	-	81	175	376
379	SUNNYMEAD BLVD	GRAHAM ST TO HEACOCK ST	4	15	8,900	40	0.5	1.4%	0.8%	64.9	-	-	106	229
380	SUNNYMEAD BLVD	HEACOCK ST TO INDIAN ST	4	14	6,607	35	0.5	1.2%	0.7%	61.9	-	-	67	145
381	SUNNYMEAD BLVD	INDIAN ST TO PERRIS BLVD	4	13	11,734	35	0.5	1.4%	0.8%	64.7	-	-	103	223
382	SUNNYMEAD BLVD	PERRIS BLVD TO KITCHING ST	4	7	11,165	35	0.5	0.9%	0.5%	63.5	-	-	85	183
383	SUNNYMEAD RANCH PKWY	PIGEON PASS RD TO LAKE VISTA RD	4	14	486	45	0.5	0.4%	0.3%	52.3	-	-	-	-
384	SUNNYMEAD RANCH PKWY	LAKE VISTA RD TO OLD LAKE DR	4	13	2,318	45	0.5	0.6%	0.3%	59.3	-	-	-	97
385	SUNNYMEAD RANCH PKWY	OLD LAKE DR TO HEACOCK ST	4	14	7,450	45	0.5	0.9%	0.5%	64.8	-	-	104	225
386	SUNNYMEAD RANCH PKWY	HEACOCK ST TO PERRIS BLVD	4	14	6,133	45	0.5	0.5%	0.3%	63.5	-	-	85	184
387	THEODORE ST	IRONWOOD AVE TO SR-60	4	0	436	55	0.5	1.6%	0.9%	54.8	-	-	-	48
388	TOWN CIR	CENTERPOINT DR TO HERITAGE WAY	4	13	6,374	30	0.5	1.5%	0.9%	61.2	-	-	60	129
389	TOWN CIR	HERITAGE WAY TO MEMORIAL WAY	4	13	20,506	30	0.5	4.1%	2.3%	69.1	-	94	204	438
390	TOWN CIR	MEMORIAL WAY TO CAMPUS PKWY	4	13	20,506	30	0.5	4.1%	2.3%	69.1	-	94	204	438
391	TOWNGATE BLVD	EUCALYPTUS AVE TO HERITAGE WAY	4	15	5,590	40	0.5	0.9%	0.5%	62.2	-	-	70	152
392	TOWNGATE BLVD	HERITAGE WAY TO FREDERICK ST	4	15	22,241	40	0.5	1.8%	1.1%	69.3	-	97	209	450
393	VIA DEL LAGO	IRIS AVE TO ALTA CALLE	3	20	5,131	45	0.5	0.7%	0.4%	62.7	-	-	76	163
394	VIA DEL LAGO	SOUTH OF ALTA CALLE	3	0	297	45	0.5	0.8%	0.5%	49.9	-	-	-	-
395	SR-60	I-215 TO DAY ST	8	0	148,539	65	0.5	4.5%	2.6%	87.1	692	1,491	3,212	6,920
396	SR-60	DAY ST TO PIGEON PASS RD	7	0	130,448	65	0.5	4.5%	2.6%	84.9	494	1,064	2,292	4,939
397	SR-60	PIGEON PASS RD TO HEACOCK ST	5	0	103,022	65	0.5	5.2%	3.0%	82.7	351	756	1,630	3,511
398	SR-60	HEACOCK ST TO PERRIS BLVD	5	0	104,638	65	0.5	5.2%	3.0%	82.8	354	763	1,644	3,542
399	SR-60	PERRIS BLVD TO NASON ST	5	0	85,489	65	0.5	6.0%	3.5%	82.2	327	705	1,519	3,272
400	SR-60	NASON ST TO MORENO BEACH DR	7	0	78,751	65	0.5	6.4%	3.7%	83.5	400	861	1,854	3,995
401	SR-60	MORENO BEACH DR TO REDLANDS BLVD	5	0	72,123	65	0.5	6.9%	4.0%	81.8	306	660	1,423	3,065
402	SR-60	REDLANDS BLVD TO WORLD LOGISTICS CTR PKWY	4	0	63,183	65	0.5	7.5%	4.3%	81.1	273	589	1,268	2,732
403	I-215	SR-60 TO EASTRIDGE AVE	6	0	113,294	65	0.5	4.9%	2.9%	83.6	403	869	1,872	4,032
404	I-215	EASTRIDGE AVE TO E ALESSANDRO BLVD	6	0	124,961	65	0.5	4.8%	2.8%	84.0	427	920	1,982	4,269
405	I-215	E ALESSANDRO BLVD TO CACTUS AVE	6	0	126,761	65	0.5	4.9%	2.8%	84.1	433	934	2,011	4,333

[1] Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels

Project Name: Moreno Valley General Plan
Project Number:
Scenario: Horizon Year Plus Project
Ldn/CNEL: CNEL

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

								Vehicle Mix		Distance from Centerline of Roadway				
				Median	ADT	Speed	Alpha	Medium	Heavy	CNEL at	Distance to Contour			
#	Roadway	Segment	Lanes	Width	Volume	(mph)	Factor			50 Feet	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1	ALESSANDRO BLVD	OLD 215 FRONTAGE ROAD TO DAY ST	6	20	50,322	50	0.5	2.6%	1.5%	78.0	172	371	798	1,720
2	ALESSANDRO BLVD	DAY ST TO ELSWORTH ST	6	15	46,534	50	0.5	2.6%	1.5%	77.1	149	320	689	1,485
3	ALESSANDRO BLVD	ELSWORTH ST TO COURAGE ST	6	18	46,296	50	0.5	2.1%	1.2%	77.1	148	320	689	1,484
4	ALESSANDRO BLVD	COURAGE ST TO FREDERICK ST	6	15	44,354	50	0.5	2.2%	1.3%	76.6	137	296	637	1,373
5	ALESSANDRO BLVD	FREDRICK ST TO GRAHAM ST	6	18	42,360	45	0.5	1.8%	1.0%	75.3	113	244	526	1,133
6	ALESSANDRO BLVD	GRAHAM ST TO HEACOCK ST	6	18	40,538	45	0.5	1.4%	0.8%	74.8	104	224	484	1,042
7	ALESSANDRO BLVD	HEACOCK ST TO INDIAN ST	6	18	43,435	45	0.5	1.4%	0.8%	75.0	108	233	503	1,083
8	ALESSANDRO BLVD	INDIAN ST TO PERRIS BLVD	6	18	40,941	45	0.5	1.4%	0.8%	74.8	104	225	485	1,044
9	ALESSANDRO BLVD	PERRIS BLVD TO FLAMING ARROW DR	6	18	45,197	50	0.5	1.3%	0.7%	76.2	130	280	603	1,300
10	ALESSANDRO BLVD	FLAMING ARROW DR TO KITCHING ST	6	18	48,325	50	0.5	1.2%	0.7%	76.5	135	291	627	1,351
11	ALESSANDRO BLVD	KITCHING ST TO CHARA ST	6	13	46,639	50	0.5	1.4%	0.8%	75.9	125	268	578	1,246
12	ALESSANDRO BLVD	CHARA ST TO LASSELLE ST	6	13	44,923	50	0.5	1.4%	0.8%	75.8	122	262	564	1,216
13	ALESSANDRO BLVD	LASSELLE ST TO DARWIN DR	6	13	44,770	50	0.5	1.4%	0.8%	75.7	120	259	558	1,202
14	ALESSANDRO BLVD	DARWIN DR TO MORRISON ST	6	9	44,075	50	0.5	1.4%	0.8%	75.3	113	244	525	1,131
15	ALESSANDRO BLVD	MORRISON ST TO COUNTRY SQUIRE DR	6	10	40,728	50	0.5	1.4%	0.8%	75.0	108	232	500	1,076
16	ALESSANDRO BLVD	COUNTRY SQUIRE DR TO NASON ST	6	14	32,634	50	0.5	1.3%	0.7%	74.4	98	210	453	975
17	ALESSANDRO BLVD	NASON ST TO MARIAN RD	4	0	15,841	50	0.5	2.2%	1.3%	69.8	49	105	227	488
18	ALESSANDRO BLVD	MARIAN DR TO MORENO BEACH DR	4	15	14,560	50	0.5	2.3%	1.3%	70.1	-	110	236	508
19	ALESSANDRO BLVD	MORENO BEACH DR TO WALNUT CT	4	0	6,312	40	0.5	4.1%	2.3%	65.1	-	51	110	237
20	ALESSANDRO BLVD	WALNUT CT TO REDLANDS BLVD	4	0	4,525	40	0.5	5.7%	3.3%	64.7	-	48	103	221
21	ALESSANDRO BLVD	REDLANDS TO WORLD LOGISTICS CENTER PKWY	4	0	4,432	40	0.5	7.4%	4.3%	65.4	-	53	115	247
22	ALESSANDRO BLVD	WORLD LOGISTICS CENTER PKWY TO VIRGINIA S	4	0	11,114	50	0.5	9.7%	5.6%	72.0	68	147	316	682
23	ALESSANDRO BLVD	VIRGINIA ST TO GILMAN SPRINGS RD	2	0	6,133	50	0.5	6.2%	3.6%	67.7	35	75	162	349
24	BOX SPRINGS ROAD	WEST OF DOUGLAS CT	4	11	19,366	50	0.5	1.4%	0.8%	70.5	54	116	249	537
25	BOX SPRINGS ROAD	DOUGLAS CT TO CLARK ST	4	11	19,366	50	0.5	1.4%	0.8%	70.5	54	116	249	537
26	BOX SPRINGS ROAD	CLARK ST TO PINE CONE LN	4	11	19,366	45	0.5	1.4%	0.8%	69.3	-	97	210	452
27	BOX SPRINGS ROAD	PINE CONE LN TO DAY ST	4	11	25,894	45	0.5	1.1%	0.6%	70.3	52	113	243	523
28	CACTUS AVE	WEST OF COMMERCE CENTER DR	6	11	54,811	50	0.5	2.8%	1.6%	77.5	159	342	737	1,587
29	CACTUS AVE	COMMERCE CENTER DR TO ELSWORTH ST	5	11	54,811	50	0.5	2.8%	1.6%	76.6	138	298	642	1,384
30	CACTUS AVE	ELSWORTH TO NEWHOPE ST	6	11	40,076	50	0.5	3.2%	1.8%	76.4	134	289	623	1,343
31	CACTUS AVE	NEWHOPE ST TO FREDRICK ST	6	11	40,076	50	0.5	3.2%	1.8%	76.4	134	289	623	1,343
32	CACTUS AVE	FREDRICK ST TO GRAHAM ST	6	11	38,959	45	0.5	3.2%	1.8%	75.3	113	244	526	1,133
33	CACTUS AVE	GRAHAM ST TO GILBERT ST	6	11	45,361	45	0.5	3.3%	1.9%	76.1	127	274	590	1,272

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium	Vehicle Mix Heavy	Distance from Centerline of Roadway CNEL at 50 Feet	Distance to Contour 70 CNEL	Distance to Contour 65 CNEL	Distance to Contour 60 CNEL	Distance to Contour 55 CNEL
34	CACTUS AVE	GILBERT ST TO HEACOCK ST	6	11	41,981	45	0.5	3.1%	1.8%	75.6	118	254	547	1,179
35	CACTUS AVE	HEACOCK ST TO UNITY CT	4	11	24,263	45	0.5	1.3%	0.7%	70.2	51	111	238	513
36	CACTUS AVE	UNITY CT TO INDIAN ST	4	11	21,952	45	0.5	1.1%	0.7%	69.6	-	101	218	470
37	CACTUS AVE	INDIAN ST TO PHILO ST	4	11	19,199	45	0.5	0.9%	0.5%	68.8	-	89	192	414
38	CACTUS AVE	PHILO ST TO PERRIS BLVD	4	11	19,399	45	0.5	0.9%	0.5%	68.8	-	89	192	414
39	CACTUS AVE	PERRIS BLVD TO AGAVE ST	4	11	16,667	40	0.5	1.0%	0.6%	67.0	-	68	146	314
40	CACTUS AVE	AGAVE ST TO KITCHING ST	4	11	14,836	40	0.5	0.9%	0.5%	66.3	-	62	133	285
41	CACTUS AVE	KITCHING ST TO REDWING DR	2	11	18,172	40	0.5	1.0%	0.6%	66.7	-	65	139	300
42	CACTUS AVE	REDWING DR TO LASSELLE ST	2	11	18,595	40	0.5	0.9%	0.5%	66.6	-	64	139	299
43	CACTUS AVE	LASSELLE ST TO NASON ST	4	11	27,183	50	0.5	1.0%	0.6%	71.5	63	135	292	628
44	CACTUS AVE	NASON ST TO WILDMILL LN	4	0	33,343	50	0.5	0.9%	0.5%	72.0	68	146	315	679
45	CACTUS AVE	WINDMILL LN TO OLIVER ST	4	10	16,011	50	0.5	1.5%	0.9%	69.6	-	102	220	474
46	CACTUS AVE	OLIVER ST TO MORENO BEACH DR	4	11	20,509	50	0.5	1.7%	1.0%	70.9	57	124	267	574
47	CACTUS AVE	MORENO BEACH DR TO QUINCY ST	4	0	21,443	50	0.5	1.8%	1.1%	70.9	57	124	266	574
48	CACTUS AVE	QUINCY ST TO JOHN F KENNEDY DR	4	0	7,493	50	0.5	4.1%	2.4%	67.9	-	78	168	361
49	CACTUS AVE	EAST OF JOHN F KENNEDY DR	4	0	14,516	50	0.5	12.4%	7.1%	74.0	92	199	428	921
50	CORPORATE CENTRE PL	CANYON SPRINGS PKWY TO CAMPUS PKWY	6	12	11,357	35	0.5	2.1%	1.2%	66.9	-	67	143	309
51	CORPORATE CENTRE PL	CAMPUS PKWY TO VALLEY SPRINGS PKWY	6	12	10,321	35	0.5	2.3%	1.4%	66.7	-	65	139	300
52	COTTONWOOD AVE	OLD 215 FRONTAGE RD TO EDGEMONT ST	2	0	4,432	40	0.5	2.9%	1.7%	62.4	-	33	72	155
53	COTTONWOOD AVE	EDGEMONT ST TO DAY ST	2	0	2,172	40	0.5	0.9%	0.5%	57.3	-	-	33	71
54	COTTONWOOD AVE	DAY ST TO ELSWORTH ST	2	12	2,613	40	0.5	1.0%	0.6%	58.3	-	-	38	83
55	COTTONWOOD AVE	ELSWORTH ST TO PAN AM BLVD	2	13	3,730	40	0.5	0.6%	0.3%	59.3	-	-	45	97
56	COTTONWOOD AVE	PAN AM BLVD TO FREDRICK ST	2	13	6,099	40	0.5	0.6%	0.3%	61.4	-	-	62	133
57	COTTONWOOD AVE	FREDRICK ST TO DUNHILL DR	4	12	10,867	40	0.5	0.8%	0.5%	64.9	-	-	106	229
58	COTTONWOOD AVE	DUNHILL DR TO GRAHAM ST	4	12	10,400	40	0.5	0.7%	0.4%	64.6	-	-	102	219
59	COTTONWOOD AVE	GRAHAM ST TO RUNDELL DR	4	13	19,445	45	0.5	1.1%	0.6%	69.1	-	93	201	433
60	COTTONWOOD AVE	RUNDELL DR TO HEACOCK ST	4	13	18,904	45	0.5	1.0%	0.6%	68.8	-	90	194	419
61	COTTONWOOD AVE	HEACOCK ST TO CHESHIRE DR	2	12	14,564	45	0.5	0.9%	0.5%	66.9	-	67	145	312
62	COTTONWOOD AVE	CHESHIRE DR TO INDIAN ST	2	13	13,693	45	0.5	0.9%	0.5%	66.6	-	64	138	298
63	COTTONWOOD AVE	INDIAN ST TO SEARSON DR	2	12	13,991	45	0.5	0.9%	0.5%	66.8	-	65	141	304
64	COTTONWOOD AVE	SEARSON DR TO PERRIS BLVD	2	12	13,777	45	0.5	1.0%	0.6%	66.7	-	65	141	303
65	COTTONWOOD AVE	PERRIS BLVD TO CRAPE MYRTLE DR	2	0	13,386	45	0.5	0.9%	0.5%	66.4	-	62	133	288
66	COTTONWOOD AVE	CRAPE MYRTLE DR TO KITCHING ST	4	12	15,183	45	0.5	0.8%	0.5%	67.7	-	76	163	351
67	COTTONWOOD AVE	KITCHING ST TO BANEBERRY ST	4	12	16,268	45	0.5	0.8%	0.5%	68.0	-	79	170	366
68	COTTONWOOD AVE	BANEBERRY ST TO LASSELLE ST	3	5	16,198	45	0.5	0.8%	0.5%	67.4	-	72	155	335
69	COTTONWOOD AVE	LASSELLE ST TO BURNEY PASS DR	3	0	16,106	45	0.5	0.9%	0.5%	67.3	-	71	154	331
70	COTTONWOOD AVE	BURNEY PASS DR TO MORRISON ST	3	0	14,329	45	0.5	0.9%	0.5%	66.8	-	66	143	308
71	COTTONWOOD AVE	MORRISON ST TO LETTERMAN ST	3	13	13,863	45	0.5	1.1%	0.6%	67.2	-	70	151	326
72	COTTONWOOD AVE	LETTERMAN ST TO NASON ST	3	8	13,535	45	0.5	2.0%	1.1%	67.8	-	77	166	358
73	COTTONWOOD AVE	NASON ST TO OLIVER ST	2	0	6,381	45	0.5	1.7%	1.0%	64.0	-	43	93	199
74	COTTONWOOD AVE	OLIVER ST TO MORENO BEACH DR	2	0	5,355	45	0.5	2.0%	1.1%	63.5	-	40	85	184
75	COTTONWOOD AVE	MORENO BEACH DR TO REDLANDS BLVD	2	15	11,148	55	0.5	2.2%	1.3%	69.1	44	94	203	438
76	DAY ST	BOX SPRINGS RD TO SR-60	4	14	19,911	40	0.5	1.3%	0.8%	68.3	-	83	178	384
77	DAY ST	SR-60 TO RAMP	4	14	28,585	40	0.5	2.3%	1.3%	70.8	56	122	262	565
78	DAY ST	SR-60 RAMP TO CANYON SPRINGS PKWY	6	10	41,192	40	0.5	2.7%	1.6%	74.0	93	199	430	926
79	DAY ST	CANYON SPRINGS PKWY TO CAMPUS PKWY	7	15	29,835	40	0.5	2.9%	1.7%	75.2	111	240	516	1,112

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium	Vehicle Mix Heavy	Distance from Centerline of Roadway CNEL at 50 Feet	Distance to Contour 70 CNEL	Distance to Contour 65 CNEL	Distance to Contour 60 CNEL	Distance to Contour 55 CNEL
80	DAY ST	CAMPUS PKWY TO GATEWAY DR	6	9	13,365	40	0.5	1.4%	0.8%	67.7	-	76	164	353
81	DAY ST	GATEWAY DR TO EUCALYPTUS AVE	6	13	9,348	40	0.5	2.4%	1.4%	67.6	-	74	160	345
82	DAY ST	EUCALYPTUS AVE TO DRACAEA AVE	2	11	6,408	40	0.5	1.8%	1.1%	63.1	-	38	81	174
83	DAY ST	DRACAEA AVE TO COTTONWOOD AVE	2	11	7,444	40	0.5	1.7%	1.0%	63.6	-	40	87	188
84	DAY ST	COTTONWOOD AVE TO BRILL RD	2	0	6,296	35	0.5	1.9%	1.1%	61.7	-	-	65	139
85	DAY ST	BRILL RD TO BAY AVE	2	0	7,417	35	0.5	2.4%	1.4%	63.0	-	37	79	170
86	DAY ST	BAY AVE TO ALESSANDRO BLVD	2	0	7,352	35	0.5	2.5%	1.4%	63.0	-	37	79	170
87	DRACAEA AVE	HEACOCK ST TO INDIAN ST	2	0	800	35	0.5	0.6%	0.4%	51.1	-	-	-	-
88	DRACAEA AVE	INDIAN ST TO MORENO WAY	2	0	1,948	35	0.5	0.9%	0.5%	55.3	-	-	-	53
89	DRACAEA AVE	MORENO WAY TO PERRIS BLVD	2	0	1,860	35	0.5	1.1%	0.6%	55.4	-	-	-	54
90	DRACAEA AVE	PERRIS BLVD TO PATRICIA LN	2	0	3,761	35	0.5	1.3%	0.7%	58.7	-	-	41	89
91	DRACAEA AVE	PATRICIA LN TO KITCHING ST	2	0	1,814	35	0.5	0.6%	0.3%	54.5	-	-	-	46
92	DRACAEA AVE	KITCHING ST TO PEPPERBUSH DR	2	0	1,992	35	0.5	0.5%	0.3%	54.8	-	-	-	49
93	DRACAEA AVE	PEPPERBUSH DR TO LASSELLE ST	2	0	576	35	0.5	0.5%	0.3%	49.4	-	-	-	-
94	E ALESSANDRO BLVD	I-215 TO OLD 215 FRONTAGE	6	12	50,213	50	0.5	2.5%	1.4%	77.0	147	317	684	1,473
95	ELSWORTH ST	EUCALYPTUS AVE TO DRACAEA AVE	2	12	5,914	40	0.5	1.7%	1.0%	62.6	-	-	75	161
96	ELSWORTH ST	DRACAEA AVE TO FRINGE ST	2	12	7,399	40	0.5	1.5%	0.8%	63.4	-	39	84	180
97	ELSWORTH ST	FRINGE ST TO COTTONWOOD AVE	2	0	10,895	40	0.5	1.1%	0.7%	64.5	-	47	100	216
98	ELSWORTH ST	COTTONWOOD AVE TO ELLA AVE	2	0	8,413	35	0.5	1.3%	0.8%	62.3	-	33	71	153
99	ELSWORTH ST	ELLA AVE TO BAY AVE	2	0	6,182	35	0.5	1.6%	0.9%	61.3	-	-	61	131
100	ELSWORTH ST	BAY AVE TO ALESSANDRO BLVD	2	0	6,117	35	0.5	1.6%	0.9%	61.3	-	-	61	131
101	ELSWORTH ST	ALESSANDRO BLVD TO BUSINESS CENTER DR	3	12	20,539	45	0.5	3.6%	2.1%	71.0	58	125	269	580
102	ELSWORTH ST	BUSINESS CENTER DR TO GOLDENCREST DR	3	12	11,443	45	0.5	2.1%	1.2%	67.3	-	72	154	332
103	ELSWORTH ST	GOLDENCREST DR TO CACTUS AVE	4	12	11,443	45	0.5	2.1%	1.2%	67.7	-	76	164	353
104	EUCALYPTUS AVE	TOWNGATE BLVD TO CARNABY ST	4	0	16,303	45	0.5	1.4%	0.8%	68.2	-	81	175	377
105	EUCALYPTUS AVE	CARNABY ST TO ELSWORTH ST	4	12	13,854	45	0.5	1.5%	0.8%	68.0	-	79	170	366
106	EUCALYPTUS AVE	ELSWORTH ST TO FREDERICK ST	4	12	11,923	45	0.5	1.2%	0.7%	67.0	-	68	148	318
107	EUCALYPTUS AVE	FREDERICK ST TO KOCHI DR	4	0	23,988	45	0.5	1.2%	0.7%	69.7	48	103	222	478
108	EUCALYPTUS AVE	KOCHI DR TO GRAHAM ST	4	0	20,903	45	0.5	1.3%	0.7%	69.2	44	95	205	441
109	EUCALYPTUS AVE	GRAHAM ST TO SUNBIRD DR	4	11	22,360	45	0.5	1.1%	0.6%	69.6	-	101	218	470
110	EUCALYPTUS AVE	SUNBIRD DR TO RUNNING DEER RD	4	10	22,360	45	0.5	1.1%	0.6%	69.6	-	101	217	467
111	EUCALYPTUS AVE	RUNNING DEER RD TO HEACOCK ST	4	10	17,234	45	0.5	0.8%	0.5%	68.1	-	81	174	375
112	EUCALYPTUS AVE	HEACOCK ST TO LIBERTY LN	4	0	16,981	40	0.5	0.7%	0.4%	66.3	-	62	133	285
113	EUCALYPTUS AVE	LIBERTY LN TO INDIAN ST	4	0	15,254	40	0.5	0.7%	0.4%	65.9	-	57	123	264
114	EUCALYPTUS AVE	INDIAN ST TO PERRIS BLVD	4	0	13,193	40	0.5	0.6%	0.4%	65.1	-	51	109	236
115	EUCALYPTUS AVE	PERRIS BLVD TO FOREMAN AVE	4	0	17,314	40	0.5	0.7%	0.4%	66.4	-	62	134	289
116	EUCALYPTUS AVE	FOREMAN AVE TO KITCHING ST	4	11	15,884	40	0.5	0.6%	0.4%	66.2	-	60	130	281
117	EUCALYPTUS AVE	KITCHING ST TO RAENETTE WAY	4	12	19,398	40	0.5	0.7%	0.4%	67.2	-	71	152	328
118	EUCALYPTUS AVE	RAENETTE WAY TO LASSELLE ST	4	12	18,817	40	0.5	0.7%	0.4%	67.1	-	69	150	322
119	EUCALYPTUS AVE	LASSELLE ST TO BARBAZON DR	4	11	11,757	40	0.5	0.7%	0.4%	65.1	-	51	110	236
120	EUCALYPTUS AVE	BARBAZON DR TO MORRISON ST	4	11	8,686	40	0.5	0.7%	0.4%	63.8	-	-	90	193
121	EUCALYPTUS AVE	MORRISON ST TO CHEYENNE ST	4	11	11,180	40	0.5	1.0%	0.6%	65.2	-	51	111	239
122	EUCALYPTUS AVE	CHEYENNE ST TO NASON ST	4	11	12,014	40	0.5	1.0%	0.6%	65.5	-	54	117	251
123	EUCALYPTUS AVE	NASON ST TO SUMMERWINDS DR	4	0	10,062	30	0.5	1.2%	0.7%	62.3	-	-	71	153
124	EUCALYPTUS AVE	SUMMERWINDS DR TO FIR AVE	4	0	5,766	30	0.5	1.5%	0.9%	60.3	-	-	53	113
125	EUCALYPTUS AVE	FIR AVE TO FELDSPAR AVE	4	14	8,967	30	0.5	2.0%	1.1%	63.4	-	-	85	183

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium	Vehicle Mix Heavy	Distance from Centerline of Roadway CNEL at 50 Feet	Distance to Contour 70 CNEL	Distance to Contour 65 CNEL	Distance to Contour 60 CNEL	Distance to Contour 55 CNEL
126	EUCALYPTUS AVE	FELDSPAR AVE TO MORENO BEACH PLAZA RD	4	13	4,887	30	0.5	2.4%	1.4%	61.2	-	-	60	130
127	EUCALYPTUS AVE	MORENO BEACH PLAZA RD TO AUTO MALL PKWY	4	12	6,819	30	0.5	2.5%	1.4%	62.8	-	-	77	165
128	EUCALYPTUS AVE	AUTO MALL PKWY TO AUTO MALL DR	4	13	104	30	0.5	5.2%	3.0%	47.0	-	-	-	-
129	EUCALYPTUS AVE	AUTO MALL DR TO B ST	4	13	104	30	0.5	5.2%	3.0%	47.0	-	-	-	-
130	EUCALYPTUS AVE	B ST TO REDLANDS BLVD	3	13	1,978	45	0.5	4.8%	2.8%	61.6	-	-	64	138
131	EUCALYPTUS AVE	REDLANDS BLVD TO WORLD LOGISTICS CIR PKW	4	16	1,954	45	0.5	12.4%	7.1%	65.0	-	-	108	234
132	FREDERICK ST	SUNNYMEAD BLVD TO CENTERPOINT DR	6	20	31,422	40	0.5	1.9%	1.1%	73.2	82	176	379	818
133	FREDERICK ST	CENTERPOINT DR TO BRABHAM ST	6	12	18,778	40	0.5	1.5%	0.9%	69.7	-	103	221	477
134	FREDERICK ST	BRABHAM ST TO TOWNGATE BLVD	6	12	18,778	40	0.5	1.5%	0.9%	69.7	-	103	221	477
135	FREDERICK ST	TOWNGATE BLVD TO EUCALYPTUS AVE	4	12	24,916	40	0.5	1.7%	1.0%	69.5	-	100	216	465
136	FREDERICK ST	EUCALYPTUS AVE TO DRACAEA AVE	4	15	16,335	40	0.5	1.7%	1.0%	67.8	-	77	166	359
137	FREDERICK ST	DRACAEA AVE TO COTTONWOD AVE	4	13	15,817	40	0.5	1.7%	1.0%	67.6	-	75	161	348
138	FREDERICK ST	COTTONWOOD AVE TO BAY AVE	4	19	9,174	40	0.5	2.2%	1.3%	66.0	-	59	126	272
139	FREDERICK ST	BAY AVE TO ALESSANDRO BLVD	4	14	11,066	40	0.5	1.9%	1.1%	66.4	-	62	133	286
140	FREDERICK ST	ALESSANDRO BLVD TO BRODIAEA AVE	4	8	4,227	40	0.5	5.5%	3.2%	64.5	-	-	100	215
141	FREDERICK ST	BRODIAEA AVE TO CACTUS AVE	4	13	3,325	40	0.5	0.9%	0.5%	59.9	-	-	-	106
142	GATEWAY DR	DAY ST TO MEMORIAL WAY	4	13	14,373	40	0.5	1.5%	0.9%	67.0	-	68	146	314
143	GENTIAN AVE	HEACOCK ST TO CANYONSTONE DR	2	0	10,719	45	0.5	3.4%	2.0%	67.6	35	75	162	348
144	GENTIAN AVE	CANYONSTONE DR TO INDIAN ST	4	10	7,113	45	0.5	4.3%	2.5%	67.2	-	70	150	323
145	GENTIAN AVE	PERRIS BLVD TO PATRICIA ST	2	0	9,918	45	0.5	1.5%	0.9%	65.8	-	56	121	261
146	GENTIAN AVE	PATRICIA LN TO KITCHING ST	2	0	11,158	45	0.5	0.8%	0.5%	65.5	-	54	116	250
147	GENTIAN AVE	KITCHING ST TO CASA GRARDE ST	4	12	19,402	45	0.5	1.0%	0.6%	69.0	-	92	198	426
148	GENTIAN AVE	CASA GRARDE ST TO LASSELLE ST	4	12	10,911	45	0.5	0.7%	0.4%	66.1	-	59	127	273
149	GILMAN SPRINGS RD	SR-60 TO EUCALYPTUS AVE	2	0	28,876	55	0.5	16.6%	9.6%	78.3	179	386	832	1,793
150	GILMAN SPRINGS RD	EUCALYPTUS AVE TO ALESSANDRO BLVD	2	0	29,595	55	0.5	17.1%	9.9%	78.5	185	399	860	1,852
151	GILMAN SPRINGS RD	SOUTH OF ALESSANDRO BLVD	2	0	21,541	55	0.5	4.0%	2.3%	72.9	78	168	361	779
152	GRAHAM ST	SUNNYMEAD BLVD TO OLD VALLEY DR	4	11	25,830	45	0.5	1.7%	1.0%	70.8	57	122	264	569
153	GRAHAM ST	OLD VALLEY DR TO EUCALYPTUS AVE	4	11	27,781	45	0.5	1.6%	0.9%	71.0	59	126	272	587
154	GRAHAM ST	EUCALYPTUS AVE TO DRACAEA AVE	4	11	29,192	45	0.5	1.7%	1.0%	71.4	62	134	288	621
155	GRAHAM ST	DRACAEA AVE TO SUNLINE DR	4	11	29,133	45	0.5	1.7%	1.0%	71.4	62	134	288	620
156	GRAHAM ST	SUNLINE DR TO COTTONWOOD AVE	4	11	27,766	45	0.5	1.8%	1.0%	71.2	61	130	281	605
157	GRAHAM ST	COTTONWOOD AVE TO BAY AVE	4	11	22,726	45	0.5	1.8%	1.0%	70.4	53	114	246	530
158	GRAHAM ST	BAY AVE TO ALESSANDRO BLVD	4	11	27,237	45	0.5	1.7%	1.0%	71.1	59	127	273	588
159	GRAHAM ST	ALESSANDRO BLVD TO BRODIAEA AVE	4	11	22,388	45	0.5	2.7%	1.6%	71.1	59	128	275	593
160	GRAHAM ST	BRODIAEA AVE TO CACTUS AVE	4	11	20,071	45	0.5	2.3%	1.3%	70.3	52	113	243	523
161	HEACOCK ST	PERRIS BLVD TO SUNNYMEAD RANCH PKWY	3	11	7,859	55	0.5	1.3%	0.7%	67.1	-	69	148	319
162	HEACOCK ST	SUNNYMEAD RANCH PKWY TO MANZANITA AVE	4	13	16,142	45	0.5	1.1%	0.6%	68.3	-	83	179	385
163	HEACOCK ST	MANZANITA AVE TO BADGER SPRINGS TRAIL	4	13	15,628	45	0.5	1.1%	0.7%	68.2	-	82	176	378
164	HEACOCK ST	BADGER SPRINGS TRAIL TO SANDBOW ST	4	13	18,846	45	0.5	1.0%	0.6%	68.9	-	91	196	421
165	HEACOCK ST	SANDBOW ST TO GREGORY LN	4	13	23,817	45	0.5	0.9%	0.5%	69.8	-	105	225	486
166	HEACOCK ST	GREGORY LN TO KERNWOOD DR	4	13	23,817	45	0.5	0.9%	0.5%	69.8	-	105	225	486
167	HEACOCK ST	KERNWOOD DR TO IRONWOOD AVE	4	13	23,675	45	0.5	1.0%	0.6%	69.8	-	104	225	484
168	HEACOCK ST	IRONWOOD AVE TO HEMLOCK AVE	4	12	19,930	35	0.5	1.0%	0.6%	66.3	-	62	133	285
169	HEACOCK ST	HEMLOCK AVE TO SUNNYMEAD BLVD	4	12	25,000	35	0.5	1.9%	1.1%	68.5	-	86	184	397
170	HEACOCK ST	SUNNYMEAD BLVD TO WEBSTER AVE	4	13	19,380	35	0.5	1.6%	0.9%	67.1	-	69	149	320
171	HEACOCK ST	WEBSTER AVE TO FIR AVE	4	13	14,620	35	0.5	1.7%	1.0%	66.0	-	59	126	272

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium	Vehicle Mix Heavy	Distance from Centerline of Roadway CNEL at 50 Feet	Distance to Contour 70 CNEL	Distance to Contour 65 CNEL	Distance to Contour 60 CNEL	Distance to Contour 55 CNEL
172	HEACOCK ST	FIR AVE TO MYERS AVE	4	13	10,783	35	0.5	2.1%	1.2%	65.1	-	51	110	236
173	HEACOCK ST	MYERS AVE TO EUCALYPTUS AVE	4	13	10,783	35	0.5	2.1%	1.2%	65.1	-	51	110	236
174	HEACOCK ST	EUCALYPTUS AVE TO DRACAEA AVE	4	11	19,591	40	0.5	1.6%	0.9%	68.4	-	84	180	389
175	HEACOCK ST	DRACAEA AVE TO FAWN ST	4	11	19,134	40	0.5	1.6%	0.9%	68.3	-	83	178	384
176	HEACOCK ST	FAWN ST TO COTTONWOOD AVE	4	11	17,016	40	0.5	1.8%	1.0%	67.9	-	78	169	363
177	HEACOCK ST	COTTONWOOD AVE TO ALESSANDRO BLVD	4	11	16,890	40	0.5	1.8%	1.0%	67.9	-	78	168	362
178	HEACOCK ST	ALESSANDRO BLVD TO CACTUS AVE	4	13	15,470	40	0.5	2.4%	1.4%	68.2	-	82	176	378
179	HEACOCK ST	CACTUS AVE TO DELPHINIUM AVE	4	13	31,235	50	0.5	4.2%	2.4%	74.6	101	218	470	1,012
180	HEACOCK ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	4	13	29,231	50	0.5	4.5%	2.6%	74.4	99	213	459	990
181	HEACOCK ST	JOHN F KENNEDY DR TO GENTIAN AVE	4	13	24,676	50	0.5	5.2%	3.0%	74.1	94	202	436	939
182	HEACOCK ST	GENTIAN AVE TO IRIS AVE	4	13	27,216	50	0.5	4.2%	2.4%	74.0	92	199	428	922
183	HEACOCK ST	IRIS AVE TO SAN MICHELE RD	4	13	31,209	50	0.5	3.6%	2.1%	74.2	96	206	444	957
184	HEACOCK ST	SAN MICHELE RD TO NANDINA AVE	2	13	21,824	50	0.5	3.1%	1.8%	71.6	64	138	298	642
185	HEACOCK ST	NANDINA AVE TO HARLEY KNOX BLVD	4	0	30,056	50	0.5	5.1%	3.0%	74.5	99	214	461	992
186	HEMLOCK AVE	PIGEON PASS RD TO GRAHAM ST	4	0	7,519	35	0.5	2.8%	1.6%	63.8	-	-	89	193
187	HEMLOCK AVE	GRAHAM ST TO HEACOCK ST	2	0	10,805	35	0.5	1.7%	1.0%	63.9	-	42	90	195
188	HEMLOCK AVE	HEACOCK ST TO INDIAN ST	4	11	3,482	30	0.5	3.1%	1.8%	60.5	-	-	54	117
189	HEMLOCK AVE	INDIAN ST TO PERRIS BLVD	2	0	3,903	30	0.5	1.6%	0.9%	58.4	-	-	39	84
190	HIDDEN SPRINGS DR	PIGEON PASS RD TO COUNTRY CREST DR	2	0	68	35	0.5	0.1%	0.1%	39.4	-	-	-	-
191	HIDDEN SPRINGS DR	COUNTRY CREST DR TO MOUNTAIN VIEW RD	2	0	4,180	35	0.5	0.4%	0.3%	57.9	-	-	36	78
192	HIDDEN SPRINGS DR	MOUNTAIN VIEW RD TO PIGEON PASS RD	2	0	4,053	35	0.5	0.5%	0.3%	57.8	-	-	36	77
193	HIGHLAND BLVD	REDLANDS BLVD TO JUNIPER AVE	2	0	2,971	55	0.5	16.6%	9.6%	68.4	39	85	183	393
194	HIGHLAND BLVD	JUNIPER AVE TO IRONWOOD AVE	2	0	2,916	55	0.5	17.2%	9.9%	68.5	40	86	184	397
195	INDIAN ST	MANZANITA AVE TO IRONWOOD AVE	4	10	5,279	40	0.5	0.7%	0.4%	61.5	-	-	63	136
196	INDIAN ST	IRONWOOD AVE TO SR-60	2	0	5,142	35	0.5	0.6%	0.4%	59.1	-	-	44	94
197	INDIAN ST	SR-60 TO SUNNYMEAD BLVD	4	4	9,660	35	0.5	1.2%	0.7%	63.3	-	-	83	178
198	INDIAN ST	SUNNYMEAD BLVD TO FIR AVE	2	0	9,428	35	0.5	1.5%	0.9%	63.0	-	37	80	172
199	INDIAN ST	FIR AVE TO MYERS AVE	2	0	8,319	35	0.5	1.7%	1.0%	62.7	-	35	76	163
200	INDIAN ST	MYERS AVE TO EUCALYPTUS AVE	2	0	8,319	35	0.5	1.7%	1.0%	62.7	-	35	76	163
201	INDIAN ST	EUCALYPTUS AVE TO ATWOOD AVE	2	0	8,317	35	0.5	1.7%	1.0%	62.7	-	35	75	162
202	INDIAN ST	ATWOOD AVE TO DRACAEA AVE	2	0	8,317	35	0.5	1.7%	1.0%	62.7	-	35	75	162
203	INDIAN ST	DRACAEA AVE TO COTTONWOOD AVE	2	0	7,284	35	0.5	1.7%	1.0%	62.2	-	32	70	150
204	INDIAN ST	COTTONWOOD AVE TO BAY AVE	4	11	7,240	40	0.5	1.8%	1.1%	64.3	-	-	97	208
205	INDIAN ST	BAY AVE TO ALESSANDRO BLVD	4	11	12,227	40	0.5	1.6%	0.9%	66.3	-	62	133	285
206	INDIAN ST	ALESSANDRO BLVD TO BRODIAEA AVE	4	11	28,086	45	0.5	1.8%	1.0%	71.3	61	132	284	612
207	INDIAN ST	BRODIAEA AVE TO CACTUS AVE	4	11	23,593	45	0.5	2.0%	1.1%	70.7	56	120	259	557
208	INDIAN ST	CACTUS AVE TO DELPHINIUM AVE	4	12	22,585	45	0.5	2.2%	1.2%	70.7	56	120	259	558
209	INDIAN ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	4	11	24,059	45	0.5	2.1%	1.2%	70.9	57	123	265	572
210	INDIAN ST	JOHN F KENNEDY DR TO GENTIAN AVE	2	11	12,622	50	0.5	3.7%	2.1%	69.6	47	102	219	472
211	INDIAN ST	GENTIAN AVE TO IRIS AVE	2	11	14,735	50	0.5	5.3%	3.1%	71.2	60	129	279	600
212	INDIAN ST	IRIS AVE TO KRAMERIA AVE	2	11	15,045	50	0.5	10.2%	5.9%	73.2	82	176	379	817
213	INDIAN ST	SOUTH OF KRAMERIA AVE	2	12	14,148	50	0.5	8.5%	4.9%	72.4	72	156	335	723
214	INDIAN ST	NORTH OF SAN MICHELE RD	2	12	15,827	40	0.5	9.8%	5.6%	71.6	64	138	297	640
215	INDIAN ST	SAN MICHELE RD TO NANDINA AVE	4	13	30,218	50	0.5	7.2%	4.1%	75.9	123	265	572	1,232
216	INDIAN ST	NANDINA AVE TO GROVE VIEW RD	4	13	22,195	50	0.5	5.3%	3.1%	73.7	88	190	410	882
217	INDIAN ST	GROVE VIEW RD TO E OLEANDER AVE	4	13	25,551	50	0.5	8.1%	4.7%	75.5	116	251	540	1,164

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218	IRIS AVE	HEACOCK ST TO INDIAN ST	4	14	12,559	45	0.5	4.2%	2.4%	69.7	-	103	222	477
219	IRIS AVE	INDIAN ST TO EMMA LN	3	13	10,665	45	0.5	5.6%	3.2%	69.3	45	97	210	452
220	IRIS AVE	EMM A LN TO PERRIS BLVD	4	13	10,665	45	0.5	5.6%	3.2%	69.8	-	104	223	481
221	IRIS AVE	PERRIS BLVD TO KITCHING ST	4	11	28,968	50	0.5	5.3%	3.1%	74.8	104	223	481	1,037
222	IRIS AVE	KITCHING ST TO LASSELLE ST	4	11	35,690	55	0.5	5.8%	3.4%	76.8	141	304	656	1,413
223	IRIS AVE	LASSELLE ST TO MESA VERDE DR	4	11	57,447	55	0.5	3.8%	2.2%	77.8	166	357	770	1,658
224	IRIS AVE	MESA VERDE DR TO NASON ST	4	11	52,979	55	0.5	4.1%	2.4%	77.6	161	347	747	1,609
225	IRIS AVE	NASON ST TO TURNBERRY ST	4	11	44,009	55	0.5	4.7%	2.7%	77.1	150	323	695	1,498
226	IRIS AVE	TURNBERRY ST TO OLIVER ST	5	11	34,507	55	0.5	5.8%	3.3%	77.2	151	324	699	1,506
227	IRIS AVE	OLIVER ST TO VIA DEL LAGO	5	11	27,721	55	0.5	7.0%	4.0%	76.7	141	303	652	1,405
228	IRONWOOD AVE	DAY ST TO ATHENS DR	4	0	19,660	45	0.5	0.9%	0.5%	68.5	-	85	184	396
229	IRONWOOD AVE	ATHENS DR TO HERITAGE DR	4	11	17,846	45	0.5	0.9%	0.5%	68.4	-	84	182	392
230	IRONWOOD AVE	HERITAGE DR TO PIGEON PASS RD	4	11	14,458	45	0.5	0.7%	0.4%	67.2	-	70	152	327
231	IRONWOOD AVE	PIGEON PASS RD TO DREAM ST	4	11	19,954	45	0.5	0.7%	0.4%	68.7	-	88	189	408
232	IRONWOOD AVE	DREAM ST TO GRAHAM ST	4	11	19,485	45	0.5	0.7%	0.4%	68.6	-	86	186	401
233	IRONWOOD AVE	GRAHAM ST TO HEACOCK ST	4	11	17,451	45	0.5	0.7%	0.4%	68.1	-	80	173	372
234	IRONWOOD AVE	HEACOCK ST TO DAVIS ST	4	11	11,728	40	0.5	0.6%	0.3%	64.8	-	-	105	227
235	IRONWOOD AVE	DAVIS ST TO INDIAN ST	4	11	11,389	40	0.5	0.4%	0.2%	64.5	-	-	100	216
236	IRONWOOD AVE	INDIAN ST TO HARCLARE DR	4	11	10,070	40	0.5	0.4%	0.2%	64.0	-	-	92	198
237	IRONWOOD AVE	HARCLARE DR TO PERRIS BLVD	4	11	10,720	40	0.5	0.4%	0.3%	64.3	-	-	97	208
238	IRONWOOD AVE	PERRIS BLVD TO FRANKLIN ST	4	11	13,840	45	0.5	0.6%	0.3%	66.9	-	67	145	312
239	IRONWOOD AVE	FRANKLIN ST TO KITCHING ST	4	11	16,221	45	0.5	0.6%	0.3%	67.6	-	75	161	347
240	IRONWOOD AVE	KITCHING ST TO TUSCOLA ST	4	11	16,221	45	0.5	0.6%	0.3%	67.6	-	75	161	347
241	IRONWOOD AVE	TUSCOLA ST TO CHAMPLAIN ST	4	11	16,221	45	0.5	0.6%	0.3%	67.6	-	75	161	347
242	IRONWOOD AVE	CHAMPLAIN ST TO LASSELLE ST	4	9	9,379	45	0.5	0.6%	0.3%	65.2	-	51	111	238
243	IRONWOOD AVE	LASSELLE ST TO STEEPLECHASE DR	4	11	9,379	45	0.5	0.6%	0.3%	65.3	-	52	112	241
244	IRONWOOD AVE	STEEPLECHASE DR TO NASON ST	2	0	11,121	45	0.5	0.6%	0.4%	65.3	-	52	112	242
245	IRONWOOD AVE	NASON ST TO MORENO BEACH DR	4	0	10,570	55	0.5	0.6%	0.4%	67.8	-	77	165	355
246	IRONWOOD AVE	MORENO BEACH DR TO REDLANDS BLVD	4	0	10,294	55	0.5	1.0%	0.6%	68.0	-	79	170	367
247	IRONWOOD AVE	REDLANDS BLVD TO HIGHLAND BLVD	2	0	1,267	55	0.5	2.0%	1.2%	59.3	-	-	45	97
248	JOHN F KENNEDY DR	HEACOCK TO INDIAN ST	4	12	19,993	45	0.5	1.4%	0.8%	69.5	-	100	215	463
249	JOHN F KENNEDY DR	INDIAN ST TO PERRIS BLVD	4	11	24,981	45	0.5	1.0%	0.6%	70.0	50	108	233	502
250	JOHN F KENNEDY DR	PERRIS BLVD TO KITCHING ST	4	13	15,567	45	0.5	1.0%	0.6%	68.0	-	79	171	368
251	JOHN F KENNEDY DR	KITCHING ST TO LASSELLE ST	4	12	8,904	45	0.5	0.6%	0.4%	65.1	-	51	110	236
252	KITCHING ST	SR-60 TO FIR AVE	2	0	11,316	40	0.5	0.7%	0.4%	64.1	-	44	94	202
253	KITCHING ST	FIR AVE TO EUCALYPTUS AVE	2	0	10,413	40	0.5	0.6%	0.4%	63.7	-	41	88	189
254	KITCHING ST	EUCALYPTUS AVE TO DRACAEA AVE	4	0	8,424	40	0.5	0.5%	0.3%	62.9	-	-	78	169
255	KITCHING ST	DRACAEA AVE TO COTTONWOOD AVE	4	0	8,848	40	0.5	0.4%	0.3%	63.1	-	-	80	173
256	KITCHING ST	COTTONWOOD AVE TO BAY AVE	4	0	10,708	40	0.5	0.6%	0.3%	64.1	-	-	94	203
257	KITCHING ST	BAY AVE TO ALESSANDRO BLVD	4	0	8,948	40	0.5	0.5%	0.3%	63.2	-	-	82	177
258	KITCHING ST	ALESSANDRO BLVD TO BRODIAEA AVE	5	11	22,404	40	0.5	0.9%	0.5%	68.7	-	89	191	412
259	KITCHING ST	BRODIAEA AVE TO CACTUS AVE	4	11	19,697	40	0.5	1.0%	0.6%	67.7	-	75	162	349
260	KITCHING ST	CACTUS AVE TO DELPHINIUM AVE	4	0	23,400	45	0.5	1.0%	0.6%	69.3	45	97	210	452
261	KITCHING ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	4	0	24,208	45	0.5	1.0%	0.6%	69.5	46	99	214	461
262	KITCHING ST	JOHN F KENNEDY DR TO GENTIAN AVE	4	0	23,601	50	0.5	0.8%	0.5%	70.4	53	114	246	530
263	KITCHING ST	GENTIAN AVE TO IRIS AVE	4	11	16,140	50	0.5	1.1%	0.6%	69.3	-	97	210	452

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264	KITCHING ST	SOUTH OF IRIS AVE	4	11	27,830	50	0.5	2.7%	1.6%	73.0	80	172	370	798
265	KRAMERIA AVE	INDIAN ST TO TARANO LN	2	10	5,080	45	0.5	4.6%	2.7%	65.2	-	52	112	241
266	KRAMERIA AVE	TARANO LN TO PERRIS BLVD	2	11	7,881	45	0.5	6.2%	3.6%	68.0	-	79	171	369
267	KRAMERIA AVE	PERRIS BLVD TO SADDLEBROOK LN	4	11	25,025	45	0.5	3.2%	1.8%	71.9	67	145	312	671
268	KRAMERIA AVE	SADDLEBROOK LN TO KITCHING ST	4	11	24,967	45	0.5	3.1%	1.8%	71.9	67	143	309	665
269	KRAMERIA AVE	KITCHING ST TO LASSELLE ST	4	11	12,311	45	0.5	0.6%	0.4%	66.5	-	63	136	293
270	LAKE VISTA RD	SUNNYMEAD RANCH PKWY TO LAKE SUMMIT DR	2	0	3,576	35	0.5	0.5%	0.3%	57.3	-	-	33	72
271	LASSELLE ST	FIR AVE TO EUCALYPTUS AVE	2	0	2,452	45	0.5	0.4%	0.2%	58.4	-	-	39	84
272	LASSELLE ST	EUCALYPTUS AVE TO DRACAEA AVE	4	11	16,811	45	0.5	0.7%	0.4%	68.0	-	79	170	366
273	LASSELLE ST	DRAVAEA AVE TO COTTONWOOD AVE	4	11	16,772	45	0.5	0.7%	0.4%	67.9	-	79	169	365
274	LASSELLE ST	COTTONWOOD AVE TO BAY AVE	4	0	19,711	45	0.5	0.7%	0.4%	68.3	-	83	178	384
275	LASSELLE ST	BAY AVE TO ALESSANDRO BLVD	4	0	20,524	45	0.5	0.7%	0.4%	68.4	-	85	182	393
276	LASSELLE ST	ALESSANDRO BLVD TO BRODIAEA AVE	2	13	19,368	50	0.5	0.7%	0.4%	69.1	44	94	202	436
277	LASSELLE ST	BRODIAEA AVE TO CACTUS AVE	2	11	23,110	50	0.5	0.7%	0.4%	69.9	49	106	227	490
278	LASSELLE ST	CACTUS AVE TO JOHN F KENNEDY DR	2	10	22,994	50	0.5	1.0%	0.6%	70.1	51	110	236	509
279	LASSELLE ST	JOHN F KENNEDY DR TO MARGARET AVE	4	11	25,562	50	0.5	0.8%	0.5%	71.1	59	127	275	592
280	LASSELLE ST	MARGARET AVE TO GENTIAN AVE	4	11	20,248	50	0.5	0.8%	0.5%	70.1	51	109	235	507
281	LASSELLE ST	GENTIAN AVE TO IRIS AVE	4	15	30,286	50	0.5	0.8%	0.4%	71.9	67	145	312	673
282	LASSELLE ST	IRIS AVE TO KRAMERIA AVE	4	14	39,056	50	0.5	0.7%	0.4%	72.9	78	167	360	777
283	LASSELLE ST	KRAMERIA AVE TO VIA XAVIER	4	12	39,152	50	0.5	0.6%	0.4%	72.8	76	165	354	764
284	LASSELLE ST	VIA XAVIER TO CREMELLO WAY	4	12	32,117	50	0.5	0.6%	0.4%	71.9	67	144	311	669
285	LASSELLE ST	CREMELLO WAY TO E OLEANDER AVE	4	11	35,058	40	0.5	0.6%	0.4%	69.7	-	103	222	478
286	LOCUST AVE	WEST OF MORENO BEACH DR	2	0	2,885	40	0.5	2.7%	1.5%	60.3	-	-	52	113
287	LOCUST AVE	MORENO BEACH DR TO CARRIE LN	3	0	1,754	45	0.5	2.9%	1.7%	59.6	-	-	47	101
288	LOCUST AVE	CARRIE LN TO QUINCY ST	2	0	1,754	45	0.5	2.9%	1.7%	59.4	-	-	46	99
289	LOCUST AVE	QUINCY ST TO REDLANDS BLVD	2	0	1,553	45	0.5	3.3%	1.9%	59.2	-	-	44	95
290	MANZANITA AVE	HEACOCK ST TO DAVIS ST	4	15	759	45	0.5	0.4%	0.2%	54.3	-	-	-	-
291	MANZANITA AVE	DAVIS ST TO INDIAN ST	4	15	759	45	0.5	0.4%	0.2%	54.3	-	-	-	-
292	MANZANITA AVE	INDIAN ST TO PERRIS BLVD	2	15	680	45	0.5	1.9%	1.1%	54.6	-	-	-	47
293	MEMORIAL WAY	TOWN CIR TO GATEWAY DR	4	12	17,350	45	0.5	2.6%	1.5%	69.9	-	106	229	494
294	MEMORIAL WAY	GATEWAY DR TO EUCALYPTUS AVE	4	12	21,368	45	0.5	1.9%	1.1%	70.3	52	112	241	520
295	MORENO BEACH DR	LOCUST AVE TO JUNIPER AVE	4	0	3,362	40	0.5	1.3%	0.7%	60.0	-	-	50	108
296	MORENO BEACH DR	JUNIPER AVE TO IRONWOOD AVE	4	0	3,230	40	0.5	1.3%	0.7%	59.8	-	-	49	105
297	MORENO BEACH DR	IRONWOOD AVE TO SR-60	4	10	13,533	55	0.5	1.1%	0.6%	69.6	-	101	217	469
298	MORENO BEACH DR	SR-60 TO EYCALYPTUS AVE	6	10	41,697	55	0.5	2.8%	1.6%	77.2	150	324	698	1,504
299	MORENO BEACH DR	EUCALYPTUS AVE TO TRAIL RIDGE WAY	6	12	42,100	55	0.5	2.5%	1.4%	77.2	152	327	704	1,516
300	MORENO BEACH DR	TRAIL RIDGE WAY TO AUTO MALL DR	6	12	38,680	55	0.5	2.2%	1.2%	76.6	138	298	641	1,382
301	MORENO BEACH DR	AUTO MALL DR TO COTTONWOOD AVE	6	12	36,941	55	0.5	2.1%	1.2%	76.4	133	287	619	1,333
302	MORENO BEACH DR	COTTONWOOD AVE TO BAY AVE	6	12	42,094	55	0.5	2.0%	1.2%	76.9	144	310	668	1,440
303	MORENO BEACH DR	BAY AVE TO ALESSANDRO BLVD	6	12	40,643	55	0.5	2.1%	1.2%	76.8	141	304	656	1,413
304	MORENO BEACH DR	ALESSANDRO BLVD TO BRODIAEA AVE	6	8	41,521	55	0.5	1.9%	1.1%	76.4	133	288	619	1,335
305	MORENO BEACH DR	BRODIAEA AVE TO CACTUS AVE	3	8	41,521	55	0.5	1.9%	1.1%	74.7	103	222	479	1,032
306	MORENO BEACH DR	CACTUS AVE TO JOHN F KENNEDY DR	3	12	23,346	55	0.5	3.0%	1.7%	73.1	80	173	372	802
307	MORENO BEACH DR	JOHN F KENNEDY DR TO VIA DEL LAGO	3	12	40,094	55	0.5	5.8%	3.4%	76.9	144	311	670	1,442
308	MORRISON ST	FIR AVE TO EUCALYPTUS AVE	4	0	1,881	45	0.5	0.6%	0.3%	57.9	-	-	-	78
309	MORRISON ST	EUCALYPTUS AVE TO DRACAEA AVE	4	0	12,012	45	0.5	0.8%	0.5%	66.3	-	61	131	281

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium	Vehicle Mix Heavy	Distance from Centerline of Roadway CNEL at 50 Feet	Distance to Contour 70 CNEL	Distance to Contour 65 CNEL	Distance to Contour 60 CNEL	Distance to Contour 55 CNEL
310	MORRISON ST	DRACAEA AVE TO COTTONWOOD AVE	4	0	12,964	45	0.5	0.8%	0.5%	66.5	-	63	136	294
311	MORRISON ST	COTTONWOOD AVE TO BAY AVE	4	0	13,856	45	0.5	0.8%	0.5%	66.8	-	66	143	308
312	MORRISON ST	BAY AVE TO ALESSANDRO BLVD	4	0	14,094	45	0.5	0.8%	0.5%	66.9	-	67	144	311
313	N PERRIS BLVD	NANDINA AVE TO GROVE VIEW RD	6	10	55,768	50	0.5	3.3%	1.9%	77.9	168	361	778	1,675
314	N PERRIS BLVD	SOUTH OF GROVE VIEW RD	6	10	58,045	50	0.5	3.9%	2.3%	78.4	182	392	845	1,820
315	NANDINA AVE	HEACOCK ST TO INDIAN ST	2	0	7,845	45	0.5	9.7%	5.6%	69.3	45	96	208	448
316	NANDINA AVE	INDIAN ST TO PERRIS BLVD	2	12	4,241	45	0.5	21.7%	12.5%	69.7	47	102	220	474
317	NASON ST	IRONWOOD AVE TO SR-60	4	4	13,979	45	0.5	1.0%	0.6%	67.2	-	70	152	327
318	NASON ST	SR-60 TO FIR AVE	4	12	29,575	45	0.5	1.7%	1.0%	71.5	63	136	293	631
319	NASON ST	FIR AVE TO EUCALYPTUS AVE	4	15	24,411	45	0.5	1.6%	0.9%	70.6	55	119	256	552
320	NASON ST	EUCALYPTUS AVE TO DRACAEA AVE	4	15	24,758	45	0.5	1.6%	0.9%	70.7	56	120	259	558
321	NASON ST	DRACAEA AVE TO COTTONWOOD AVE	3	15	24,758	45	0.5	1.6%	0.9%	70.3	52	112	242	521
322	NASON ST	COTTONWOOD AVE TO ALESSANDRO BLVD	2	15	16,280	45	0.5	1.1%	0.7%	67.7	-	76	164	353
323	NASON ST	ALESSANDRO BLVD TO CACTUS AVE	4	15	34,207	45	0.5	0.7%	0.4%	71.2	60	129	277	597
324	NASON ST	CACTUS AVE TO IRIS AVE	4	13	15,475	45	0.5	0.7%	0.4%	67.6	-	75	161	347
325	OLD 215 FRONTAGE RD	DRACAEA AVE TO COTTONWOOD AVE	4	20	4,627	35	0.5	3.8%	2.2%	63.2	-	-	82	177
326	OLD 215 FRONTAGE RD	COTTONWOOD TO BAY AVE	4	20	4,478	35	0.5	1.9%	1.1%	61.4	-	-	62	134
327	OLD 215 FRONTAGE RD	BAY AVE TO ALESSANDRO BLVD	4	15	4,528	50	0.5	2.0%	1.1%	64.8	-	-	104	225
328	OLD 215 FRONTAGE RD	ALESSANDRO BLVD TO CACTUS AVE	2	10	464	35	0.5	1.8%	1.0%	50.4	-	-	-	-
329	OLD LAKE DR	PIGEON PASS RD TO SUNNYMEAD RANCH PKWY	4	11	11,737	40	0.5	1.0%	0.6%	65.5	-	54	115	249
330	OLIVER ST	CACTUS AVE TO ROCKWOOD AVE	4	12	16,353	50	0.5	1.1%	0.6%	69.4	-	99	213	459
331	OLIVER ST	ROCKWOOD AVE TO JOHN F KENNEDY DR	4	12	15,572	50	0.5	0.9%	0.5%	69.0	-	93	200	432
332	OLIVER ST	JOHN F KENNEDY DR TO IRIS AVE	3	0	14,390	50	0.5	1.0%	0.6%	68.2	-	81	175	378
333	PERRIS BLVD	NORTH OF SUNNYMEAD RANCH PKWY	4	12	11,691	50	0.5	1.4%	0.8%	68.3	-	83	178	384
334	PERRIS BLVD	SUNNYMEAD RANCH PKWY TO MANZANITA AVE	4	12	17,839	50	0.5	1.2%	0.7%	69.9	-	106	228	491
335	PERRIS BLVD	MANZANITA AVE TO JACLYN AVE	4	12	17,510	50	0.5	1.1%	0.6%	69.8	-	104	224	483
336	PERRIS BLVD	JACLYN AVE TO KALMIA AVE	4	12	17,753	50	0.5	1.1%	0.6%	69.8	-	105	226	487
337	PERRIS BLVD	KALMIA AVE TO IRONWOOD AVE	4	12	22,737	50	0.5	1.0%	0.6%	70.8	56	121	262	563
338	PERRIS BLVD	IRONWOOD AVE TO HEMLOCK AVE	6	12	37,974	45	0.5	1.0%	0.6%	73.4	84	180	389	838
339	PERRIS BLVD	HEMLOCK AVE TO SR-60	7	12	44,884	45	0.5	1.1%	0.6%	75.9	123	264	570	1,228
340	PERRIS BLVD	SR-60 TO FIR AVE	6	12	39,989	40	0.5	1.4%	0.8%	72.9	78	167	360	775
341	PERRIS BLVD	FIR AVE TO MYERS AVE	4	12	37,997	40	0.5	1.4%	0.8%	71.0	58	126	271	585
342	PERRIS BLVD	MYERS AVE TO EUCALYPTUS AVE	4	12	37,997	40	0.5	1.4%	0.8%	71.0	58	126	271	585
343	PERRIS BLVD	EUCALYPTUS AVE TO DRACAEA AVE	4	12	32,608	40	0.5	1.4%	0.8%	70.4	54	115	248	535
344	PERRIS BLVD	DRACAEA AVE TO COTTONWOOD AVE	6	12	30,884	40	0.5	1.4%	0.8%	71.7	65	140	301	649
345	PERRIS BLVD	COTTONWOOD AVE TO BAY AVE	6	12	26,891	40	0.5	1.4%	0.8%	71.1	-	127	273	589
346	PERRIS BLVD	BAY AVE TO ALESSANDRO BLVD	6	12	30,490	40	0.5	1.3%	0.8%	71.5	63	136	293	632
347	PERRIS BLVD	ALESSANDRO BLVD TO BRODIAEA AVE	6	12	28,033	40	0.5	1.3%	0.7%	71.2	-	129	277	597
348	PERRIS BLVD	BRODIAEA AVE TO CACTUS AVE	6	12	23,798	40	0.5	1.4%	0.8%	70.6	-	118	253	546
349	PERRIS BLVD	CACTUS AVE TO DELPHINIUM AVE	6	12	25,035	40	0.5	1.4%	0.8%	70.8	-	122	262	565
350	PERRIS BLVD	DELPHINIUM AVE TO JOHN F KENNEDY DR	6	12	27,548	40	0.5	1.3%	0.8%	71.1	-	128	276	594
351	PERRIS BLVD	JOHN F KENNEDY DR TO FILAREE AVE	6	12	45,840	50	0.5	1.3%	0.8%	75.7	120	258	556	1,197
352	PERRIS BLVD	FILAREE AVE TO GENTIAN AVE	6	12	32,045	50	0.5	1.5%	0.9%	74.3	97	208	449	967
353	PERRIS BLVD	GENTIAN AVE TO SANTIAGO DR	6	12	33,494	50	0.5	1.6%	1.0%	74.6	101	218	470	1,013
354	PERRIS BLVD	SANTIAGO DR TO IRIS AVE	6	12	37,151	50	0.5	1.5%	0.9%	75.0	107	231	497	1,070
355	PERRIS BLVD	IRIS AVE TO KRAMERIA AVE	6	12	51,656	50	0.5	2.9%	1.7%	77.4	156	337	725	1,563

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium	Vehicle Mix Heavy	Distance from Centerline of Roadway CNEL at 50 Feet	Distance to Contour 70 CNEL	Distance to Contour 65 CNEL	Distance to Contour 60 CNEL	Distance to Contour 55 CNEL
356	PERRIS BLVD	KRAMERIA AVE TO SUBURBAN LN	6	12	57,623	50	0.5	3.8%	2.2%	78.5	184	397	855	1,841
357	PERRIS BLVD	SUBURBAN LN TO SAN MICHELE RD	6	12	61,904	50	0.5	3.6%	2.1%	78.7	190	408	880	1,896
358	PERRIS BLVD	SAN MICHELE RD TO NANDINA AVE	6	12	57,839	50	0.5	3.5%	2.0%	78.3	180	387	833	1,796
359	PIGEON PASS RD	NORTH OF HIDDEN SPRINGS DR	4	0	1,218	55	0.5	0.7%	0.4%	58.4	-	-	-	85
360	PIGEON PASS RD	HIDDEN SPRINGS DR TO LAWLESS RD	4	12	1,257	45	0.5	0.7%	0.4%	56.6	-	-	-	64
361	PIGEON PASS RD	LAWLESS RD TO SUNNYMEAD RANCH PKWY	4	12	1,257	45	0.5	0.7%	0.4%	56.6	-	-	-	64
362	PIGEON PASS RD	SUNNYMEAD RANCH PKWY TO OLD LAKE DR	4	11	4,341	45	0.5	0.8%	0.4%	62.1	-	-	69	149
363	PIGEON PASS RD	OLD LAKE DR TO COUGAR CANYON RD	4	12	18,596	55	0.5	0.9%	0.5%	70.9	57	123	266	573
364	PIGEON PASS RD	COUGAR CANYON RD TO HARLAND DR	4	12	21,435	55	0.5	0.9%	0.5%	71.5	63	136	293	630
365	PIGEON PASS RD	HARLAND DR TO IRONWOOD AVE	4	12	24,531	55	0.5	0.9%	0.5%	72.1	69	148	319	688
366	PIGEON PASS RD	IRONWOOD AVE TO HEMLOCK AVE	4	13	30,596	45	0.5	1.0%	0.6%	70.9	58	124	267	576
367	REDLANDS BLVD	NORTH OF LOCUST AVE	4	0	29,210	55	0.5	2.8%	1.6%	73.9	91	196	423	912
368	REDLANDS BLVD	LOCUST AVE TO IRONWOOD AVE	4	0	27,758	55	0.5	2.2%	1.3%	73.3	83	179	385	829
369	REDLANDS BLVD	IRONWOOD AVE TO SR-60	4	6	21,775	55	0.5	1.5%	0.9%	71.9	67	144	311	671
370	REDLANDS BLVD	SR-60 TO EUCALYPTUS AVE	4	4	24,701	55	0.5	2.3%	1.3%	73.0	79	170	365	787
371	REDLANDS BLVD	EUCALYPTUS AVE TO DRACAEA AVE	4	0	23,490	55	0.5	2.3%	1.3%	72.6	75	161	346	746
372	REDLANDS BLVD	DRACAEA AVE TO COTTONWOOD AVE	4	16	23,597	55	0.5	2.1%	1.2%	73.1	81	173	374	805
373	REDLANDS BLVD	COTTONWOOD AVE TO BAY AVE	4	8	14,859	55	0.5	2.3%	1.4%	70.9	58	124	267	575
374	REDLANDS BLVD	BAY AVE TO ALESSANDRO BLVD	4	0	14,797	55	0.5	2.3%	1.4%	70.6	55	119	256	552
375	REDLANDS BLVD	ALESSANDRO TO CACTUS AVE	4	6	13,527	50	0.5	2.0%	1.1%	69.2	-	95	205	441
376	SAN MICHELE RD	HEACOCK ST TO INDIAN ST	4	13	8,567	45	0.5	4.8%	2.8%	68.4	-	84	181	389
377	SAN MICHELE RD	INDIAN ST TO PERRIS BLVD	3	13	6,039	45	0.5	4.3%	2.5%	66.1	-	59	128	276
378	SUNNYMEAD BLVD	FREDERICK ST TO GRAHAM ST	4	15	23,172	40	0.5	1.8%	1.0%	69.5	-	100	215	462
379	SUNNYMEAD BLVD	GRAHAM ST TO HEACOCK ST	4	15	14,257	40	0.5	1.8%	1.1%	67.4	-	72	156	335
380	SUNNYMEAD BLVD	HEACOCK ST TO INDIAN ST	4	14	6,808	35	0.5	0.9%	0.5%	61.7	-	-	65	139
381	SUNNYMEAD BLVD	INDIAN ST TO PERRIS BLVD	4	13	12,130	35	0.5	1.6%	0.9%	65.0	-	-	108	233
382	SUNNYMEAD BLVD	PERRIS BLVD TO KITCHING ST	4	7	13,471	35	0.5	1.0%	0.6%	64.5	-	-	100	216
383	SUNNYMEAD RANCH PKWY	PIGEON PASS RD TO LAKE VISTA RD	4	14	2,350	45	0.5	0.5%	0.3%	59.2	-	-	-	96
384	SUNNYMEAD RANCH PKWY	LAKE VISTA RD TO OLD LAKE DR	4	13	5,450	45	0.5	0.5%	0.3%	62.9	-	-	78	168
385	SUNNYMEAD RANCH PKWY	OLD LAKE DR TO HEACOCK ST	4	14	7,639	45	0.5	1.0%	0.6%	64.9	-	-	107	230
386	SUNNYMEAD RANCH PKWY	HEACOCK ST TO PERRIS BLVD	4	14	9,338	45	0.5	0.6%	0.4%	65.4	-	53	115	248
387	THEODORE ST	IRONWOOD AVE TO SR-60	4	0	3,783	55	0.5	13.9%	8.0%	69.3	45	97	208	448
388	TOWN CIR	CENTERPOINT DR TO HERITAGE WAY	4	13	6,057	30	0.5	2.1%	1.2%	61.9	-	-	67	144
389	TOWN CIR	HERITAGE WAY TO MEMORIAL WAY	4	13	18,774	30	0.5	2.1%	1.2%	66.8	-	66	142	305
390	TOWN CIR	MEMORIAL WAY TO CAMPUS PKWY	4	13	22,879	30	0.5	3.4%	1.9%	69.0	-	93	199	430
391	TOWNGATE BLVD	EUCALYPTUS AVE TO HERITAGE WAY	4	15	6,901	40	0.5	1.0%	0.6%	63.4	-	-	84	181
392	TOWNGATE BLVD	HERITAGE WAY TO FREDERICK ST	4	15	21,110	40	0.5	1.6%	0.9%	68.8	-	90	194	417
393	VIA DEL LAGO	IRIS AVE TO ALTA CALLE	3	20	15,001	45	0.5	2.8%	1.6%	69.3	-	96	208	448
394	VIA DEL LAGO	SOUTH OF ALTA CALLE	3	0	2,290	45	0.5	1.3%	0.7%	59.3	-	-	45	96
395	SR-60	I-215 TO DAY ST	8	0	171,492	65	0.5	5.7%	3.3%	88.3	827	1,781	3,838	8,268
396	SR-60	DAY ST TO PIGEON PASS RD	7	0	153,612	65	0.5	6.0%	3.4%	86.3	608	1,310	2,823	6,083
397	SR-60	PIGEON PASS RD TO HEACOCK ST	5	0	122,283	65	0.5	7.2%	4.2%	84.2	445	958	2,064	4,446
398	SR-60	HEACOCK ST TO PERRIS BLVD	5	0	126,695	65	0.5	7.2%	4.1%	84.4	455	980	2,110	4,546
399	SR-60	PERRIS BLVD TO NASON ST	5	0	112,163	65	0.5	8.1%	4.7%	84.2	439	947	2,040	4,394
400	SR-60	NASON ST TO MORENO BEACH DR	7	0	104,453	65	0.5	8.5%	4.9%	85.5	543	1,170	2,521	5,431
401	SR-60	MORENO BEACH DR TO REDLANDS BLVD	5	0	94,973	65	0.5	9.6%	5.6%	83.9	424	914	1,970	4,244

#	Roadway	Segment	Lanes	Median Width	ADT Volume	Speed (mph)	Alpha Factor	Vehicle Mix Medium	Vehicle Mix Heavy	CNEL at 50 Feet	Distance from Centerline of Roadway Distance to Contour 70 CNEL	65 CNEL	60 CNEL	55 CNEL
402	SR-60	REDLANDS BLVD TO WORLD LOGISTICS CTR PKW	4	0	94,057	65	0.5	9.6%	5.5%	83.5	396	853	1,837	3,958
403	I-215	SR-60 TO EASTRIDGE AVE	6	0	162,330	65	0.5	4.6%	2.7%	85.0	500	1,078	2,322	5,003
404	I-215	EASTRIDGE AVE TO E ALESSANDRO BLVD	6	0	177,354	65	0.5	4.6%	2.6%	85.4	529	1,140	2,457	5,293
405	I-215	E ALESSANDRO BLVD TO CACTUS AVE	6	0	180,638	65	0.5	4.3%	2.5%	85.4	528	1,137	2,449	5,277

[1] Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

No.	Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
			ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
1	ALESSANDRO BLVD	OLD 215 FRONTAGE ROAD TO DAY ST	24,358	74.2	50,322	78.0	3.8	NO	NO	YES	**YES**
2	ALESSANDRO BLVD	DAY ST TO ELSWORTH ST	21,471	73.1	46,534	77.1	4.0	NO	NO	YES	**YES**
3	ALESSANDRO BLVD	ELSWORTH ST TO COURAGE ST	25,098	73.9	46,296	77.1	3.2	NO	NO	YES	**YES**
4	ALESSANDRO BLVD	COURAGE ST TO FREDERICK ST	23,834	73.3	44,354	76.6	3.3	NO	NO	YES	**YES**
5	ALESSANDRO BLVD	FREDRICK ST TO GRAHAM ST	28,099	73.5	42,360	75.3	1.8	NO	NO	YES	**YES**
6	ALESSANDRO BLVD	GRAHAM ST TO HEACOCK ST	24,439	72.8	40,538	74.8	2.0	NO	NO	YES	**YES**
7	ALESSANDRO BLVD	HEACOCK ST TO INDIAN ST	31,227	73.5	43,435	75.0	1.6	NO	NO	YES	**YES**
8	ALESSANDRO BLVD	INDIAN ST TO PERRIS BLVD	19,834	71.4	40,941	74.8	3.4	NO	NO	YES	**YES**
9	ALESSANDRO BLVD	PERRIS BLVD TO FLAMING ARROW DR	26,472	73.5	45,197	76.2	2.7	NO	NO	YES	**YES**
10	ALESSANDRO BLVD	FLAMING ARROW DR TO KITCHING ST	24,299	73.1	48,325	76.5	3.4	NO	NO	YES	**YES**
11	ALESSANDRO BLVD	KITCHING ST TO CHARA ST	12,285	69.7	46,639	75.9	6.3	NO	NO	YES	**YES**
12	ALESSANDRO BLVD	CHARA ST TO LASSELLE ST	12,285	69.7	44,923	75.8	6.1	NO	NO	YES	**YES**
13	ALESSANDRO BLVD	LASSELLE ST TO DARWIN DR	6,414	66.8	44,770	75.7	8.9	NO	NO	YES	**YES**
14	ALESSANDRO BLVD	DARWIN DR TO MORRISON ST	6,414	66.5	44,075	75.3	8.8	NO	NO	YES	**YES**
15	ALESSANDRO BLVD	MORRISON ST TO COUNTRY SQUIRE DR	7,981	67.0	40,728	75.0	8.0	NO	NO	YES	**YES**
16	ALESSANDRO BLVD	COUNTRY SQUIRE DR TO NASON ST	7,981	67.4	32,634	74.4	7.0	NO	NO	YES	**YES**
17	ALESSANDRO BLVD	NASON ST TO MARIAN RD	4,456	63.3	15,841	69.8	6.6	NO	YES	NO	**YES**
18	ALESSANDRO BLVD	MARIAN DR TO MORENO BEACH DR	3,808	63.0	14,560	70.1	7.1	NO	YES	NO	**YES**
19	ALESSANDRO BLVD	MORENO BEACH DR TO WALNUT CT	2,159	57.6	6,312	65.1	7.6	YES	NO	NO	**YES**
20	ALESSANDRO BLVD	WALNUT CT TO REDLANDS BLVD	1,203	55.3	4,525	64.7	9.4	YES	NO	NO	**YES**
21	ALESSANDRO BLVD	REDLANDS TO WORLD LOGISTICS CENTER PKWY	5,146	62.6	4,432	65.4	2.8	NO	NO	NO	**NO**
22	ALESSANDRO BLVD	WORLD LOGISTICS CENTER PKWY TO VIRGINIA ST	1,320	59.0	11,114	72.0	13.0	YES	NO	NO	**YES**
23	ALESSANDRO BLVD	VIRGINIA ST TO GILMAN SPRINGS RD	1,320	58.6	6,133	67.7	9.1	YES	NO	NO	**YES**
24	BOX SPRINGS ROAD	WEST OF DOUGLAS CT	12,762	68.8	19,366	70.5	1.6	NO	NO	YES	**YES**
25	BOX SPRINGS ROAD	DOUGLAS CT TO CLARK ST	12,762	68.8	19,366	70.5	1.6	NO	NO	YES	**YES**
26	BOX SPRINGS ROAD	CLARK ST TO PINE CONE LN	12,762	67.7	19,366	69.3	1.6	NO	NO	YES	**YES**
27	BOX SPRINGS ROAD	PINE CONE LN TO DAY ST	16,961	68.4	25,894	70.3	1.9	NO	NO	YES	**YES**
28	CACTUS AVE	WEST OF COMMERCE CENTER DR	40,711	77.2	54,811	77.5	0.3	NO	NO	NO	**NO**
29	CACTUS AVE	COMMERCE CENTER DR TO ELSWORTH ST	40,711	76.3	54,811	76.6	0.3	NO	NO	NO	**NO**
30	CACTUS AVE	ELSWORTH TO NEWHOPE ST	36,353	76.7	40,076	76.4	-0.3	NO	NO	NO	**NO**
31	CACTUS AVE	NEWHOPE ST TO FREDRICK ST	36,353	76.7	40,076	76.4	-0.3	NO	NO	NO	**NO**
32	CACTUS AVE	FREDRICK ST TO GRAHAM ST	34,207	75.5	38,959	75.3	-0.2	NO	NO	NO	**NO**
33	CACTUS AVE	GRAHAM ST TO GILBERT ST	36,347	75.8	45,361	76.1	0.3	NO	NO	NO	**NO**
34	CACTUS AVE	GILBERT ST TO HEACOCK ST	9,765	71.0	41,981	75.6	4.6	NO	NO	YES	**YES**
35	CACTUS AVE	HEACOCK ST TO UNITY CT	11,245	66.9	24,263	70.2	3.3	NO	NO	YES	**YES**
36	CACTUS AVE	UNITY CT TO INDIAN ST	11,245	66.9	21,952	69.6	2.7	NO	NO	YES	**YES**
37	CACTUS AVE	INDIAN ST TO PHILO ST	8,108	64.9	19,199	68.8	3.9	NO	YES	NO	**YES**
38	CACTUS AVE	PHILO ST TO PERRIS BLVD	7,157	64.3	19,399	68.8	4.5	NO	YES	NO	**YES**
39	CACTUS AVE	PERRIS BLVD TO AGAVE ST	8,442	63.8	16,667	67.0	3.2	NO	YES	NO	**YES**
40	CACTUS AVE	AGAVE ST TO KITCHING ST	7,137	62.8	14,836	66.3	3.6	NO	YES	NO	**YES**
41	CACTUS AVE	KITCHING ST TO REDWING DR	10,163	63.7	18,172	66.7	3.0	NO	NO	NO	**NO**
42	CACTUS AVE	REDWING DR TO LASSELLE ST	10,163	63.7	18,595	66.6	2.9	NO	NO	NO	**NO**
43	CACTUS AVE	LASSELLE ST TO NASON ST	20,154	69.9	27,183	71.5	1.6	NO	NO	YES	**YES**
44	CACTUS AVE	NASON ST TO WILDMILL LN	11,036	66.9	33,343	72.0	5.1	NO	NO	YES	**YES**
45	CACTUS AVE	WINDMILL LN TO OLIVER ST	3,738	62.5	16,011	69.6	7.2	NO	YES	NO	**YES**
46	CACTUS AVE	OLIVER ST TO MORENO BEACH DR	4,153	63.3	20,509	70.9	7.6	NO	YES	NO	**YES**
47	CACTUS AVE	MORENO BEACH DR TO QUINCY ST	4,674	63.3	21,443	70.9	7.6	NO	YES	NO	**YES**
48	CACTUS AVE	QUINCY ST TO JOHN F KENNEDY DR	17,954	72.8	7,493	67.9	-5.0	NO	NO	NO	**NO**
49	CACTUS AVE	EAST OF JOHN F KENNEDY DR	0	72.8	14,516	74.0	1.1	NO	NO	NO	**NO**
50	CORPORATE CENTRE PL	CANYON SPRINGS PKWY TO CAMPUS PKWY	8,549	65.4	4,432	62.4	-3.0	NO	NO	NO	**NO**
51	CORPORATE CENTRE PL	CAMPUS PKWY TO VALLEY SPRINGS PKWY	10,426	66.8	2,172	57.3	-9.5	NO	NO	NO	**NO**
52	COTTONWOOD AVE	OLD 215 FRONTAGE RD TO EDGEMONT ST	2,472	58.0	2,613	58.3	0.2	NO	NO	NO	**NO**
53	COTTONWOOD AVE	EDGEMONT ST TO DAY ST	713	52.3	3,730	59.3	7.0	YES	NO	NO	**YES**
54	COTTONWOOD AVE	DAY ST TO ELSWORTH ST	2,304	57.6	6,099	61.4	3.8	NO	NO	NO	**NO**
55	COTTONWOOD AVE	ELSWORTH ST TO PAN AM BLVD	4,089	59.7	10,867	64.9	5.2	YES	NO	NO	**YES**
56	COTTONWOOD AVE	PAN AM BLVD TO FREDRICK ST	4,089	59.7	10,400	64.6	5.0	NO	NO	NO	**NO**
57	COTTONWOOD AVE	FREDRICK ST TO DUNHILL DR	11,915	65.2	19,445	69.1	3.9	NO	NO	YES	**YES**
58	COTTONWOOD AVE	DUNHILL DR TO GRAHAM ST	11,915	65.2	18,904	68.8	3.6	NO	NO	YES	**YES**
59	COTTONWOOD AVE	GRAHAM ST TO RUNDELL DR	16,869	68.4	14,564	66.9	-1.5	NO	NO	NO	**NO**
60	COTTONWOOD AVE	RUNDELL DR TO HEACOCK ST	16,799	68.2	13,693	66.6	-1.6	NO	NO	NO	**NO**
61	COTTONWOOD AVE	HEACOCK ST TO CHESHIRE DR	14,229	66.8	13,991	66.8	0.0	NO	NO	NO	**NO**
62	COTTONWOOD AVE	CHESHIRE DR TO INDIAN ST	14,229	66.8	13,777	66.7	-0.1	NO	NO	NO	**NO**
63	COTTONWOOD AVE	INDIAN ST TO SEARSON DR	13,132	66.3	13,386	66.4	0.1	NO	NO	NO	**NO**
64	COTTONWOOD AVE	SEARSON DR TO PERRIS BLVD	13,132	66.3	15,183	67.7	1.4	NO	NO	NO	**NO**
65	COTTONWOOD AVE	PERRIS BLVD TO CRAPE MYRTLE DR	15,079	66.8	16,268	68.0	1.1	NO	NO	NO	**NO**

No.	Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
			ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
66	COTTONWOOD AVE	CRAPE MYRTLE DR TO KITCHING ST	11,044	66.1	16,198	67.4	1.3	NO	NO	NO	**NO**
67	COTTONWOOD AVE	KITCHING ST TO BANEBERRY ST	12,546	66.6	16,106	67.3	0.7	NO	NO	NO	**NO**
68	COTTONWOOD AVE	BANEBERRY ST TO LASSELLE ST	11,933	65.8	14,329	66.8	1.1	NO	NO	NO	**NO**
69	COTTONWOOD AVE	LASSELLE ST TO BURNEY PASS DR	8,068	64.0	13,863	67.2	3.3	NO	YES	NO	**YES**
70	COTTONWOOD AVE	BURNEY PASS DR TO MORRISON ST	5,246	62.2	13,535	67.8	5.7	NO	YES	NO	**YES**
71	COTTONWOOD AVE	MORRISON ST TO LETTERMAN ST	5,246	62.5	6,381	64.0	1.6	NO	NO	NO	**NO**
72	COTTONWOOD AVE	LETTERMAN ST TO NASON ST	3,746	60.8	5,355	63.5	2.7	NO	NO	NO	**NO**
73	COTTONWOOD AVE	NASON ST TO OLIVER ST	2,241	58.8	11,148	69.1	10.3	YES	NO	NO	**YES**
74	COTTONWOOD AVE	OLIVER ST TO MORENO BEACH DR	2,241	58.8	19,911	68.3	9.5	YES	NO	NO	**YES**
75	COTTONWOOD AVE	MORENO BEACH DR TO REDLANDS BLVD	3,161	62.9	28,585	70.8	7.9	NO	YES	NO	**YES**
76	DAY ST	BOX SPRINGS RD TO SR-60	17,945	67.7	41,192	74.0	6.3	NO	NO	YES	**YES**
77	DAY ST	SR-60 TO RAMP	27,427	70.6	29,835	75.2	4.6	NO	NO	YES	**YES**
78	DAY ST	SR-60 RAMP TO CANYON SPRINGS PKWY	36,995	73.7	13,365	67.7	-5.9	NO	NO	NO	**NO**
79	DAY ST	CANYON SPRINGS PKWY TO CAMPUS PKWY	28,446	75.2	9,348	67.6	-7.6	NO	NO	NO	**NO**
80	DAY ST	CAMPUS PKWY TO GATEWAY DR	11,338	66.6	6,408	63.1	-3.5	NO	NO	NO	**NO**
81	DAY ST	GATEWAY DR TO EUCALYPTUS AVE	9,293	66.8	7,444	63.6	-3.2	NO	NO	NO	**NO**
82	DAY ST	EUCALYPTUS AVE TO DRACAEA AVE	6,401	62.3	6,296	61.7	-0.7	NO	NO	NO	**NO**
83	DAY ST	DRACAEA AVE TO COTTONWOOD AVE	7,075	62.7	7,417	63.0	0.3	NO	NO	NO	**NO**
84	DAY ST	COTTONWOOD AVE TO BRILL RD	5,574	60.0	7,352	63.0	2.9	NO	NO	NO	**NO**
85	DAY ST	BRILL RD TO BAY AVE	5,574	60.0	800	51.1	-9.0	NO	NO	NO	**NO**
86	DAY ST	BAY AVE TO ALESSANDRO BLVD	5,574	60.0	1,948	55.3	-4.7	NO	NO	NO	**NO**
87	DRACAEA AVE	HEACOCK ST TO INDIAN ST	818	51.5	1,860	55.4	3.9	NO	NO	NO	**NO**
88	DRACAEA AVE	INDIAN ST TO MORENO WAY	2,082	55.2	3,761	58.7	3.5	NO	NO	NO	**NO**
89	DRACAEA AVE	MORENO WAY TO PERRIS BLVD	2,082	55.2	1,814	54.5	-0.7	NO	NO	NO	**NO**
90	DRACAEA AVE	PERRIS BLVD TO PATRICIA LN	1,850	54.5	1,992	54.8	0.3	NO	NO	NO	**NO**
91	DRACAEA AVE	PATRICIA LN TO KITCHING ST	1,850	54.5	576	49.4	-5.1	NO	NO	NO	**NO**
92	DRACAEA AVE	KITCHING ST TO PEPPERBUSH DR	1,570	53.8	50,213	77.0	23.2	YES	NO	NO	**YES**
93	DRACAEA AVE	PEPPERBUSH DR TO LASSELLE ST	816	50.6	5,914	62.6	12.1	YES	NO	NO	**YES**
94	E ALESSANDRO BLVD	I-215 TO OLD 215 FRONTAGE	28,884	74.4	7,399	63.4	-11.0	NO	NO	NO	**NO**
95	ELSWORTH ST	EUCALYPTUS AVE TO DRACAEA AVE	3,525	60.8	10,895	64.5	3.8	NO	YES	NO	**YES**
96	ELSWORTH ST	DRACAEA AVE TO FRINGE ST	7,587	63.2	8,413	62.3	-1.0	NO	NO	NO	**NO**
97	ELSWORTH ST	FRINGE ST TO COTTONWOOD AVE	7,587	63.1	6,182	61.3	-1.8	NO	NO	NO	**NO**
98	ELSWORTH ST	COTTONWOOD AVE TO ELLA AVE	3,820	59.8	6,117	61.3	1.4	NO	NO	NO	**NO**
99	ELSWORTH ST	ELLA AVE TO BAY AVE	3,820	59.8	20,539	71.0	11.2	YES	NO	NO	**YES**
100	ELSWORTH ST	BAY AVE TO ALESSANDRO BLVD	3,820	59.8	11,443	67.3	7.5	YES	NO	NO	**YES**
101	ELSWORTH ST	ALESSANDRO BLVD TO BUSINESS CENTER DR	14,328	68.6	11,443	67.7	-0.9	NO	NO	NO	**NO**
102	ELSWORTH ST	BUSINESS CENTER DR TO GOLDENCREST DR	6,286	65.6	16,303	68.2	2.6	NO	NO	YES	**YES**
103	ELSWORTH ST	GOLDENCREST DR TO CACTUS AVE	6,286	66.0	13,854	68.0	2.0	NO	NO	YES	**YES**
104	EUCALYPTUS AVE	TOWNGATE BLVD TO CARNABY ST	12,735	67.0	11,923	67.0	0.0	NO	NO	NO	**NO**
105	EUCALYPTUS AVE	CARNABY ST TO ELSWORTH ST	12,735	67.4	23,988	69.7	2.3	NO	NO	YES	**YES**
106	EUCALYPTUS AVE	ELSWORTH ST TO FREDERICK ST	6,757	64.5	20,903	69.2	4.7	NO	YES	NO	**YES**
107	EUCALYPTUS AVE	FREDERICK ST TO KOCHI DR	9,346	65.1	22,360	69.6	4.4	NO	NO	YES	**YES**
108	EUCALYPTUS AVE	KOCHI DR TO GRAHAM ST	11,132	65.8	22,360	69.6	3.8	NO	NO	YES	**YES**
109	EUCALYPTUS AVE	GRAHAM ST TO SUNBIRD DR	13,975	67.5	17,234	68.1	0.6	NO	NO	NO	**NO**
110	EUCALYPTUS AVE	SUNBIRD DR TO RUNNING DEER RD	5,172	62.6	16,981	66.3	3.7	NO	YES	NO	**YES**
111	EUCALYPTUS AVE	RUNNING DEER RD TO HEACOCK ST	5,172	62.6	15,254	65.9	3.2	NO	YES	NO	**YES**
112	EUCALYPTUS AVE	HEACOCK ST TO LIBERTY LN	7,561	62.6	13,193	65.1	2.5	NO	NO	NO	**NO**
113	EUCALYPTUS AVE	LIBERTY LN TO INDIAN ST	7,561	62.6	17,314	66.4	3.9	NO	YES	NO	**YES**
114	EUCALYPTUS AVE	INDIAN ST TO PERRIS BLVD	4,375	60.0	15,884	66.2	6.3	YES	NO	NO	**YES**
115	EUCALYPTUS AVE	PERRIS BLVD TO FOREMAN AVE	5,015	60.7	19,398	67.2	6.6	NO	YES	NO	**YES**
116	EUCALYPTUS AVE	FOREMAN AVE TO KITCHING ST	173	49.2	18,817	67.1	18.0	YES	NO	NO	**YES**
117	EUCALYPTUS AVE	KITCHING ST TO RAENETTE WAY	5,513	61.5	11,757	65.1	3.6	NO	YES	NO	**YES**
118	EUCALYPTUS AVE	RAENETTE WAY TO LASSELLE ST	4,611	60.7	8,686	63.8	3.1	NO	YES	NO	**YES**
119	EUCALYPTUS AVE	LASSELLE ST TO BARBAZON DR	7,020	62.7	11,180	65.2	2.5	NO	NO	NO	**NO**
120	EUCALYPTUS AVE	BARBAZON DR TO MORRISON ST	3,616	59.7	12,014	65.5	5.8	YES	NO	NO	**YES**
121	EUCALYPTUS AVE	MORRISON ST TO CHEYENNE ST	9,512	64.4	10,062	62.3	-2.1	NO	NO	NO	**NO**
122	EUCALYPTUS AVE	CHEYENNE ST TO NASON ST	28	38.6	5,766	60.3	21.7	YES	NO	NO	**YES**
123	EUCALYPTUS AVE	NASON ST TO SUMMERWINDS DR	9,387	62.5	8,967	63.4	1.0	NO	NO	NO	**NO**
124	EUCALYPTUS AVE	SUMMERWINDS DR TO FIR AVE	6,248	60.7	4,887	61.2	0.5	NO	NO	NO	**NO**
125	EUCALYPTUS AVE	FIR AVE TO FELDSPAR AVE	9,829	64.1	6,819	62.8	-1.3	NO	NO	NO	**NO**
126	EUCALYPTUS AVE	FELDSPAR AVE TO MORENO BEACH PLAZA RD	9,829	64.0	104	47.0	-17.0	NO	NO	NO	**NO**
127	EUCALYPTUS AVE	MORENO BEACH PLAZA RD TO AUTO MALL PKWY	9,829	64.0	104	47.0	-17.0	NO	NO	NO	**NO**
128	EUCALYPTUS AVE	AUTO MALL PKWY TO AUTO MALL DR	126	47.9	1,978	61.6	13.7	YES	NO	NO	**YES**
129	EUCALYPTUS AVE	AUTO MALL DR TO B ST	9,890	67.4	1,954	65.0	-2.3	NO	NO	NO	**NO**
130	EUCALYPTUS AVE	B ST TO REDLANDS BLVD	11,994	66.0	31,422	73.2	7.2	NO	NO	YES	**YES**
131	EUCALYPTUS AVE	REDLANDS BLVD TO WORLD LOGISTICS CIR PKWY	2,419	64.7	18,778	69.7	5.0	NO	YES	NO	**YES**

No.	Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
			ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
132	FREDERICK ST	SUNNYMEAD BLVD TO CENTERPOINT DR	28,619	72.3	18,778	69.7	-2.6	NO	NO	NO	**NO**
133	FREDERICK ST	CENTERPOINT DR TO BRABHAM ST	21,457	70.1	24,916	69.5	-0.6	NO	NO	NO	**NO**
134	FREDERICK ST	BRABHAM ST TO TOWNGATE BLVD	21,457	70.1	16,335	67.8	-2.3	NO	NO	NO	**NO**
135	FREDERICK ST	TOWNGATE BLVD TO EUCALYPTUS AVE	21,645	69.0	15,817	67.6	-1.3	NO	NO	NO	**NO**
136	FREDERICK ST	EUCALYPTUS AVE TO DRACAEA AVE	19,438	68.8	9,174	66.0	-2.7	NO	NO	NO	**NO**
137	FREDERICK ST	DRACAEA AVE TO COTTONWOD AVE	19,080	68.6	11,066	66.4	-2.3	NO	NO	NO	**NO**
138	FREDERICK ST	COTTONWOOD AVE TO BAY AVE	13,089	67.7	4,227	64.5	-3.2	NO	NO	NO	**NO**
139	FREDERICK ST	BAY AVE TO ALESSANDRO BLVD	13,089	67.4	3,325	59.9	-7.5	NO	NO	NO	**NO**
140	FREDERICK ST	ALESSANDRO BLVD TO BRODIAEA AVE	2,317	60.0	14,373	67.0	6.9	NO	YES	NO	**YES**
141	FREDERICK ST	BRODIAEA AVE TO CACTUS AVE	2,495	61.5	10,719	67.6	6.1	NO	YES	NO	**YES**
142	GATEWAY DR	DAY ST TO MEMORIAL WAY	11,284	65.8	7,113	67.2	1.4	NO	NO	NO	**NO**
143	GENTIAN AVE	HEACOCK ST TO CANYONSTONE DR	7,278	63.9	9,918	65.8	1.8	NO	NO	NO	**NO**
144	GENTIAN AVE	CANYONSTONE DR TO INDIAN ST	557	55.5	11,158	65.5	10.0	YES	NO	NO	**YES**
145	GENTIAN AVE	PERRIS BLVD TO PATRICIA ST	1,647	57.4	19,402	69.0	11.6	YES	NO	NO	**YES**
146	GENTIAN AVE	PATRICIA LN TO KITCHING ST	1,647	57.4	10,911	66.1	8.7	YES	NO	NO	**YES**
147	GENTIAN AVE	KITCHING ST TO CASA GRARDE ST	10,187	66.1	28,876	78.3	12.3	NO	NO	YES	**YES**
148	GENTIAN AVE	CASA GRARDE ST TO LASSELLE ST	7,365	64.0	29,595	78.5	14.6	NO	YES	NO	**YES**
149	GILMAN SPRINGS RD	SR-60 TO EUCALYPTUS AVE	9,732	69.7	21,541	72.9	3.1	NO	NO	YES	**YES**
150	GILMAN SPRINGS RD	EUCALYPTUS AVE TO ALESSANDRO BLVD	9,732	69.7	25,830	70.8	1.1	NO	NO	NO	**NO**
151	GILMAN SPRINGS RD	SOUTH OF ALESSANDRO BLVD	9,732	68.7	27,781	71.0	2.3	NO	NO	YES	**YES**
152	GRAHAM ST	SUNNYMEAD BLVD TO OLD VALLEY DR	9,732	67.1	29,192	71.4	4.3	NO	NO	YES	**YES**
153	GRAHAM ST	OLD VALLEY DR TO EUCALYPTUS AVE	12,458	67.7	29,133	71.4	3.7	NO	NO	YES	**YES**
154	GRAHAM ST	EUCALYPTUS AVE TO DRACAEA AVE	13,555	67.7	27,766	71.2	3.6	NO	NO	YES	**YES**
155	GRAHAM ST	DRACAEA AVE TO SUNLINE DR	1,704	57.6	22,726	70.4	12.8	YES	NO	NO	**YES**
156	GRAHAM ST	SUNLINE DR TO COTTONWOOD AVE	12,027	67.2	27,237	71.1	3.8	NO	NO	YES	**YES**
157	GRAHAM ST	COTTONWOOD AVE TO BAY AVE	6,726	64.7	22,388	71.1	6.5	NO	YES	NO	**YES**
158	GRAHAM ST	BAY AVE TO ALESSANDRO BLVD	6,726	64.7	20,071	70.3	5.6	NO	YES	NO	**YES**
159	GRAHAM ST	ALESSANDRO BLVD TO BRODIAEA AVE	6,726	64.7	7,859	67.1	2.4	NO	NO	NO	**NO**
160	GRAHAM ST	BRODIAEA AVE TO CACTUS AVE	1,373	58.5	16,142	68.3	9.8	YES	NO	NO	**YES**
161	HEACOCK ST	PERRIS BLVD TO SUNNYMEAD RANCH PKWY	5,440	65.7	15,628	68.2	2.5	NO	NO	YES	**YES**
162	HEACOCK ST	SUNNYMEAD RANCH PKWY TO MANZANITA AVE	13,466	67.5	18,846	68.9	1.4	NO	NO	NO	**NO**
163	HEACOCK ST	MANZANITA AVE TO BADGER SPRINGS TRAIL	16,009	68.1	23,817	69.8	1.7	NO	NO	YES	**YES**
164	HEACOCK ST	BADGER SPRINGS TRAIL TO SANDBOW ST	16,009	68.1	23,817	69.8	1.7	NO	NO	YES	**YES**
165	HEACOCK ST	SANDBOW ST TO GREGORY LN	21,142	69.2	23,675	69.8	0.5	NO	NO	NO	**NO**
166	HEACOCK ST	GREGORY LN TO KERNWOOD DR	21,142	69.2	19,930	66.3	-2.9	NO	NO	NO	**NO**
167	HEACOCK ST	KERNWOOD DR TO IRONWOOD AVE	20,731	69.2	25,000	68.5	-0.7	NO	NO	NO	**NO**
168	HEACOCK ST	IRONWOOD AVE TO HEMLOCK AVE	19,386	66.1	19,380	67.1	1.0	NO	NO	NO	**NO**
169	HEACOCK ST	HEMLOCK AVE TO SUNNYMEAD BLVD	25,547	68.0	14,620	66.0	-2.0	NO	NO	NO	**NO**
170	HEACOCK ST	SUNNYMEAD BLVD TO WEBSTER AVE	25,547	68.1	10,783	65.1	-3.0	NO	NO	NO	**NO**
171	HEACOCK ST	WEBSTER AVE TO FIR AVE	17,624	67.0	10,783	65.1	-1.9	NO	NO	NO	**NO**
172	HEACOCK ST	FIR AVE TO MYERS AVE	17,624	67.0	19,591	68.4	1.3	NO	NO	NO	**NO**
173	HEACOCK ST	MYERS AVE TO EUCALYPTUS AVE	13,944	66.3	19,134	68.3	1.9	NO	NO	YES	**YES**
174	HEACOCK ST	EUCALYPTUS AVE TO DRACAEA AVE	21,634	68.9	17,016	67.9	-1.0	NO	NO	NO	**NO**
175	HEACOCK ST	DRACAEA AVE TO FAWN ST	18,263	68.4	16,890	67.9	-0.5	NO	NO	NO	**NO**
176	HEACOCK ST	FAWN ST TO COTTONWOOD AVE	18,263	68.4	15,470	68.2	-0.2	NO	NO	NO	**NO**
177	HEACOCK ST	COTTONWOOD AVE TO ALESSANDRO BLVD	22,588	69.3	31,235	74.6	5.3	NO	NO	YES	**YES**
178	HEACOCK ST	ALESSANDRO BLVD TO CACTUS AVE	17,064	68.9	29,231	74.4	5.6	NO	NO	YES	**YES**
179	HEACOCK ST	CACTUS AVE TO DELPHINIUM AVE	33,116	75.2	24,676	74.1	-1.1	NO	NO	NO	**NO**
180	HEACOCK ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	29,750	75.0	27,216	74.0	-1.0	NO	NO	NO	**NO**
181	HEACOCK ST	JOHN F KENNEDY DR TO GENTIAN AVE	18,993	74.1	31,209	74.2	0.1	NO	NO	NO	**NO**
182	HEACOCK ST	GENTIAN AVE TO IRIS AVE	14,476	73.8	21,824	71.6	-2.2	NO	NO	NO	**NO**
183	HEACOCK ST	IRIS AVE TO SAN MICHELE RD	11,763	72.5	30,056	74.5	2.0	NO	NO	YES	**YES**
184	HEACOCK ST	SAN MICHELE RD TO NANDINA AVE	7,612	69.9	7,519	63.8	-6.1	NO	NO	NO	**NO**
185	HEACOCK ST	NANDINA AVE TO HARLEY KNOX BLVD	7,612	70.1	10,805	63.9	-6.3	NO	NO	NO	**NO**
186	HEMLOCK AVE	PIGEON PASS RD TO GRAHAM ST	11,684	64.8	3,482	60.5	-4.2	NO	NO	NO	**NO**
187	HEMLOCK AVE	GRAHAM ST TO HEACOCK ST	9,378	62.9	3,903	58.4	-4.5	NO	NO	NO	**NO**
188	HEMLOCK AVE	HEACOCK ST TO INDIAN ST	2,536	58.0	68	39.4	-18.5	NO	NO	NO	**NO**
189	HEMLOCK AVE	INDIAN ST TO PERRIS BLVD	4,812	58.7	4,180	57.9	-0.8	NO	NO	NO	**NO**
190	HIDDEN SPRINGS DR	PIGEON PASS RD TO COUNTRY CREST DR	61	38.9	4,053	57.8	18.9	YES	NO	NO	**YES**
191	HIDDEN SPRINGS DR	COUNTRY CREST DR TO MOUNTAIN VIEW RD	4,013	57.7	2,971	68.4	10.8	YES	NO	NO	**YES**
192	HIDDEN SPRINGS DR	MOUNTAIN VIEW RD TO PIGEON PASS RD	3,938	57.6	2,916	68.5	10.9	YES	NO	NO	**YES**
193	HIGHLAND BLVD	REDLANDS BLVD TO JUNIPER AVE	218	52.2	5,279	61.5	9.3	YES	NO	NO	**YES**
194	HIGHLAND BLVD	JUNIPER AVE TO IRONWOOD AVE	117	49.8	5,142	59.1	9.4	YES	NO	NO	**YES**
195	INDIAN ST	MANZANITA AVE TO IRONWOOD AVE	4,718	61.1	9,660	63.3	2.2	NO	NO	NO	**NO**
196	INDIAN ST	IRONWOOD AVE TO SR-60	4,685	58.8	9,428	63.0	4.3	NO	NO	NO	**NO**
197	INDIAN ST	SR-60 TO SUNNYMEAD BLVD	7,065	61.4	8,319	62.7	1.3	NO	NO	NO	**NO**

No.	Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
			ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
198	INDIAN ST	SUNNYMEAD BLVD TO FIR AVE	7,111	61.2	8,319	62.7	1.5	NO	NO	NO	**NO**
199	INDIAN ST	FIR AVE TO MYERS AVE	5,683	60.6	8,317	62.7	2.1	NO	NO	NO	**NO**
200	INDIAN ST	MYERS AVE TO EUCALYPTUS AVE	5,683	60.6	8,317	62.7	2.1	NO	NO	NO	**NO**
201	INDIAN ST	EUCALYPTUS AVE TO ATWOOD AVE	7,312	61.4	7,284	62.2	0.7	NO	NO	NO	**NO**
202	INDIAN ST	ATWOOD AVE TO DRACAEA AVE	7,312	61.4	7,240	64.3	2.9	NO	NO	NO	**NO**
203	INDIAN ST	DRACAEA AVE TO COTTONWOOD AVE	7,215	61.4	12,227	66.3	4.9	NO	YES	NO	**YES**
204	INDIAN ST	COTTONWOOD AVE TO BAY AVE	8,255	64.4	28,086	71.3	6.9	NO	YES	NO	**YES**
205	INDIAN ST	BAY AVE TO ALESSANDRO BLVD	10,189	65.1	23,593	70.7	5.6	NO	NO	YES	**YES**
206	INDIAN ST	ALESSANDRO BLVD TO BRODIAEA AVE	23,823	70.6	22,585	70.7	0.1	NO	NO	NO	**NO**
207	INDIAN ST	BRODIAEA AVE TO CACTUS AVE	19,018	69.8	24,059	70.9	1.1	NO	NO	NO	**NO**
208	INDIAN ST	CACTUS AVE TO DELPHINIUM AVE	19,060	70.1	12,622	69.6	-0.4	NO	NO	NO	**NO**
209	INDIAN ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	20,550	70.2	14,735	71.2	1.0	NO	NO	NO	**NO**
210	INDIAN ST	JOHN F KENNEDY DR TO GENTIAN AVE	9,418	68.9	15,045	73.2	4.3	NO	NO	YES	**YES**
211	INDIAN ST	GENTIAN AVE TO IRIS AVE	6,982	68.5	14,148	72.4	3.9	NO	NO	YES	**YES**
212	INDIAN ST	IRIS AVE TO KRAMERIA AVE	3,174	63.7	15,827	71.6	7.9	NO	YES	NO	**YES**
213	INDIAN ST	SOUTH OF KRAMERIA AVE	1,464	62.2	30,218	75.9	13.7	NO	YES	NO	**YES**
214	INDIAN ST	NORTH OF SAN MICHELE RD	4,450	67.2	22,195	73.7	6.5	NO	NO	YES	**YES**
215	INDIAN ST	SAN MICHELE RD TO NANDINA AVE	6,313	69.9	25,551	75.5	5.6	NO	NO	YES	**YES**
216	INDIAN ST	NANDINA AVE TO GROVE VIEW RD	10,930	71.8	12,559	69.7	-2.1	NO	NO	NO	**NO**
217	INDIAN ST	GROVE VIEW RD TO E OLEANDER AVE	10,930	71.8	10,665	69.3	-2.4	NO	NO	NO	**NO**
218	IRIS AVE	HEACOCK ST TO INDIAN ST	2,514	68.5	10,665	69.8	1.3	NO	NO	NO	**NO**
219	IRIS AVE	INDIAN ST TO EMMA LN	3,345	63.3	28,968	74.8	11.4	NO	YES	NO	**YES**
220	IRIS AVE	EMM A LN TO PERRIS BLVD	3,345	63.7	35,690	76.8	13.0	NO	YES	NO	**YES**
221	IRIS AVE	PERRIS BLVD TO KITCHING ST	18,723	72.4	57,447	77.8	5.4	NO	NO	YES	**YES**
222	IRIS AVE	KITCHING ST TO LASSELLE ST	19,094	73.3	52,979	77.6	4.3	NO	NO	YES	**YES**
223	IRIS AVE	LASSELLE ST TO MESA VERDE DR	34,844	74.9	44,009	77.1	2.3	NO	NO	YES	**YES**
224	IRIS AVE	MESA VERDE DR TO NASON ST	30,595	74.5	34,507	77.2	2.7	NO	NO	YES	**YES**
225	IRIS AVE	NASON ST TO TURNBERRY ST	22,944	73.4	27,721	76.7	3.3	NO	NO	YES	**YES**
226	IRIS AVE	TURNBERRY ST TO OLIVER ST	22,944	74.0	19,660	68.5	-5.5	NO	NO	NO	**NO**
227	IRIS AVE	OLIVER ST TO VIA DEL LAGO	14,484	72.7	17,846	68.4	-4.3	NO	NO	NO	**NO**
228	IRONWOOD AVE	DAY ST TO ATHENS DR	13,777	67.1	14,458	67.2	0.1	NO	NO	NO	**NO**
229	IRONWOOD AVE	ATHENS DR TO HERITAGE DR	13,777	67.5	19,954	68.7	1.2	NO	NO	NO	**NO**
230	IRONWOOD AVE	HERITAGE DR TO PIGEON PASS RD	8,451	64.8	19,485	68.6	3.8	NO	YES	NO	**YES**
231	IRONWOOD AVE	PIGEON PASS RD TO DREAM ST	16,679	67.9	17,451	68.1	0.2	NO	NO	NO	**NO**
232	IRONWOOD AVE	DREAM ST TO GRAHAM ST	16,679	67.9	11,728	64.8	-3.1	NO	NO	NO	**NO**
233	IRONWOOD AVE	GRAHAM ST TO HEACOCK ST	11,342	66.2	11,389	64.5	-1.6	NO	NO	NO	**NO**
234	IRONWOOD AVE	HEACOCK ST TO DAVIS ST	8,605	63.3	10,070	64.0	0.7	NO	NO	NO	**NO**
235	IRONWOOD AVE	DAVIS ST TO INDIAN ST	8,503	63.3	10,720	64.3	1.0	NO	NO	NO	**NO**
236	IRONWOOD AVE	INDIAN ST TO HARCLARE DR	6,229	61.7	13,840	66.9	5.2	NO	YES	NO	**YES**
237	IRONWOOD AVE	HARCLARE DR TO PERRIS BLVD	6,229	61.7	16,221	67.6	5.9	NO	YES	NO	**YES**
238	IRONWOOD AVE	PERRIS BLVD TO FRANKLIN ST	10,642	66.0	16,221	67.6	1.6	NO	NO	YES	**YES**
239	IRONWOOD AVE	FRANKLIN ST TO KITCHING ST	463	52.4	16,221	67.6	15.2	YES	NO	NO	**YES**
240	IRONWOOD AVE	KITCHING ST TO TUSCOLA ST	10,606	65.9	9,379	65.2	-0.7	NO	NO	NO	**NO**
241	IRONWOOD AVE	TUSCOLA ST TO CHAMPLAIN ST	10,606	65.9	9,379	65.3	-0.6	NO	NO	NO	**NO**
242	IRONWOOD AVE	CHAMPLAIN ST TO LASSELLE ST	6,379	64.8	11,121	65.3	0.5	NO	NO	NO	**NO**
243	IRONWOOD AVE	LASSELLE ST TO STEEPLECHASE DR	10,231	65.7	10,570	67.8	2.0	NO	NO	YES	**YES**
244	IRONWOOD AVE	STEEPLECHASE DR TO NASON ST	5,744	62.3	10,294	68.0	5.7	NO	YES	NO	**YES**
245	IRONWOOD AVE	NASON ST TO MORENO BEACH DR	794	59.2	1,267	59.3	0.1	NO	NO	NO	**NO**
246	IRONWOOD AVE	MORENO BEACH DR TO REDLANDS BLVD	9,915	68.1	19,993	69.5	1.4	NO	NO	NO	**NO**
247	IRONWOOD AVE	REDLANDS BLVD TO HIGHLAND BLVD	364	53.8	24,981	70.0	16.2	YES	NO	NO	**YES**
248	JOHN F KENNEDY DR	HEACOCK TO INDIAN ST	14,803	69.0	15,567	68.0	-1.0	NO	NO	NO	**NO**
249	JOHN F KENNEDY DR	INDIAN ST TO PERRIS BLVD	25,267	70.1	8,904	65.1	-5.0	NO	NO	NO	**NO**
250	JOHN F KENNEDY DR	PERRIS BLVD TO KITCHING ST	16,213	68.1	11,316	64.1	-4.0	NO	NO	NO	**NO**
251	JOHN F KENNEDY DR	KITCHING ST TO LASSELLE ST	12,428	66.6	10,413	63.7	-2.9	NO	NO	NO	**NO**
252	KITCHING ST	SR-60 TO FIR AVE	9,483	63.3	8,424	62.9	-0.4	NO	NO	NO	**NO**
253	KITCHING ST	FIR AVE TO EUCALYPTUS AVE	7,409	62.1	8,848	63.1	1.0	NO	NO	NO	**NO**
254	KITCHING ST	EUCALYPTUS AVE TO DRACAEA AVE	7,017	62.2	10,708	64.1	2.0	NO	NO	NO	**NO**
255	KITCHING ST	DRACAEA AVE TO COTTONWOOD AVE	7,235	62.3	8,948	63.2	1.0	NO	NO	NO	**NO**
256	KITCHING ST	COTTONWOOD AVE TO BAY AVE	7,175	62.5	22,404	68.7	6.2	NO	YES	NO	**YES**
257	KITCHING ST	BAY AVE TO ALESSANDRO BLVD	7,119	62.6	19,697	67.7	5.1	NO	YES	NO	**YES**
258	KITCHING ST	ALESSANDRO BLVD TO BRODIAEA AVE	12,958	65.6	23,400	69.3	3.7	NO	NO	YES	**YES**
259	KITCHING ST	BRODIAEA AVE TO CACTUS AVE	10,330	64.0	24,208	69.5	5.4	NO	YES	NO	**YES**
260	KITCHING ST	CACTUS AVE TO DELPHINIUM AVE	10,259	65.1	23,601	70.4	5.3	NO	NO	YES	**YES**
261	KITCHING ST	DELPHINIUM AVE TO JOHN F KENNEDY DR	10,259	65.1	16,140	69.3	4.3	NO	NO	YES	**YES**
262	KITCHING ST	JOHN F KENNEDY DR TO GENTIAN AVE	14,481	68.2	27,830	73.0	4.9	NO	NO	YES	**YES**
263	KITCHING ST	GENTIAN AVE TO IRIS AVE	5,826	65.2	5,080	65.2	0.1	NO	NO	NO	**NO**

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			ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
264	KITCHING ST	SOUTH OF IRIS AVE	11,102	67.5	7,881	68.0	0.5	NO	NO	NO	**NO**
265	KRAMERIA AVE	INDIAN ST TO TARANO LN	3,486	60.3	25,025	71.9	11.6	NO	YES	NO	**YES**
266	KRAMERIA AVE	TARANO LN TO PERRIS BLVD	3,486	60.4	24,967	71.9	11.5	NO	YES	NO	**YES**
267	KRAMERIA AVE	PERRIS BLVD TO SADDLEBROOK LN	11,503	67.2	12,311	66.5	-0.6	NO	NO	NO	**NO**
268	KRAMERIA AVE	SADDLEBROOK LN TO KITCHING ST	10,522	66.6	3,576	57.3	-9.2	NO	NO	NO	**NO**
269	KRAMERIA AVE	KITCHING ST TO LASSELLE ST	5,882	63.7	2,452	58.4	-5.3	NO	NO	NO	**NO**
270	LAKE VISTA RD	SUNNYMEAD RANCH PKWY TO LAKE SUMMIT DR	2,067	55.1	16,811	68.0	12.9	YES	NO	NO	**YES**
271	LASSELLE ST	FIR AVE TO EUCALYPTUS AVE	2,432	58.3	16,772	67.9	9.6	YES	NO	NO	**YES**
272	LASSELLE ST	EUCALYPTUS AVE TO DRACAEA AVE	4,959	62.5	19,711	68.3	5.8	NO	YES	NO	**YES**
273	LASSELLE ST	DRAVAEA AVE TO COTTONWOOD AVE	5,096	62.6	20,524	68.4	5.8	NO	YES	NO	**YES**
274	LASSELLE ST	COTTONWOOD AVE TO BAY AVE	10,110	65.3	19,368	69.1	3.8	NO	NO	YES	**YES**
275	LASSELLE ST	BAY AVE TO ALESSANDRO BLVD	10,110	65.3	23,110	69.9	4.6	NO	NO	YES	**YES**
276	LASSELLE ST	ALESSANDRO BLVD TO BRODIAEA AVE	16,672	68.3	22,994	70.1	1.8	NO	NO	YES	**YES**
277	LASSELLE ST	BRODIAEA AVE TO CACTUS AVE	15,702	68.0	25,562	71.1	3.1	NO	NO	YES	**YES**
278	LASSELLE ST	CACTUS AVE TO JOHN F KENNEDY DR	15,916	68.2	20,248	70.1	1.9	NO	NO	YES	**YES**
279	LASSELLE ST	JOHN F KENNEDY DR TO MARGARET AVE	20,375	69.9	30,286	71.9	2.1	NO	NO	YES	**YES**
280	LASSELLE ST	MARGARET AVE TO GENTIAN AVE	20,375	69.9	39,056	72.9	3.0	NO	NO	YES	**YES**
281	LASSELLE ST	GENTIAN AVE TO IRIS AVE	27,740	71.3	39,152	72.8	1.5	NO	NO	NO	**NO**
282	LASSELLE ST	IRIS AVE TO KRAMERIA AVE	30,266	71.6	32,117	71.9	0.3	NO	NO	NO	**NO**
283	LASSELLE ST	KRAMERIA AVE TO VIA XAVIER	28,930	71.3	35,058	69.7	-1.6	NO	NO	NO	**NO**
284	LASSELLE ST	VIA XAVIER TO CREMELLO WAY	20,838	69.9	2,885	60.3	-9.6	NO	NO	NO	**NO**
285	LASSELLE ST	CREMELLO WAY TO E OLEANDER AVE	23,671	67.9	1,754	59.6	-8.3	NO	NO	NO	**NO**
286	LOCUST AVE	WEST OF MORENO BEACH DR	1,956	56.9	1,754	59.4	2.5	NO	NO	NO	**NO**
287	LOCUST AVE	MORENO BEACH DR TO CARRIE LN	1,956	58.3	1,553	59.2	0.9	NO	NO	NO	**NO**
288	LOCUST AVE	CARRIE LN TO QUINCY ST	1,161	55.8	759	54.3	-1.5	NO	NO	NO	**NO**
289	LOCUST AVE	QUINCY ST TO REDLANDS BLVD	1,161	55.8	759	54.3	-1.5	NO	NO	NO	**NO**
290	MANZANITA AVE	HEACOCK ST TO DAVIS ST	702	53.6	680	54.6	1.0	NO	NO	NO	**NO**
291	MANZANITA AVE	DAVIS ST TO INDIAN ST	702	53.6	17,350	69.9	16.3	YES	NO	NO	**YES**
292	MANZANITA AVE	INDIAN ST TO PERRIS BLVD	1,267	57.1	21,368	70.3	13.2	YES	NO	NO	**YES**
293	MEMORIAL WAY	TOWN CIR TO GATEWAY DR	15,797	69.2	3,362	60.0	-9.2	NO	NO	NO	**NO**
294	MEMORIAL WAY	GATEWAY DR TO EUCALYPTUS AVE	17,841	69.3	3,230	59.8	-9.5	NO	NO	NO	**NO**
295	MORENO BEACH DR	LOCUST AVE TO JUNIPER AVE	2,741	59.3	13,533	69.6	10.3	YES	NO	NO	**YES**
296	MORENO BEACH DR	JUNIPER AVE TO IRONWOOD AVE	2,707	59.2	41,697	77.2	17.9	YES	NO	NO	**YES**
297	MORENO BEACH DR	IRONWOOD AVE TO SR-60	9,296	68.3	42,100	77.2	8.9	NO	NO	YES	**YES**
298	MORENO BEACH DR	SR-60 TO EYCALYPTUS AVE	23,045	74.8	38,680	76.6	1.8	NO	NO	YES	**YES**
299	MORENO BEACH DR	EUCALYPTUS AVE TO TRAIL RIDGE WAY	24,067	75.0	36,941	76.4	1.4	NO	NO	NO	**NO**
300	MORENO BEACH DR	TRAIL RIDGE WAY TO AUTO MALL DR	14,133	72.6	42,094	76.9	4.2	NO	NO	YES	**YES**
301	MORENO BEACH DR	AUTO MALL DR TO COTTONWOOD AVE	13,827	72.5	40,643	76.8	4.2	NO	NO	YES	**YES**
302	MORENO BEACH DR	COTTONWOOD AVE TO BAY AVE	12,522	72.3	41,521	76.4	4.1	NO	NO	YES	**YES**
303	MORENO BEACH DR	BAY AVE TO ALESSANDRO BLVD	12,522	72.3	41,521	74.7	2.5	NO	NO	YES	**YES**
304	MORENO BEACH DR	ALESSANDRO BLVD TO BRODIAEA AVE	12,051	71.8	23,346	73.1	1.3	NO	NO	NO	**NO**
305	MORENO BEACH DR	BRODIAEA AVE TO CACTUS AVE	12,051	70.1	40,094	76.9	6.8	NO	NO	YES	**YES**
306	MORENO BEACH DR	CACTUS AVE TO JOHN F KENNEDY DR	8,930	69.3	1,881	57.9	-11.4	NO	NO	NO	**NO**
307	MORENO BEACH DR	JOHN F KENNEDY DR TO VIA DEL LAGO	19,074	72.5	12,012	66.3	-6.2	NO	NO	NO	**NO**
308	MORRISON ST	FIR AVE TO EUCALYPTUS AVE	842	54.1	12,964	66.5	12.5	YES	NO	NO	**YES**
309	MORRISON ST	EUCALYPTUS AVE TO DRACAEA AVE	9,204	65.1	13,856	66.8	1.7	NO	NO	YES	**YES**
310	MORRISON ST	DRACAEA AVE TO COTTONWOOD AVE	8,779	64.9	14,094	66.9	2.0	NO	NO	NO	**NO**
311	MORRISON ST	COTTONWOOD AVE TO BAY AVE	5,500	63.1	55,768	77.9	14.8	NO	YES	NO	**YES**
312	MORRISON ST	BAY AVE TO ALESSANDRO BLVD	5,497	63.0	58,045	78.4	15.4	NO	YES	NO	**YES**
313	N PERRIS BLVD	NANDINA AVE TO GROVE VIEW RD	45,789	77.5	7,845	69.3	-8.2	NO	NO	NO	**NO**
314	N PERRIS BLVD	SOUTH OF GROVE VIEW RD	47,952	78.0	4,241	69.7	-8.4	NO	NO	NO	**NO**
315	NANDINA AVE	HEACOCK ST TO INDIAN ST	6,806	67.1	13,979	67.2	0.2	NO	NO	NO	**NO**
316	NANDINA AVE	INDIAN ST TO PERRIS BLVD	4,377	69.5	29,575	71.5	2.0	NO	NO	YES	**YES**
317	NASON ST	IRONWOOD AVE TO SR-60	9,429	65.6	24,411	70.6	5.1	NO	NO	YES	**YES**
318	NASON ST	SR-60 TO FIR AVE	19,958	69.6	24,758	70.7	1.1	NO	NO	NO	**NO**
319	NASON ST	FIR AVE TO EUCALYPTUS AVE	14,956	68.1	24,758	70.3	2.2	NO	NO	YES	**YES**
320	NASON ST	EUCALYPTUS AVE TO DRACAEA AVE	14,927	68.4	16,280	67.7	-0.7	NO	NO	NO	**NO**
321	NASON ST	DRACAEA AVE TO COTTONWOOD AVE	14,196	67.8	34,207	71.2	3.3	NO	NO	YES	**YES**
322	NASON ST	COTTONWOOD AVE TO ALESSANDRO BLVD	15,132	67.6	15,475	67.6	0.0	NO	NO	NO	**NO**
323	NASON ST	ALESSANDRO BLVD TO CACTUS AVE	18,293	69.2	4,627	63.2	-5.9	NO	NO	NO	**NO**
324	NASON ST	CACTUS AVE TO IRIS AVE	7,843	65.6	4,478	61.4	-4.2	NO	NO	NO	**NO**
325	OLD 215 FRONTAGE RD	DRACAEA AVE TO COTTONWOOD AVE	4,322	61.3	4,528	64.8	3.5	NO	YES	NO	**YES**
326	OLD 215 FRONTAGE RD	COTTONWOOD TO BAY AVE	3,270	60.2	464	50.4	-9.9	NO	NO	NO	**NO**
327	OLD 215 FRONTAGE RD	BAY AVE TO ALESSANDRO BLVD	3,270	63.4	11,737	65.5	2.0	NO	NO	NO	**NO**
328	OLD 215 FRONTAGE RD	ALESSANDRO BLVD TO CACTUS AVE	5,332	62.6	16,353	69.4	6.9	NO	YES	NO	**YES**
329	OLD LAKE DR	PIGEON PASS RD TO SUNNYMEAD RANCH PKWY	10,703	65.2	15,572	69.0	3.9	NO	NO	YES	**YES**

No.	Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
			ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
330	OLIVER ST	CACTUS AVE TO ROCKWOOD AVE	5,424	64.3	14,390	68.2	3.8	NO	YES	NO	**YES**
331	OLIVER ST	ROCKWOOD AVE TO JOHN F KENNEDY DR	5,424	64.3	11,691	68.3	3.9	NO	YES	NO	**YES**
332	OLIVER ST	JOHN F KENNEDY DR TO IRIS AVE	3,007	61.2	17,839	69.9	8.7	NO	YES	NO	**YES**
333	PERRIS BLVD	NORTH OF SUNNYMEAD RANCH PKWY	10,136	68.0	17,510	69.8	1.7	NO	NO	YES	**YES**
334	PERRIS BLVD	SUNNYMEAD RANCH PKWY TO MANZANITA AVE	13,701	69.0	17,753	69.8	0.8	NO	NO	NO	**NO**
335	PERRIS BLVD	MANZANITA AVE TO JACLYN AVE	12,764	68.7	22,737	70.8	2.1	NO	NO	YES	**YES**
336	PERRIS BLVD	JACLYN AVE TO KALMIA AVE	14,701	69.2	37,974	73.4	4.2	NO	NO	YES	**YES**
337	PERRIS BLVD	KALMIA AVE TO IRONWOOD AVE	17,955	69.9	44,884	75.9	6.0	NO	NO	YES	**YES**
338	PERRIS BLVD	IRONWOOD AVE TO HEMLOCK AVE	25,471	71.6	39,989	72.9	1.2	NO	NO	NO	**NO**
339	PERRIS BLVD	HEMLOCK AVE TO SR-60	38,614	75.2	37,997	71.0	-4.2	NO	NO	NO	**NO**
340	PERRIS BLVD	SR-60 TO FIR AVE	35,922	72.3	37,997	71.0	-1.3	NO	NO	NO	**NO**
341	PERRIS BLVD	FIR AVE TO MYERS AVE	33,632	70.5	32,608	70.4	-0.1	NO	NO	NO	**NO**
342	PERRIS BLVD	MYERS AVE TO EUCALYPTUS AVE	33,632	70.5	30,884	71.7	1.2	NO	NO	NO	**NO**
343	PERRIS BLVD	EUCALYPTUS AVE TO DRACAEA AVE	31,784	70.3	26,891	71.1	0.8	NO	NO	NO	**NO**
344	PERRIS BLVD	DRACAEA AVE TO COTTONWOOD AVE	31,492	71.8	30,490	71.5	-0.2	NO	NO	NO	**NO**
345	PERRIS BLVD	COTTONWOOD AVE TO BAY AVE	21,319	70.1	28,033	71.2	1.0	NO	NO	NO	**NO**
346	PERRIS BLVD	BAY AVE TO ALESSANDRO BLVD	25,745	70.8	23,798	70.6	-0.2	NO	NO	NO	**NO**
347	PERRIS BLVD	ALESSANDRO BLVD TO BRODIAEA AVE	26,153	70.7	25,035	70.8	0.1	NO	NO	NO	**NO**
348	PERRIS BLVD	BRODIAEA AVE TO CACTUS AVE	22,785	70.2	27,548	71.1	0.9	NO	NO	NO	**NO**
349	PERRIS BLVD	CACTUS AVE TO DELPHINIUM AVE	24,086	70.5	45,840	75.7	5.2	NO	NO	YES	**YES**
350	PERRIS BLVD	DELPHINIUM AVE TO JOHN F KENNEDY DR	24,086	70.5	32,045	74.3	3.8	NO	NO	YES	**YES**
351	PERRIS BLVD	JOHN F KENNEDY DR TO FILAREE AVE	35,488	74.5	33,494	74.6	0.1	NO	NO	YES	**YES**
352	PERRIS BLVD	FILAREE AVE TO GENTIAN AVE	29,093	73.9	37,151	75.0	1.1	NO	NO	NO	**NO**
353	PERRIS BLVD	GENTIAN AVE TO SANTIAGO DR	28,981	73.9	51,656	77.4	3.5	NO	NO	YES	**YES**
354	PERRIS BLVD	SANTIAGO DR TO IRIS AVE	28,981	73.9	57,623	78.5	4.6	NO	NO	YES	**YES**
355	PERRIS BLVD	IRIS AVE TO KRAMERIA AVE	40,944	76.3	61,904	78.7	2.3	NO	NO	YES	**YES**
356	PERRIS BLVD	KRAMERIA AVE TO SUBURBAN LN	41,365	77.5	57,839	78.3	0.9	NO	NO	NO	**NO**
357	PERRIS BLVD	SUBURBAN LN TO SAN MICHELE RD	47,382	77.8	1,218	58.4	-19.4	NO	NO	NO	**NO**
358	PERRIS BLVD	SAN MICHELE RD TO NANDINA AVE	45,502	78.1	1,257	56.6	-21.5	NO	NO	NO	**NO**
359	PIGEON PASS RD	NORTH OF HIDDEN SPRINGS DR	1,141	58.0	1,257	56.6	-1.4	NO	NO	NO	**NO**
360	PIGEON PASS RD	HIDDEN SPRINGS DR TO LAWLESS RD	1,167	56.2	4,341	62.1	5.9	YES	NO	NO	**YES**
361	PIGEON PASS RD	LAWLESS RD TO SUNNYMEAD RANCH PKWY	1,167	56.2	18,596	70.9	14.7	YES	NO	NO	**YES**
362	PIGEON PASS RD	SUNNYMEAD RANCH PKWY TO OLD LAKE DR	5,893	63.3	21,435	71.5	8.2	NO	YES	NO	**YES**
363	PIGEON PASS RD	OLD LAKE DR TO COUGAR CANYON RD	18,479	70.9	24,531	72.1	1.1	NO	NO	NO	**NO**
364	PIGEON PASS RD	COUGAR CANYON RD TO HARLAND DR	18,530	70.9	30,596	70.9	0.0	NO	NO	NO	**NO**
365	PIGEON PASS RD	HARLAND DR TO IRONWOOD AVE	21,213	71.5	29,210	73.9	2.4	NO	NO	YES	**YES**
366	PIGEON PASS RD	IRONWOOD AVE TO HEMLOCK AVE	27,538	70.5	27,758	73.3	2.8	NO	NO	YES	**YES**
367	REDLANDS BLVD	NORTH OF LOCUST AVE	22,995	72.2	21,775	71.9	-0.3	NO	NO	NO	**NO**
368	REDLANDS BLVD	LOCUST AVE TO IRONWOOD AVE	21,288	71.9	24,701	73.0	1.0	NO	NO	NO	**NO**
369	REDLANDS BLVD	IRONWOOD AVE TO SR-60	14,836	70.8	23,490	72.6	1.8	NO	NO	YES	**YES**
370	REDLANDS BLVD	SR-60 TO EUCALYPTUS AVE	12,308	70.8	23,597	73.1	2.3	NO	NO	YES	**YES**
371	REDLANDS BLVD	EUCALYPTUS AVE TO DRACAEA AVE	12,308	70.7	14,859	70.9	0.2	NO	NO	NO	**NO**
372	REDLANDS BLVD	DRACAEA AVE TO COTTONWOOD AVE	10,153	70.0	14,797	70.6	0.7	NO	NO	NO	**NO**
373	REDLANDS BLVD	COTTONWOOD AVE TO BAY AVE	9,587	69.5	13,527	69.2	-0.3	NO	NO	NO	**NO**
374	REDLANDS BLVD	BAY AVE TO ALESSANDRO BLVD	9,587	69.2	8,567	68.4	-0.9	NO	NO	NO	**NO**
375	REDLANDS BLVD	ALESSANDRO TO CACTUS AVE	13,861	69.9	6,039	66.1	-3.7	NO	NO	NO	**NO**
376	SAN MICHELE RD	HEACOCK ST TO INDIAN ST	122	46.4	23,172	69.5	23.1	YES	NO	NO	**YES**
377	SAN MICHELE RD	INDIAN ST TO PERRIS BLVD	5,297	65.9	14,257	67.4	1.5	NO	NO	YES	**YES**
378	SUNNYMEAD BLVD	FREDERICK ST TO GRAHAM ST	16,187	68.1	6,808	61.7	-6.5	NO	NO	NO	**NO**
379	SUNNYMEAD BLVD	GRAHAM ST TO HEACOCK ST	8,900	64.9	12,130	65.0	0.1	NO	NO	NO	**NO**
380	SUNNYMEAD BLVD	HEACOCK ST TO INDIAN ST	6,607	61.9	13,471	64.5	2.6	NO	NO	NO	**NO**
381	SUNNYMEAD BLVD	INDIAN ST TO PERRIS BLVD	11,734	64.7	2,350	59.2	-5.5	NO	NO	NO	**NO**
382	SUNNYMEAD BLVD	PERRIS BLVD TO KITCHING ST	11,165	63.5	5,450	62.9	-0.6	NO	NO	NO	**NO**
383	SUNNYMEAD RANCH PKWY	PIGEON PASS RD TO LAKE VISTA RD	486	52.3	7,639	64.9	12.6	YES	NO	NO	**YES**
384	SUNNYMEAD RANCH PKWY	LAKE VISTA RD TO OLD LAKE DR	2,318	59.3	9,338	65.4	6.1	YES	NO	NO	**YES**
385	SUNNYMEAD RANCH PKWY	OLD LAKE DR TO HEACOCK ST	7,450	64.8	3,783	69.3	4.5	NO	YES	NO	**YES**
386	SUNNYMEAD RANCH PKWY	HEACOCK ST TO PERRIS BLVD	6,133	63.5	6,057	61.9	-1.6	NO	NO	NO	**NO**
387	THEODORE ST	IRONWOOD AVE TO SR-60	436	54.8	18,774	66.8	12.0	YES	NO	NO	**YES**
388	TOWN CIR	CENTERPOINT DR TO HERITAGE WAY	6,374	61.2	22,879	69.0	7.8	NO	YES	NO	**YES**
389	TOWN CIR	HERITAGE WAY TO MEMORIAL WAY	20,506	69.1	6,901	63.4	-5.8	NO	NO	NO	**NO**
390	TOWN CIR	MEMORIAL WAY TO CAMPUS PKWY	20,506	69.1	21,110	68.8	-0.3	NO	NO	NO	**NO**
391	TOWNGATE BLVD	EUCALYPTUS AVE TO HERITAGE WAY	5,590	62.2	15,001	69.3	7.1	NO	YES	NO	**YES**
392	TOWNGATE BLVD	HERITAGE WAY TO FREDERICK ST	22,241	69.3	2,290	59.3	-10.1	NO	NO	NO	**NO**
393	VIA DEL LAGO	IRIS AVE TO ALTA CALLE	5,131	62.7	171,492	88.3	25.6	NO	YES	NO	**YES**
394	VIA DEL LAGO	SOUTH OF ALTA CALLE	297	49.9	153,612	86.3	36.3	YES	NO	NO	**YES**
395	SR-60	I-215 TO DAY ST	148,539	87.1	122,283	84.2	-2.9	NO	NO	NO	**NO**

No.	Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
			ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
396	SR-60	DAY ST TO PIGEON PASS RD	130,448	84.9	126,695	84.4	-0.5	NO	NO	NO	**NO**
397	SR-60	PIGEON PASS RD TO HEACOCK ST	103,022	82.7	112,163	84.2	1.5	NO	NO	NO	**NO**
398	SR-60	HEACOCK ST TO PERRIS BLVD	104,638	82.8	104,453	85.5	2.8	NO	NO	YES	**YES**
399	SR-60	PERRIS BLVD TO NASON ST	85,489	82.2	94,973	83.9	1.7	NO	NO	YES	**YES**
400	SR-60	NASON ST TO MORENO BEACH DR	78,751	83.5	94,057	83.5	-0.1	NO	NO	NO	**NO**
401	SR-60	MORENO BEACH DR TO REDLANDS BLVD	72,123	81.8	162,330	85.0	3.2	NO	NO	YES	**YES**
402	SR-60	REDLANDS BLVD TO WORLD LOGISTICS CTR PKWY	63,183	81.1	177,354	85.4	4.3	NO	NO	YES	**YES**
403	I-215	SR-60 TO EASTRIDGE AVE	113,294	83.6	180,638	85.4	1.8	NO	NO	YES	**YES**
404	I-215	EASTRIDGE AVE TO E ALESSANDRO BLVD	124,961	84.0	0	0.0	-84.0	NO	NO	NO	**NO**
405	I-215	E ALESSANDRO BLVD TO CACTUS AVE	126,761	84.1	0	0.0	-84.1	NO	NO	NO	**NO**

Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
		ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
Alessandro Blvd	Old 215 Frontage Rd to Day St	24,358	74.2	50,322	78.0	3.8	NO	NO	YES	**YES**
Alessandro Blvd	Day St to Elsworth St	21,471	73.1	46,534	77.1	4.0	NO	NO	YES	**YES**
Alessandro Blvd	Elsworth St to Courage St	25,098	73.9	46,296	77.1	3.2	NO	NO	YES	**YES**
Alessandro Blvd	Courage St to Frederick St	23,834	73.3	44,354	76.6	3.3	NO	NO	YES	**YES**
Alessandro Blvd	Frederick St to Graham St	28,099	73.5	42,360	75.3	1.8	NO	NO	YES	**YES**
Alessandro Blvd	Graham St to Heacock St	24,439	72.8	40,538	74.8	2.0	NO	NO	YES	**YES**
Alessandro Blvd	Heacock St to Indian St	31,227	73.5	43,435	75.0	1.6	NO	NO	YES	**YES**
Alessandro Blvd	Indian St to Perris Blvd	19,834	71.4	40,941	74.8	3.4	NO	NO	YES	**YES**
Alessandro Blvd	Perris Blvd to Flaming Arrow Dr	26,472	73.5	45,197	76.2	2.7	NO	NO	YES	**YES**
Alessandro Blvd	Flaming Arrow Dr to Kitching St	24,299	73.1	48,325	76.5	3.4	NO	NO	YES	**YES**
Alessandro Blvd	Kitching St to Chara St	12,285	69.7	46,639	75.9	6.3	NO	NO	YES	**YES**
Alessandro Blvd	Chara St to Lasselle St	12,285	69.7	44,923	75.8	6.1	NO	NO	YES	**YES**
Alessandro Blvd	Lasselle St to Darwin Dr	6,414	66.8	44,770	75.7	8.9	NO	NO	YES	**YES**
Alessandro Blvd	Darwin Dr to Morrison St	6,414	66.5	44,075	75.3	8.8	NO	NO	YES	**YES**
Alessandro Blvd	Morrison St to Country Squire Dr	7,981	67.0	40,728	75.0	8.0	NO	NO	YES	**YES**
Alessandro Blvd	Country Squire Dr to Nason St	7,981	67.4	32,634	74.4	7.0	NO	NO	YES	**YES**
Alessandro Blvd	Nason St to Marian Rd	4,456	63.3	15,841	69.8	6.6	NO	YES	NO	**YES**
Alessandro Blvd	Marian Dr to Moreno Beach Dr	3,808	63.0	14,560	70.1	7.1	NO	YES	NO	**YES**
Alessandro Blvd	Moreno Beach Dr to Walnut Ct	2,159	57.6	6,312	65.1	7.6	YES	NO	NO	**YES**
Alessandro Blvd	Walnut Ct to Redlands Blvd	1,203	55.3	4,525	64.7	9.4	YES	NO	NO	**YES**
Alessandro Blvd	World Logistics Center Pkwy to Virginia St	1,320	59.0	11,114	72.0	13.0	YES	NO	NO	**YES**
Alessandro Blvd	Virginia St to Gilman Springs Rd	1,320	58.6	6,133	67.7	9.1	YES	NO	NO	**YES**
Box Springs Rd	West of Douglas Ct	12,762	68.8	19,366	70.5	1.6	NO	NO	YES	**YES**
Box Springs Rd	Douglas Ct to Clark St	12,762	68.8	19,366	70.5	1.6	NO	NO	YES	**YES**
Box Springs Rd	Clark St to Pine Cone Ln	12,762	67.7	19,366	69.3	1.6	NO	NO	YES	**YES**
Box Springs Rd	Pine Cone Ln to Day St	16,961	68.4	25,894	70.3	1.9	NO	NO	YES	**YES**
Cactus Ave	Gilbert St to Heacock St	9,765	71.0	41,981	75.6	4.6	NO	NO	YES	**YES**
Cactus Ave	Heacock St to Unity Ct	11,245	66.9	24,263	70.2	3.3	NO	NO	YES	**YES**
Cactus Ave	Unity Ct to Indian St	11,245	66.9	21,952	69.6	2.7	NO	NO	YES	**YES**
Cactus Ave	Indian St to Philo St	8,108	64.9	19,199	68.8	3.9	NO	YES	NO	**YES**
Cactus Ave	Philo St to Perris Blvd	7,157	64.3	19,399	68.8	4.5	NO	YES	NO	**YES**
Cactus Ave	Perris Blvd to Agave St	8,442	63.8	16,667	67.0	3.2	NO	YES	NO	**YES**
Cactus Ave	Agave St to Kitching St	7,137	62.8	14,836	66.3	3.6	NO	YES	NO	**YES**
Cactus Ave	Lasselle St to Nason St	20,154	69.9	27,183	71.5	1.6	NO	NO	YES	**YES**
Cactus Ave	Nason St to Wildmill Ln	11,036	66.9	33,343	72.0	5.1	NO	NO	YES	**YES**
Cactus Ave	Windmill Ln to Oliver St	3,738	62.5	16,011	69.6	7.2	NO	YES	NO	**YES**
Cactus Ave	Oliver St to Moreno Beach Dr	4,153	63.3	20,509	70.9	7.6	NO	YES	NO	**YES**
Cactus Ave	Moreno Beach Dr to Quincy St	4,674	63.3	21,443	70.9	7.6	NO	YES	NO	**YES**
Cottonwood Ave	Edgemont St to Day St	713	52.3	2,172	59.3	7.0	YES	NO	NO	**YES**
Cottonwood Ave	Elsworth St to Pan Am Blvd	4,089	59.7	3,730	64.9	5.2	YES	NO	NO	**YES**
Cottonwood Ave	Fredrick St to Dunhill Dr	11,915	65.2	10,867	69.1	3.9	NO	NO	YES	**YES**
Cottonwood Ave	Dunhill Dr to Graham St	11,915	65.2	10,400	68.8	3.6	NO	NO	YES	**YES**
Cottonwood Ave	Lasselle St to Burney Pass Dr	8,068	64.0	16,106	67.2	3.3	NO	YES	NO	**YES**
Cottonwood Ave	Burney Pass Dr to Morrison St	5,246	62.2	14,329	67.8	5.7	NO	YES	NO	**YES**
Cottonwood Ave	Nason St to Oliver St	2,241	58.8	6,381	69.1	10.3	YES	NO	NO	**YES**
Cottonwood Ave	Oliver St to Moreno Beach Dr	2,241	58.8	5,355	68.3	9.5	YES	NO	NO	**YES**
Cottonwood Ave	Moreno Beach Dr to Redlands Blvd	3,161	62.9	11,148	70.8	7.9	NO	YES	NO	**YES**
Day St	Box Springs Rd to SR-60	17,945	67.7	19,911	74.0	6.3	NO	NO	YES	**YES**
Day St	SR-60 to Ramp	27,427	70.6	28,585	75.2	4.6	NO	NO	YES	**YES**
Dracaea Ave	Kitching St to Pepperbush Dr	1,570	53.8	1,992	77.0	23.2	YES	NO	NO	**YES**
Dracaea Ave	Pepperbush Dr to Lasselle St	816	50.6	576	62.6	12.1	YES	NO	NO	**YES**
Elsworth St	Eucalyptus Ave to Dracaea Ave	3,525	60.8	5,914	64.5	3.8	NO	YES	NO	**YES**
Elsworth St	Ella Ave to Bay Ave	3,820	59.8	6,182	71.0	11.2	YES	NO	NO	**YES**
Elsworth St	Bay Ave to Alessandro Blvd	3,820	59.8	6,117	67.3	7.5	YES	NO	NO	**YES**
Elsworth St	Business Center Dr to Goldencrest Dr	6,286	65.6	11,443	68.2	2.6	NO	NO	YES	**YES**
Elsworth St	Goldencrest Dr to Cactus Ave	6,286	66.0	11,443	68.0	2.0	NO	NO	YES	**YES**
Eucalyptus Ave	Carnaby St to Elsworth St	12,735	67.4	13,854	69.7	2.3	NO	NO	YES	**YES**
Eucalyptus Ave	Elsworth St to Frederick St	6,757	64.5	11,923	69.2	4.7	NO	YES	NO	**YES**
Eucalyptus Ave	Frederick St to Kochi Dr	9,346	65.1	23,988	69.6	4.4	NO	NO	YES	**YES**
Eucalyptus Ave	Kochi Dr to Graham St	11,132	65.8	20,903	69.6	3.8	NO	NO	YES	**YES**
Eucalyptus Ave	Sunbird Dr to Running Deer Rd	5,172	62.6	22,360	66.3	3.7	NO	YES	NO	**YES**
Eucalyptus Ave	Running Deer Rd to Heacock St	5,172	62.6	17,234	65.9	3.2	NO	YES	NO	**YES**
Eucalyptus Ave	Liberty Ln to Indian St	7,561	62.6	15,254	66.4	3.9	NO	YES	NO	**YES**
Eucalyptus Ave	Indian St to Perris Blvd	4,375	60.0	13,193	66.2	6.3	YES	NO	NO	**YES**
Eucalyptus Ave	Perris Blvd to Foreman Ave	5,015	60.7	17,314	67.2	6.6	NO	YES	NO	**YES**
Eucalyptus Ave	Foreman Ave to Kitching St	173	49.2	15,884	67.1	18.0	YES	NO	NO	**YES**
Eucalyptus Ave	Kitching St to Raenette Way	5,513	61.5	19,398	65.1	3.6	NO	YES	NO	**YES**
Eucalyptus Ave	Raenette Way to Lasselle St	4,611	60.7	18,817	63.8	3.1	NO	YES	NO	**YES**
Eucalyptus Ave	Barbazon Dr to Morrison St	3,616	59.7	8,686	65.5	5.8	YES	NO	NO	**YES**
Eucalyptus Ave	Cheyenne St to Nason St	28	38.6	12,014	60.3	21.7	YES	NO	NO	**YES**

Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
		ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
Eucalyptus Ave	Auto Mall Pkwy to Auto Mall Dr	126	47.9	104	61.6	13.7	YES	NO	NO	**YES**
Eucalyptus Ave	B St to Redlands Blvd	11,994	66.0	1,978	73.2	7.2	NO	NO	YES	**YES**
Eucalyptus Ave	Redlands Blvd to World Logistics Cir Pkwy	2,419	64.7	1,954	69.7	5.0	NO	YES	NO	**YES**
Frederick St	Alessandro Blvd to Brodiaea Ave	2,317	60.0	4,227	67.0	6.9	NO	YES	NO	**YES**
Frederick St	Brodiaea Ave to Cactus Ave	2,495	61.5	3,325	67.6	6.1	NO	YES	NO	**YES**
Gentian Ave	Canyonstone Dr to Indian St	557	55.5	7,113	65.5	10.0	YES	NO	NO	**YES**
Gentian Ave	Perris Blvd to Patricia St	1,647	57.4	9,918	69.0	11.6	YES	NO	NO	**YES**
Gentian Ave	Patricia Ln to Kitching St	1,647	57.4	11,158	66.1	8.7	YES	NO	NO	**YES**
Gentian Ave	Kitching St to Casa Grarde St	10,187	66.1	19,402	78.3	12.3	NO	NO	YES	**YES**
Gentian Ave	Casa Grarde St to Lasselle St	7,365	64.0	10,911	78.5	14.6	NO	YES	NO	**YES**
Gilman Springs Rd	SR-60 to Eucalyptus Ave	9,732	69.7	28,876	72.9	3.1	NO	NO	YES	**YES**
Gilman Springs Rd	South of Alessandro Blvd	9,732	68.7	21,541	71.0	2.3	NO	NO	YES	**YES**
Graham St	Sunnymead Blvd to Old Valley Dr	9,732	67.1	25,830	71.4	4.3	NO	NO	YES	**YES**
Graham St	Old Valley Dr to Eucalyptus Ave	12,458	67.7	27,781	71.4	3.7	NO	NO	YES	**YES**
Graham St	Eucalptus Ave to Dracaea Ave	13,555	67.7	29,192	71.2	3.6	NO	NO	YES	**YES**
Graham St	Dracaea Ave to Sunline Dr	1,704	57.6	29,133	70.4	12.8	YES	NO	NO	**YES**
Graham St	Sunline Dr to Cottonwood Ave	12,027	67.2	27,766	71.1	3.8	NO	NO	YES	**YES**
Graham St	Cottonwood Ave to Bay Ave	6,726	64.7	22,726	71.1	6.5	NO	YES	NO	**YES**
Graham St	Bay Ave to Alessandro Blvd	6,726	64.7	27,237	70.3	5.6	NO	YES	NO	**YES**
Graham St	Brodiaea Ave to Cactus Ave	1,373	58.5	20,071	68.3	9.8	YES	NO	NO	**YES**
Heacock St	Perris Blvd to Sunnymead Ranch Pkwy	5,440	65.7	7,859	68.2	2.5	NO	NO	YES	**YES**
Heacock St	Manzanita Ave to Badger Springs Trail	16,009	68.1	15,628	69.8	1.7	NO	NO	YES	**YES**
Heacock St	Badger Springs Trail to Sunbow St	16,009	68.1	18,846	69.8	1.7	NO	NO	YES	**YES**
Heacock St	Myers Ave to Eucalyptus Ave	13,944	66.3	10,783	68.3	1.9	NO	NO	YES	**YES**
Heacock St	Cottonwood Ave to Alessandro Blvd	22,588	69.3	16,890	74.6	5.3	NO	NO	YES	**YES**
Heacock St	Alessandro Blvd to Cactus Ave	17,064	68.9	15,470	74.4	5.6	NO	NO	YES	**YES**
Heacock St	Iris Ave to San Michele Rd	11,763	72.5	31,209	74.5	2.0	NO	NO	YES	**YES**
Hidden Springs Dr	Pigeon Pass Rd to Country Crest Dr	61	38.9	68	57.8	18.9	YES	NO	NO	**YES**
Hidden Springs Dr	Country Crest Dr to Mountain View Rd	4,013	57.7	4,180	68.4	10.8	YES	NO	NO	**YES**
Hidden Springs Dr	Mountain View Rd to Pigeon Pass Rd	3,938	57.6	4,053	68.5	10.9	YES	NO	NO	**YES**
Highland Blvd	Redlands Blvd to Juniper Ave	218	52.2	2,971	61.5	9.3	YES	NO	NO	**YES**
Highland Blvd	Juniper Ave to Ironwood Ave	117	49.8	2,916	59.1	9.4	YES	NO	NO	**YES**
Indian St	Dracaea Ave to Cottonwood Ave	7,215	61.4	7,284	66.3	4.9	NO	YES	NO	**YES**
Indian St	Cottonwood Ave to Bay Ave	8,255	64.4	7,240	71.3	6.9	NO	YES	NO	**YES**
Indian St	Bay Ave to Alessandro Blvd	10,189	65.1	12,227	70.7	5.6	NO	NO	YES	**YES**
Indian St	John F Kennedy Dr to Gentian Ave	9,418	68.9	12,622	73.2	4.3	NO	NO	YES	**YES**
Indian St	Gentian Ave to Iris Ave	6,982	68.5	14,735	72.4	3.9	NO	NO	YES	**YES**
Indian St	Iris Ave to Krameria Ave	3,174	63.7	15,045	71.6	7.9	NO	YES	NO	**YES**
Indian St	South of Krameria Ave	1,464	62.2	14,148	75.9	13.7	NO	YES	NO	**YES**
Indian St	North of San Michele Rd	4,450	67.2	15,827	73.7	6.5	NO	NO	YES	**YES**
Indian St	San Michele Rd to Nandina Ave	6,313	69.9	30,218	75.5	5.6	NO	NO	YES	**YES**
Iris Ave	Indian St to Emma Ln	3,345	63.3	10,665	74.8	11.4	NO	YES	NO	**YES**
Iris Ave	Emma Ln to Perris Blvd	3,345	63.7	10,665	76.8	13.0	NO	YES	NO	**YES**
Iris Ave	Perris Blvd to Kitching St	18,723	72.4	28,968	77.8	5.4	NO	NO	YES	**YES**
Iris Ave	Kitching St to Lasselle St	19,094	73.3	35,690	77.6	4.3	NO	NO	YES	**YES**
Iris Ave	Lasselle St to Mesa Verde Dr	34,844	74.9	57,447	77.1	2.3	NO	NO	YES	**YES**
Iris Ave	Mesa Verde Dr to Nason St	30,595	74.5	52,979	77.2	2.7	NO	NO	YES	**YES**
Iris Ave	Nason St to Turnberry St	22,944	73.4	44,009	76.7	3.3	NO	NO	YES	**YES**
Ironwood Ave	Heritage Dr to Pigeon Pass Rd	8,451	64.8	14,458	68.6	3.8	NO	YES	NO	**YES**
Ironwood Ave	Indian St to Harclare Dr	6,229	61.7	10,070	66.9	5.2	NO	YES	NO	**YES**
Ironwood Ave	Harclare Dr to Perris Blvd	6,229	61.7	10,720	67.6	5.9	NO	YES	NO	**YES**
Ironwood Ave	Perris Blvd to Franklin St	10,642	66.0	13,840	67.6	1.6	NO	NO	YES	**YES**
Ironwood Ave	Franklin St to Kitching St	463	52.4	16,221	67.6	15.2	YES	NO	NO	**YES**
Ironwood Ave	Lasselle St to Steeplechase Dr	10,231	65.7	9,379	67.8	2.0	NO	NO	YES	**YES**
Ironwood Ave	Steeplechase Dr to Nason St	5,744	62.3	11,121	68.0	5.7	NO	YES	NO	**YES**
Ironwood Ave	Redlands Blvd to Highland Blvd	364	53.8	1,267	70.0	16.2	YES	NO	NO	**YES**
Kitching St	Cottonwood Ave to Bay Ave	7,175	62.5	10,708	68.7	6.2	NO	YES	NO	**YES**
Kitching St	Bay Ave to Alessandro Blvd	7,119	62.6	8,948	67.7	5.1	NO	YES	NO	**YES**
Kitching St	Alessandro Blvd to Brodiaea Ave	12,958	65.6	22,404	69.3	3.7	NO	NO	YES	**YES**
Kitching St	Brodiaea Ave to Cactus Ave	10,330	64.0	19,697	69.5	5.4	NO	YES	NO	**YES**
Kitching St	Cactus Ave to Delphinium Ave	10,259	65.1	23,400	70.4	5.3	NO	NO	YES	**YES**
Kitching St	Delphinium Ave to John F Kennedy Dr	10,259	65.1	24,208	69.3	4.3	NO	NO	YES	**YES**
Kitching St	John F Kennedy Dr to Gentian Ave	14,481	68.2	23,601	73.0	4.9	NO	NO	YES	**YES**
Krameria Ave	Indian St to Tarano Ln	3,486	60.3	5,080	71.9	11.6	NO	YES	NO	**YES**
Krameria Ave	Tarano Ln to Perris Blvd	3,486	60.4	7,881	71.9	11.5	NO	YES	NO	**YES**
Lake Vista Rd	Sunnymead Ranch Pkwy to Lake Summit Dr	2,067	55.1	3,576	68.0	12.9	YES	NO	NO	**YES**
Lasselle St	Fir Ave to Eucalyptus Ave	2,432	58.3	2,452	67.9	9.6	YES	NO	NO	**YES**
Lasselle St	Eucalyptus Ave to Dracaea Ave	4,959	62.5	16,811	68.3	5.8	NO	YES	NO	**YES**
Lasselle St	Dracaea Ave to Cottonwood Ave	5,096	62.6	16,772	68.4	5.8	NO	YES	NO	**YES**
Lasselle St	Cottonwood Ave to Bay Ave	10,110	65.3	19,711	69.1	3.8	NO	NO	YES	**YES**
Lasselle St	Bay Ave to Alessandro Blvd	10,110	65.3	20,524	69.9	4.6	NO	NO	YES	**YES**

Roadway Segment		Existing		Future With Project		Future with Project - Existing	Existing < 60	60 =< Existing =< 65	Existing > 65	Significant
		ADT	dBA CNEL	ADT	dBA CNEL	dBA CNEL				
Lasselle St	Alessandro Blvd to Brodiaea Ave	16,672	68.3	19,368	70.1	1.8	NO	NO	YES	**YES**
Lasselle St	Brodiaea Ave to Cactus Ave	15,702	68.0	23,110	71.1	3.1	NO	NO	YES	**YES**
Lasselle St	Cactus Ave to John F Kennedy Dr	15,916	68.2	22,994	70.1	1.9	NO	NO	YES	**YES**
Lasselle St	John F Kennedy Dr to Margaret Ave	20,375	69.9	25,562	71.9	2.1	NO	NO	YES	**YES**
Lasselle St	Margaret Ave to Gentian Ave	20,375	69.9	20,248	72.9	3.0	NO	NO	YES	**YES**
Manzanita Ave	Davis St to Indian St	702	53.6	759	69.9	16.3	YES	NO	NO	**YES**
Manzanita Ave	Indian St to Perris Blvd	1,267	57.1	680	70.3	13.2	YES	NO	NO	**YES**
Moreno Beach Dr	Locust Ave to Juniper Ave	2,741	59.3	3,362	69.6	10.3	YES	NO	NO	**YES**
Moreno Beach Dr	Juniper Ave to Ironwood Ave	2,707	59.2	3,230	77.2	17.9	YES	NO	NO	**YES**
Moreno Beach Dr	Ironwood Ave to SR-60	9,296	68.3	13,533	77.2	8.9	NO	NO	YES	**YES**
Moreno Beach Dr	SR-60 to Eucalyptus Ave	23,045	74.8	41,697	76.6	1.8	NO	NO	YES	**YES**
Moreno Beach Dr	Trail Ridge Way to Auto Mall Dr	14,133	72.6	38,680	76.9	4.2	NO	NO	YES	**YES**
Moreno Beach Dr	Auto Mall Dr to Cottonwood Ave	13,827	72.5	36,941	76.8	4.2	NO	NO	YES	**YES**
Moreno Beach Dr	Cottonwood Ave to Bay Ave	12,522	72.3	42,094	76.4	4.1	NO	NO	YES	**YES**
Moreno Beach Dr	Bay Ave to Alessandro Blvd	12,522	72.3	40,643	74.7	2.5	NO	NO	YES	**YES**
Moreno Beach Dr	Brodiaea Ave to Cactus Ave	12,051	70.1	41,521	76.9	6.8	NO	NO	YES	**YES**
Morrison St	Fir Ave to Eucalyptus Ave	842	54.1	1,881	66.5	12.5	YES	NO	NO	**YES**
Morrison St	Eucalyptus Ave to Dracaea Ave	9,204	65.1	12,012	66.9	1.8	NO	NO	YES	**YES**
Morrison St	Cottonwood Ave to Bay Ave	5,500	63.1	13,856	77.9	14.8	NO	YES	NO	**YES**
Morrison St	Bay Ave to Alessandro Blvd	5,497	63.0	14,094	78.4	15.4	NO	YES	NO	**YES**
Nandina Ave	Indian St to Perris Blvd	4,377	69.5	4,241	71.5	2.0	NO	NO	YES	**YES**
Nason St	Ironwood Ave to SR-60	9,429	65.6	13,979	70.6	5.1	NO	NO	YES	**YES**
Nason St	Fir Ave to Eucalyptus Ave	14,956	68.1	24,411	70.3	2.2	NO	NO	YES	**YES**
Nason St	Dracaea Ave to Cottonwood Ave	14,196	67.8	24,758	71.2	3.3	NO	NO	YES	**YES**
Old 215 Frontage Rd	Dracaea Ave to Cottonwood Ave	4,322	61.3	4,627	64.8	3.5	NO	YES	NO	**YES**
Old 215 Frontage Rd	Alessandro Blvd to Cactus Ave	5,332	62.6	464	69.4	6.9	NO	YES	NO	**YES**
Old Lake Dr	Pigeon Pass Rd to Sunnymead Ranch Pkwy	10,703	65.2	11,737	69.0	3.9	NO	NO	YES	**YES**
Oliver St	Cactus Ave to Rockwood Ave	5,424	64.3	16,353	68.2	3.8	NO	YES	NO	**YES**
Oliver St	Rockwood Ave to John F Kennedy Dr	5,424	64.3	15,572	68.3	3.9	NO	YES	NO	**YES**
Oliver St	John F Kennedy Dr to Iris Ave	3,007	61.2	14,390	69.9	8.7	NO	YES	NO	**YES**
Perris Blvd	North of Sunnymead Ranch Pkwy	10,136	68.0	11,691	69.8	1.7	NO	NO	YES	**YES**
Perris Blvd	Manzanita Ave to Jaclyn Ave	12,764	68.7	17,510	70.8	2.1	NO	NO	YES	**YES**
Perris Blvd	Jaclyn Ave to Kalmia Ave	14,701	69.2	17,753	73.4	4.2	NO	NO	YES	**YES**
Perris Blvd	Kalmia Ave to Ironwood Ave	17,955	69.9	22,737	75.9	6.0	NO	NO	YES	**YES**
Perris Blvd	Cactus Ave to Delphinium Ave	24,086	70.5	25,035	75.7	5.2	NO	NO	YES	**YES**
Perris Blvd	Delphinium Ave to John F Kennedy Dr	24,086	70.5	27,548	74.3	3.8	NO	NO	YES	**YES**
Perris Blvd	John F Kennedy Dr to Filaree Ave	35,488	74.5	45,840	74.6	0.1	NO	NO	YES	**YES**
Perris Blvd	Gentian Ave to Santiago Dr	28,981	73.9	33,494	77.4	3.5	NO	NO	YES	**YES**
Perris Blvd	Santiago Dr to Iris Ave	28,981	73.9	37,151	78.5	4.6	NO	NO	YES	**YES**
Perris Blvd	Iris Ave to Krameria Ave	40,944	76.3	51,656	78.7	2.3	NO	NO	YES	**YES**
Pigeon Pass Rd	Hidden Springs Dr to Lawless Rd	1,167	56.2	1,257	62.1	5.9	YES	NO	NO	**YES**
Pigeon Pass Rd	Lawless Rd to Sunnymead Ranch Pkwy	1,167	56.2	1,257	70.9	14.7	YES	NO	NO	**YES**
Pigeon Pass Rd	Sunnymead Ranch Pkwy to Old Lake Dr	5,893	63.3	4,341	71.5	8.2	NO	YES	NO	**YES**
Pigeon Pass Rd	Harland Dr to Ironwood Ave	21,213	71.5	24,531	73.9	2.4	NO	NO	YES	**YES**
Pigeon Pass Rd	Ironwood Ave to Hemlock Ave	27,538	70.5	30,596	73.3	2.8	NO	NO	YES	**YES**
Redlands Blvd	Ironwood Ave to SR-60	14,836	70.8	21,775	72.6	1.8	NO	NO	YES	**YES**
Redlands Blvd	SR-60 to Eucalyptus Ave	12,308	70.8	24,701	73.1	2.3	NO	NO	YES	**YES**
San Michele Rd	Heacock St to Indian St	122	46.4	8,567	69.5	23.1	YES	NO	NO	**YES**
San Michele Rd	Indian St to Perris Blvd	5,297	65.9	6,039	67.4	1.5	NO	NO	YES	**YES**
Sunnymead Ranch Pkwy	Pigeon Pass Rd to Lake Vista Rd	486	52.3	2,350	64.9	12.6	YES	NO	NO	**YES**
Sunnymead Ranch Pkwy	Lake Vista Rd to Old Lake Dr	2,318	59.3	5,450	65.4	6.1	YES	NO	NO	**YES**
Sunnymead Ranch Pkwy	Old Lake Dr to Heacock St	7,450	64.8	7,639	69.3	4.5	NO	YES	NO	**YES**
Theodore St	Ironwood Ave to SR-60	436	54.8	3,783	66.8	12.0	YES	NO	NO	**YES**
Town Cir	Centerpoint Dr to Heritage Way	6,374	61.2	6,057	69.0	7.8	NO	YES	NO	**YES**
Towngate Blvd	Eucalyptus Ave to Heritage Way	5,590	62.2	6,901	69.3	7.1	NO	YES	NO	**YES**
Via Del Lago	Iris Ave to Alta Calle	5,131	62.7	15,001	88.3	25.6	NO	YES	NO	**YES**
Via Del Lago	South of Alta Calle	297	49.9	2,290	86.3	36.3	YES	NO	NO	**YES**
SR-60	Heacock St to Perris Blvd	104,638	82.8	126,695	85.5	2.8	NO	NO	YES	**YES**
SR-60	Perris Blvd to Nason St	85,489	82.2	112,163	83.9	1.7	NO	NO	YES	**YES**
SR-60	Moreno Beach Dr to Redlands Blvd	72,123	81.8	94,973	85.0	3.2	NO	NO	YES	**YES**
SR-60	Redlands Blvd to World Logistics Cir Pkwy	63,183	81.1	94,057	85.4	4.3	NO	NO	YES	**YES**
I-215	SR-60 to Eastridge Ave	113,294	83.6	162,330	85.4	1.8	NO	NO	YES	**YES**

Rail Noise Assumptions

EXISTING TRAINS

Train Type	Trains	Hours	Events/Hour	Loco/Train	Cars/Train	Speed
Metrolink	11	15	0.73	1	5	51.8
Metrolink	3	9	0.33	1	5	51.8
Freight	1	15	0.07	5	130	70
Freight	1	9	0.11	5	130	70

Notes:
daytime hours are 7 a.m. to 10 p.m. (15 hours)
nighttime hours are 10 p.m. to 7 a.m. (9 hours)

metrolink cars/train based on average metrolink train

metrolink speed calculation

distance (miles)	9.5	measured from the moreno valley/ march field station to the perris downtown station using google earth 2025
time between stations (minutes)	11	time difference from the moreno valley/ march field station to the perris downtown station using the metrolink schedule Oct 2024
speed (miles/hr)	51.8	

freight cars/train and speed based on average BNSF train

FUTURE TRAINS

Train Type	Trains	Hours	Events/Hour	Loco/Train	Cars/Train	Speed
Metrolink	32	15	2.13	1	5	51.8
Metrolink	8	9	0.89	1	5	51.8
Freight	1	15	0.07	5	130	70
Freight	1	9	0.11	5	130	70

Notes:
Metrolink business plan expects 40 total trips along the 91/Perris trips
Existing ratio of daytime: nighttime operations is 4

Freight business plans are not public, therefore it is assumed that operations would remain the same

Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	Freight

Receiver Parameters	
Receiver:	Residential
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	65 dBA

Noise Source Parameters	
Number of Noise Sources:	2

Noise Source Parameters		Source 1
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Electric Locomotive
Daytime hrs	Avg. Number of Locos/train	5
	Speed (mph)	70
	Avg. Number of Events/hr	0.07
Nighttime hrs	Avg. Number of Locos/train	5
	Speed (mph)	70
	Avg. Number of Events/hr	0.11
Distance	Distance from Source to Receiver (ft)	50
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Daytime hrs	Avg. Number of Rail Cars/train	130
	Speed (mph)	70
	Avg. Number of Events/hr	0.07
Nighttime hrs	Avg. Number of Rail Cars/train	130
	Speed (mph)	70
	Avg. Number of Events/hr	0.11
Distance	Distance from Source to Receiver (ft)	50
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	Yes

Project Results Summary

Existing Ldn:	65 dBA
Total Project Ldn:	71 dBA
Total Noise Exposure:	72 dBA
Increase:	7 dB
Impact?:	Severe

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	249 ft
Dist to Sev. Impact Contour (Sources 1+2):	109 ft

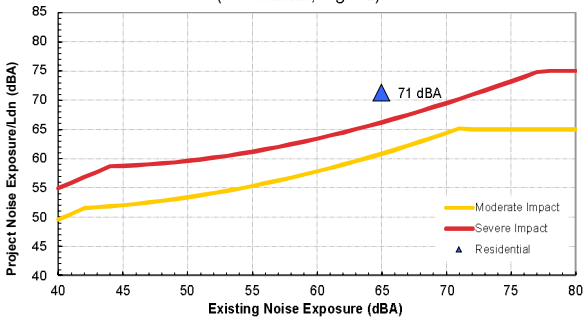
Source 1 Results

Leq(day):	50.4 dBA
Leq(night):	52.3 dBA
Ldn:	58.5 dBA

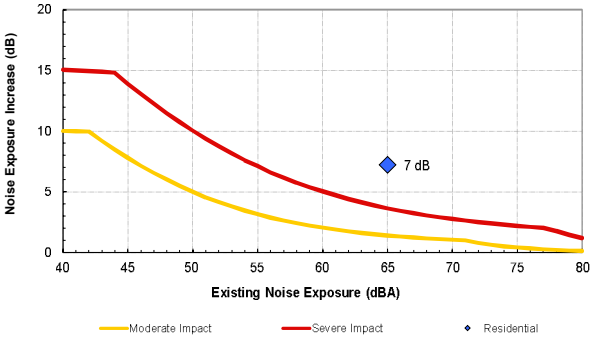
Source 2 Results

Leq(day):	62.9 dBA
Leq(night):	64.9 dBA
Ldn:	71.1 dBA
Incremental Ldn (Src 1-2):	71.3 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	91 Line

Receiver Parameters	
Receiver:	Residential
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	65 dBA

Noise Source Parameters	
Number of Noise Sources:	2

Noise Source Parameters		Source 1
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Electric Locomotive
Daytime hrs	Avg. Number of Locos/train	1
	Speed (mph)	51.8
	Avg. Number of Events/hr	0.73
Nighttime hrs	Avg. Number of Locos/train	1
	Speed (mph)	51.8
	Avg. Number of Events/hr	0.33
Distance	Distance from Source to Receiver (ft)	50
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Daytime hrs	Avg. Number of Rail Cars/train	5
	Speed (mph)	51.8
	Avg. Number of Events/hr	0.73
Nighttime hrs	Avg. Number of Rail Cars/train	5
	Speed (mph)	51.8
	Avg. Number of Events/hr	0.33
Distance	Distance from Source to Receiver (ft)	50
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	Yes

Project Results Summary

Existing Ldn:	65 dBA
Total Project Ldn:	62 dBA
Total Noise Exposure:	67 dBA
Increase:	2 dB
Impact?:	Moderate

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	63 ft
Dist to Sev. Impact Contour (Sources 1+2):	28 ft

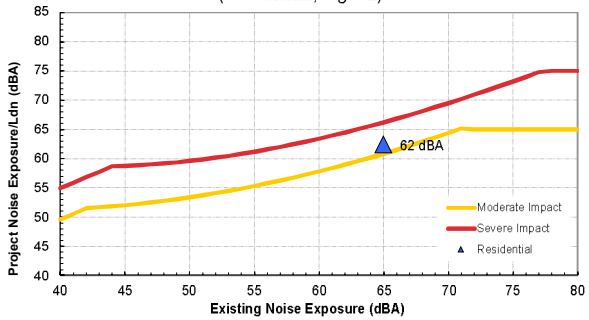
Source 1 Results

Leq(day):	54.9 dBA
Leq(night):	51.4 dBA
Ldn:	58.5 dBA

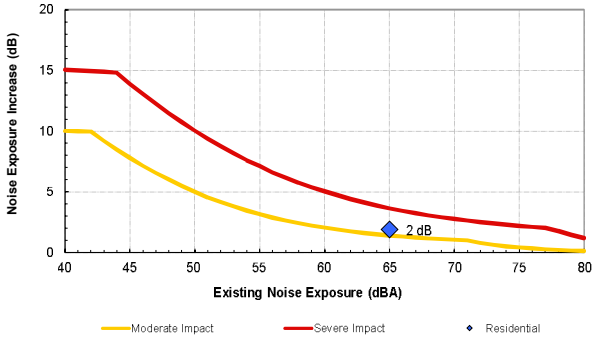
Source 2 Results

Leq(day):	56.3 dBA
Leq(night):	52.9 dBA
Ldn:	60.0 dBA
Incremental Ldn (Src 1-2):	62.3 dBA

Noise Impact Criteria
(FTA Manual, Fig 4-2)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Figs 4-3 and 4-4)



Federal Transit Administration
Noise Impact Assessment Spreadsheet

version: 1/29/2019

Project:	Future 91 Line

Receiver Parameters	
Receiver:	Residential
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	65 dBA

Noise Source Parameters	
Number of Noise Sources:	2

Noise Source Parameters		Source 1
	Source Type:	Fixed Guideway
	Specific Source:	Diesel Electric Locomotive
Daytime hrs	Avg. Number of Locos/train	1
	Speed (mph)	51.8
	Avg. Number of Events/hr	2.13
Nighttime hrs	Avg. Number of Locos/train	1
	Speed (mph)	51.8
	Avg. Number of Events/hr	0.89
Distance	Distance from Source to Receiver (ft)	50
	Number of Intervening Rows of Buildings	0
Adjustments		

Noise Source Parameters		Source 2
	Source Type:	Fixed Guideway
	Specific Source:	Rail Car
Daytime hrs	Avg. Number of Rail Cars/train	5
	Speed (mph)	51.8
	Avg. Number of Events/hr	2.13
Nighttime hrs	Avg. Number of Rail Cars/train	5
	Speed (mph)	51.8
	Avg. Number of Events/hr	0.89
Distance	Distance from Source to Receiver (ft)	50
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No
	Joint Track/Crossover?	No
	Embedded Track?	No
	Aerial Structure?	Yes

Project Results Summary

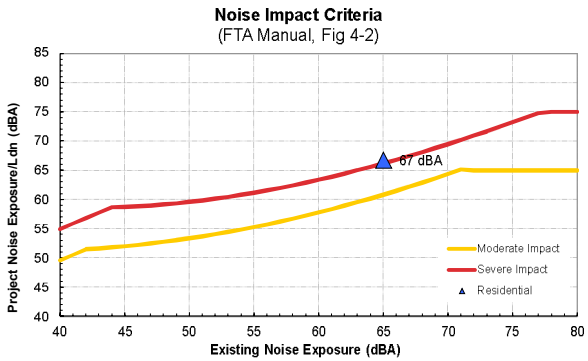
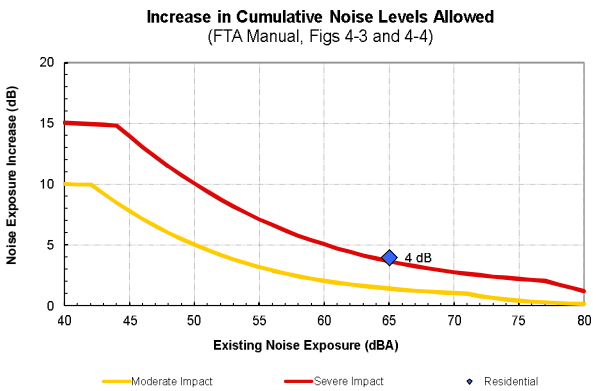
Existing Ldn:	65 dBA
Total Project Ldn:	67 dBA
Total Noise Exposure:	69 dBA
Increase:	4 dB
Impact?:	Severe

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	124 ft
Dist to Sev. Impact Contour (Sources 1+2):	54 ft

Source 1 Results

Leq(day):	59.5 dBA
Leq(night):	55.7 dBA
Ldn:	62.9 dBA

Source 2 Results

Leq(day):	61.0 dBA
Leq(night):	57.2 dBA
Ldn:	64.4 dBA
Incremental Ldn (Src 1-2):	66.7 dBA